

# Semi-annual Safeguards Monitoring Report: Environment

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ADB Project Number: 48141  
ADB Loan Number: 3210-FIJ  
WB Project Number: 150028  
Reporting period: July 2016 - June 2017

## **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
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
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 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	Mr. Michael Dale
Title of report	Environmental Safeguard Monitoring Report
Period covered by report	July 2016 – June 2017

**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 monitoring report covers the period 01 July 2016 to 30 June 2017. It is prepared by 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.

## 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 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>1</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 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.

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<sup>1</sup> 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.<sup>2</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 Department of Environment (DOE).

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 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>3</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>2</sup> Category A projects are not eligible for financing under the project.

<sup>3</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.

**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>

### 3. MONITORING RESULTS

#### 3.1 Status of ESMF Implementation

It should be noted that this semi-annual monitoring report covers a longer period than usual and covers July 2016 – June 2017. Prior to the period the PST's environment specialist resigned and the project was left with only intermittent cover provided by PST's social safeguards specialist and ADB staff until the new environmental specialist was appointed in January 2017.

The process and procedures outline 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 DOE for review and clearance. Another four subprojects went through the screening preparation and review process but have since been dropped from the project. No subprojects currently under implementation or recently completed required extraction of gravels for construction materials, therefore there was no need to apply for permits from Minerals and Resources Department. PST is following up on need for permits from Department of Lands for subprojects (bridges and crossings) requiring works and/or activities in streams and rivers as per the Rivers and Streams Act.

The streetlighting, guard rail and traffic signal installation subprojects were guided by the simple ESMP (waste management, health and safety) included in the bid and contract documents. Contractors implemented the provisions of the ESMP and COEP. The subprojects have been completed without any major issues or receipt of grievances.

The contractor for Matawele crossing submitted a CESMP which was cleared by FRA and supervision consultants in November 2016. Works at this subproject site have been halted due to uncertain geotechnical conditions. Alternative options are being considered by PST and FRA and an options report will be submitted to ADB/WB in due course.

The Suva arterial roads upgrading project (SARUP) 1 contract, which includes works at eight sites in urban Suva, was awarded to China Rail Company No.5 (CRC5) in first quarter 2017. The CRC5 submitted their CESMP to PST on 07 March 2017 and was given clearance to commence works and activities. The CESMP was subsequently sent to ADB for review (10 March 2017), ADB made suggestions and comments to strengthen the plan. The suggestions have since been incorporated but ADB has requested to review all CESMP prior to PST giving contractors' clearance to start works. CRC5 has appointed an environmental officer who regularly monitors and records through checklists the conditions and activities at the sites. These are reported weekly to the project manager and included in CRC5 monthly reporting to the PST. The PST conducts monthly inspections and, through the Engineer, has issued a number of verbal instructions to improve performance. To date the PST has not needed to issue any notice to contractor (NTC) to address non-compliances.

As additional subprojects are approved, PST will require additional resources to ensure effective inspection and supervision of active contractors and subprojects.

**Table 3.1: Status of review and clearance of screening and due diligence of subprojects**

Project	Screening			Safeguards due diligence dox prepared				Submission to DOE (under EMA)		
	Land	Environment	No Objection ADB/WB	Land	Environment	Review & comments	No Objection ADB/WB	Screening application submitted	DOE confirmation no EIA required	DOE clearance of EIA OR ESMP submitted
Streetlighting Projects (3)	C	C	11-Sep-15	LARDD	ESMP	Minor comments addressed	11-Sep-15	NA	10-May-16	NA
Matawele Crossing	PPTA	PPTA	PPTA	PPTA	PPTA	Cleared	PPTA	13-May-16	NA	27-Oct-16
SARUP 1	C	B	03-Feb-16	LARDD	EIA	Rev. requested Mar-16	12-May-16	NA	22-Feb-16	NA
Mass Action Guard Rails	C	C	09-Mar-16	LARDD	ESMP	Rev. requested 18-May-16	TBD	NA	10-May-16	NA
Traffic Signals Installation	C	C	09-Mar-16	LARDD	ESMP	Rev. requested 19-May-16	TBD	NA	10-May-16	NA
Urban Streetlights	C	C	09-Mar-16	LARDD	ESMP	Rev. requested 19-May-16	TBD	NA	10-May-16	NA
Rural Streetlights	C	C	09-Mar-16	LARDD	ESMP	Rev. requested 19-May-16	TBD	NA	10-May-16	NA
Road Reseals (West, Central & North)	C	C	26-Apr-16	LARDD	ESMP	Rev. requested 15-Jun-16	TBD	NA	TBD	NA
Unsealed Road Upgrade Programme	C	B	21-Jun-16	LARDD	ESMP	Rev. requested	TBD	13-May-16	TBD	NA
Tavenui Bridges	C	B	27-Apr-16	LARDD	EIA	Rev. requested*	Dec-16	07-Apr-16	24-Apr-16	Follow up
Solovi 1 & 2 and Rabaraba	B	B	20-Feb-17	LARP	EIA	Rev. requested 21/28 Mar-17	29-Aug-17	TBD	TBD	Follow up
Ovalau Bridges	C	B	26-Apr-16	LARDD	EIA			Feb-17	NA	18-Apr-17
TBA - contract to be awarded										
TBD - information not yet provided to ADB or WB										
NA - not applicable/required										

### 3.2 Consultation, Communications and Grievance Redress

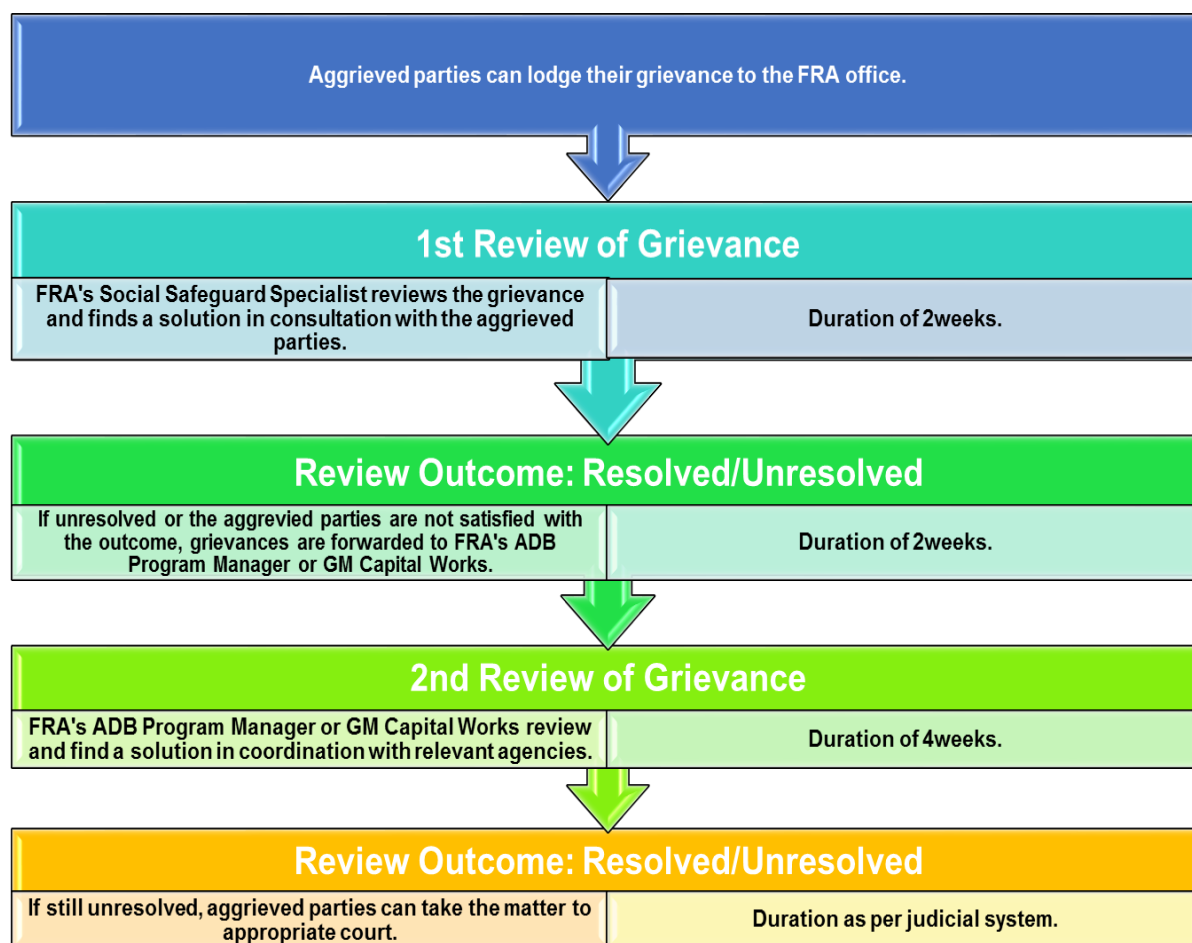
The project’s consultation and communications plan (CCP) is being implemented across project activities and is a continuous process. Consultation undertaken for subproject safeguards due diligence, as well as for wider project information disclosure, follows the CCP.

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 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. The summaries will also be posted on the project’s webpage on FRA’s website. To date no grievances have been recorded. The GRM is shown in figure 3.1.

**Figure 3.1: The Project’s GRM**



### **3.3 Institutional Strengthening and Capacity Building**

A training calendar has been prepared by PST safeguards specialists to undertake training and capacity building for field engineers and contractors.

Following the issues with the CESMP of CRC5, the PST provided training to key staff of CRC5. This will be reported in detail in the next semi-annual monitoring report or Jul-Dec 2017 period.

### **3.4 Compliance with Covenants and Agreements**

Based on the foregoing, the project is complying with the loan covenants covering safeguards matters and project agreements and requirements.

The next semi-annual safeguards monitoring report for environment will cover the period Jul – Dec 2017 and will be submitted at end of January 2018.

**Annex 1 – Subproject Photos**

**Matewale Crossing Project**



**Figure 1: Site prior to re-construction.**



**Figure 2: Temporary site yard preparation by Contractors.**



**Figure 3: Temporary crossing diversion located upstream.**



**Figure 4: Mobilization onto site.**

**SARUP 1 Projects**



**Figure 1: Onsite discussion between FRA Senior Engineer and Contractors**



**Figure 2: Foam Bitumen Stabilization (FBS) in process.**



**Figure 3: FBS process being supervised by FRA Engineer.**



**Figure 4: Quality Assurance Checks.**