

# Environmental and Social Monitoring Report

---

Project Number: 48141-001  
Semi-Annual Report  
January – June 2021  
July 2021

## FIJI: Transport Infrastructure Investment Sector Project

Prepared by Fiji Roads Authority for the Ministry of Economy and the Asian Development Bank.

This environmental and social monitoring report is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature.

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

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

---

ADB Project Number: 48141  
ADB Loan Number: 3210-FIJ  
WB Project Number: 150028  
Reporting period: January - June 2021

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

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

This report has been submitted to ADB by the Fiji Roads Authority and is made publicly available in accordance with ADB's Access to Information Policy (2018). It does not necessarily reflect the views of ADB.

## TABLE OF CONTENTS

		Page
	<b>Abbreviations</b>	ii
<b>1</b>	<b>Introduction</b>	<b>2</b>
	1.1 Description of the Project	2
	1.2 Process for Safeguards Compliance	3-4
<b>2</b>	<b>Implementation of the ESMF</b>	<b>5</b>
	2.1 Roles and Responsibilities for ESMF Implementation and Monitoring	5
<b>3</b>	<b>Monitoring Results</b>	<b>6</b>
	3.1 Status of ESMF Implementation	6-7
<b>4</b>	<b>Project Updates</b>	<b>8</b>
	4.1 a) Road Reseals b) Queens Road Rehabilitation	8
	4.2 Addressing Grievances	8 - 9
<b>5</b>	<b>Consultation, Communication and Grievance Redress</b>	<b>9 - 11</b>
<b>6</b>	<b>Institutional Strengthening and Capacity Building</b>	<b>11</b>
<b>7</b>	<b>Safeguard Activities in Next Quarter</b>	<b>11</b>
<b>8</b>	<b>Compliance with Covenant Agreements</b>	<b>11</b>
	<b>Annex 1</b> – Addendum to Contract-Inclusion of Specific COVID 19 Risk Management Plan <b>Annex 2</b> – EIA Screening Application submission to DoE	

**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
DSC	Design and Supervision Consultant
EIA	Environmental Impact Assessment
EMU	Environment Management Unit
ESMF	Environmental and Social Management Framework
ESMP	Environmental and Social Management Plan
FTIIP	Fiji Transport Infrastructure Investment Project
FRA	Fiji Roads Authority
GOF	Government of Fiji
GRM	Grievance Redress Mechanism
HIV/AIDS	Human Immunodeficiency virus / acquired immunodeficiency syndrome
LARF	Land Acquisition and Resettlement Framework
LARP	Land Acquisition and Resettlement Plan
MOE	Ministry of Economy
MOWE	Ministry of Waterways and Environment
MOU	Memorandum of Understanding
MWTPU	Ministry of Works, Transport and Public Utilities
NTC	Notice to Contractor
PST	Project Supervision Team (in FRA)
Qoliqoli	Traditional beach, lagoon and reef areas
SARUP	Suva Arterial Roads Upgrading Project
SPS	Safeguards Policy Statement 2009 (of ADB)
WB	World Bank

## 1 INTRODUCTION

### 1.1 Description of the Project

**Background.** The Transport Infrastructure Investment Sector Project (the project) is financed under joint Asian Development Bank (ADB) and World Bank (WB) loans with counterpart funding from the Government of Fiji (GOF). On behalf of the GOF the executing entity is the Ministry of Economy (MOE) and the project is being implemented by Fiji Roads Authority (FRA). The Project supports the GOF Roadmap for Democracy and Sustainable Socio-Economic Development, which emphasizes the lack of transport as a constraint for Fiji's economic and social development. It also responds to the requirements of the new 2013 Constitution of Fiji, which states that: "The state must take reasonable measures within its available resources to achieve the progressive realization of the right of every person to have reasonable access to transportation." (34(1)). As approximately 55% (412,425) of Fiji's population lives in the rural areas, and approximately 44% of rural people live in poverty, improving service delivery and income opportunities for the rural population is a key priority.

**Table 1-1: Basic Project Information**

Parameters	Information
Contract No	FRA TIISP 16-01
ADB – Project No Loan No	48141 – 001 3210-FIJ
WB – Project No Loan No	P150028 8482-FJ
Description of works	Drainage associated with road re-construction (e.g. clearing water channel, associated extension or possible replacement of substandard culverts and headwalls); Minor earthworks; Road sealing and re-sealing; Street-lighting, guard rails, traffic signals; Kerb, channel and footpath improvements; Existing pavement upgrade and asphalt concrete finish; and Repair and improvements of crossings Emergency works for the recent TC Yasa and Ana.
Engineer/ Consultant	Dr. Charles Ward
Title of report	Semi-Annual Environmental and Social Safeguard Monitoring Report
Period covered by report	<b>January 2021 – June 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 and social monitoring report covers the period 01 January to 30 June 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.

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

## 1.2 Process for Safeguards Compliance

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

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

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

<sup>2</sup> The new Social Safeguards Specialist will build upon this and the prior SMR: [https://www.adb.org/sites/default/files/project-documents/48141/48141-001-esmr-en\\_1.pdf](https://www.adb.org/sites/default/files/project-documents/48141/48141-001-esmr-en_1.pdf)

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

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

The significance of the project's environmental impacts determines the environmental categorization of the project. As most sub-projects relate to existing structures, it is likely that each sub-project will be Category B or C.<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 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

---

<sup>3</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.

<sup>4</sup> Category A projects are not eligible for financing under the project.

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

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

---

<sup>5</sup> 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 &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

This reporting period covers the first half of 2021 (i.e. 01 January - 30 June 2021) where reporting of the environmental and social safeguards implementation and monitoring results continue<sup>6</sup> 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.

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 due to government restrictions placed on social gatherings and with the current containment sites that has been established it makes movement even more restricted.

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 are complied. Only two sub-project that was active during this reporting period:

- **Road Reseals Variations** (Western, Central & Northern)
- **TC Ana and Yasa** recovery works in the Northern Division and outer Islands.

The other sub-projects under inception are;

- **SARUP 2 Package C** (Foster Road is expected to be awarded on the month of May);
- **Kings Road Package A** (13 sites between Rakiraki and Ba was signed on 30 March 2021. The project is due to commence in the coming week or so and the contractor (Higgins) will commence with test pit investigations. Major construction works are not expected until June 2021).
- **Kings Road Package B** (33 Km between Wailotua to Dama should be signed on the month of March with the test pit investigations undertaken in the month of June.
- **Queens Road Rehabilitation** still yet to be confirmed.

The PMU continues to conduct random inspections of the subprojects and, through the Engineers inspections. 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 has liaised directly with engineers and contractor regarding site inspections due to travel restrictions. 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

---

<sup>6</sup> 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.

new recruitment was undertaken for environmental staffing to undertake the monitoring and all inspection was undertaken by FRA Western and Central Division environment officer.

FRA is in the process of procuring a social and gender specialist which will commence in the next reporting period.

FRA EMU team currently have four people who is currently looking after the Environment and Social safeguard 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.

## **SUB-PROJECT STATUS**

### **4.1 Site Updates**

#### **a) Road Reseals**

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

No major environmental issues were recorded or noted and improvements with mitigation done to clear the environment defects from the previous reporting period, mitigation measures were to stabilize and rehabilitate dumping sites in the central division. Apart from that, no instruction notice to Higgins were raised to address non-compliance matters (address a non-conformity or to improve environmental performance).

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.

The only active project in construction this reporting period is the Reseals project, undertaken by Higgins who have a dedicated COVID 19 response plan.

During the recent outbreak in Fiji, the FRA implementation team have noted that Higgins are following their COVID plan and doing their best to safely continue with works.

The construction teams are working in isolated groups to mitigate risk and that meetings are held virtually to reduce large gatherings.

They've also implement log in register where visitors and workers are required to have FijiCare app on their smart phones for scanning before entering the work site.

#### **b) TC Yasa & Ana recovery works**

The recent Tropical cyclones that was experience earlier this reporting period has caused damages to some of FRA's assets in the Eastern and Northern divisions.

General Scope of works TC Yasa & Ana recover works is 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

Due diligence report will be submitted in the next reporting period, which will highlight specific works undertaken for this sub-project.

## 4.2 Addressing Grievances

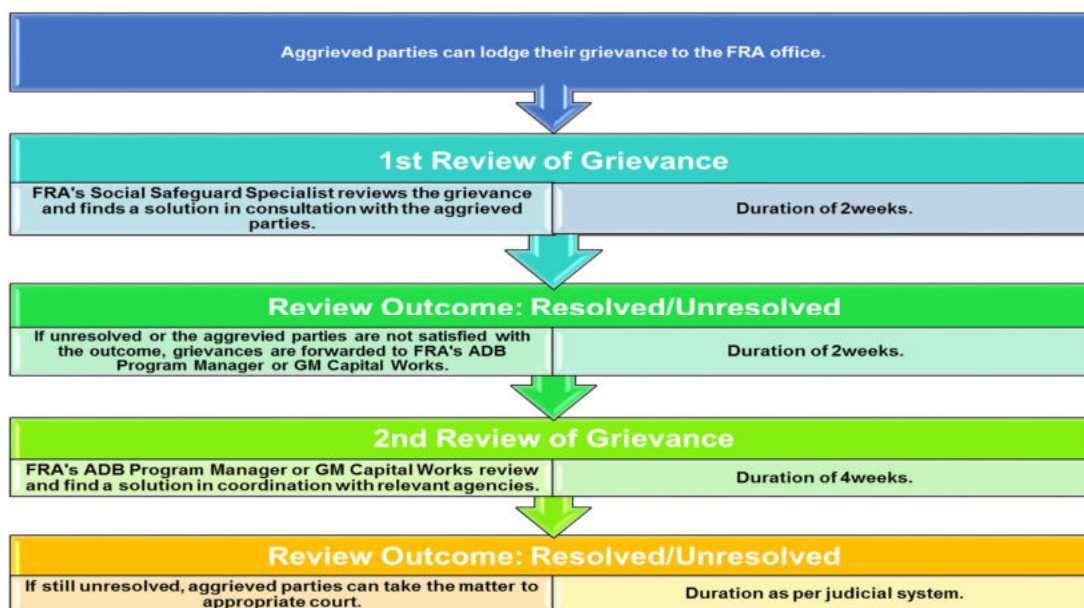
### a) Road Reseals

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.

## 5. CONSULTATION, COMMUNICATION & GRIEVANCE REDRESS

Public consultation and community consultation has been put hold with the current COVID-19 pandemic outbreak restrictions, there has been no consultation in this reporting period. Government restrictions has made our deliverables more challenging with travelling, consultation and inspections been put on hold.

Image 5-1: GRM Flowchart



## 6 INSTITUTIONAL STRENGTHENING & CAPACITY BUILDING

In addition, the safeguard team undertook a virtual training that was facilitated by WB online through the period of November 2020- January 2021.

## 7 SAFEGUARD ACTIVITIES IN THE NEXT QUARTER

Ongoing Road Reseals projects and likely award of Kings Road Rehabilitation, Queens Road Rehabilitation and the TC Ana & Yasa Emergency works in the Northern Division and outer island emergency works.

The categories of this projects have been determined and its due diligence documentation will

be prepared accordingly.

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

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

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

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



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

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

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

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

**6.7 Health and Safety**

*Insert the following at the end of Sub-Clause 6.7*

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

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

Yours faithfully,

**Kamal Prasad**  
**Acting 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 Environment Screening Application Submission to Department of Environment**

# OVALAU COASTAL EMERGENCY WORKS

---

## EIA SCREENING APPLICATION



PREPARED BY: FIJI ROADS AUTHORITY

JULY, 2021 | PREPARED FOR: DEPARTMENT OF ENVIRONMENT, FIJI.



**Form: EMA/EIAP 1**

**EIA SCREENING APPLICATION**

(Regulation 4)

Legal background:

1. *A person who carries out any development activity or undertaking which is subject to the environmental impact assessment (EIA) process without an approved EIA report commits an offence and is liable on conviction to a maximum fine of \$750,000 or to imprisonment not exceeding 10 years or both.*
2. *In addition, the Director may apply to the court for an order to stop the work.*
3. *A person who contravenes –*
  - (a) *any requirement under Part 4 of the Act; or*
  - (b) *a condition for approval of a development proposal or an approved EIA report, commits an offence and is liable on conviction to a maximum fine of \$250,000 or to imprisonment not exceeding 3 years or both.*

Guidance notes:

1. *This form sets out the information on a development proposal that the approving authority requires to make a decision on whether an EIA report is required on the proposal ('screening').*
2. *The proponent should follow the format of this form as far as possible and should provide detailed and accurate descriptions of the project location, activities, and potential impacts. If details are not available, reasons must be given.*
3. *Clear site mapping of the location, structures and physical features of the proposed undertaking must be provided on appropriately scaled diagrams and attached to this form.*
4. *A fee of \$250 is payable to the approving authority on submission of this form and should accompany it.*

**Part A – General Information**

**A1. Title of the proposed development activity**

Ovalau Coastal Emergency Works

**A2. Approving authority for the proposal**

Department of Environment

**A3. Proponent**

Name of Proponent (Individual or body corporate)

Fiji Roads Authority (FRA)

Address

360 Victoria Parade, Level 4 FDB Building, Suva

P.O.Box 16550, Suva, Fiji

**A4. Contact person for purposes of Environmental Management Plan**

Name [Kelekolio Felise Tominiko & Namisha Nikita](#)

Position (if body corporate) [Environment Officers, FRA](#)

Address [Level 4 FDB Building, Suva](#)

Telephone: [3100114](#) Facsimile: [3100044](#)

Mobile: [9224601](#) E-mail: [Kelekolio.Tominiko@fjiroads.org](mailto:Kelekolio.Tominiko@fjiroads.org)

[namisha.nikita@fjiroads.org](mailto:namisha.nikita@fjiroads.org)

**A5. Nature of the development proposal**

The nature of the proposed development is Emergency works, as stipulated in Part 3 Schedule 2 of the Environment Management Act, that Emergency works will not require an EIA Study.

**A6. Estimated value of the completed project if approval is granted**

Approximately \$7.4m inclusive of contingencies.

**A7. Project consultant**

Contact Person: [Kelekolio Felise Tominiko, Environment Officer, FRA](#)

Postal Address: [PO Box 16550, Suva](#)

Telephone: [3100114](#) Facsimile: [3100044](#)

Mobile: [9224601](#) E-mail: [Kelekolio.Tominiko@fjiroads.org](mailto:Kelekolio.Tominiko@fjiroads.org)

- A8.**  No previous application for approval of this proposal  
Previous decision on this proposal (Give details)

**A9. Landowner**

Contact Person: Kamal Prasad, Acting Chief Executive Officer, Fiji Roads Authority

Postal Address: PO Box 16550, Suva

Telephone: 310 0114 Facsimile: 3100044

Mobile: 8937464 E-mail: [Kamal.Prasad@fjiroads.org](mailto:Kamal.Prasad@fjiroads.org)

Nature of title to the land

The project is located on existing roads on land administered by the Fiji Roads Authority on behalf of the Government of Fiji. All works are to be conducted on and adjacent to existing roads within a surveyed road corridor (if applicable).

State whether the landowner (if not the proponent) has consented to the proposed development, with details of the circumstances

The FRA is undertaking Emergency works in the Ovalau island along the coastal areas, the two recent cyclones has caused a severe scour on the main road along the coastal areas causing the deterioration of the circular road.

If the land is native land, state the view of the NLTB on the proposal

Not applicable

**A10. Local authority**

*(If not the approving authority)*

The proposed project falls in the jurisdiction of the Levuka Town Council.

Beach St, P.O Box 70, Levuka.

Email Address: [lrc@connect.com.fj](mailto:lrc@connect.com.fj)

Telephone: 344-0014/ 344-099

## **Part B – Details of the Development Proposal**

### **B1. Nature of the site**

The proposed site is located in Ovalau island, Ovalau is one of the islands that is in the Lomaiviti province. The island is about 13km long and 10km wide, it covers a total area of 106.4 square kilometers and has a population of around 9,100, approximately half the Lomaiviti population. Levuka, Fiji's former capital is the largest of 24 towns and villages on the island.

### **B2. Nature and scope of the proposed development**

The project is mainly repairment along the identified scouring areas, this is identified as maintenance works. There is no requirement of land acquisition for this work as FRA will work within the road reserve boundary. However, if needed then internal Lands team will seek consent from relevant landowners.

The Scope of works will include:

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

### **B3. Location of the proposed development**

*(The project profile must include plans showing the location of the proposal and its surrounding environment.)*

The affected location is stipulated below on Table 1.0

**Table 1: Affected Locations:**

<b>Ovalau Circular Road</b>				
	<b>Sections:</b>	<b>Start RP:</b>	<b>End RP:</b>	<b>Length(m):</b>
1	Cawaci bridge approach	43.597	43.678	81
2	Nasuku	43.939	44.235	296
3	Depot front	44.710	44.890	180
4	Vatukalo village front	44.921	45.312	391
5	Between Vatukalo and Toki	45.533	45.632	99
6	Toki Vill/Lawakitoki front	45.736	46.167	431
7	Resort front	46.345	46.525	180
8	Approaching Vuma Cemetry	46.658	46.678	20
9	Vuma Cemetry front	46.756	46.921	165
10	Vuma village front	47.091	47.264	173
11	Vuma vill end	47.509	47.594	85

12	Nasova to Draiba	0.870	0.935	65
13	Approaching Naikorokoro bridge	2.307	2.467	160
14	Approaching Kuvukakuvu	2.741	2.875	134
15	Nabunika bridge approaches	3.012	3.137	125
16	Approaching Nasinu village	3.320	3.540	220
17	Nasinu Village front	3.680	4.030	350
18	Tukuvaka to Tokou Village	4.456	4.886	430
19	Natokalau village front	6.225	6.550	325
20	Namoli Stretch	7.570	7.660	90

#### B4. Reasons/justification for the proposal

This project will repair and upgrade existing damaged roads along the coastal area of Ovalau island, the continuous scour will lead to the complete wash off the circular road. Please refer to the inspection photos below:



#### B5. Description of the proposed development

(i) Geographical Location

*Give a written description of the proposed site, including boundaries.*

Ovalau Island is the sixth largest island in Fiji. It is located in Lomaiviti Archipelago. Situated at 17.70° South and 178.8° East, (60 km north east from the national capital Suva and 20 km off the east coast of Viti Levu),

(ii) Physical Features

*Major physical features of the site e.g. large buildings, other large structures, roads, pipelines, transmission lines, marine transport facilities, etc.*

The sites are all existing roads. No buildings or other structures are within these areas of road reserve, all residential houses and other physical structures that is adjacent to these sites will not be affected. The identified road sections run through residential, civic and commercial areas.

There are some services within the road reserve including water, telecommunications and electricity. There will be minimum requirement for service relocation as part of the rehabilitation works however, the FRA have actively been working with utility providers in order to coordinate the upgrade of selected roads and adjacent services. The successful Contractor shall upgrade the roads and identified services under the supervision of the FRA and relevant utility providers.

(iii) Area to be affected by the development

*Description of local environment including topography, water courses, adjacent lands.*

The environment surrounding the identified road sections is highly modified thriving rural development mainly commercial agriculture. There is no native vegetation or habitat within or adjacent to the sites. The topography of majority of the sites is relatively flat and slope topography at some section, some section is prone to scouring and flooding in an occasion of heavy rains and Tropical cyclones.

**Table 2: Sensitive Receptors**

	Sections:	Sensitive Receptors
1	Cawaci bridge approach	Residents, pedestrians, terrestrial, aquatic flora & fauna
2	Nasuku	
3	Depot front	
4	Vatukalo village front	
5	Between Vatukalo and Toki	
6	Toki Vill/Lawakitoki front	
7	Resort front	Commercial resort and terrestrial flora and fauna
8	Approaching Vuma Cemetery	Cemetery, Residents, pedestrians and terrestrial flora and fauna,
9	Vuma Cemetery front	
10	Vuma village front	Residents, pedestrians, terrestrial, aquatic flora & fauna and other utility services
11	Vuma vill end	
12	Nasova to Draiba	
13	Approaching Naikorokoro bridge	
14	Approaching Kuvukakuvu	
15	Nabunika bridge approaches	
16	Approaching Nasinu village	
17	Nasinu Village front	

18	Tukuvaka to Tokou Village
19	Natokalau village front
20	Namoli Stretch

## B6. Alternatives

- (i) Alternatives that are being considered, or that have been considered and rejected -  
- Sites

There are no alternative sites as this project is an emergency works.

- Construction methods

Refer to the Scope of Works mentioned above.

- Operating procedures

Not applicable. No change will occur to the operation of the roads upon completion of construction.

Periodic maintenance of the roads will still be required.

- (ii) Reasons for the rejection of those alternatives

Not Applicable

## B7. Public consultations

- (i) State what public consultations have been held on the proposal, if any;  
Public Consultation has yet to be conducted given the COVID-19 pandemic restriction and lockdown. However, FRA has undertaken its due diligence to ensure that all stakeholders and general public are well aware and informed of the proposed project

- (ii) State what public response there has been to the proposal, as evidenced by consultations or otherwise.

Not Applicable. However, FRA will undertake further Public Consultation once this application is submitted to the Department of Environment.

## B8. Inspection

Dates on which inspections can be carried out

*(Note: The proponent must ensure that all necessary consents and approvals (if the proponent is not the owner of the site) have been or will be obtained so that inspection of the site can take place)*

The roads to be upgraded are public roads, they can be accessed by DOE at any time. Should DOE wish to conduct an inspection of the roads, FRA can be available at a mutually agreeable time to facilitate these visits.

**Part C – Environmental impact of the proposed activity or undertaking****C1. Environmental impact**

- (i) State in general terms what environmental or resource impacts that the proposal is likely to have.

The environmental effects of the development are considered to be minor as they involve the repair and upgrade of existing roads and services. All foreseeable impacts have been identified and can be adequately avoided, minimized or mitigated, and none are considered to be significant.

The existing environment is highly modified with little vegetation and wildlife habitat. At most sites, the repairs are to the existing road surface. This will result in small areas of non-native vegetation clearance being removed and replaced with impervious surfaces.

There is the potential for the accidental discharge of silt and contaminants to surface water during construction mainly during heavily long periods of rain. This can be managed by implementation of an erosion and sediment controls, correct hazardous materials handling, storage and management, and training in spill avoidance and clean-up.

Dust from road construction shall be minimized by the use of dust suppression, including water carts.

Noise limits shall comply with Fijian Health and Safety at Work (General Workplace Conditions) Regulations 2003. Night work may be required due to the limitations of work in the peak periods, this will need to be managed carefully so as to avoid disruptions to nearby residents. Services disruptions is also required and this will need to notified to the nearby communities and business operators particularly around schools and hospitals, to ensure that the any shutdown periods are carefully planned to minimize disruptions to their operations.

- (ii) State how such impacts will be managed or mitigated.

A Land Acquisition and Resettlement Due Diligence (LARDD) Report and Environmental and Social Management Plan (ESMP) are to be developed for the project under ADB and World Bank safeguards requirements. These documents will discuss the potential environmental and social impacts of the project and proposed mitigation, management and monitoring. The ESMP will form part of the bidding documents and be included as contractual obligations of the winning contractors that will carry out works

**C2. Pollution incidents**

Pollution incidents that might be generated by the proposal

*(A 'pollution incident' is the introduction, either directly or indirectly, of a waste or pollutant into the environment, which results in harm to living resources and marine life, hazards to human health, hindrance to marine activities including fishing and other legitimate uses of the sea, impairment of quality for use of water, air or soil, reduction of amenities or the creation of a nuisance)*

If not correctly managed, the project could result in pollution from materials used or produced during construction, including cement, bitumen, asphalt, fuel, oil and rubbish.

**C3. Construction phase (if applicable)**

- (i) Proposed date of commencement of construction

(First physical construction activity on site)

Construction has commenced.

(ii) Type of construction work e.g. dredging etc. and the processes to be followed  
The Scope of works will include:

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

The works also include replacement and or realignment of existing utility services assets (if applicable). Excess spoil will be reused for landscaping and or disposed of at a licensed dump.

(iii) Estimated total construction period  
(If staged, list each stage and its estimated duration)

The construction works is estimated to take 18 months to complete. Construction will be staged in order to minimize the impact of the existing road network. The Contractor will be required to submit a construction phasing plan as part of their tender submission.

(iv) Potential sources of pollution during the construction phase, including airborne emissions, liquid effluents and solid waste materials

Airborne emissions: exhaust emissions from construction vehicles; dust from road construction

Liquid effluents: spilled fuel, oil, bitumen, asphalt; wastewater from portable toilets

Solid waste: construction waste materials; rubbish from contractors; potential disposal of asbestos cement pipes

(v) Hazardous substances and pollutants that might be discharged during the construction phase

As above. The discharge of hazardous substances and pollutants can be avoided and minimized by the implementation of appropriate controls.

(vi) Any GMOs and LMOs involved in the construction activity  
Not applicable

#### **C4. Operation of the undertaking or activity on completion of construction**

(i) Proposed date of commencement of operation of the undertaking or activity  
Project has commenced

(ii) Description of the operation  
Refer to Scope of works in section B2

(iii) Potential sources of pollution from the undertaking or activity, including airborne emissions, liquid effluents and solid waste materials.

Potential sources of pollution will be active machines on site, laborers and improper dispose of solid wastes.

(iv) Hazardous substances and pollutants that might be discharged by the undertaking or

activity

All hazardous materials will be bund and stored at a designated storage facility, this will be highlighted in the CEMP that will be prepared by contractor.

- (v) Any GMOs and LMOs involved in the operation of the undertaking or activity

Not applicable. No changes to road operation expected. Periodic maintenance and re-sealing will still be required overtime.

#### **C5. Environmental monitoring**

- (i) Description of environmental monitoring proposed during construction and operation of the undertaking

Monitoring of adherence with the Environment & Social Management Plan (ESMP) and applicable DOE conditions will be undertaken by the Supervising Engineer throughout construction and shall be conducted, if not daily, at least 2-3 times a week.

- (ii) Estimated period of monitoring

Throughout construction period of 12-15months.

- (iii) Parameters to be monitored such as water quality, effluent quality etc., with estimated time frames

Monitoring during construction will include a visual check of the site to ensure adherence to specifications, which shall include the compliance with the ESMP and any conditions from the DOE, ADB and World Bank

**Part D – Declaration by/on behalf of proponent**

**I/We apply for EIA screening of the proposal referred to above.**

I/We certify that the particulars given above are true and correct to the best of my/our knowledge and belief

I/We confirm that all necessary consents and approvals (if they are not the owners) have been/will be obtained so that inspection of the proposal can take place

I/We agree to inspections being carried out and samples being taken in accordance with the regulations.

I/We attach the fee of F\$**242.22**

Signature of applicant

---

Full name in block letters

**Kelekolio F. Tominiko**

---

Name of company (if applicable)

**FRA**

---

Applicant's position in company (if applicable)

**Environment Officer**

---

Date

**16/07/21**

*Note: If the proponent is a corporate body this form must be signed in accordance with the Articles of Association or other constituent document of the body.*

**Locality Plan:**

*The form must have attached to it a locality plans sufficient to identify the land or premises to which the proposal relates and any other information, plans or drawings needed to describe the proposed development.*

*The locality plan must clearly show the location of the site in relation to the surrounding area. It must be of sufficient quality to be used by Officers of this Department to locate the site for the purposes of a site inspection.*

5 hard copies and one electronic copy of this completed form and of the locality plans, together with the fee of F\$242.22, must be sent to the approving authority for the proposal, with a copy to

The EIA administrator.

Department of Environment  
P.O.Box 2131

Government Buildings  
Suva

*(Or direct to the EIA Administrator, if the Administrator is the approving authority)*

**Part E – For official use**

The development proposal comes under:

- Part 1 of Schedule 2 of the Environment Management Act
- Part 2 of Schedule 2 of the Environment Management Act
- Part 3 of Schedule 2 of the Environment Management Act Proposal

number allocated: \_\_\_\_\_ Approving Authority for the

proposal: \_\_\_\_\_

## **Appendix A Locality Map**

