

# **Semi-Annual Safeguards Monitoring Report: Environment Safeguards**

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ADB Project Number: 48141  
ADB Loan Number: 3210-FIJ  
WB Project Number: 150028  
Reporting period: July - December 2021

## **FIJI: Transport Infrastructure Investment Sector Project**

**Prepared by**  
**Fiji Roads Authority**

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**Document Revision**

<b>Action</b>	<b>Name</b>	<b>Revision</b>	<b>Date</b>
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## ABBREVIATIONS

ADB	Asian Development Bank
CESMP	Construction Environmental and Social Management Plan
CPP	Consultation and Participation Plan (for the project)
COVID-19	Corona Virus
CRC5	China Rail Company No. 5 (SARUP 1 contractor)
CSS	Country Safeguard System
DOE	Department of Environment
DOL	Department of Lands
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 (Engineer to Contract)
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; Guard rails, traffic signals; Kerb, channel and footpath improvements; Existing pavement upgrade and asphalt concrete finish; and Repair and improvements of crossings Emergency works- Coastal Protection works
Engineer/ Consultant	Dr. Charles Ward
Title of report	Semi-Annual Environmental and Social Safeguard Monitoring Report
Period covered by report	<b>July 2021 – December 2021</b>

**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 monitoring report covers the period 01 July to 31 December 2021. 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).<sup>1</sup>

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.

Earlier this reporting period, the PIU did not have any Social Safeguards Officer available to undertake reporting activities. The position was advertised in the previous reporting period. About 50 candidates submitted their applications and only 4 was shortlisted for the interview. After 2 days of interview the successful candidate was submitted to the board for endorsement.

The new Gender and Social safeguard expert joined in early November and is now being introduced to all the sub-projects. As of this reporting period Mrs. Ester Felix from the Philippians will be compiling a separate Social SMR Report with the assistance of the FRA Safeguard Team.

The new social safeguard specialist will prepare a separate SMR to integrate more explicitly social and gender 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.<sup>2</sup>

This Environment SMR will also report more explicitly focus on the Environment safeguard aspects.

## 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

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1. 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)
  2. This reporting period (July-December 2021) the Environment & Social Safeguard will have two separate reports.

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 the project follows the requirements as set out in national law<sup>3</sup> 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 2017 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.

ADB uses a classification system to reflect the significance of a project's potential environmental impacts. The classification levels include:

- **Category A**, which includes projects with significant and irreversible environmental impacts.
- **Category B**, which has less adverse impacts compared to category A.
- **Category C**, which has no adverse impacts.
- **Category FI**, the investment of ADB funds to or through a financial intermediary.

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.<sup>4</sup> 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

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

<sup>4</sup> Category A projects are not eligible for financing under the TIISP project, all sub-project under the TIISP Project is either Category B or C.

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 DoE 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.<sup>5</sup>

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.

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<sup>5</sup> The mitigation measures will be as per the entitlements set out in the LARF.

## 2. IMPLEMENTATION OF THE ESMF

### 2.1 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 &amp; safety officer responsible to oversee, monitor and record implementation of CESMP</p> <p>Report on CESMP implementation on a monthly basis to PST</p>
Engineer to Contract (ETC)	<p>The ETC is responsible for the approval of all contractor reports, plans, documentation and formal communication with the contractor.</p> <p>In performing this role, the ETC relies on specialist guidance from qualified and experienced staff / experts. The ETC will therefore not approve Environment and Social Safeguards documentation until the FRA environment team, Consultant Environment specialists (in the case of KRUP and QRUP), and the FRA social safeguards and gender consultant have agreed the</p>

	<p>content. The ETC relies on site visits from specialist team members when preparing Environment and social safeguards related communication with the contractor, and closing out any related NCR's or issues.</p>
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FRA EMU team currently have four people who is currently looking after the Environment safeguards (with Mr. Livai Koro and Eliko Ceinaturaga looking after the Western and Northern Divisions respectively) whereas Miss Ester Felix who just joined in November will be monitoring the social and gender safeguards together with Ms. Zafiya Shamim.

Mr. Samuela Tawakedrau who was the former Environment Manager resigned from FRA in late 2020, FRA has then delegated Kelekolio Tominiko and Namisha Nikita to monitor and manage all Environment safeguards reporting.

Later on, this reporting period Ms. Susana Vocea from SMEC (**ETC to KRUP**) has been designated in monitoring Environment & Social safeguard for the KRUP subprojects A & B and Ms. Grace Simpson from Sheldia (**ETC to QRUP**) for the QRUP B subproject.

Kelekolio Tominiko and Namisha will assist monitoring the SARUP2 Foster Sub-project once it commences in the next reporting period.

The existing FRA EMU Safeguard Officers currently covers all FRA projects and ongoing TIISP sub-projects, as the work program expands, FRA has engaged SMEC and Sheldia to assist in monitoring the all safeguard aspects particularly for KRUP A & B and QRUP B subprojects.

### 3. SUB-PROJECT SUMMARY

#### 3.1 Status of ESMF Implementation

This reporting period covers the second half of 2021 (i.e. 01 July - 31 December 2021) where reporting of the environmental safeguards implementation and monitoring results continue<sup>6</sup> however both the environment and social elements are separated into two reports (1). The process and procedures outlined in the project's ESMF are being followed.

This reporting period coincided with global COVID 19 outbreak and pandemic that also resulted in the increased of confirmed cases in Fiji. Consultation work in regards to environment and social due diligence and monitoring work were put on hold in the first half of the reporting period due to government restrictions placed on social gatherings and with the current containment sites that has been established it makes movement even more restricted. However, in the second half of this reporting period restrictions were relaxed, consultations were undertaken but the team ensured that it follows all COVID protocols.

Apart from this unexpected event occurring, PST continued to work closely with all relevant stakeholders in the effort to ensure that all Environment and Social safeguards requirements are met. Only three sub-project that was active during this reporting period:

- **Road Reseals Variations** (Western, Central & Northern) most works have reached 100% completion.
- 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 FRA Western and Central Division environment officer.
- The safeguards due diligence for this subproject has all been cleared by ADB/WB and DOE.
- **TC Ana and Yasa (Emergency Works)** recovery works in the Western & Northern Divisions and outer Islands (Ovalau), were closely managed and monitored by the FRA PMU Team.
- Refer to the Annex 6 is the Determination Letters from DOE responding to the screening applications for the TC Yasa/Ana remediation works for the Western, Northern and Central Divisions. However, the Screening application for the Ovalau coastal works is still under process with DOE. The safeguards due diligence for the recovery works have not been cleared by ADB/WB.
- **Kings Road Upgrade Project B--33 Km** between Wailotua to Dama was signed and awarded to Higgins and is closely being monitored and managed by SMEC who is the consultant supervision for this is subproject with support from FRA Environmental

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<sup>6</sup> The Environment and Social aspects will be reported into two different reports

Safeguards. The construction activities have yet to commence. The CEMP for this subproject has yet to be approved by DOE.

### 3.2 The other sub-projects under inception:

- **SARUP 2 Package C-** Foster Road was awarded to China Railway Group 5 and is closely being monitored by FRA PMU Team. Plans and documentations are currently being reviewed and construction works are proposed to schedule in the next reporting period. The CEMP for this subproject has yet to be approved by DOE.
- **Kings Road Rehabilitation Upgrade Package A** -13 km between Rakiraki and Ba was signed on 30 March 2021 and awarded to Higgins. The project has commenced with few consultations that was undertaken by the contractor. However, physical works will commence early in 2022. This subproject is closely being monitored and managed by SMEC who is the consultant supervision. The contractor has undertaken consultation with the landowners and affected people regarding the KRUP Project. The CEMP for this subproject has yet to be approved by DOE. The contractor has established their facilities in preparation for construction activities.
- **Queens Road Rehabilitation Upgrade B** – a total road length of 19.1Km from Nadroga to Ba Province was awarded to CRG5 and closely monitored and managed by Sheldia Association. The CEMP for this subproject has yet to be approved by DOE. The contractor facilities have yet to be established.
- **40 Bridges & 3 Jetties-** During this reporting period Erasito and Plantif Ltd facilitated a pre- feasibility study for the 40 Bridges & 3 Jetties, as part of the scope of works the joint consultancy undertook public consultations in the Central & Western Division. Feasibility Report together with meeting minutes will be submitted in the next reporting period as per schedule.
- For the 40 Critical Bridges and 3 Jetties project, FRA has agreed with the consultant (Beca) and ADB/WB that the bridges and jetties will be designed in accordance with the new “Shared approach” for safeguards.
- This new approach will be rolled out over the coming years by development bank partners and the major development partners in the region (ADB/WB/JICA/Australian Gov/EU etc). All have signed up to this new safeguard approach to standardise their safeguards requirements

## 4. SUB-PROJECT STATUS

### 4.1 Site Updates

#### a) FRA/TIISP 16-03 (Road Reseals- Western, Northern and Central Division.)

For this reporting period the Central and Northern Divisions have completed 100% works whereas the Western Division has completed about 80-90% works.

For the reseals subproject there were no major environmental impacts recorded in this reporting period, 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.

Higgins continues to follow their COVID 19 response plan.

During the recent outbreak in Fiji, the FRA implementation team have noted that Higgins have been following their COVID plan and doing their best to safely continue with works and follow COVID-protocols as instructed and shared by the government's Ministry of Health and Medical Services.

#### b) Various (Emergency Works)

The recent Tropical cyclones that were experienced in the previous reporting periods had caused damages to some of FRA's assets in the Eastern and Northern divisions.

General Scope of works under TC Yasa & Ana recovery works are highlighted below:

- Remove excessive spoils from coastal banks
- Backfill and compact shoulder and verges
- Instate rock protection along scouring area sections
- Repair bitumen seal and road approaches on both side from the scouring section.
- Rip rap works.

For this reporting period most sites under the emergency works have reached 100% of completion. There was one major incident during this reporting period which resulted in a fatality. FRA the contractor together with ADB/WB are working to close the incident response report for this accident. Refer to the table below are Environmental incidents and mitigation measures.

With the COVID restrictions being relaxed earlier this reporting period, the team was able to undertake inspections but still following COVID protocols.

Refer to the summary below is the progress for the TC Yasa/ Ana Remediation works:

**Status of the works:**

**NORTHERN DIVISION (COASTAL AND RURAL ROAD RECOVERY WORKS).**

**Zone 1**

**Coastal Protection works**

1. Malau Coastal – 100% Completed

**Rural Road Upgrade**

1. Naduna Road - 100% Completed
2. Siberia Road - 100% Completed
3. Namoli Road - 100% Completed
4. Wainikoro Road - 100% Completed

**Overall Comments:** 100 % Completion of works, DLP period

**Zone 2**

**Coastal Protection works**

1. Solevu Coastal – 100% Completed

**Rural Road Upgrade**

1. Nabouwalu Road S1- Yet to be completed
2. Nabouwalu Road S2- Yet to be completed
3. Nabouwalu Road S3- Yet to be completed
4. Nabouwalu Road S4- Yet to be completed

**Overall Comments:** The Solevu coastal works has reached 100% completion. However, the Nabouwalu Road sections 1-4 have yet to commence.

**Zone 3**

**Coastal Protection works**

1. Vuinadi Coastal – 100% Completed
2. Urata Coastal - 100% Completed

**Rural Road Upgrade**

1. Buca Bay Road - 100 % Completed
2. Savudrodro Road - 100 % Completed
3. Natewa West Coast Road - 100 % Completed

**Overall Comments:** 100 % Completion of works, delay due to intermittent rain and shortage of materials.

### **Zone 4**

#### **Taveuni Coastal Protection works**

1. Malaga Coastal – 100% Completed
2. Waica Coastal - 100% Completed
3. Waitavala Coastal - 100% Completed

#### **Taveuni Rural Road Upgrade**

- South Coastal Road - 100 % Completed

#### **Rabi Road Upgrade**

1. Rabi Coastal Road - 100 % Completed

**Overall Comments:** 100 % Completion of works, delay due to COVID 19 travel restriction.

### **EASTERN DIVISION (OVALAU COASTAL PROTECTION WORKS)**

1. Ovalau Circular Road- 100% Completed (03<sup>rd</sup> June- 26<sup>th</sup> June, 2021).
2. Namoli Stretch- 100% Completed (28<sup>th</sup> June- 03 July, 2021).
3. Nubu Section- 100% Completed (05<sup>th</sup> July- 17<sup>th</sup> July, 2021).
4. Nubu Section 2- 100% Completed (22<sup>nd</sup> July- 26<sup>th</sup> July, 2021).
5. Nasinu Village Frontage- 100% Completed (26<sup>th</sup> August- 08<sup>th</sup> September, 2021).
6. Approaching Nasinu Village- 100% Completed (09<sup>th</sup> September- 09<sup>th</sup> October, 2021).
7. Buniika Bridge Approaches- 100% Completed (30<sup>th</sup> September- 09<sup>th</sup> October, 2021).
8. Kuvukakuvu – 100% Completed (11<sup>th</sup> October- 27<sup>th</sup> October, 2021).
9. Naikorokoro Village Frontage- 100% Completed (06<sup>th</sup> November- 15<sup>th</sup> November, 2021).
10. Nukutocia Village Frontage- 100% Completed (19<sup>th</sup> November- 27<sup>th</sup> November, 2021).
11. Ucuinaceva Blind Bend – 100% Completed (15<sup>th</sup> November- 18<sup>th</sup> November, 2021).
12. Vuma Village Frontage- Schedule to complete in February 2022.
13. Approaching Vuma Village- Schedule to complete in February 2022.
14. Vuma Cemetery Frontage- Schedule to complete in February 2022.
15. Resort Frontage- Schedule to complete in March 2022.
16. Section between Toki and Vatukalo- Schedule to complete in March 2022.
17. Toki Village Frontage- Schedule to complete in April 2022.
18. Lawakitoki Flats- Schedule to complete in April 2022.

19. Nasuku Frontage- Schedule to complete in April, 2022.
20. Vatukalo Village Frontage- Schedule to complete in May, 2022
21. Cawaci School Frontage- Schedule to complete in June, 2022
22. Cawaci Quarters Frontage- Schedule to complete in June-July, 2022.

## **WESTERN DIVISION (STRUCTURE REMEDIATION WORKS)**

### **Zone 1**

#### **Crossing:**

1. Kabisi Crossing- 96% Completed

#### **Road:**

1. Balenabelo- 100% Completed
2. Bakajura- 100% Completed
3. Nasivikoso- 100% Completed
4. Valley- 100% Completed

#### **Coastal Protection Works:**

1. Namatakula- 100% Completed
2. Tagaqe- 100% Completed
3. Malevu- 100% Completed
4. Tore- 100% Completed
5. Cuvu- 100% Completed

### **Zone 2**

#### **Crossings:**

1. Legalega Crossing- 100% Completed
2. Marasa Crossing- 100% Completed

#### **Roads:**

1. Tubeinasolo- 100% Completed
2. Bukuya- 100% Completed
3. Uto- 100% Completed
4. Nasesevia- 100% Completed
5. Vagadra- 100% Completed

**6. Nawaqadamu- 100% Completed****Zone 3****Crossings:**

1. Lewa 2 Crossing- 100% Completed
2. Navala 1 Crossing- 100% Completed

**Road:**

1. Nadarivatu- 100% Completed

**Zone 4****Crossings:**

1. Burewai Crossing- 90% Completed
2. Mataso Crossing- 90% Completed
3. Nakorovou Crossing- 90% Completed

**Roads:**

1. Namonamo- 100% Completed.
2. Naocobau- 100% Completed
3. Saioko- 100% Completed
4. Nabukadra- 100% Completed
5. Nayavutoka- 100% Completed
6. Nakorotubu- 100% Completed
7. Vakuru- 100% Completed
8. Toki Draunaleka- 100% Completed
9. Lau Settlement- 100% Completed
10. Nabalasere- 100% Completed
11. Dravuni- 100% Completed



Taveuni NCR Protection TIISP



Taveuni NCR Protection TIISP



Taveuni Waica TIISP



Taveuni Waica TIISP





Malau Coastal Protection TIISP

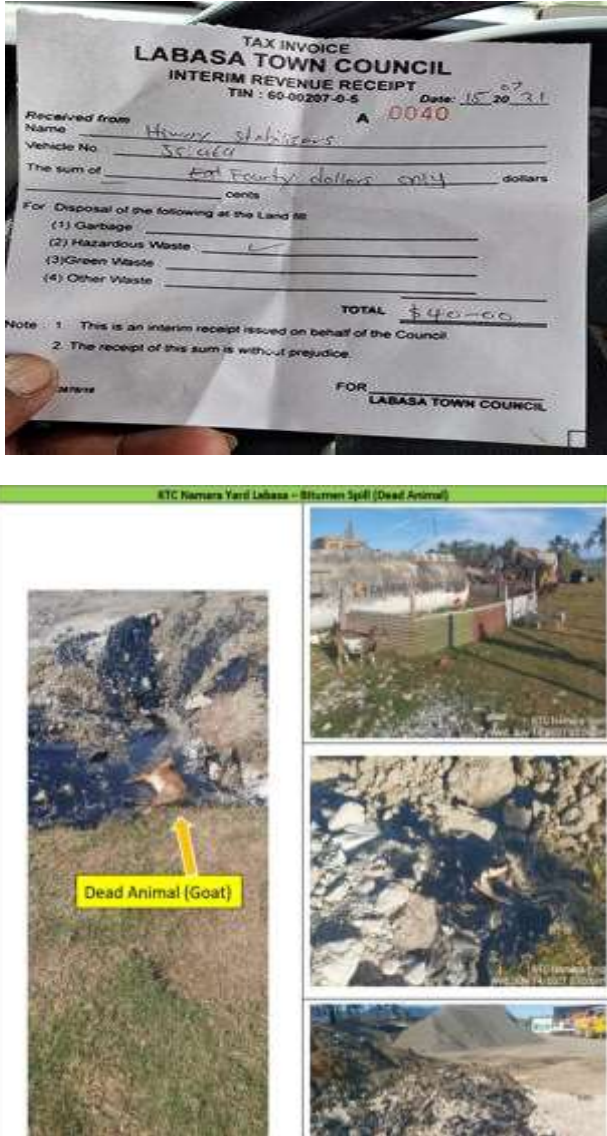






Malau Coastal Protection TIISP




**Table 4-1 Environmental Register for TIISP Sub-Projects**


Contract Number	Date of Inspection	Issues	Comments	Corrective Measures	Site Picture
TIISP 16-03 (Reseals)  <b>Northern Division</b>	15/07/21	Seaqqa Yard- Bitumen Spill.	Seaqqa-Bitumen tank overflow while filling.	Bunding area where bitumen tank is located to contain any further spillage, remove of spill/ excessive bitumen to proper disposal area and used/availability of dripping tray in designated area to contained any further spillage.  Disposed at Namara Approved Dumping site, refer to the receipt below.	


Contract Number	Date of Inspection	Issues	Comments	Corrective Measures	Site Picture
TIISP 16-03 (Reseals) <b>Northern Division</b>	15/07/21	Namara Yard- Improper Dipping Tray.	Namara- Mechanical works for sprayer without proper equipment i.e dripping tray to collect bitumen.	Removal of spill/excessive bitumen to proper disposal area and used/ availability of dripping tray in designated area to contain any further damage.  Disposed at Namara Approved Dumping site, refer to the receipt below.	


	<p>17/07/2021</p>	<p>Damage of Livestock due to non-conformity issue at Namara Yard.</p>	<p>On the 15th of July 2021, FRA engineer attending ADB resealing project, identified a non-conformity issue at Namara Yard in Labasa, that result from the bitumen spill issued reported on the 14th of July. The FRA engineer report through the investigation that the remedy to the issued raised was partially completed, thus, causing a life of a goat grazing around the yard that was succumbed by the unsecured bitumen spill.</p>	<p>Environment issue was identified on the 12th of July 2021 and was classified under visible fuel, oil or bitumen spill, with action needed rank as opportunity for improvement [i.e. no incident has occurred but there is potential for damaging incident to occur] and was raised to the Contractor through NTC # dated on the 14th July 2021.</p> <p>Dead goat has been compensated by the sub-contractor to Higgins the owner of the Yard.</p>	
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Contract Number	Date of Inspection	Issues	Comments	Corrective Measures	Site Picture	
TIISP 16-03 (Reseals)  <b>Central Division</b>	24/07/21	Waterway impediment	Ripped out material, not properly managed and disposed at a nearby drain.	Removed identified waste and disposed at their yard to reuse for resealing.	<b>Before Photo</b> 	<b>After Photo</b> 
		Dust Emission	Dust Emission. However, contractor and inspector has advised that water cart is on site is sprayed at every half hour.	This issue is unpreventable as it is an active construction site. Water is sprayed at every half hour. Corrective action date 24/07/21-ongoing.	<b>Before Photo</b> 	<b>After Photo</b> 

<p>Emergency Recovery works</p>	<p>22/09/21</p>	<p>Oil Spill on site - Section approaching Nasinu village.</p>	<p>Hydraulic hose of one of the site excavator's got burst, thus causing oil spill at the riprap site</p>	<p>Removal of spill to proper disposal area. Used/ availability of dripping tray in designated area to contain any further spillage. The broken hydraulic hose was attended to and got replaced within hours</p>	<p><b>Before Photo</b></p> 	<p><b>After Photo</b></p> 
<p>FRA/TIISP/20-14B</p>	<p>16/10/21</p>	<p>Fuel tank within 5meters from the nearby river.</p>	<p>Refueling area has to be relocated. The contractor current refueling area is located 5meters from the nearby river, which does not comply to the Bidding document EIA report, which details that refueling area is to be located 20 meters away from</p>	<p>New refueling area has been constructed. Inspected Dec 20th</p>	<p><b>Before Photo</b></p> 	<p><b>After Photo</b></p> 

			waterways and coasts.		
Contractor Number	Date of Inspection	Issues	Comments	Corrective Measures	Site Pictures
FRA/TIISP 19-19 A	09/11/21	No Toilet facilities on site.	Issues raised by ADB	Portable loos have been installed at each active site; this was rectified on the 25 <sup>th</sup> /11/21.	<p><b>After Photo</b></p>  <p>Each site has a portable loo, this has been instructed by SMEC to the contractor.</p>
		Lack of Consultation	Issues raised by ADB	After ADB inspection SMEC has instructed contractor to undertake consultations with landowners and relevant	<ul style="list-style-type: none"> <li>Refer to Annex 4 is the summary consultation undertaken by the contractor.</li> </ul>

				stakeholders relating to their facilities.	
		DoE approval of spoil sites	Issues raised by ADB	The contractor to obtain approval for all spoil sites as soon as possible.	-
		Land ownership documentation and written consents for laydown areas, stockpile and spoil sites.	Issues raised by ADB	Contractor has been instructed to provide a copy of the lease or title document along with the land use consent form. This process is ongoing as few landowners were unwilling to provide their title documents while others had their title at the bank. FRA, SMEC and the contractor are working closely to have this resolved.	<p><b>Title Document</b></p> 

		Hard stand areas for refueling.	Issues raised by ADB	Each site has a hardstand area for refueling. It was rectified on the 25 <sup>th</sup> /11/21.	<p><b>After Photo</b></p> 
		Absence of washdown areas on stockpile sites	Issue raised by ADB	The contractor has yet to install washdown areas on stockpile and spoil sites	
		Stockpile and spoil sites are not fenced off with appropriate signages	Issue raised by ADB	Some of the sites have been installed with signages while. The identified sites during inspection have not been fenced off.	

		Setbacks of stockpiles, refueling and washdown areas to nearby waterways	Issue raised by ADB	The contractor is preparing an Erosion and Sediment Control Plans for each of the sites identified to be near waterways	
		Sites established near river to install silt fences	Issues raised by ADB	The contractor is preparing an Erosion and Sediment Control Plans for sites located near rivers.	
		Water ponding	Issues raised by ADB	The contractor is preparing an Erosion and Sediment Control Plans for sites that have water ponding issues	
Nukurocia Rock Source  (TC Yasa/Ana) Emergency works- Ovalau Coastal	02/12/2021	The silt fencing or boundary fencing	Issue raised by ADB	Instructed by FRA to install silt fence according to FRA standards, highlighted in the attached NTC attached to annex 5.	
		Stabilizing of highly elevated rock that will pose risk.		Instructed by FRA to stabilize rocks identified by ADB during their mission trip to the site.	
		Unavailability of washroom/ toilet facility		Instructed by FRA to provide portable loo for the labourers.	

works		The exposure of loose soil or overburden materials		Contractor has been instructed to remove exposed loose soil
		Significant Dust emission from the Pit site		Contractor has been instructed to have water cart on site to surpress dust emission.

## 5. CONSULTATION, COMMUNICATION & GRIEVANCE REDRESS

During this reporting period from June to early November COVID restrictions was still in place. Hence, we encouraged contractor to undertake letter dropping and pamphlet distribution to relevant stakeholders. This was to ensure that all stakeholders are kept informed.

For QRUP B subproject, a pamphlet was drafted on the 11th -12th November, 2021 and was sent to FRA for approval. Approval was given on the 15th November, 2021, and a NTC was issued by Sheldia on the same day, detailing what was required under the Bidding document EIA report. A sample of the approved pamphlet is attached below. The contractor has distributed these pamphlets during village consultation that was conducted. **(Refer Annex 3)**

Later in November the contractor facilitated face to face consultations with the landowners to advise them about the upcoming QRUP B subproject. Refer to Annex 3 is the Monthly report prepared by Sheldia.

For KRUP, door to door consultation was undertaken by contractor and monitored by SMEC on ground refer to **Annex 4** for the consultation report. Higgins facilitated face to face consultations with the landowners in obtaining written consents from landowners to utilize their land for stockpile.

In the Northern Division the FRA team accompanied by the Department of Lands and Macuata Provincial Council consulted landowners regarding the TC Yasa/Ana Emergency remediation works, refer to **Annex 7** is the Consultation minutes.

Preliminary consultations were conducted for the 40 Bridges and 3 Jetties facilitated by Erasito and Plantif in the Central and Western Divisions as part of the Feasibility study for this sub-project. The Northern Division and the outer island consultations is yet to be conducted. As highlighted in section 3.2 that ADB&WB and other development partners will be adopting the **SHARED APPROACH** for this project.

### 5.1 Addressing Grievances

For this reporting period there were no grievances from the Reseals and the Emergency subprojects reported. However, the new KRUP project that commenced earlier this reporting period had some Grievances recorded.

Refer to annex 2 for the GRM registry.

#### a) Road Reseals

The PST continues to conduct random inspections for the Reseals subproject and, through the Contractors Engineer they have highlighted several minor environmental non-compliances. These have been addressed and closed off. 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. The was monitored regularly by PST.

#### b) Emergency Works

The PST continues to undertake inspections for the emergency works and there were no grievances from adjacent landowners or communities living along the vicinity of the project sites. There was only few Environmental issue identified in the Northern Division which is captured in the Table 4-1 above. This was raised to the contractor to rectify accordingly.

### c) Kings Road Upgrade Rehabilitation Project

There were three grievances received for KRUP B subproject during this reporting period and were mainly around the contractor's site facilities. Two of the complaints have been resolved with one yet to be resolved. Refer to Annex 2 for GRM Registry

## 6. INSTITUTIONAL STRENGTHENING & CAPACITY BUILDING

Refer below is a summary of virtual training facilitated by ADB and WB:

- **16<sup>th</sup> September, 2021**- Online ADB's Environment Safeguard Requirements.
- **18<sup>th</sup>-19<sup>th</sup> November, 2021**- ADB EMP Requirements Training at FRA HQ Office.
- **25<sup>th</sup> November, 2021**- Online SPS Review consultation facilitated by ADB.

## 7. SAFEGUARD ACTIVITIES IN THE NEXT REPORTING PERIOD.

Refer below are safeguard activities in the next reporting period:

- QRUP B Environment, Social and Gender Safeguard Training facilitated by FRA Safeguard Team.
- SARUP2 (Foster Project) Environment, Social and Gender Safeguard Training facilitated by FRA Safeguard Team.
- 40 Bridges & 3 Jetties per-feasibility consultation in the Northern Division and outer Islands.
- Commencement of subprojects QRUP B, KRUP A & B and SARUP2 Foster Road.

## 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, QRUP, KRUP 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 January- June 2022 and will be submitted before end of July 2022.

**9. AREAS TO IMPROVE ON IN THE NEXT REPORTING PERIOD.**

As part of FRA's responsibility towards TIISP, they have to ensure that all environmental and social safeguards including gender requirements are being met. ADB and WB understands that FRA has a lot of areas to improve on regarding this reporting period. Below are issues raised by ADB & WB that is required to be captured in the next reporting:

- Lack of ongoing consultation captured in the SMR Report during implementation phase.
- Lack of communication between stakeholders involved in the active subprojects.
- Lack of monitoring of active construction sites and implementation of the CEMP.

**Annex – 1** Addendum to Contract- Inclusion of Specific COVID 19 Risk Management Plan

**ATTENTION ALL BIDDERS****ADDENDUM No.11****21<sup>st</sup> July, 2020****CONTRACT No. FRA/TIISP**

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,

**Kamal Prasad**  
**Chief Executive Officer**  
[procurement@fijiroads.org](mailto: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: \_\_\_\_\_

**Annex – 2** Grievances Redress Mechanism Registry KRUP B

GRIEVANCE REDRESS MECHANISM REGISTER FOR KRUP B (as of 26 <sup>th</sup> December, 2021)						
NO	TIME AND DATE OF COMPLAIN	TYPE OF COMMUNICATION	COMPANY RECEIVING THE COMPLAINT	COMPLAINANTS INFORMATION (NAME, ADDRESS, CONTACT)	DETAILS OF COMPLAINT	ACTION TAKEN <i>(Indicate the action taken, status of the case as of reporting period (if case has been closed and/ or what is current status - if still pending, etc.)</i>
1	7/10/2021	Verbal Communication	Higgins Fiji	Malabe stockpile landowners and villages	Consultation with a Mataqali member, (Turaga ni Mataqali Brother) for their concerns as they had requested for an additional lease fees of \$100/month and an increase from one casual to 2 or to increase the casuals salary. Team was also requested for no works to be undertaken on Sundays.	Site inspection was conducted with the landowner's consultation to which the Mataqali representative was reminded that there are other sites available and consent has already been given for the use of land. Therefore an amendment to the prior approval cannot be done as per terms of agreement of the signed MOU. Agreement terms review as stated in the MOU will only be carried out at the end of the 6 months period. (08/10/21).  <b>Status: Closed on 08/10/21</b>
2	15/10/2021	Verbal Communication	Higgins Fiji	Malabe village casual worker employed as part of the Stockpile land use agreement	Issue was raised by the village or local casual laborer that during his rounds on Friday morning (15/10/21) he noticed oil drops under the Rattan's loader parked onsite. Image was forwarded and Rattans driver and supervisor was informed of the incident.	The Supervisor was informed of the incident with the need to remove the loader plant immediately as this may contaminate the materials. Spill trays were provided as the team await the low loader from the company to remove the loader from site.  The loader was removed from the Malabe stockpile to the Rattans yard for repairs and service (18/10/21)  <b>Status: Closed on 18/10/21</b>
3	12/11/2021	Verbal Communication	Higgins Fiji	Tobu village stockpile landowners	Work was stopped with relation to stockpile site clearing as 5 of the landowners were not informed. Upon assessment by KRUP B engineer, it was confirmed that the Mataqali was not informed as the former Turaga ni Koro (currently under dispute) signed the consent without informing the Turaga ni Mataqali, Turaga ni Yavusa and other members of the landowning Mataqali	KRUP B engineer and environment officer visited the Turaga ni Yavusa and presented the team's apology through i-taukei traditional protocol and consultation for the project purpose and scope of work, requirement of stockpile and consent and agreement to follow.  Consent was given by the Turaga ni Yavusa for works to continue and for the continued use of Tobu stockpile, as per the signed consent.  He also indicated that the Turaga ni Mataqali will also review and co-sign the Consent Letter when he next visits the village as he currently resides permanently in Suva. They will inform us when he is next in the village and the consent letter will be taken to him for signing (19/11/21)  <b>Status: Pending</b>

Prepared by:  Date: 26<sup>th</sup> of December, 21

Higgins Fiji KRUP B Environmental Officer

Reviewed by:  Date: 26<sup>th</sup> of December, 21

Higgins Fiji HSE Manager

**Annex – 3** Consultation Report for the KRUP Project.

### Details of the Site Visits and Consultations Conducted with Various Stakeholders

No.	Date and Location	Purpose of Visit, and Name/ Position of Person(s) who Conducted Consultations	Names of attendees	Gender	Contact Details	Summary of discussions	Issues Raised
1	Date: 11/10/21  Draunivi, Rakiraki	Stockpile Consultation  Name & Position: [REDACTED] (Environmental Cadet)	[REDACTED] (landowner)	[REDACTED]	[REDACTED]	Mr Agin Sen was consulted in regards to using his land for stockpiling. All the operations and tasks involved in the establishment of a stockpile site was explained to Mr Agin Sen in detail after which he signed on the approval form.	No issue was raised by the landowner. He was happy to assist Higgins in their works.  Landowner's approval attached.  Size of Land Requested (m2):1597  Duration of Use requested for:  Lease Rental: FOC  Land Tenure Type: TLTB  Copy of Lease/Title Available:
2 and 3	Date: 16/09/21  Nanuku, Rakiraki	Start Work Notice Distribution  Name & Position: [REDACTED] (Environmental Cadet)	A resident at Nanuku Settlement	Female	Not Stated	Start Work Notice was distributed to one of the family member residing in the house. All the project details were highlighted to the resident before taking her signature on the form.	No issue or concerns raised. Resident was pleased with the courteous initiative of informing the residents before commencing works.

4	<p>Date: 25/08/21</p> <p>Malabe Village</p>	<p>Stockpile Consultation</p> <p>Name &amp; Position: [REDACTED] (Environmental Cadet)</p> <p>[REDACTED] (Safety Cadet)</p>	<p>[REDACTED] and other members of the Mataqali Trust</p>	<p>Male</p>	<p>[REDACTED]</p>	<p>Mr [REDACTED] was consulted in regards to using his land for stockpiling. Mr [REDACTED] was also accompanied by members of the Mataqali Trust. The project details and the processes involved in stockpile establishment was explained to Mr Isilaba and the other members present at the site. Mr [REDACTED] signed on the approval form, however, his approval was subjected to certain conditions which he listed on the form.</p>	<p>No issues or concerns were raised. Certain conditions were listed by the land owner after providing his signature on the approval form.</p> <p>Landowner's approval attached.</p> <p>Size of Land Requested (m2): 2781</p> <p>Duration of Use requested for: 6 months but will be extended for a further period subject to agreement of terms by both parties</p> <p>Lease Rental: \$350.00/month</p> <p>Land Tenure Type: TLTB</p> <p>Copy of Lease/Title Available:</p>
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5	<p>Date: 29/10/21</p> <p>Nasaibitu village</p>	<p>Spoil Site Consultation</p> <p>Name &amp; Position: [REDACTED] (Environmental Cadet)</p>	<p>[REDACTED] (Turaga ni Mataqali)</p>	Male	[REDACTED]	<p>Mr [REDACTED] was consulted with regards to Higgins using his Mataqali land for dumping and stockpiling of KRUP road material. The project details and the processes involved for the site establishment was explained to Mr [REDACTED] and the other members present. The landowners have agreed for their land to be used and consent form has also been signed.</p>	<p>No issues or concerns were raised. Certain conditions were listed by the land owner after providing his signature on the approval form.</p> <p>Landowner's approval attached.</p> <p>Size of Land Requested (m2): 3291</p> <p>Duration of Use requested for: 6 months but will be extended for a further period subject to agreement of terms by both parties</p> <p>Lease Rental: FOC</p> <p>Land Tenure Type: TLTB</p> <p>Copy of Lease/Title Available: N/A</p>
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6	Date: 15/01/22  Rabulu Village	Site 10, Rabulu village consultation  Name & Position: [REDACTED] (Environmental Cadet)	[REDACTED] (Turaga ni Koro)	Male	[REDACTED]	A site specific KRUP A handout was compiled and approved to be distributed at Rabulu village before work started. The Turaga ni Koro was consulted on the coverage of the handout which includes the scope of work, timeline of work, hazards and precautionary measures during the project together with contacts to use and forms to be filled with regards to any issue during the project.	No issue was raised with regards to the project and the Turaga ni Koro thanked the team for taking the time to visit the village. Request by the Turaga ni Koro has been documented in the consultation meeting record.
7	Date: 16/10/2021  Vitawa village	Site 14, Vitawa village consultation  Name & Position: [REDACTED] (Environmental Cadet)	[REDACTED] (Turaga ni Yavusa)	Male	[REDACTED]	Sevusevu presented to the Tui Vitawa as per Fijian Traditional Protocol to explain our works and seek their partnership and support for our planned project works	No issue was raised by the Tui Vitawa in accepting the sevusevu and he has also assured the team of his support during the project.

**Annex – 4** NTC 031- Nukutocia Rock Source

**NOTICE TO CONTRACTOR**

Fiji Roads Authority

DATE	9 September 2021	CONTRACTOR	Lomanitoba Company Ltd
CONTRACT	Unsealed Rehab		Laucala Beach Estate, Nasinu
PROJECT No.	FRA 17/71A	PAGES	1 of 2
CONSECUTIVE No.	31		
ATTENTION	Ravnill	PREPARED BY:	Paula Salabula

**NUKUTOCIA ROCK SOURCE– Extraction and Quarry Operation Approval**

This is to formalise verbal approval granted by FRA to Lomanitoba Ltd for extraction and quarry operations at the Nukutocia Rock Source. Entailed below are specific conditions to this approval:

- 1) Term of Agreement: until FRA works is completed or unless specify by FRA
- 2) Contractor must ensure the Environment Impact Assessment, Itaukei Land Trust Board and Mineral Resource Department or any other approving authority conditions are adhered to.
- 3) Contractor will establish the quarry inclusive of vehicle access, erection of perimeter fencing and gates, hardstand areas, containment structures, drainage, workshop, office/amenities block, water and electricity supply and 24-hour security.
- 4) Contractor will provide all security, personal, tallyman, labour, plant, equipment and tools necessary for the operation of the quarry
- 5) A designated Land Owning Unit from Mataqali will be present on site for tally of materials
- 6) Contractor will manage the quarry under the direct supervision of persons holding valid licenses for quarry operations and the use of explosives.
  - a. Contractor to submit all necessary details of their appointed quarryman and his/her license.
  - b. Appointed Quarryman to submit acceptance letter for the proposed sites
- 7) Contractor will maintain quarry operating hours in accordance with the schedule determined by the FRA.
- 8) Contractor will extract rock and produce crushed aggregate in conformance with the size, quality, volume and production timing as specified by FRA.
- 9) Contractor will be responsible for all operating expenses including lab tests specified by FRA. Materials that fail to meet the specifications will be rejected and prohibited to supply to any FRA projects or else specified by FRA.
- 10) Contractor will stockpile crushed aggregate in such manner as to contain the stockpiled product and prevent intermixing and/or contamination with different grades and organic material.
- 11) Contractor will maintain a daily record of extraction and crushed volumes of rock and will submit all reports required by DoL, TLTB and MRD to FRA.
- 12) FRA representative will be entitled to have full access to the site and carry out any due diligent checks on site progressed and reconciling tally sheets present by contractor and LOU units.
- 13) Contractor will rehabilitate the quarry and extraction site to the satisfaction of the Department of the Environment and FRA Environment and Safety Team upon cessation of active operations.

\_\_\_\_\_  
(Confirmation of receipt by Contractor)

\_\_\_\_\_  
DATE: 9/09/2021  
Timoci Ratuva/ Taufa Vakamino  
(Contractor Administrator/ Assistant Contractors-Administrator)

Reviewed by: \_\_\_\_\_

Return Copy: Contractor to sign and return to FRA

Level 4, Fiji Development  
Bank Building,  
360 Victoria Parade, Suva,  
Fiji

**NOTICE TO CONTRACTOR**

Fiji Roads Authority

- 14) Contractor will maintain the following insurance for proposed quarry operation site:
- Public Liability Insurance in the amount of \$1,000,000.00.
  - Contractor's All Risk
- 15) Contractor shall give preference to the land owning unit employment opportunities if they meet the requirements.
- 16) If stockpile does not meet FRA specifications, it can be used for community assistance upon approval of FRA.
- 17) Weathered and degraded material is to be set aside and not used for the production of pavement aggregates.
- 18) Purchasing, transportation and use of explosives should adhere to the Explosives Act 1985.
- 19) Prior to mobilizing on site contractor to submit Site Specific Quarry Operation Environment Management Plan and Health and Safety Management Plan which should include the following include but not limited to the following details or unless suggested by FRA, DoE, TLTB, and MRD:
- **Site Development Concept Plan**
    - Signage, gate and fencing
    - Site Infrastructure and staff facilities
    - Extraction Plan
    - Stockpiles
    - Storm water Infrastructure
    - Grey and Blackwater Infrastructure
  - **Extraction of rock source plan**
    - Vegetation Removal and Protection
    - Removal of overburden and dumping site for soil waste
    - Explosives Plan Management Plan if it is used
    - Bench widths at least ½ the face height and not less than 3.5m
    - Rock Face heights suitable for the site conditions and excavation method i.e rock faces should not exceed the reach of the excavator
  - Waste Management and Disposal
  - Environment Risks and Mitigation
  - Crushing and Processing System
  - Site Specific Evacuation Plan
  - Quarry Closure and Rehab Plan
  - Quarry OHS Plan
- 20) Contractor is requested to submit their proposed project team including any supporting information demonstrating their proposed team experience and capability in delivering similar projects. This should include the following key personal for quarry operation;
- Valid Registered Quarryman
  - Valid Licensed Blastman if required

\_\_\_\_\_  
(Confirmation of receipt by Contractor)

Return Copy: Contractor to sign and return to FRA

DATE: 9/09/2021

Timoci Ratuva/ Taula-Vakamino  
(Contractor Administrator/ Assistant Contractors Administrator)

Reviewed by: \_\_\_\_\_

Level 4, Fiji Development  
Bank Building,  
360 Victoria Parade, Suva,  
Fiji

**Annex – 5** Determination Letters from DoE for the TC Yasa/Ana Emergency Works



## DEPARTMENT OF ENVIRONMENT

Level 1 & 2 Bali Tower, 318 Toorak Road  
P. O. Box 2109  
Government Buildings, Suva, Fiji

TELEPHONE NO: (679) 3311-699

Email: [info6@govnet.gov.fj](mailto:info6@govnet.gov.fj)

Our Ref: EP 5/1/1-B

Your Ref

Applicant: The Acting Chief Executive Officer  
Fiji Roads Authority  
P.O Box 16550  
Suva

Development Proposal: Emergency Reinstatement Work for Road Infrastructure in Various Parts of Western Division, Fiji as of the Direct Impact of TC Ana and Natural Disaster – Flooding.

Proposal Number: EIA-W/22/2021

### RE: DETERMINATION OF ENVIRONMENT IMPACT ASSESSMENT SCREENING APPLICATION.

The Department of Environment acknowledges receipt of your EIA Screening Application dated March 16, 2021. The application was screened as required under Regulation 6 of the Environment Management (EIA Process) Regulations 2007.

After careful consideration of the EIA screening application it was determined that the proposed development falls under Part 3 of Schedule 2 of the Environment Management Act 2005 that does not require an EIA process or EIA Report. The proposal is now considered an emergency action to be performed immediately, without time for normal planning, design or review in order to protect against catastrophic loss of property or life, or serious harm to the environment.

In carrying out the proposed works, Fiji Roads Authority (FRA) must ensure that all necessary measures are in place to address potential environment issues that may arise during the term of work.

1. The emergency repair works is approved only for the sites(s) identified as per the screening application form.
2. FRA must ensure that all aggregates and boulders to be used for the project must be sourced from an EIA approved site.
3. Works must cease during period of heavy rain and adverse weather conditions.
4. FRA must ensure that works executed incur minimum damage to the environment.
5. FRA should put in place erosion and sediment control measures prior to commencement of work on-site. These should be inspected regularly and maintained over the duration of the emergency works.
6. Necessary measures must be taken to ensure that the aquatic environment is protected from land based construction activities at all times. The discharge of untreated water runoff directly to drains and waterways is prohibited.
7. FRA must ensure that litter and other solid waste generated on-site is collected and disposed of at a Department of Environment approved disposal site.
8. The burning of waste(s) is not permitted.

Proposal Number: EIA-W/22/2021



Page 1 of 2

9. FRA must ensure that measures are in place to minimize and control air pollution i.e. dust and smoke from construction site and movement of the vehicles on and off the road.
10. FRA must utilize dust control techniques such as regular watering down or spraying of areas that are likely to generate dust.
11. Landscaping and rehabilitation must be undertaken to increase soil stability.
12. Vegetation removal is restricted to the project area only.
13. Vegetation removed should be mulched (in a dedicated area) and reused during rehabilitation of disturbed areas.
14. Top soil removed during site preparation and reinstatement works must be stabilized and covered at the designated stockpile area.
15. Soil and boulders must be securely covered whilst transporting them on public roads. Spillages on public roads must be cleaned up immediately.
16. Trucks must be covered with tarpaulin to prevent any dust or debris being deposited on roads during haulage.
17. Mud and silt from wheels of trucks and machineries must be washed off before leaving the stockpile and disposal sites.
18. All stockpile and dump sites must be bunded and covered. Stockpiles must be stabilized and placed 100m away from any waterway.
19. Proper signage should be placed at the operation area to notify and caution the general public.
20. Refueling and maintenance of vehicles and machineries near water ways is prohibited. If the need arises, refueling must be undertaken 100m away from any waterways and in a bunded area to contain potential spills.
21. Fuel and oil storage area must be bunded and sheltered with bund capacity large enough to contain any leak; waterproof floor lining is a requirement.
22. The Department of Environment will be conducting random monitoring inspections of the proposed activities to ensure compliance.

If any of the above conditions are breached, the Department of Environment reserves the right to cancel this determination and take appropriate action.

Should you disagree with the decision made by the Director Environment on the determination, you may appeal to the Permanent Secretary for the Ministry of Environment.

For any clarification, please contact Ms. Kelera Tokalau on phone +679 6724140 or on email [kelera.tokalau@govnet.gov.fj](mailto:kelera.tokalau@govnet.gov.fj)



Sandeep K. Singh (Ms.)  
Director  
Department of Environment

Date: 13/5/21

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## DEPARTMENT OF ENVIRONMENT

Level 1 & 2 Bali Tower, 318 Toorak Road  
P. O. Box 2109  
Government Buildings, Suva, Fiji

TELEPHONE NO: (679) 3311-699

Email: info6@govnet.gov.fj

Our Ref: EP 5/1/1-B

Your Ref

Applicant: The Acting Chief Executive Officer  
Fiji Roads Authority  
P.O Box 16550  
Suva

Development Proposal: Emergency and Resilient Work on Coastal Areas adjacent to Fiji's National Roads along the Coast of Nadroga/Navosa (5 sites).

Proposal Number: EIA-W/39/2021

### RE: DETERMINATION OF ENVIRONMENT IMPACT ASSESSMENT SCREENING APPLICATION.

The Department of Environment acknowledges receipt of your EIA Screening Application submission dated June 17, 2021. The application was screened as required under Regulation 6 of the Environment Management (EIA Process) Regulations 2007.

After careful consideration of the EIA screening application it was determined that the proposed development falls under Schedule 2, Part 3 of the Environment Management Act 2005 that does not require an EIA process or EIA Report. The proposal is now considered an emergency action to be performed immediately, without time for normal planning, design or review in order to protect against catastrophic loss of property or life, or serious harm to the environment.

In carrying out the proposed works, Fiji Roads Authority must ensure that all necessary measures are in place to address potential environment issues that may arise during the term of work.

1. The emergency protection works is approved only for the sites(s) identified in the EIA screening application form.
2. FRA must ensure that all aggregates and boulders to be used for the project are sourced from an EIA approved site.
3. Works must cease during period of heavy rain and extreme weather conditions.
4. FRA must ensure that works executed incur minimum damage to the environment.
5. FRA should put in place erosion and sediment control measures prior to the commencement of work on-site. These should be inspected regularly and maintained over the duration of the emergency works.
6. Necessary measures must be taken to ensure that the aquatic environment is protected from land based construction activities at all times. The discharge of untreated water runoff directly to waterways is prohibited.
7. FRA must ensure that litter and other solid waste generated on-site is collected and disposed of at a Department of Environment approved disposal site.
8. The burning of waste(s) is not permitted.

Proposal Number: EIA-W39/2021



Page 1 of 2

9. FRA must ensure that measures are in place to minimize and control air pollution i.e. dust and smoke from construction site and movement of the vehicles on and off the road.
10. FRA must utilize dust control techniques such as regular watering down or spraying of areas that are likely to generate dust.
11. Landscaping and rehabilitation must be undertaken to increase soil stability.
12. Vegetation removal is restricted to the project area only.
13. Vegetation removed should be mulched (in a dedicated area) and reused during rehabilitation of disturbed areas.
14. Mangrove removal is strictly prohibited.
15. Top soil removed during site preparation and reinstatement works must be stabilized and covered at the designated stockpile area.
16. Soil and boulders must be securely covered whilst transporting them on public roads. Spillages on public roads must be cleaned up immediately.
17. Trucks must be covered with tarpaulin to prevent any dust or debris being deposited on roads during haulage.
18. Mud and silt from wheels of trucks and machineries must be washed off before leaving the stockpile and disposal sites.
19. All stockpile and dump sites must be bunded and covered. Stockpiles must be stabilized and placed 100m away from any waterway.
20. Proper signage should be placed at the operation area to notify and caution the general public.
21. Refueling and maintenance of vehicles and machineries near water ways is prohibited. If the need arises, refueling must be undertaken 100m away from any waterways and in a bunded area to contain potential spills.
22. Fuel and oil storage area must be bunded and sheltered with bund capacity large enough to contain any leak; waterproof floor lining is a requirement.
23. The Department of Environment will be conducting random monitoring inspections of the proposed activities to ensure compliance.

If any of the above conditions are breached, the Department of Environment reserves the right to cancel this determination and take appropriate action.

Should you disagree with the decision made by the Director Environment on the determination, you may appeal to the Permanent Secretary for the Ministry of Environment.

For any clarification, please contact Ms. Kelera Tokalau on phone +679 6724140 or on email [kelera.tokalau@govnet.gov.fj](mailto:kelera.tokalau@govnet.gov.fj)



Sandeep K. Singh (Ms.)  
Director  
Department of Environment

Date:

28/6/21

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## DEPARTMENT OF ENVIRONMENT

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Government Buildings, Suva, Fiji

TELEPHONE NO: (679) 3311-699

FAX NO: (679) 3312-879

Our Ref: EIA-N/02/2021

Your Ref:

Applicant: The Acting Chief Executive Officer  
Fiji Roads Authority  
Suva

Proposed Development: Fiji Roads Authority T.C Yasa Northern Division Emergency Works - Reinstating Crossing, Coastal Barriers, Carriageway.

Proposal Number: EIA-N/02/2021

**RE: DETERMINATION ON THE ENVIRONMENT IMPACT ASSESSMENT (EIA) SCREENING APPLICATION FOR PROPOSED FIJI ROADS T.C YASA NORTHERN DIVISION EMERGENCY WORKS -REINSTATING CROSSING, COASTAL BARRIERS, CARRIAGEWAY**

In reference to the EIA Screening Application received from Fiji Roads Authority on Jan 15 2021, the project proposal has been assessed in accordance with the process specified under Part 2, Regulation 6 of the Environment Management (EIA Process) Regulations 2007.

After careful consideration it has been determined that the proposed development activity is not subject to the EIA process.

The determination is based on the fact that the scope of works prepared and submitted by Fiji Roads Authority is for emergency works on reinstating crossing abutments and coastal barriers and carriageway for various areas in the Northern Division affected by TC Yasa. Nevertheless, all necessary measures must be put in place to address potential environmental issues that may arise from the proposed works.

The following must be adhered to:

1. The Approval only applies to the specific localities identified in the EIA Screening application dated January 15, 2021 to mitigate the potential environmental impacts from this project sites.
2. FRA must ensure that all personnel engaged in the activity are appropriately trained to understand and comply with this approved conditions.
3. Construction activities must cease during periods of heavy rain and adverse weather conditions.
4. FRA should put in place erosion and sediment control measures prior to earthworks commencing. These should be inspected regularly and maintained over the duration of the project.
5. Disturbed areas and/or uncompact soil should be stabilized progressively during the works. Excavations should be minimized and staged during periods of light rainy weather.
6. Necessary measures must be taken to ensure that all waterways are protected from land based construction activities and earthworks at all times. The discharge of untreated water runoff directly to the foreshore and freshwater environment is prohibited.
7. Storm water runoff must be managed to ensure that sediment-laden water is not discharged to the marine and freshwater environment. Grit traps, sediment ponds and silt fences must be installed where necessary. Sediment treatment ponds, silt fences and sediment traps must be constructed using the GD05 Erosion & Sediment Control 2016 as a guideline in the absence of an appropriate design for sediment-laden runoff.
8. The unnecessary removal of vegetation is prohibited.
9. Burning of waste(s) is not permitted. FRA must ensure that wastes generated are taken to a Department of Environment (DOE) approved disposal site and not to be discharged to the receiving environment.
10. FRA must ensure that measures are in place to minimize and control air pollution i.e. dust and smoke from the construction site and movement of vehicles on and off the road. FRA must



- utilize dust control techniques such as regular watering down or spraying of areas that are likely to generate dust.
11. Excavated spoils must be managed to avoid generation of dusts and uncontrolled sediment runoffs.
  12. All stockpiles and dump sites must be bunded and covered properly to avoid sedimentation of any nearby waterways. Stockpiles are to be stabilized and located 100m away from any waterway.
  13. Landscaping and rehabilitation must be undertaken to increase soil stability and encourage vegetation growth where feasible.
  14. Refueling and maintenance of vehicles and machineries near waterways is prohibited. If the need arises, refueling and maintenance of machineries must be undertaken 100m away from any water ways and in a bunded area to contain potential spills.
  15. FRA must have proper spill kits and spill procedures in place for the management of any fuel or chemical spill. The spill kits must include booms and absorbents specifically designed for such incident to trap and contain any pollutants. Any accidental spillage must be reported to the Department of Environment within 24 hours.
  16. Fuel and oil storage areas must be bunded and sheltered with bund capacity large enough to contain any leaks. Waterproof floor lining is encouraged.
  17. The Department of Environment will be conducting random monitoring inspections of the proposed activities to ensure compliance. If any of the above conditions are breached, the Department of Environment reserves the right to cancel this approval and take appropriate action.

Should you require any clarification regarding this approval and the approval conditions, please contact Tevita Vuniwaqa of the EIA Unit on phone +679 8818017 or on email [tevita.vuniwaqa@govnet.gov.fj](mailto:tevita.vuniwaqa@govnet.gov.fj)

  
Sandeep K. Singh (MSc)  
Director  
Department of Environment

22/1/21

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## DEPARTMENT OF ENVIRONMENT

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Government Buildings, Suva, Fiji

TELEPHONE NO: (679) 3311-699

EMAIL: info6@govnet.gov.fj

Our Ref: EP 80/253

Your Ref:

Applicant: The Acting Chief Executive Officer  
Fiji Road Authority  
Suva

Proposed Development: *Tropical Cyclone (TC) Ana Northern Division Emergency Works – Repair Works for Minor Underslip, Overslip and Construction of New Road Realignment for Major Slip in Various parts of the Vanua Levu in Northern Division, Fiji.*

**Proposal Number: EIA-N/07/2021**

### RE: DETERMINATION OF ENVIRONMENT IMPACT ASSESSMENT SCREENING APPLICATION

The Department of Environment acknowledges receipt of your EIA screening application dated February 23, 2021. The application was screened in accordance with the process specified under Part 2; Regulation 6 of the Environment Management (EIA Process) Regulations 2007.

After careful consideration of the EIA screening application it was determined that the proposed development falls under Part 3 of Schedule 2 of the Environment Management Act 2005 that does not require an EIA process or EIA report. The proposal is now considered an emergency action to be performed immediately, without time for normal planning, design or review, in order to protect against catastrophic loss of property or life, or serious harm to the environment. This determination is also made taking into consideration the State of Emergency declared by the Government of Fiji on December 16, 2020 and extended for another 50 days for the Northern Division till March 06, 2021.

In carrying out the proposed works Fiji Roads Authority must ensure that all necessary measures are put in place to address potential environment issues that may arise during the term of works.

The following must be adhere to:

1. The emergency repair works is approved only for the site(s) identified in Table 1 (Part B-B1.) of the EIA screening application form.
2. Works must cease during periods of heavy rain and adverse weather conditions.
3. FRA must ensure that works executed incur minimum damage to the environment.
4. FRA should put in place erosion and sediment control measures prior to the commencement of work on site. These should be inspected regularly and maintained over the duration of the emergency works.
5. Necessary measures must be taken to ensure that the aquatic environment is protected from land based construction activities at all times. The discharge of untreated water runoff directly to drains and waterways is prohibited.
6. Sediment treatment ponds, silt fence and sediment traps must be constructed using the GD05 Erosion & Sediment Control 2016 as a guideline in the absence of the appropriate design for sediment-laden runoff.
7. The burning of waste(s) is not permitted.
8. FRA must ensure that wastes generated are taken to a Department of Environment approved disposal site.
9. FRA must ensure that measures are in place to minimize and control air pollution i.e. dust and smoke from construction site and movement of vehicles on and off the road.




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10. FRA must utilize dust control techniques such as regular watering down or spraying of areas that are likely to generate dust.
11. Excavated soil must be managed to avoid generation of dust and uncontrolled sediment runoffs.
12. All stockpiles and dump sites must be bunded and covered. Stockpiles must be stabilized and located 100m away from any waterway.
13. Landscaping and rehabilitation must be undertaken to increase soil stability.
14. Vegetation removal is restricted to the project area only.
15. Vegetation removed should be mulched (in a dedicated area) and reused during rehabilitation of disturbed areas.
16. Top soil removed during site preparation and construction works must be stabilized and covered at the designated stockpile area. At the completion of construction works, topsoil must be spread evenly over the area and sown with grass.
17. Proper signage must be placed around working areas to caution the general public.
18. Mud and silt from wheels of trucks and machineries must be washed off before leaving the stockpile and disposal sites.
19. Trucks must be covered with tarpaulin to prevent any dust or debris being deposited on roads during haulage.
20. Soil and boulders must be securely covered whilst transporting them on public roads. Spillages on public roads must be cleaned up immediately.
21. Regular weekly inspections and inspections following heavy rain events must be undertaken to ensure that sediment control measures are operating effectively.
22. Refueling and maintenance of vehicles and machineries close to any waterways is prohibited. If the need arise, refueling and maintenance of machines must be undertaken 100m away from any waterways and in a bunded area to contain potential spills.
23. Fuel and oil storage must be bunded and sheltered with bund capacity large enough to contain any leaks. Waterproof lining is a requirement.
24. The Department of Environment will be conducting random monitoring inspections of the proposed activities to ensure compliance.

If any of the above condition are breached, the Department of Environment reserves the right to cancel this determination and take appropriate action.

Should you require any clarification, please contact Mr. Kavnii Lal on phone +679 8818014 or on email [kavnii.lal@govnet.gov.fj](mailto:kavnii.lal@govnet.gov.fj)

  
Sandep K. Singh (Ms.)  
Director  
Department of Environment

Date:

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**Annex – 7** Consultation Meeting Minutes for the Emergency Restoration Works



File Reference– EMU N-01/21

## MEETING MINUTES

**Project:** Consultation on Emergency Restoration Works Coastal Protection North

**Date:** 21<sup>st</sup> July, 2021

**Time:** 1000HRS

**Venue:** Malau Village, Macuata

**Chair:** Epeli Tabuarua

**Recorder:** Eliko Ceinaturaga

Invitees	Initials	Company	Role
Mr Epeli Tabuarua	ET	Macuata Provincial Office	Assistance Provincial Officer
Ms Sainimere Toalagi	ST	Department of Land	DoL Officer
Ms Amele Tamanikaitani	AT	Department of Land	DoL Officer
Mr Tomasi Kororua	TK	Fiji Roads Authority	Survey Officer
Mr Eliko Ceinaturaga	EC	Fiji Roads Authority	Environment Officer

Circulate minutes to: All attendees

No.		Action by
1	<p><b>Welcome</b></p> <p>ET welcomed the LoU reps present in the consultation while presenting the sevusevu.</p> <p>ET introduce the other government stakeholder present and the reason of the consultations</p>	
2	<p><b>Fiji Road Authority</b></p> <p>EC elaborated on the proposed TIISP works in the norther division and the organisation intension to safe guard its assets with the public traversing on the mention road occasionally.</p> <p>EC further added on the reason consultation is required</p>	
3	<p><b>Department of Lands</b></p> <p>ST elaborate on the role for Department of Lands and Mineral Resource Department when a development proposal for Foreshore has been proposed and need for their involvement.</p>	
4	<p><b>Land Owing Unit</b></p> <p>LoU thanks FRA for the idea and intension for the emergency restoration works, the provincial office fully supports the authority intension for public interest.</p>	



3	ET ended with the mutual understanding of continuing consultation.	
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Prepared by:

\_\_\_Eliki Ceinaturaga 25/06/21\_\_\_