

Semi-Annual Safeguards Monitoring Report: Environment and Social

ADB Project Number: 48141
ADB Loan Number: 3210-FIJ
WB Project Number: 150028
Reporting period: Jan - June 2020

FIJI: Transport Infrastructure Investment Sector Project

Prepared by

Fiji Roads Authority

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ABBREVIATIONS

ADB	Asian Development Bank
CESMP	Construction Environmental and Social Management Plan
CPP	Consultation and Participation Plan (for the project)
CRC5	China Rail Company No. 5 (SARUP 1 contractor)
CSS	Country Safeguard System
DOE	Department of Environment
DSC	Design and Supervision Consultant
EIA	Environmental Impact Assessment
EMU	Environment Management Unit
ESMF	Environmental and Social Management Framework
ESMP	Environmental and Social Management Plan
FTIIP	Fiji Transport Infrastructure Investment Project
FRA	Fiji Roads Authority
GOF	Government of Fiji
GRM	Grievance Redress Mechanism
HIV/AIDS	Human Immunodeficiency virus / acquired immunodeficiency syndrome
LARF	Land Acquisition and Resettlement Framework
LARP	Land Acquisition and Resettlement Plan
MOE	Ministry of Economy
MOWE	Ministry of Waterways and Environment
MOU	Memorandum of Understanding
MWTPU	Ministry of Works, Transport and Public Utilities
NTC	Notice to Contractor
PST	Project Supervision Team (in FRA)
Qoliqoli	Traditional beach, lagoon and reef areas
SARUP	Suva Arterial Roads Upgrading Project
SPS	Safeguards Policy Statement 2009 (of ADB)
WB	World Bank

1 INTRODUCTION

1.1 Description of the Project

Background. The Transport Infrastructure Investment Sector Project (the project) is financed under joint Asian Development Bank (ADB) and World Bank (WB) loans with counterpart funding from the Government of Fiji (GOF). On behalf of the GOF the executing entity is the Ministry of Economy (MOE) and the project is being implemented by Fiji Roads Authority (FRA). The Project supports the 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

Parameters	Information
Contract No	FRA TIISP 16-01
ADB – Project No Loan No	48141 – 001 3210-FIJ
WB – Project No Loan No	P150028 8482-FJ
Description of works	Drainage associated with road re-construction (e.g. clearing water channel, associated extension or possible replacement of substandard culverts and headwalls); Minor earthworks; Road sealing and re-sealing; Street-lighting, guard rails, traffic signals; Kerb, channel and footpath improvements; Existing pavement upgrade and asphalt concrete finish; and Repair and improvements of crossings
Engineer	Dr. Charles Ward
Title of report	Semi-Annual Environmental and Social Safeguard Monitoring Report
Period covered by report	January 2020 – June 2020

Project impact and outcome. 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. The second output is to ensure the capacity of Fiji transport agencies and related departments to manage bridge, road, and jetty assets is improved and strengthened to provide higher levels of accountability, improved levels of service and increased transparency in project implementation and delivery.

Project activities comprise physical works including new infrastructure and/or the upgrading, renewal, rehabilitation and/or repair of public roads 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 a sector project is that all types of subprojects to be undertaken are known in general terms but only a small number of subprojects are identified at the project preparation stage. A sector project provides for subprojects to be identified and prepared during implementation. Subprojects will be identified and prioritized following the agreed selection process which includes each subproject meeting a set of criteria. The Project Steering Committee will approve subprojects and the approved list will be forwarded to ADB and WB for no objection.

Purpose of the report. This semi-annual environmental and social monitoring report covers the period 01 January to 30 June 2020. It is prepared by the Environment Management Unit (EMU) under the Project Supervision Team (PST) in FRA. The report is prepared in accordance with the project's Environmental and Social Management Framework (ESMF) and the environmental monitoring and reporting requirements set out in the Project Administration Manual, Project Loan Agreement and Project Agreement as well as the ADB Safeguard Policy Statement 2009 (SPS) and World Bank Operational Policy (OP).¹ On 14 August 2019 FRA submitted a proposal for the merging of the safeguard reports (i.e. environmental and social) into one as it was being both reported by the EMU. This was agreed to on the 28 August 2019 when the Semi-Annual Report for the period of 01 July to 31 December 2018 was accepted by ADB and WB.

During the reporting period, the PIU did not have any Social Safeguards Officer available to undertake reporting activities. The position is currently under advertisement and is expected to be finalized in Q3. An initial round of advertising was unsuccessful due to the lack of qualified candidates. In the next safeguards monitoring report (SMR), the incoming officer will update the SMR to integrate more explicitly the social safeguards considerations, including for; Involuntary Resettlement and Indigenous Peoples, social assessment and due diligence activities, public consultations and information sharing, grievance redress mechanism progress among other topics.² The next SMR will also report more explicitly on the impact of COVID19 to the project social safeguards activities and provide details of project scope changes, which have reduced the projects social and environmental risks and impacts.

1.2 Process for Safeguards Compliance

The ESMF and the Land Acquisition and Resettlement Framework (LARF) covering land access, establish the process and procedures to be followed by each subproject to ensure they comply with the Fiji country safeguards system (CSS) and the requirements of SPS and OP. The LARF was updated during the November 2017 mid-term review.

The ESMF applies to all subprojects implemented by the project in transport sub-sectors of: (i) rural maritime infrastructure (including wharves and jetties), but excluding the main port infrastructure (which is under Fiji Ports Corporation Ltd) (ii) roads (including national main roads, municipal and rural roads), and (iii) bridges. The objective of the ESMF is to ensure that

¹ This project has triggered ADB's SPS policies on Environment and Involuntary Resettlement. The project has triggered the WB OPs on Environmental Assessment (4.01), Natural Habitats (4.04), Physical Cultural Resources (4.11), Indigenous Peoples (4.10) and Involuntary Resettlement (4.12).

² The new Social Safeguards Specialist will build upon this and the prior SMR: https://www.adb.org/sites/default/files/project-documents/48141/48141-001-esmr-en_1.pdf

the project follows the requirements as set out in national law³ in order that environmental and social impacts within these transport sub-sectors are appropriately identified and mitigated to acceptable levels. The ESMF approved during project appraisal was updated in 2016 to reflect some matters that were not anticipated during project preparation, but which have come to light through the screening of subprojects since the project has been under implementation. Based on experience with other similar projects, it is anticipated that most impacts will be site-specific and can be readily mitigated, as the roads, bridges and jetties are already present and most works will be repair and/or reconstruction at their existing location, i.e., existing corridors and structural footprints.

The first stage in the safeguards due diligence is screening of subproject impacts to determine the potential risks and required level of assessment as well as the type of safeguards documents/instruments required.

The significance of the project's environmental impacts determines the environmental categorization of the project. As most sub-projects relate to existing structures, it is likely that each sub-project will be Category B or C.⁴ The PST completes the screening forms and determine the appropriate categorization based on the definitions above and the detailed screening forms included in the ESMF. The PST has further developed and adapted the screening forms. ADB and WB will jointly review the FRA determination and provide a no objection to commencement of the required level of due diligence. The screening and project descriptions prepared will be submitted by the FRA as part of the screening application to Ministry of Waterways and Environment (MOWE).

For subprojects with low level impacts and risks that do not require additional data and analysis—category C—an environmental and social management plan (ESMP) may be prepared to address construction-related and site-specific environment and social issues rather than a full EIA study (for example installation of street lights, guard rails or traffic signals or straight forward road re-sealing). An outline of a simple ESMP, based on Fiji's Environmental Code of Practice (COEP), has been prepared and will be adapted by the PST to add any subproject specific risks and required mitigations as relevant. The ESMP will be included in the bid and contract documents.

An environmental impact assessment (EIA) will be prepared for subprojects that will require additional specific data/information and further analysis to determine the full extent of environmental and social impacts, which cannot be supplied only by an ESMP and/or an COEP; these projects are category B. The EIA will include an ESMP that will address impacts and identify mitigations measures during pre-construction, construction and operations stages. The ESMP will also include measures to mitigate the impacts of temporary use of land (and associated impacts). Examples of sub-projects requiring an EIA would include bridge works involving civil works, major rehabilitation works, installation of new culverts, minor realignment of a road, and new or relocated jetties/wharves.

The ESMP and EIA will be reviewed and cleared by ADB/WB prior to submission to MOWE

³ The ESMF follows the requirements of Fiji laws supplemented as necessary to ensure that the objectives and principles of SPS and OP 4.01 are complied with.

⁴ Category A projects are not eligible for financing under the project.

for clearance under the country system. Additional permits may be required for some project i.e. permit from Department of Lands under the Rivers and Streams Act for crossings and bridge subprojects.

As per the screening form to be prepared following the LARF, any subprojects requiring temporary use of land (and associated impacts) will be addressed through measures to be included in the ESMP.⁵

Based on the ESMP from the EIA, the contractor will prepare their construction ESMP (CESMP) which will set out their construction methodology and include site-specific plans as required.

⁵ The mitigation measures will be as per the entitlements set out in the LARF.

2 IMPLEMENTATION OF THE ESMF

1. Roles and Responsibilities for ESMF Implementation and Monitoring

Overall roles and responsibilities for environmental management as per the ESMF are outlined in Table 2-1. These have not changed during the monitoring period.

Table 2-1: Roles and Responsibility for Environmental Management

Party	Roles and Responsibility
GOF-MOE	<p>Guide the development of the project and institutional arrangements for the lifetime of the project</p> <p>Ensure FRA has budget and resources to implement the project</p> <p>Ensure that GOF complies with loan covenants and project agreements</p>
FRA	<p>Ensure that the PST is fully staffed and functional during the entire period of project implementation</p> <p>Recruit, administer and supervise project management and technical consultants as required to assist the PST deliver the project</p> <p>Maintain website to facilitate disclosure of project information</p>
PST	<p>Ensure compliance with grant covenants, project agreements, ADB's guidelines, procedures, and policies</p> <p>Provide day-to-day support for project preparation and implementation activities</p> <p>Review consultants' reports and ensure the outputs are suitable to the project objectives and government policies and regulations</p> <p>Undertake screening of each subproject and submit to ADB/WB for no objection</p> <p>Submit safeguards due diligence reports and documents to ADB/WB for review and clearance</p> <p>Submit reports and documents for clearance under GOF systems (laws and regulations)</p> <p>Provide support as required to contractor as they prepare their construction ESMP (CESMP)</p> <p>Review and clear CESMP (including ADB review) prior to contractor commencing any activities on site</p> <p>Provide information to FRA for disclosure on the project page on FRA website</p> <p>Maintain the overall project grievance redress mechanism (GRM) registry/record sheet and summarize for disclosure on project webpage</p> <p>Review contractor implementation of GRM</p> <p>Inspect and audit supervision consultant's monitoring and contractor compliance with approved CESMP</p> <p>Submit periodic reports, including semi-annual safeguards monitoring reports, to ADB/WB and executing agency</p>
ADB/WB	<p>Review project implementation through missions and review of reports</p> <p>Provide clearances (no objection) to required reports/documents, bid documents and bid evaluation reports, contract awards, CESMP, monitoring reports. Disclose reports</p> <p>Provide support and assistance to FRA and PST as required</p>
Contractor	<p>Prepare and implement CESMP</p> <p>Ensure all workers are aware of CESMP provisions and requirements</p> <p>Ensure all workers are aware of project's GRM and maintain GRM registry/record sheet</p> <p>Designate an environmental, health & safety officer responsible to oversee, monitor and record implementation of CESMP</p> <p>Report on CESMP implementation on a monthly basis to PST</p>

3 MONITORING RESULTS

3.1 Status of ESMF Implementation

This reporting period covers the first half of 2020 (i.e. 01 January - 30 June 2020) where reporting of the environmental and social safeguards implementation and monitoring results continue⁶ however both the environment and social elements are combined into one (1). The process and procedures outlined in the project's ESMF are being followed. Table 3.1 shows the status of review and clearance of screening and due diligence documents prepared by PST and submitted to ADB/WB and MOWE for review and clearance.

This reporting period coincided with global COVID 19 outbreak and pandemic that also resulted in a few confirmed cases in Fiji. Consultation work in regards to environment and social due diligence work were limited due to government restrictions placed on social gatherings.

Apart from this unexpected event occurring, PST continued to work closely with all relevant stakeholders in the effort to ensure that all due diligence and regulatory approvals are obtained prior to implementation of any project. Only two sub-project that was active during this reporting period:

- Road Reseals Variations (Western, Central & Northern)
- Solovi 2 Crossing

The other sub-projects under inception are;

- SARUP 2 (Contract has been terminated and in the process of re-tendering);
- Kings Road Rehabilitation; and
- Queens Road Rehabilitation

The EMU continues to conduct random inspections of the subprojects and, through the Engineer, has issued several written instructions via environmental monitoring checklist to improve compliance and environmental performance. Suggestions for improved site monitoring and inspection checklists that was developed by ADB and FRA on 06/11/17 to better reflect the types of works and activities currently being used for this subproject. The EMU during this reporting period had used its checklist to assess if there were any environmental non-compliances. The existing Road Reseals Contractor, Higgins, has since been monitoring according to this checklist and have been submitting their progress reports to FRA Engineers. During the reporting period only Western and Central Division sub-project sites mentioned above were active. The respective divisional General Managers are tasked to overlook the project and assisted by on-site engineers. No new recruitment was undertaken for environmental staffing to undertake the monitoring and all inspection was undertaken by

⁶ The first joint semi-annual environmental and social monitoring report covered the period from July 2018 – December 2018 to ease report writing due to the absence of a dedicated social safeguard officer.

FRA Western and Central Division environment officer.

The Road Reseals Variation sub-project due diligence is in inception stage and meetings and site visits had been undertaken during this reporting period for the Contractor to prepare their CEMP. FRA EMU team currently have five people and may require additional staffs to ensure effective inspection and supervision of active contractors and subprojects. Existing FRA EMU Safeguard Officers currently cover all FRA projects and investments and not just TIISP, as the work program expands.

The summary of due diligence status of the sub-projects is reflected in table 3.1 below. reflecting the closed and ongoing sub-projects.

Table 3.1: Status of Due Diligence of subprojects

Project	Screening			Safeguards due diligence dox prepared				Submission to MOE (under EMA)			
	Land	Environment	No Objection ADB/WB	Land	Environment	Review & comments	No Objection ADB/WB	Screening application submitted	MOE confirmation no EIA required	MOE clearance of EIA OR ESMP submitted	Project Closure Status
Streetlighting (3)	C	C	11-Sep-15	LARDD	ESMP	Minor comments addressed	11-Sep-15	NA	10-May-16	NA	Closed
Matewale Crossing	PPTA	PPTA	PPTA	PPTA	PPTA	Cleared	PPTA	13-May-16	NA	27/10/2016	Closed
SARUP 1	C	B	03-Feb-16	LARDD	EIA	Rev. requested Mar-16	12-May-16	NA	22-Feb-16	NA	Closed
Mass Action Guard Rails	C	C	09-Mar-16	LARDD	ESMP	Rev. requested 18-May-16	31-May-16	NA	10-May-16	NA	Closed
Traffic Signals Installation	C	C	09-Mar-16	LARDD	ESMP	Rev. requested 19-May-16	31-May-16	NA	10-May-16	NA	Closed
Urban Streetlights	C	C	09-Mar-16	LARDD	ESMP	Rev. requested 19-May-16	31-May-16	NA	10-May-16	NA	Closed
Rural Streetlights	C	C	09-Mar-16	LARDD	ESMP	Rev. requested 19-May-16	31-May-16	NA	10-May-16	NA	Closed
Road Reseals (West, Central & North)	C	C	26-Apr-16	LARDD	ESMP	Rev. requested 15-Jun-16	31-May-16	16-Jul-19	30-Jul-19	In preparation	Ongoing with proposed variation
Unsealed Road Upgrade Programme	C	B	21-Jun-16	LARDD	ESMP	Rev. requested 02-Jan-18	TBD	13-May-16	TBD	NA	Closed
Solovi 1 & 2 and Rabaraba	B	B	20-Feb-17	LARP	EIA	Rev. requested 21/28 Mar-17	29-Aug-17	18/02/16, 19/02/16 & 04/09/2015	18/02/16, 19/02/16 & 04/09/2015	19-Apr-16 and 27-Oct-15	Closed
SARUP 2	C	B	12-Apr-18	LARDD	EIA	Minor comments addressed	29/05/2018	Feb-18	20-Apr-18	31-May-18	Contractor Terminated, in the process of re-tender and award
Kings Road Rehabilitation	C	B	26-Mar-19	LARDD	EIA	NA	NA	21-Dec-19	03-Jul-19	To be prepared by successful Contractor	TBD
Queens Road Rehabilitation	C	B	19-May-20	LARDD	EIA	Rev Requested	20/07/2020	13-May-20	19-Jun-20	TBD	TBD

4 SUB-PROJECT STATUS

4.1 Site Updates

a) Road Reseals

For this reporting period only the Western and Central divisions were active. Works carried out revolved around enabling works, maintenance of existing infrastructure (drainage and high shoulder removal works) and road markings.

No major environmental issues were recorded or noted and improvements with mitigation done to clear the environment defects. Thus, no instruction notice to Higgins were raised to address non-compliance matters (address a non-conformity or to improve environmental performance). The Contractor have accordingly recorded issues raised by the public as well FRA and have addressed the issue(s) with brief table attach in Annex 2.

Infringements and infractions are ranked as minor-moderate scale/significance, relating mostly to health and safety (including non-provision of appropriate PPE), spill/pollution events, waste management, traffic control, compound and works yard issues, stockpile locations, and dust and noise control.

b) Queens Road Rehabilitation

The project due diligence reports from screening to the preparation of the LARDD and EIA have been prepared with the amendments to be completed and re-submitted for ADB/WB No objections.

4.2 Addressing Grievances

a) Road Reseals

The PST continues to conduct random inspections of Reseals subproject and, through the Contractors Engineer they have highlighted several minor environmental non-compliance and have addressed and closed of the complaints. No major environmental incident or non-compliance was identified although a few minor incidents such as dust was recorded and rectified. Verbal instruction was issued to the Contractor relating to traffic controls and having them to correctly set up before undertaking any works on site and this is monitored regularly by PST. In addition, non-conformities for stockpile designation (1) and bitumen spills (1) being added into the existing summary of corrective actions that have continually been issued to the Contractor for remedial. Detail information is attach in Annex 2.

Table 4.1 below shows accumulation of summarized issues identified on site from commencement of the sub-project and updated on 24/06/20.

Table 4.1: Summary of Corrective Action Notices Issued to Reseals Contractor

Items	Issue/Site	Noted/cited in instructions		
		No. of non-conformities	No. of opportunities for improvement	No. of observations (verbal)
1	Dust control, traffic control, run-off/discharges, PPE, fuel/oil drums, bunding, vehicle washdown, access/security, waste	0	0	0
2	Site- asphalt concrete paving, waste, run-off, signage	0	0	0
3	Site compound - H&S, PPE, waste, fuel/oil drums, bunding, drainage	0	0	0
4	Site - stockpiles to designated areas, vehicle washdown, waste, spoil management, PPE, lighting, plant smoke	3	0	0
5	Batching plant - H&S, PPE, dust/smoke, oil waste drums, waste, signage, access, night works, bunding, discharges	0	0	0
6	Nightworks - PPE, lighting	0	0	0
7	Site - traffic controls/signals, waste, discharge to stream, refuelling	0	2	0
8	Site - PPE	0	0	0
9	HMA plant - waste, fuel spills, bunding, site cleanliness, oil/fuel drums	3	2	0
10	Site - dust control, PPE, bitumen spills, waste	4	2	1
	Total	5	2	3

- Item 4 has 3 non-conformities regarding the designated areas for dumpsite. The contractor fails to manage and maintain the dumping site, no proper bay wash for trucks as trace of clumped soil ends up on the main road and failure to compact excavated loose soil that is disposed on site. FRA has instructed the contractor to address non-conformity before commencing to further works and this has been recorded in their instruction booklet.

Corrective Actions Item 4: The contractor (Higgins) are in the process of recruiting Environmental reps with relevant qualifications and experience. The responsibilities of these personnel will include the management of all project environmental requirements including management of stockpiles. However, all Central Division dumping sites have been managed and compacted as per agreement on lease.

- Item 7 has 2 opportunities for improvements. They have installed TMP but is not to FRA's standard and safety signs are not managed and maintained at all times. This has been instructed by engineer and has been recorded in the contractor's instruction booklet.

Corrective Actions Item 7: All site specific TMPs have been improved as per instruction, all controls in place to avoid traffic delays and disruptions and having adequate controls in place for refueling onsite and protecting our waterways

- Item 9 has 3 Non-Conformities and 2 issues that needs to be improved. The three non-conformity is the continuous of untidy housekeeping, empty oil drums discarded without

proper storage and no proper waste bin on site, these non-conformity has been flagged to the engineer and has been recorded to their instruction booklet. Issues that needs to be improved is the site tidiness and storage of empty fuel drums.

Corrective Actions Item 9: Improved housekeeping onsite with daily/weekly walkover by site Engineer/Environment officer. Oil/Fuel drums to be stored at depots.

- Item 10 has 4 non-conformities and 2 issues that needs improvement is basically continuous dust generated from the project and bitumen spills on the main road which has been instructed by the engineer to the contractor and recorded by in the in the instruction booklet.

Corrective Actions for Item 10: All bitumen spills cleaned up and improved procedure and equipment in place to ensure spills do not re-occur. Water cart has been used to suppressed dust on site. All waste disposed-off appropriately and taken back to depot for disposal.

5. CONSULTATION, COMMUNICATION & GRIEVANCE REDRESS

The project's consultation and communications plan (CCP) is being implemented across project activities and is a continuous process. Further consultations were undertaken for subproject safeguards due diligence, as well as for wider project information disclosure, following the CCP through media releases (local newspaper and radio announcement). For this period of reporting no media releases were done. The project has established a grievance redress mechanism (GRM) which is being implemented by FRA and is required to be implemented by each contractor. The GRM is shown in figure 5.1. 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.

The PST monitors the GRM as implemented by contractors and summarizes the GRM registry/record sheet in monthly and quarterly progress reporting. There has been no record of grievances or complaints received through FRA, however there were a number of issues raised to the contractors which have been addressed. A summary of this issues and actions taken is covered in Annex 2.



Figure 5.1: The Project's GRM

In this reporting period only one new screening application was lodged to ADB/WB for consideration. Consultations were undertaken for the Queens Road Rehabilitation sub-project and a summary of consultations undertaken is reflected in table below;

Table 5.1: Queens Road Rehabilitation Public Consultation

Date	Village	Male	%	Female	%	Total Number in Attendance
Site 1						
15/06/20	Namuka-I-Lau	8	62%	5	38%	13
Site 2						
16/06/20	Galoa & Dranikula	9	90%	1	10%	10
17/06/20	Nakorovou	12	71%	5	29%	17
Site 3						
16/06/20	Navutulevu	7	64%	4	36%	11
Site 4a						
22/06/20	Namada	18	50%	18	50%	36

22/06/20	Vatukarasa	9	48%	10	52%	19
Site 4b						
23/06/20	Malevu	3	50%	3	50%	6
23/06/20	Korotogo	15	52%	14	48%	29
Site 5						
25/06/20	Navutu	6	60%	4	40%	10
	People Reached	87	58%	64	42%	151

The consultations were successfully executed by FRA environment safeguard team (Central), FRA bridge engineer and Lands and Community Liaison. The consultation team engaged leaders from women's group along the sub-project footprint through the assistance of ABD during a separate session after the main public consultation session.

Annex 3 contains summary of minutes of the meeting that captures the concerns raised by this two focused groups on how they use the road and their expectations on how it should be user friendly towards the special needs and safe to use on a daily basis without prejudice.

Key areas reflected by the groups that were obvious are as follows;

- Installation of streetlights and pedestrian footpath;
- Provision of bus bays and shelter;
- Installation of speed bumps; and
- Provision of employment opportunity for villagers

In addition, the focused were advised to take full advantage of FRA's toll free number 5720 to report any issues that they feel has breached the law or during implementation of the project any construction works undertaken in a manner that was environmental and socially irresponsible.

6 INSTITUTIONAL STRENGTHENING & CAPACITY BUILDING

In addition, the advance environment safeguard training was successfully executed on the 28th and 29th of January 2020 by ADB Senior Environment Safeguard Specialist on the preparation and review of the Environment Management Plan. This was conducted for FRA Programme Managers and FRA safeguard officers.

7 SAFEGUARD ACTIVITIES IN THE NEXT QUARTER

Ongoing Road Reseals projects and likely award of Kings Road Rehabilitation and review of the Contractors CEMP. The categories of this projects have been determined and its due diligence documentation will be prepared accordingly.

8 COMPLIANCE WITH COVENANTS & AGREEMENTS (COVID 19 HEALTH AND SAFETY PLAN)

Based on the foregoing, the project is complying with the loan covenants covering safeguards matters and project agreements and requirements, however more effort needs to be directed on compliance monitoring and reporting by onsite engineers and Contractors once all planned subprojects are fully operational.

A memorandum was sent on the 16 June 2020 by ADB in regards to the COVID 19 outbreak that posed a significant health and safety risk that were not anticipated at the project appraisal stage. Due to this, Contracts that have been awarded (i.e. only Road Reseals sub-project) have been required to update their Health and Safety Plan and Emergency Response Plans to be aligned with any relevant government regulations and guidelines on COVID 19 prevention and control. This has also been rectified by FRA for Projects with contracts yet to be awarded such as the Kings Road Rehabilitation with an addendum to include this specific requirement and has also received no objections on 21 July 2020 from ADB/WB. All future contracts by FRA for TIISP will from now onwards have this reflected until such time it may be reviewed.

The next semi-annual safeguards monitoring report for environment and social elements will cover the period July – December 2020 and will be submitted before end of January 2021.

Annex 1 – Subproject Photos

1. **Road Reseals (Variation) Sub-Project**



Photo 1 – Road shoulder repair works



Photo 2 – High shoulder removal works



Photo 3 – High shoulder removal works



Photo 4 – Road shoulder repair works

Annex – 2 Breakdown of Issues extracted from Road Reseals Stakeholders Register

No.	Date	Stakeholder	General Information/Enquiry	Environmental Issue	Noise Issue	Dust Issue	Drainage Issue	Property Boundary Issue (Power/WAF/TFL)	Accessway Issues	Workers Issues	Traffic Issues	Vibrations Issues	Other Issues	Communication Issue Details	Responsibility	Action taken	Contact Person	Status	Priority	Date Resolved	Location
20A	08/01/20	FRA												Developing failures on the cement stabilised patch. CH3 - CH24 Onnie Road (LHS turnoff) - surface runoff washes road base material onto the junction causing water ponding issues - potholes developing at the edge of seal	Higgins	Investigate properties of existing material to determine suitable repair treatments. Identify correct traffic volumes	Richa (Project Manager) Michael Valente (CM)	Pending - Awaiting suitable treatment to address issues, once treatment has been confirmed then contract or will undertake corrective measures.	Low	End of October 2020 to be reassessed. (To be addressed on the next reporting period)	Ornie Place (Navosai Road)
21	22/01/20	FRA												Pundit Harak: Minor Stripping developing at the Junction Pundit Mahambu: Stripping, Surplus Chips and Line Marking fading	Higgins	i. Sweep off surplus chips ii. Patch the minor stripped sections with cold mix iii. Removal high shoulder to allow proper discharge of stormwater	Richa (Project Manager) Michael Valente (CM)	Pending - ongoing actions.	Low	End of October 2020 to be reassessed. (To be addressed on the next reporting period)	Pundit Harak and Pundit Mahambu

27	6 May 2020	FRA												1. Seal edge not cut straight prior to AC placement 2. Prep works not done proper prior to AC placement	Higgins	Prep works have been rectified for the sections identified as non-compliant (refer attached photographic log) Edge break repair methodology attached	Richa (Project Manager) Michael Valente (CM)	Complete	Medium	11/05/2020	Queens Road (Semo) CH129441 (84m) - RHS
28	18 May 2020	FRA												Water service line damaged during clearing of water channel, which resulted in water disruptions to the Cuvu Health Centre	Higgins	Reinstatement works complete Water supply has been restored	Richa (Project Manager) Michael Valente (CM)	Complete	Medium	19/05/2020	Queens Road (Semo) CH134562 - RHS
29	18 May 2020	FRA												Waste Material from Clearing Water Channel was dumped onsite and not removed	Higgins	Waste Material has been cleared from site 15/05/2020 & 16/05/2020. Please refer to attached photographic log	Richa (Project Manager) Michael Valente (CM)	Complete	Medium	15/05/2020 and 16/05/2020	Queens Road (Semo)
30	8 June 2020	FRA												Waste Material from drainage works being dumped on the private property. Consent form not signed by 1 out of the 3 lease holders	Higgins	Get all the Lease Holders to agree and sign off on the agreement. Waste material removed	Richa (Project Manager) Michael Valente (CM)	Complete	Medium	12/06/2020	Sigatoka Valley

31	24 June 2020	FRA												Waste material from clearing high shoulder and water channels was dumped at a none approved site	Higgins	Higgins to not use unapproved stockpile and disposal areas without FRA notification Waste material removed	Richa (Project Manager) Michael Valente (CM)	Complete	Medium	26/06/2020	Kings Road
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Annex – 3 Public Consultation Summary with Affected Communities along the Queens Road Rehabilitation Sub-Project

LAND OWNING UNITS				
Date	Location	Participants	Meeting Purpose	Key Issues Discussed
15/06/2020	Namuka-I-Lau Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> To provide a brief overview of the project scope. <ul style="list-style-type: none"> To enlighten the community & stakeholders on scope of works to be undertaken. To elaborate on the potential impacts both physical and environmental to the affected communities. To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> Humps: there were 3 humps on the road before one was removed, the villagers have mentioned that it has caused drivers to speed through the village therefore they require at least another hump to be installed Bus bay: the villagers requested if they could have bus bays on both sides of the road Employment for villagers in construction works <ul style="list-style-type: none"> Provision for Footpaths
16/06/2020	Galoa/Dranikula Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> To provide a brief overview of the project scope. <ul style="list-style-type: none"> To enlighten the community & stakeholders on scope of works to be undertaken. To elaborate on the potential impacts both physical and environmental to the affected communities. To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> Bus bay: requested that since the village covers a large length of the road, it would be convenient if bus bays would be installed at both ends of the village. Employment for villagers in construction works: Villagers requested if they could be involved in construction works for employment Issues about the EFL meter box near the road: it sometimes causes the streetlight to turn off and the children tend to play with a lot. Women's rep has requested if that can be properly locked or guarded Request for footpath to be made wider Issues regarding drainage: the villagers have requested if they can be improved and maintained well

				<ul style="list-style-type: none"> Integration of universal accessibility elements for the disable and elderly.
16/06/2020	Navutulevu/Naboutini Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> To provide a brief overview of the project scope. <ul style="list-style-type: none"> To enlighten the community & stakeholders on scope of works to be undertaken. To elaborate on the potential impacts both physical and environmental to the affected communities. To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> Footpath: the villagers requested for footpaths to be installed and if possible on both sides of the road Bus bay: the villagers requested for a proper bus bay. Road Humps: women of the village were concerned about drivers speeding and they requested if they can have humps to counter that Also requested for pedestrian crossing for the safety of their children: there is none in the village Bus shelter: the women mentioned that the bus shelter is too small and cannot cater for the amount of people using it. Requested if they could have a bigger one or another one. Provision for adequate road signage <ul style="list-style-type: none"> Consideration for safety of pedestrian and children during construction
17/06/2020	Nakorovou Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> To provide a brief overview of the project scope. <ul style="list-style-type: none"> To enlighten the community & stakeholders on scope of works to be undertaken. To elaborate on the potential impacts both physical and environmental to the affected communities. To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> Streetlights: the main issue highlighted was the absence of streetlights. Villagers have said that it is a major safety concern especially for the women and children of the village as they have to walk to the village in complete darkness at night from the road. They have requested, since the village is in such close proximity to the main road, if the streetlights can be extended to their village Bus shelter: requested for a proper bus shelter.

				<ul style="list-style-type: none"> • Road humps: requested for a hump to be installed near their junction
<p>22/06/2020</p>	<p>Namada Village</p>	<p>Refer to Minutes is the attendance sheet.</p>	<ul style="list-style-type: none"> • To provide a brief overview of the project scope. <ul style="list-style-type: none"> • To enlighten the community & stakeholders on scope of works to be undertaken. • To elaborate on the potential impacts both physical and environmental to the affected communities. • To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> • Bus Bays: there is an incomplete bus bay which the villagers would like it to be completed • Culvert: issue was raised regarding the crossing just before the village. The villagers said that it used to be a box culvert before and it's a circular one now which is too small contributing to flooding in the village because the water cannot flow through faster. They also have runoff issues from the road due to the road being higher than surrounding properties <ul style="list-style-type: none"> • Consideration for safety of pedestrian and children during construction • Participation of women in paid labour <ul style="list-style-type: none"> • Concerns about impact of construction works on existing stalls that are utilised for selling fresh produce • • Bua trees: villagers requested if the trees could not be affected as they are very near to the road • Humps: the women have mentioned that even with road humps installed, drivers speed and overtake at the village forefront • The women also requested if they can have a proper bus bay and crossing for the children to safely crossing and wait when going to school and coming back • Request for Guardrails: for safety from speeding vehicles • Animal crossing signs to be installed

				<ul style="list-style-type: none"> • Provision for Footpaths; LOU has requested to view the designs prior to approval for their inputs ; have also highlighted that they have limited walking space beside the road
<p>22/06/2020</p>	<p>Vatukarasa Village</p>	<p>Refer to Minutes is the attendance sheet.</p>	<ul style="list-style-type: none"> • To provide a brief overview of the project scope. <ul style="list-style-type: none"> • To enlighten the community & stakeholders on scope of works to be undertaken. • To elaborate on the potential impacts both physical and environmental to the affected communities. • To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> • Work commencement: the villages wanted to know when would actual work start • Property: concern about how the villager’s property would be affected • Footpath: issue was raised about footpath not continuing all the way through the village. They have requested if the footpaths could have ramps so that the elderly and disabled can access it. • Road humps: the women have highlighted to authorities before about the humps not being visible: the white marking on it has faded away. They also mentioned that the hump does not have much height causing drivers to just speed over it. • Improper drainage: it has been mentioned that during flooding, the water does not easily flow through beside the road, the villagers have requested proper drainage to be installed <ul style="list-style-type: none"> • Concerns about impact of construction works on existing stalls that are utilised for selling fresh produce • Absence of road signage • Absence of proper bus shelters • Absence of Pedestrian Crossing <ul style="list-style-type: none"> • Consideration for safety of pedestrian and children during construction • Participation of women in paid labour <ul style="list-style-type: none"> •

<p>23/06/2020</p>	<p>Malevu Village</p>	<p>Refer to Minutes is the attendance sheet.</p>	<ul style="list-style-type: none"> • To provide a brief overview of the project scope. <ul style="list-style-type: none"> • To enlighten the community & stakeholders on scope of works to be undertaken. • To elaborate on the potential impacts both physical and environmental to the affected communities. • To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> • Footpaths: the villagers have requested for a footpath on either side of the road as they do not have any • Requested for bus bay and bus shelter, they do not have any • The villagers stated that they have problem with drainage; causes flooding • The women have mentioned they want streetlights to extend at least to the nearest hotel (Tubakula Resort). The women have mentioned that they walk to the village after finishing work at Tubakula or Outrigger and its completely dark. They are concerned about their safety • They also mentioned that they really need a bus bay and pedestrian crossing because the school buses just park on the road and the children have to cross wherever its parked which is unsafe because they cannot see vehicles approaching behind the bus. <ul style="list-style-type: none"> • Inadequate road signage • Concerns about impact of construction works on existing stalls that are utilised for selling fresh produce • Drainage issues contributing to flooding • Participation of women in paid labour <ul style="list-style-type: none"> • Community involvement in implementing the Traffic Management Plan
<p>23/06/2020</p>	<p>Korotogo Village</p>	<p>Refer to Minutes is the attendance sheet.</p>	<ul style="list-style-type: none"> • To provide a brief overview of the project scope. <ul style="list-style-type: none"> • To enlighten the community & stakeholders on scope of works to be undertaken. 	<ul style="list-style-type: none"> • Reserve Boundary issues: one of the villagers mentioned that as part of the youth program initiative, the youths want to put up fence alongside the road to keep people from dumping waste near the

			<ul style="list-style-type: none"> • To elaborate on the potential impacts both physical and environmental to the affected communities. • To engage the community on active discussions regarding the proposed works and likely impacts. 	<p>mangroves. The issue with it is that the land road reserve boundary towards the sea ends at 7.5 m so the villager asked if they can put up fence in the road reserve boundary</p> <ul style="list-style-type: none"> • Employment for villagers in construction works: Villagers requested if they could be involved in construction works for employment • Villagers requested for Guardrails to prevent speeding vehicles from damaging property or harming lives in case of an accidents • Slope protection of road at the sea side is no longer holding up. Villagers have mentioned that when the waves hit the shores, it moves the rocks protecting the slope. They have requested if something can be done about that. • The main concern the women highlighted was absence of footpath. They have said that it is very unsafe for children to be walking in such close proximity to the road. They have also requested for ramps on footpath so that the elderly and the disabled people in the community can access it • Absence of bus shelter on the sea side. • Marking on the road humps have faded and if it can be painted when the rehabilitation is done <ul style="list-style-type: none"> • Concerns about impact of construction works near mangrove area • Participation of the community in paid labour • Concerns about existing culverts; it is too small • Provisions for proper road signage <ul style="list-style-type: none"> • Community involvement in
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				implementing the Traffic Management Plan <ul style="list-style-type: none"> Maintenance of existing drainage
25/06/2020	Navutu Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> Query about the road reserve boundary: villagers voiced their concerns about the road boundary as they have planted root crops along the main road Women have requested for a road hump to be installed. They reiterated that a hump is needed to counter speeding on the highway and that there have been a number of deaths in that area because of speeding The women also highlighted that they do not want the bus shelter on the site opposite of the village as people turn it into a drinking spot Provision for pedestrian crossing Community involvement in construction works if needed Concerns about impact of construction works on existing stalls that are utilised for selling fresh produce Participation of women in paid labour Concern for children’s safety during construction works 	

Annex – 4 Addendum to Contract- Inclusion of Specific COVID 19 Risk Management Plan

ADDENDUM No.11**21st July, 2020****CONTRACT No. FRA/TIISP/19-19A
Kings Road Upgrading Project (KRUP)****ATTENTION ALL BIDDERS**

The Fiji Roads Authority Issues Addendum No.18 for the above mentioned Bid and must be considered in the preparation of your Bid Submission.

Kindly note the following inclusion to Section 8 – Particular Conditions of Contract: Part B – Specific Provisions, item 6.7 as highlighted in yellow below.

6.7 Health and Safety

Insert the following at the end of Sub-Clause 6.7

“The Contractor shall conduct health and safety programs for workers employed under the Project, and shall disseminate, or engage appropriate service providers to disseminate, information on the risks of sexually transmitted diseases, including HIV/AIDS, to the employees of contractors engaged under the Project and to members of the local communities surrounding the Project area, particularly women.”

The Contractor will be required to submit a specific COVID-19 risk management plan (as part of the Health & Safety Plan and Emergency Response Plan) showing what type of arrangements and measures the contractor will take to address this risk.

Yours faithfully,

Jonathan Moore
Chief Executive Officer
procurement@fijiroads.org

Email:

Acknowledgement: Please countersign below and return this cover page by scan & email, for the attention of the above signatory.

Receipt acknowledged by: _____ on behalf of: _____