

Semi-Annual Safeguards Monitoring Report: Environment and Social

ADB Project Number: 48141
ADB Loan Number: 3210-FIJ
WB Project Number: 150028
Reporting period: July - December 2019

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 Bridge replacement 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	July 2019 – December 2019

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, bridges and/or rural maritime infrastructure in Fiji and non-physical activities such as institutional strengthening and capacity building

within the transport sector. The project is being implemented following a sector loan modality. The nature of a sector project is that all types of subprojects to be undertaken are known in general terms but only a small number of sub-projects are identified at the project preparation stage. 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 July to 31 December 2019. 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) 4.01. 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.

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 4.01. 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 law¹ 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.

¹ 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.

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.² 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 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.³

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.

² Category A projects are not eligible for financing under the project.

³ 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 second half of 2019 (i.e. 01 July - 31 December 2019) where reporting of the environmental and social safeguards implementation and monitoring results continue⁴ 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.

PST continues 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. The sub-projects active during this reporting period are:

- Road Reseals (Western, Central & Northern)
- Rabaraba Crossing Replacement – Under Implementation; and
- Solovi 1 and Solovi 2 Crossings Replacement – Under Implementation.

The other sub-projects under inception are SARUP 2 (Contract has been terminated and in the process of re-tendering), Kings Road Rehabilitation and Road Reseals Variations for Central, Western and Northern Divisions, Ovalau Bridge Replacements and Taveuni Bridge Replacements Project.

The EMU during this reporting period made site visits only when there were issues raised from the site engineers of environmental or social non-compliances. The EMU officers would make their assessments and provide recommendations for site engineers to follow through with the respective Contractors. Through the Engineer, several issues were noted under the environmental monitoring checklist to improve compliance. 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 Crossing Replacement Contractor, Concrete Solutions, has since been monitoring according to this checklist and have been submitting their progress reports to FRA Engineers. During the reporting period only Western 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 Division environment officer. Termination of Contract with Contractor for SARUP 2 sub-project during this reporting period whilst in the process of Contractors SEMP review. This was no longer processed after the termination.

⁴ 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.

The Road Reseals Variation sub-project due diligence is in inception stage and no meetings or site visits had been undertaken during this reporting period. 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	Environ ment	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	Ongoing
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
Kings Road Rehabilitation	C	B	26-Mar-19	LARDD	EIA	NA	NA	21-Dec-19	03-Jul-19	In preparation	NA

4 SUB-PROJECT STATUS

4.1 Site Updates

a) Road Reseals

For the reporting period the Central and Northern Division were active. Works carried out revolved around resealing, 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) Rabaraba Crossing Replacement

For the reporting period construction works had commenced and random inspections and reporting was undertaken by FRA Environmental Officer West on two occasion on the 07/10/19 and 13/11/19. However, no follow up inspection was undertaken by EMU during this reporting period and this is something that will be strengthened in the next monitoring reporting including upcoming subprojects. Environmental issues that were identified revolved around waste management, good housekeeping practices and the need for Contractor to quickly revegetate exposed areas to prevent any unnecessary risks of erosion and sedimentation. All major construction works has been completed during this reporting period with close of inspection to be conducted in the last week of February 2020.

c) Solovi 1 and 2 Crossing Replacement

For the reporting period construction works had commenced and random inspection and reporting was undertaken by FRA Environmental Officer West on one occasion each for both sites. The table below shows the outstanding environmental issues observed on site.

Project Site	Inspection Dates	Environmental Issues
Solovi 1	04/09/20	Stabilization of creek bank and installation of sediment traps at exposed areas and discharge points.
Solovi 2	10/01/20	Waste management, stockpiling excavated material and continually reinstating barricades to prevent sedimentation.

All major construction works for Solovi 1 has been completed and with minor finishing works to be done on the crossing structure. However, construction works on Solovi 2 Crossing is still ongoing with issues observed mentioned in the table above. No follow up inspections were conducted, however this will be strengthened in the next reporting period to reflect the environmental issues that will need to be followed up. FRA's Environmental Safeguards Officer at Western Divisional Office with the Contractors engineers are collaboratively working to address the issues identified during the site inspections. The progress of reinstatement works will be reported in the next SMR.

d) Ovalau Bridge Replacement Sub-Project

Public consultation was undertaken in Ovalau on 16/10/19 and 17/10/19 in the presences of the nearby communities, women's group and representatives from ADB and World Bank. The consultations were done at 3 venues that were close to the proposed sub-project sites. No revised screening application and related LARDD or new LARP was considered as the final designs were not available and this may be reflected in the next reporting should permanent land acquisition be required.

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 spills, dust (1) being added into the existing summary of corrective actions that have continually been issued to the Contractor for remedial. Detail information is attached in Annex 2.

Table 4.1 below shows accumulation of summarized issues identified on site from commencement of the sub-project and updated on 03/02/20.

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

Issue/Site	Noted/cited in instructions		
	No. of non-conformities	No. of opportunities for improvement	No. of observations (verbal)
Dust control, traffic control, run-off/discharges, PPE, fuel/oil drums, bunding, vehicle washdown, access/security, waste		0	0
Site- asphalt concrete paving, waste, run-off, signage	0	0	0
Site compound - H&S, PPE, waste, fuel/oil drums, bunding, drainage	0	0	0
Site - stockpiles to designated areas, vehicle washdown, waste, spoil management, PPE, lighting, plant smoke	1	0	0

Batching plant - H&S, PPE, dust/smoke, oil waste drums, waste, signage, access, night works, bunding, discharges	0	0	0
Nightworks - PPE, lighting	0	0	0
Site - traffic controls/signals, waste, discharge to stream, refuelling	0	0	2
Site - PPE	0	0	0
HMA plant - waste, fuel spills, bunding, site cleanliness, oil/fuel drums	0	0	0
Site - dust control, PPE, bitumen spills, waste	4	2	1
Total	5	2	3

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 several issues raised by the general to the contractors which have been addressed. A summary of these issues and actions taken is covered in Annex 2.

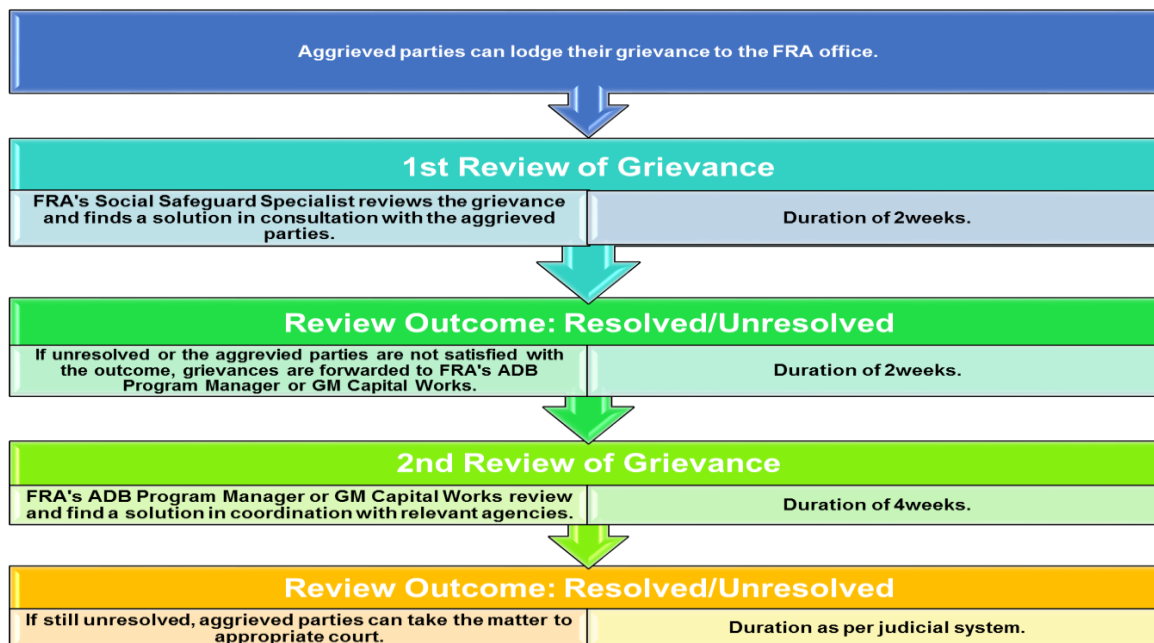


Figure 5.1: The Project's GRM

In this reporting period no new screening application was lodged to ADB/WB for considerations. However, consultation was undertaken for the Ovalau Bridge Replacement Project and a summary of consultations undertaken for Sub-Project is reflected in table below;

Table 5.1: Naikorokoro Public Consultation

Date	Venue	Total No. of Participant
16/10/19	Naikorokoro Village	12
16/10/19	Draiba Village	21
17/10/19	Levuka Vakaviti Village	18

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 minutes of the meeting that captures the concerns raised by these 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 included;

- Temporary bridge access during construction works;
- Installation of Streetlights and pedestrian footpath;
- Speed limit signages for vehicles on the bridge;

In addition, the focused groups 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 environmentally and socially irresponsible. The issues will be logged and issued a service request number and assigned to the respective Program Manager within FRA responsible for that region.

6 GENDER

The Ovalau Bridge Replacement sub-project was the only sub-project in which consultation was conducted. Women's group discussions were undertaken separately from the main consultation session. This was to ensure gender participation as well as providing an environment that women could participate under no duress. It was facilitated by FRA social safeguards officer and engineer as well as support from ADB official. It was interesting to note that the overall percentage of women participation from the 3 venues was recorded at 56.52%. The implementation and monitoring of the Gender Action Plan will be included in the next SMR. However, for this reporting period solar powered street-lights have been proposed for Rabaraba, Solovi 1 & 2 Crossing replacement sub-project to address safety concerns for women.

7 INSTITUTIONAL STRENGTHENING & CAPACITY BUILDING

For this reporting period HIV/AIDS Awareness was conducted on 31/07/19 by a certified FRA OHS officer for 11 staffs of Higgin's who were undertaking the Road Reseal sub-project. Training for the Environment Management Plan for site engineers and FRA safeguard officers have been planned but has been postponed to January 2020.

8 SAFEGUARD ACTIVITIES IN THE NEXT QUARTER

Ongoing Road Reseals projects, Rabaraba and Solovi 1 and 2 continues in the next quarter with expected completion. The categories of these projects have been determined including the due diligence documentation.

8 COMPLIANCE WITH COVENANTS & AGREEMENTS

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.

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

Annex 1 – Subproject Photos

1. Rabaraba Crossing Replacement Sub-Project



Photo 1 – Oil drums not enclosed in bunded area



Photo 2 – Crossing abutment rip-rap



Photo 3 – Portable septic tank still installed and has not been removed off site.



Photo 4 – PVC pipes and iron rods dumped carelessly on site.

2. Solovi 2 Crossing Replacement Sub-Project



Photo 1 – Project Laydown Area



Photo 2 – Skip Bin for waste collection



Photo 3 – Spilled cement on the road.



Photo 4 – No clear demarcation between the project site and temporary access road

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
11	13 July 2019	Public												localized stripping, which may have resulted due to the following: - heavy traffic on the single coat seal may have contributed to the plucking - Isolated dusty areas (the stripped areas) - It rained on the night of sealing operations, which affected the seal performance.	Higgins Sub-Contractor	Investigations completed.	Richa (Project Eng.)	Complete	Medium	01-Aug-18	Transinsular Road< Labasa
12	13 July 2019	Public												localized stripping, which may have resulted due to the following: - heavy traffic on the single coat seal may have contributed to the plucking - Isolated dusty areas (the stripped areas)	Higgins Sub-Contractor	Investigations completed.	Richa (Project Eng.)	Complete	Medium	01-Aug-18	Nabouwalu Road, Labasa
13	24 July 2019	Public												localized stripping, which may have resulted due to the following: - heavy traffic on the single coat seal may have contributed to the plucking - Isolated dusty areas (the stripped areas) - It rained on the night of sealing operations, which affected the seal performance.	Higgins Sub-Contractor	Investigations completed.	Richa (Project Eng.)	Complete	Medium	01-Aug-18	Wainikoro Road, Labasa
14	31 July 2019	Public												Stabilized patch had been left open for 2 days and wasn't maintained, resulting to dust issues.	Higgins Sub-Contractor	Water cart sent immediately to site for water spraying, suppressing the dust problem.	Richa (Project Eng.)	Complete	Medium	31 July 2019	Vakamaisuasua Rd., Labasa
14	5 August 2019	Public												Contractor trespassed into a private property to wash their machines and left the site untidy.	Higgins (Sub-Contractor)	Investigations completed.	Richa (Project Eng.) Jerry. T (HSE Manager)	Complete	Medium	Site has been made tidy and is acceptable by the Property Owner.	Wainikoro Road, Labasa

No.	Date	Stakeholder	General Information/Enquiry								Communication Issue Details	Responsibility	Action taken	Contact Person	Status	Priority	Date Resolved	Location	
			Environmental Issue	Noise Issue	Dust Issue	Drainage Issue	Property Boundary Issue (Power/WAF/TFL)	Accessway Issues	Workers Issues	Traffic Issues									Vibrations Issues
15	25 August 2019	Public										Loose chips: - swept onto the road shoulder - not collected from site - main carriageway not swept	Higgins (Line Marking Crew)	Investigations completed.	Richa. V (Project Eng.) Carmen K. (T/Marking Eng.)	Resolved	Medium	01/11/2019 (NCR 009 closed off)	Kings Road, Dama
16	1 October 2019	Public										No line marking on the pre-seal repair patches. Site left unmarked for over 2 weeks.	Higgins (Line Marking Crew)	Investigations completed.	Richa. V (Project Eng.) Carmen K. (T/Marking Eng.)	Completed	Medium	Line marking reinstated. 22/10/2019 - Completed	Wainikoro Rd., Labasa Nabouvalu Rd., Labasa Bulileka Rd., Labasa
17	21 October 2019	Public										Severe stripping and chip loss on the newly resealed section along Ch. 29089 - Ch. 29850, generally along wheelpaths, in long strips. Resealing works carried out on 21st October 2019. Failures evident mainly on the inner and outer wheel paths on the LHS lane, heading towards Pac. harbour from Suva side.	Higgins Sealing crew	Disposition to be as per NCR No. 17A. Temporary line marking reinstated for safety of road users.	Richa. V (Project Eng.)	Completed	Medium	Remedial works carried out 21-23 January 2019	Queens Rd., Navua
18	13 November 2019	Public										Severe chip loss and stripping occurred on the first application of 19mm. Second layer application not placed due to wet weather. Weather was suitable on site when resealing works started.	Higgins Sealing crew	Disposition as per NCR 16. Two-coat sealing works done as per the seal design.	Richa. V (Project Eng.) Richard Leach (Sealing Supervisor)	Completed	Medium	17/11/2019	Wainikoro Rd., Labasa
19	5 December 2019	FRA										Line width thinned out to 85mm in some sections, when it should have been 100mm wide. Rubber around pin inside the paint gun had worn off, thus affecting the pressure and rate at which the paint was applied. This caused the pin to move around when the truck is mobile causing irregularities in width application.	Higgins	Disposition as per NCR No. 19. Paint truck fixed and road marking rectified.	Richa. V (Project Eng.) Carmen K. (T/Marking Eng.)	Completed	Low	December 13-14, 2019	Wainikoro Rd., Labasa

Annex – 3 Public Consultation Meeting Minutes of Ovalau Bridges

- Naikorokoro Village – 16/10/19
- Draiba Village - 16/10/19
- Levuka Vakaviti Village – 17/10/19

MEETING MINUTES

Project: Ovalau ADB Bridges (Buinika & Naikorokoko Bridge) Social Safeguard Consultation

Date: 16th /10/2019

Time: 9:44am

Venue: Naikorokoro Village Hall, Ovalau.

Chair: Jese Veibuli

Recorder: Kelekolio F. Tominiko

Invitees	Initials	Stakeholders	Role
Lasaro Deinavanua	LD	Provincial Council Office	Roko Tui Ovalau
Ferila Brown	FB	Asian Development Bank	Safeguard Officer
Jese Veibuli	JM	Fiji Roads Authority	Division Liaison Officer
Samuela Tawakedrau	ST	Fiji Roads Authority	Environment Manager
Kelekolio Felise Tominiko	KT	Fiji Roads Authority	Assistant Environment Officer
Amor Acapulco	AA	Fiji Roads Authority	Procurement Design
Noa Sakapo	NS	Fiji Roads Authority	Land Valuer Officer
Tevita Tabaiwalu	TT	Fiji Roads Authority	Ovalau Roads and Bridge Inspector
Zafiya Shamim	ZS	Fiji Roads Authority	Social Safeguard Officer
(Refer to Attendance for Participants)			
Circulate minutes to: All attendees			

No.		Action by
INTRODUCTION		
1	Welcome & Sevusevu <ul style="list-style-type: none"> • Presentation of Sevusevu to the Village Headman. • Village Headman accepts FRA's Sevusevu presented by Roko Tui Ovalau. 	Lasaro Deinavanua (PCO)
2	Brief Introduction & Objective of the Consultation <ul style="list-style-type: none"> • Opening Prayer • Brief Introduction of FRA and ADB Staff • Informed the participants the objective of the consultation. • Jese advised participants that this project is funded by ADB and WB. However, it is one of WB and ADB's criteria to fund this project is to engage focal groups such as women and people with disabilities in the discussion which will later take place later on. 	Jese Veibuli (FRA)

PRESENTATION		
3	<p>Scope of Works for Naikorokoro & Buinika Bridge.</p> <ul style="list-style-type: none"> • Outlines the Scope of Works for the proposed project • Advised the local community about the bridge design concept • Amor has explained to the land owners the process of construction phase to minimise environmental impact and land issues • The construction phase will take place in two stages; <ol style="list-style-type: none"> 1. FRA will build a half of the new permanent bridge next to the existing bridge towards the landward side then; 2. FRA will demolish the existing structure and build another half of the permanent structure. • Amor advised that there will be streetlights and a pedestrian footpath situated on residential side (landward side). • The proposed bridge structure is designed to last for approximately 100 years and considered Climate Change by raising the bridge level by 1m from the existing level. • Installation of Coastal Protection on the bridge's approaches 	<p>Amor Acapulco (FRA)</p>
4	<p>Environmental & Social Impacts and Respective Measures.</p> <ul style="list-style-type: none"> • Samu has informed the Land Owners that in every construction there will be impacts towards the Environment. However, FRA will minimise these impacts as much as possible. • Samu has also advised the land owners that pre-cast materials will be bought in from Suva, this is to avoid mixture of cement on site and cement spoils getting spilled into nearby existing water source. • Potential Environmental impacts. • Potential Social Impacts. • Mitigation Measures 	<p>Samuela Tawakedrau (FRA)</p>
5	<p>Land Acquisition</p> <ul style="list-style-type: none"> • Noa has advised the land owners that there will be no need of land acquisition since the 2 lane bridge will be constructed on the seaward side, there might be a need waiver of Fishing rights. • Noa has explained the process of obtaining waiver of fishing rights. • Noa has also advised the land owners just in case that land acquisition is required then FRA is required to obtain at least 60% signatures from the members of the mataqali that owns that land in order to get legal consent. 	<p>Noa Sakapo (FRA)</p>
QUESTIONS & DISCUSSIONS		
6	<p>Temporary Access</p> <ul style="list-style-type: none"> • Enquired if there will temporary access required for the construction of this bridge. • As advised by Tevita that the bridges will be constructed in two stages as mentioned by Amor in the presentation. • Also advised by Samu that the purpose of using this construction phase instead of using a temporary access is to reduce the impacts of construction towards the Environment and avoid land issues. 	<p>Turaga ni Yavusa Samuela Tawakedrau & Tevita Tabaiwalu (FRA)</p>
7	<p>Process of Obtaining Fishing Rights Waiver.</p> <ul style="list-style-type: none"> • Roko Tui Ovalau enquired about the process of obtaining Fishing Rights Waiver. 	<p>Lasaro Deinavanua (PCO)</p>

	<ul style="list-style-type: none"> As advised by Noa that the Qoliqoli acquisition form needs to be filled by the qoliqoli owners and then get it stamped by the Provincial Council for verification. He has also advised the Land Owners that the Land acquisition form needs to be stamped by the Provincial Council office when 60% signature has been obtained. 	Noa Sakapo (FRA)
8	Tar sealing of Village Frontage <ul style="list-style-type: none"> Enquired by a participant that the village frontage will be incorporated into the scope of works. Amor advised the land owners that only the bridge approach will be tar sealed, the road length of which will be tar sealed is approximately 70-90 meters. 	Participant Amor Acapulco (FRA)
GROUP DISCUSSION (WOMEN'S GROUPS)- GENDER DISCUSSION		
9	Challenges faced by minority groups in the Local Communities; <ul style="list-style-type: none"> Enquired by Ferila and Amor to the minority groups, what are the common challenges faced by these groups when using the existing bridge. As advised by the minority groups that vehicles crossing the bridge exceed the speed limits which makes it using the bridge unsafe for crossing. It is unsafe It is unsafe when walking the bridge especially at night time, as there is no pedestrian walkway and street light. 	Ferila Brown (ADB) Amor Acapulco & Zafiya Shamim (FRA)
10	Solution <ul style="list-style-type: none"> Provide Pedestrian footpath Installation of streetlights adjacent to the bridge Installation of road signs and road humps on the bridge approach. Request 	Participant
CONCLUSION		
10	Closing Remarks <ul style="list-style-type: none"> Closing Remarks and Acknowledgement of Participants Closing Prayer 	Jese Veibuli (FRA)

Prepared by: Kelekolio Felise Tominiko

Attach:

- Photos
- Attendance List

Attachment 1



Figure 1: Mr. Veibuli briefs the participants about the objective of the consultation.



Figure 2: Miss Amor presents about the scope of works for the proposed project.



Figure 3: Mr. Tawakedrau and Mrs Brown from ADB discuss during consultation.



Figure 4: Chief enquired about land acquisition.



Figure 5: Participants during the Public Consultation.



Figure 6: Women are isolated from the consultation for group discussion.

Attachment 2



ATTENDANCE LIST/ TIKO RAWA ENA BOSE KACIVI
 SUBJECT/ ULUTAGA: AD6 BRIDGE CONSULTATION
 DATE/ TIKI NI SIGA: 10/10/2019
 TIME/ GAUNA: 9:17am
 VENUE/ VANUA: NAIKOROKORO VILLAGE.

Name/ Yaca	Organisation/ Mataqali	Designation/ Tutu Vakavanua	Mobile/ Naba ni Televoni	Email Address	Sign/ Saini
KASER. DENAVANUA	NAUSE	Eko Tu Ovalau	2699370	NAIKOROKORO	<i>[Signature]</i>
VILIANI GOSEA	NA-CO	CONTRACT	9007659	DENIBA	<i>[Signature]</i>
PENI TOGA	MABUCA	TI MATAQALI	3440388	NAIKOROKORO	<i>[Signature]</i>
LUIFA KURUNDI	YANUSA RITU		0526223	NAIKOROKORO	<i>[Signature]</i>
NASMANA TAVO	YAV NAUSE		2989967	NAIKOROKORO	<i>[Signature]</i>
MARESIANA DIVONO	NAUSE.			NAIKOROKORO	<i>[Signature]</i>
NOOMI MALIMALI	YANUSA RITU			NAIKOROKORO	<i>[Signature]</i>
KATISANI WAGA	YAVUSA RITU		9417571	NAIKOROKORO	<i>[Signature]</i>
ATIPIASI LEMANAVALUA	NAUSE		9552168	-	<i>[Signature]</i>
Imasi Waga	YANUSA RITU	N/A	9535196	NAIKOROKORO	<i>[Signature]</i>
JONIA RATU	NAUSE		9698517	NAIKOROKORO	<i>[Signature]</i>
VITA VANUA		TNK NAIKOROKORO	9552022	NAIKOROKORO	<i>[Signature]</i>

MEETING MINUTES

Project: Ovalau ADB Bridges (Draiba Bridge) Social Safeguard Consultation

Date: 16th /10/2019

Time: 7:30pm

Venue: Draiba Village Hall, Ovalau.

Chair: Jese Veibuli

Recorder: Kelekolio F. Tominiko

Invitees	Initials	Stakeholders	Role
Lasaro Deinavanua	LD	Provincial Council Office	Roko Tui Ovalau
Ferila Brown	FB	Asian Development Bank	Safeguard Officer
Belvina Puamau	BP	Asian Development Bank	Project Logistic Officer
James.	JS	Asian Development Bank	Project Logistic Officer
Albert Cerelala	AC	Asian Development Bank	Project Officer
Luke Vueta	LV	World Bank	Technical Officer
Siosaia Faletau	SF	World Bank	Social Safeguard Specialist
Jese Veibuli	JM	Fiji Roads Authority	Division Liaison Officer
Samuela Tawakedrau	ST	Fiji Roads Authority	Environment Manager
Kelekolio Felise Tominiko	KT	Fiji Roads Authority	Assistant Environment Officer
Amor Acapulco	AA	Fiji Roads Authority	Procurement Design
Noa Sakapo	NS	Fiji Roads Authority	Land Valuer Officer
Tevita Tabaiwalu	TT	Fiji Roads Authority	Ovalau Roads and Bridge Inspector
Zafiya Shamim	ZS	Fiji Roads Authority	Social Safeguard Officer
(Refer to Attendance for Participants)			
Circulate minutes to: All attendees			

No.		Action by
INTRODUCTION		
1	Welcome & Sevusevu <ul style="list-style-type: none"> Presentation of Sevusevu to the Village Headman. Village Headman accepts FRA's Sevusevu presented by Roko Tui Ovalau. 	Lasaro Deinavanua (PCO)
2	Brief Introduction & Objective of the Consultation <ul style="list-style-type: none"> Opening Prayer 	

	<ul style="list-style-type: none"> • Brief Introduction of FRA, ADB and WB Staff • Informed the participants the objective of the consultation. • Jese advised participants that this project is funded by ADB and WB. However, it is one of WB and ADB's criteria to fund this project is to engage focal groups such as women and people with disabilities in the discussion which will take place. 	Jese Veibuli (FRA)
PRESENTATION		
3	<p>Scope of Works for Draiba Bridge,</p> <ul style="list-style-type: none"> • Outlines the Scope of Works for the proposed project • Advised the local community about the bridge design concept. • Amor has explained to the land owners the process of construction phase to minimise environmental impacts and land issues. The construction phase will take place in two stages; <ol style="list-style-type: none"> 3. FRA will build a half of the new permanent bridge next to the existing bridge towards that landward side then; 4. FRA will demolish the existing structure and build another half of the permanent structure. • Amor advised that there will be streetlights and a pedestrian footpath situated on residential side (landward side). • The proposed bridge structure is designed to last for approximately 100 years and considered climate change by raising the bridge level to 1meter from the existing level. • Installation of Coastal Protection. • Amor advised that the alignment will affect one mango tree on the landward side and will be close to the village hall. 	Amor Acapulco (FRA)
4	<p>Environmental & Social Impacts and Respective Measures.</p> <ul style="list-style-type: none"> • Samu has informed the Land Owners that in every construction there will be impacts towards the Environment. However, FRA will minimise these impacts as much as possible. • Samu has also advised the land owners that pre-cast materials will be bought in from Suva, this is to avoid mixture of cement on site and cement spoils getting spilled into nearby existing water source. • Potential Environmental impacts. • Potential Social Impacts. • Mitigation Measures 	Samuela Tawakedrau (FRA)
5	<p>Land Acquisition</p> <ul style="list-style-type: none"> • Noa has advised the landowners that the bridge construction will be take place on the landward side of the bridge which might affect a mango tree on the side of the road which can be compensated by FRA. • A nearby house that is most likely to be affected during construction can be relocated in which FRA can pay for relocation once the consent is given. • Noa has also advised the process of obtaining legal consent of land acquisition. FRA is required to obtain at least 60% signatures from the members of the mataqali that owns that land in order to get legal consent. 	Noa Sakapo (FRA)
QUESTIONS & DISCUSSIONS		
6	<p>Affected Residential House during Construction</p> <ul style="list-style-type: none"> • Enquired if FRA will pay for relocation if a house is affected during Construction. • As advised by Noa that the relocation of affected house will be paid by FRA, once consent is obtained. 	Tui Ono

	<ul style="list-style-type: none"> Noa has also advised that any affected crops or trees can be compensated by FRA. 	Noa Sakapo (FRA)
7	<p>Complaints and Concerns.</p> <ul style="list-style-type: none"> Jese has kindly requested the local communities if they have any concerns or complaints during the construction of the bridge is to raise these concerns and issue to the Village Headman and then the cillage headman will raise it to the Provincial Council during their Tikina Meeting. 	Jese Veibuli (FRA)
GROUP DISCUSSION (WOMEN'S GROUP)- GENDER DISCUSSION.		
8	<p>Sense of Responsibility.</p> <ul style="list-style-type: none"> As advised by Miss. Ferila that this bridge is constructed for the members of the public and local community, it's good to have a sense of responsibility over it. Amor enquired for their feedbacks and comments, feedbacks and comments can be incorporated by FRA into the design. 	Ferila Brown (ADB) Amor Acapulco (FRA)
9	<p>Challenges OR Issues faced by Women;</p> <ul style="list-style-type: none"> Enquired by Ferila and Amor to the minority groups, what are the common challenges faced by these groups when using the existing bridge. As advised by the minority groups that vehicles crossing the bridge exceed the speed limits which makes it using the bridge unsafe for crossing. It is unsafe when walking the bridge especially at night time, as there is no pedestrian walkway and street light. One of the participants advised FRA that before approaching the bridge the carrier (truck) stops on the middle of the road to offload and onload passengers especially school children, this is unsafe for school children crossing to the opposite side of the road 	Ferila Brown (ADB) Amor Acapulco & Zafiya Shamim (FRA)
10	<p>Solution provided by Women.</p> <ul style="list-style-type: none"> Provide Pedestrian footpath Installation of streetlights adjacent to the bridge Installation of road signs and road humps on the bridge approach To have access to their boats when going for fishing, especially at the coastal protection region. To provide a bus bay and bus shelter before approaching the bridge. To have guard railings on the bridge approach, especially to where the village hall is located at as there will be road widening at that area. 	Participants
CONCLUSION		
11	<p>Closing Remarks</p> <ul style="list-style-type: none"> Closing Remarks and Acknowledgement of Participants Closing Prayer 	Jese Veibuli (FRA)

Prepared by: Kelekolio Felise Tominiko

Attachment 1



Figure 1: Mr. Veibuli briefs the participants about the Objective of the consultation.



Figure 2: Miss Amor presents about the scope of works for the proposed project.



Figure 3: Mr. Tawakedrau (FRA) discuss about potential Environmental Impacts of the project.



Figure 4: Participants listen during the Public Consultation.



Figure 5: Discussion on challenges and potential solutions.



Figure 6: Minority groups (women) are isolated from the consultation for group discussion.



ATTENDANCE LIST/ TIKO RAWA ENA BOSE KACIVI
 SUBJECT/ ULUTAGA: DETAILED ADB BRIDGE CONSULTATION
 DATE/ TIKI NI SIGA: 16/10/19
 TIME/ GAUNA: 6:24 pm
 VENUE/ VANUA: DETAILED VILLAGE

Name/ Yaca	Organisation/ Mataqali	Designation/ Tutu Vakavanua	Mobile/ Naba ni Televoni	Email Address	Sign/ Saini
NINASA ELEVA	MUKUNILAKE	TUI ONO	-	-	<i>[Signature]</i>
ABELE VASI, JNR	-	LEWE NI VANUA	8447016	abele.vasi@gmail.com	<i>[Signature]</i>
ABELE VASI	-	-	8447016	-	<i>[Signature]</i>
VLUNG GOLEM	-	-	9007629	-	<i>[Signature]</i>
LEMEXI VIVOTYAGI	-	LEWE NI VANUA	-	-	<i>[Signature]</i>
KILIONI K	-	-	-	-	K. Kaulaba
SOS. TA FALETAN	WB	LD	8024052	sfaletan@worldbank.org	<i>[Signature]</i>
Luke Vueta	WORLD BANK	TA	9985027	lvueta@worldbank.org	<i>[Signature]</i>
SITERI. TATA	TAKARA	L/VANUA	8330823	-	<i>[Signature]</i>
TIMAIMA VAS	-	L/VANUA	-	-	J. Vasi
FERILIA BIRMAN	BRD ADB	SAFEGUARDS	7221994	fbirman@adb.org	<i>[Signature]</i>
Belwinia Praman	ADB	PROJECT ASSISTANT	9932865	bpraman@adb.org	<i>[Signature]</i>



Name/ Yaca	Organisation/ Mataqali	Designation/ Tutu Vakavanua	Mobile/ Naba ni Televoni	Email Address	Sign/ Saini
Rosie Baleua	-	Lewe ni vanua	9622780	rosiebalena@gmail.com	<i>[Signature]</i>
Jone Vueti	Manuku-i-ra	Lewe ni vanua	2068873	-	<i>[Signature]</i>
Lilieta Bitolega	Yadale	Lewe ni vanua	9393329	-	<i>[Signature]</i>
Divikoca Sabu	Nabuni	" " "	-	-	<i>[Signature]</i>
SAMUKLA MOU	LOVONI	-	-	-	<i>[Signature]</i>
Katoni. Vueti	Manuku-i-ra	Lewe ni vanua	9163819	tanokerrabo@gmail.com	<i>[Signature]</i>
Kalara. Vueti	Nasoroiwaca	Lewe ni vanua	8379501	kracagalina@yahoo.com	<i>[Signature]</i>
Titia Caucau	Torani bau	Lewe ni vanua	9261040	tcancau@hotmail.com	<i>[Signature]</i>
DIKULA TUNANUKULA	Naisanokonoko	-	9256426	-	<i>[Signature]</i>
Lilian Molly Francis	Vusatabu	Lewe ni vanua	8678523	lilyfrancis@gmail.com	<i>[Signature]</i>
Tafua S	FRA	Infrastructure safeguard officer	9235960	mly.s@ra.fj.gov.fj	<i>[Signature]</i>
KETEVI TOKA	NALUNU	TAKALA	9727128	-	<i>[Signature]</i>

MEETING MINUTES

Project: Ovalau ADB Bridges (Levuka Bridge) Social Safeguard Consultation

Date: 17th /10/2019

Time: 3:00pm

Venue: Levuka-vakaviti Village Hall, Ovalau.

Chair: Jese Veibuli

Recorder: Kelekolio F. Tominiko

Invitees	Initials	Stakeholders	Role
Lasaro Deinavanua	LD	Provincial Council Office	Roko Tui Ovalau
Ferila Brown	FB	Asian Development Bank	Safeguard Officer
Belvina Puamau	BP	Asian Development Bank	Project Logistic Officer
James.	JS	Asian Development Bank	Project Logistic Officer
Albert Cerelala	AC	Asian Development Bank	Project Officer
Luke Vueta	LV	World Bank	Technical Officer
Siosaia Faletau	SF	World Bank	Social Safeguard Specialist
Jese Veibuli	JM	Fiji Roads Authority	Division Liaison Officer
Samuela Tawakedrau	ST	Fiji Roads Authority	Environment Manager
Kelekolio Felise Tominiko	KT	Fiji Roads Authority	Assistant Environment Officer
Amor Acapulco	AA	Fiji Roads Authority	Procurement Design
Noa Sakapo	NS	Fiji Roads Authority	Land Valuer Officer
Tevita Tabaiwalu	TT	Fiji Roads Authority	Ovalau Roads and Bridge Inspector
Zafiya Shamim	ZS	Fiji Roads Authority	Social Safeguard Officer
(Refer to Attendance for Participants)			
Circulate minutes to: All attendees			

No.		Action by
INTRODUCTION		
1	Welcome & Sevusevu <ul style="list-style-type: none"> • Presentation of Sevusevu to the Village Headman. • Village Headman accepts FRA's Sevusevu presented by Roko Tui Ovalau. 	Lasaro Deinavanua (PCO)

2	<p>Brief Introduction & Objective of the Consultation</p> <ul style="list-style-type: none"> • Opening Prayer • Brief Introduction of FRA, ADB and WB Staff • Informed the participants the objective of the consultation. • Jese advised participants that this project is funded by ADB and WB. However, it is one of WB and ADB's criteria to fund this project is to engage focal groups such as women and people with disabilities in the discussion which will take place later on. 	<p>Jese Veibuli (FRA)</p>
PRESENTATION		
3	<p>Scope of Works for Levuka Bridge.</p> <ul style="list-style-type: none"> • Outlines the Scope of Works for the proposed project • Advised the local community that the proposed bridge is a two lane bridge. • Amor has advised the Landowners that the new bridge will be constructed approximately 50 meters downstream from the existing bridge. • The existing bridge will be utilized as a temporary access during the construction of the bridge. Upon the completion of the new two lane bridge, FRA will close the existing bridge to the public. • Amor advised that there will be streetlights and a pedestrian footpath situated on residential side (landward side). • The newly bridge structure is proposed to last for approximately 100 years and has considered climate change and earthquakes by rising the bridge level by 1m from the existing level. • Installation of Coastal Protection. 	<p>Amor Acapulco (FRA)</p>
4	<p>Environmental & Social Impacts and Respective Measures.</p> <ul style="list-style-type: none"> • Samu has informed the Land Owners that in every construction there will be impacts towards the Environment. However, FRA will minimise these impacts as much as possible. • Samu has also advised the land owners that pre-cast materials will be bought in from Suva, this is to avoid mixture of cement on site and cement spoils getting spilled into nearby existing water source. • Potential Environmental impacts. • Potential Social Impacts. • Mitigation Measures 	<p>Samuela Tawakedrau (FRA)</p>
5	<p>Defect Mapping.</p> <ul style="list-style-type: none"> • Advised by Amor that FRA will undertake defect mapping by the engineers to analyse vibration during construction. This is to ensure that that damages to nearby properties and nearby heritage sites during construction is recorded. 	<p>Amor Acapulco (FRA)</p>
6	<p>Land Acquisition</p> <ul style="list-style-type: none"> • Noa has also advised the process of obtaining legal consent of land acquisition. FRA is required to obtain at least 60% signatures from the members of the mataqali that owns that land in order to get legal consent. • Noa also advised that the bridge approach from the Levuka town side will affect three freehold land owned by two different owners, one from a Chinese descendant and an Indo-Fijian descendant. 	<p>Noa Sakapo (FRA)</p>

GROUP DISCUSSION (WOMEN'S GROUP)- GENDER DISCUSSION.		
12	<p>Sense of Responsibility.</p> <ul style="list-style-type: none"> As advised by Miss. Ferila that this bridge is constructed for the members of the public and local community, it's good to have a sense of responsibility over it. Amor enquired for their feedbacks and comments, feedbacks and comments can be incorporated by FRA into the design. 	<p>Ferila Brown (ADB) Amor Acapulco (FRA)</p>
13	<p>Challenges OR Issues faced by Women;</p> <ul style="list-style-type: none"> Enquired by Ferila and Amor to the minority groups, what are the common challenges faced by these groups when using the existing bridge. As advised by the minority groups that vehicles crossing the bridge exceed the speed limits which makes it using the bridge unsafe for crossing. It is unsafe when walking the bridge especially at night time, as there is no pedestrian walkway and street light. 	<p>Ferila Brown (ADB) Amor Acapulco & Zafiya Shamim (FRA)</p>
14	<p>Solution provided by Women.</p> <ul style="list-style-type: none"> Provide Pedestrian footpath Installation of streetlights adjacent to the bridge Installation of road signs and road humps on the bridge approach To have access to their boats when going for fishing, especially at the coastal protection region. To provide a bus bay and bus shelter before approaching the bridge. To have guard railings on the bridge approach, especially to where the village hall is located at as there will be road widening at that area. Universal Accessibility To have hand rails installed on the bridge. Requested to have traffic cameras. 	<p>Participants</p>
CONCLUSION		
15	<p>Closing Remarks</p> <ul style="list-style-type: none"> Closing Remarks and Acknowledgement of Participants Closing Prayer 	<p>Jese Veibuli (FRA)</p>

Prepared by: Kelekolio Felise Tominiko

Attach:

- Photos
- Attendance List

Attachment 1



Figure 1: Mr. Veibuli briefs the participants about the objective of the consultation.



Figure 2: Miss Amor presents about the scope of works for the proposed project.



Figure 3: Mr. Tawakedrau (FRA) discusses about potential Environmental Impacts of the project.



Figure 4: Mr. Sakapo talks about land acquisition related matters.



Figure 5: ADB Rep during the Public Consultation.



Figure 6: Minority groups (women) are isolated from the consultation for group discussion.

Attachment 2



ATTENDANCE LIST/ TIKO RAWA ENA BOSE KACIVI
 SUBJECT/ ULUTAGA: LEWUKA BUDGET CONSULTATION
 DATE/ TIKI NI SIGA: 17/10/2019
 TIME/ GAUNA: 3:30pm
 VENUE/ VANUA: LEWUKA-VIII VILLAGE

Name/ Yaca	Organisation/ Mataqali	Designation/ Tutu Vakavanua	Mobile/ Naba ni Televani	Email Address	Sign/ Saini
① SEBUTA SIKULAKA	NACO	DAUVEIGARAVI	3440563	LEWUKA-VIII @NACO	
② LAISA VOLAVOLA	YALEBALAYU	DAUVEIGARAVI	3440084	LEWUKA-VIII	
④ DMINAU GIGANULUA	NASOROMUKA	DAUVEIGARAVI	9075567	LEWUKA-VIII	
⑤ ADI KESIO POKUKAOGA	Valebani	DAUVEIGARAVI	-	LEWUKA-VIII	
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⑨ MARICA VAKA OASO	KALABA	MATANIVANUA	9354083	LEWUKA-VIII	
⑩ FENI VAKAVAKA	LEWUKA	TAKALA	9200641	✓	
⑪ ETIKO VOLAVOLA	LEWUKA	Takala	7323955	✓	
⑫ KALONIVAKA ULUTAKA	LEWUKA	Takala	7113282	✓	
⑬ AKULA KALO	LEWUKA	MATANIVANUA	8355434	✓	



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⑭ ETUATE VOLAVOLA	LEWUKA	MATANIVANUA	8355434	✓	
⑮ PEIPEI KALABA	✓	✓		✓	
⑯ ETONIA SEMU	KABUKABUKA	TAKALA	8389093	✓	
⑰ VONIANI VAKAVAKA	"		7123788	✓	
⑱ SAREVAKA VOLAVOLA	"	VAKAVAKA		-	
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