

Environmental and Social Monitoring Report

Project Number: 48141-001
Semi-Annual Report
January – June 2018
December 2018

Fiji: Transport Infrastructure Investment Sector Project

Prepared by the Fiji Roads Authority (FRA) for the Asian Development Bank.

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Semi-annual Safeguards Monitoring Report: Environment

ADB Project Number: 48141
ADB Loan Number: 3210-FIJ
WB Project Number: 150028
Reporting period: January - June 2018

FIJI: Transport Infrastructure Investment Sector Project

Prepared by

Fiji Roads Authority

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TABLE OF CONTENTS

| | | Page |
|----------|---|----------|
| | Abbreviations | ii |
| 1 | Introduction | 2 |
| | 1.1 Description of the Project | 2 |
| | 1.2 Process for Safeguards Compliance | 3-4 |
| 2 | Implementation of the ESMF | 5 |
| | 2.1 Roles and Responsibilities for ESMF Implementation and Monitoring | 5 |
| 3 | Monitoring Results | 6 |
| | 3.1 Status of ESMF Implementation | 6-8 |
| | 3.2 Consultation, Communications and Grievance Redress | 9 |
| | 3.3 Institutional Strengthening and Capacity Building | 10 |
| | 3.4 Compliance with Covenants and Agreements | 10 |
| | Annex 1 – Subproject Photos Annex 2 – Department of Lands Letter | |

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 |
| 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 |
| 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 |

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. Kamal Prasad |
| Title of report | Environmental Safeguard Monitoring Report |
| Period covered by report | January 2018 – June 2018 |

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 January to 30 June 2018. 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 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.

IMPLEMENTATION OF THE ESMF

1.1 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 & safety officer responsible to oversee, monitor and record implementation of CESMP</p> <p>Report on CESMP implementation on a monthly basis to PST</p> |

MONITORING RESULTS

3.1 Status of ESMF Implementation

This reporting period covers the first half of 2018 (i.e. 01 January - 30 June 2018) where reporting of the environmental safeguard implementation and monitoring results returns to regular semi-annual reporting.⁴ 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 MOWE 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 as all sources of aggregate material was sourced from licensed pits. 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. No Objection has been received from the Department of Lands by the PST in relation to the Rivers and Streams Act for Taveuni Bridge Replacements, Ovalau Bridge Replacements and Solovi 1, Solovi 2 and Rabaraba Crossing Replacements projects under implementation on the 03/04/18 (refer to Annex 2).

The Suva arterial roads upgrading project (SARUP) 1 contract, which had included works at eight sites in urban Suva, was awarded to China Rail Company No.5 (CRC5) in first quarter 2017. However, SARUP 1 subproject has been removed from the TIISP and now being financed by government and no longer reported under the project.

The PIT continues to conduct random inspections of Reseals subproject and, through the Engineer, has issued several verbal and written instructions to improve compliance and environmental performance. Suggestions for improved site monitoring and inspection checklists that was developed by ADB and FRA on 06/11/17 to better reflect the types of works and activities is currently being used for this subprojects. Contractors (Higgins) has since been monitoring according to this checklist. Since the Reseals subproject covers the 3 divisions (Central, Western and Northern) the respective General Managers are tasked to overlook the project and assisted by 7 on site engineers. The breakdown is as follows, 2 Central, 4 Western and 1 Northern site engineers monitoring the projects. The engineers have yet to undergo formal training for the four checklists. As of June 2018, FRA has at least one dedicated environment engineer in each division supporting the reseals subproject.

For the reporting period only the Reseals subproject was active, however works carried out revolved around enabling works and maintenance of existing infrastructure (drainage and high shoulder removal works) so no major environmental issue was recorded or noted. Thus, the PIT had only issued 1 instruction notice to Higgins to address matters and non-compliance (address a non-conformity or to improve environmental performance). Infringements and

⁴ The first semi-annual environmental monitoring report covered period July 2016 – June 2017 to reflect the timeframe for award of contract, submission of CEMP and start of construction activities.

infractions can be 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. These are summarized in the table below. This is reflective of the Western Division Sites as it was the only division active during the reporting period.

Table 3.1: Summary of 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 | 1 | 4 |
| 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 | 0 | 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 | 0 |
| 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 | 0 | 0 | 0 |
| Total | 0 | 1 | 4 |

As FRA's Environmental Specialist covers all FRA projects and investments and not just TIISP, as the work program expands and additional subprojects are approved under the TIISP, PIT will require additional resources to ensure effective inspection and supervision of active contractors and subprojects. As of June 2018, the PIT has recruited additional environment staff who are based in the divisional offices (1- Western Division and 1- Northern Division) and capable to assist in inspection and supervision of active contractors and subprojects.

Table 3.2: Status of review and clearance of screening and due diligence of subprojects

| Project | Screening | | Safeguards due diligence dox prepared | | | Submission to MOE (under EMA) | | |
|--------------------------------------|-------------|---------------------|---------------------------------------|-----------------------------|---------------------|---------------------------------|----------------------------------|--|
| | Environment | No Objection ADB/WB | Environment | Review & comments | No Objection ADB/WB | Screening application submitted | MOE confirmation no EIA required | MOE clearance of EIA OR ESMP submitted |
| Road Reseals (West, Central & North) | C | 26-Apr-16 | ESMP | Rev. requested 15-Jun-16 | 30-Jun-16 | NA | TBD | NA |
| Tavenui Bridges | C | 27-Apr-16 | EIA | Rev. requested* | Dec-16 | 07-Apr-16 | 24-Apr-16 | Follow up |
| Solovi 1 & 2 and Rabaraba | B | 20-Feb-17 | EIA | Rev. requested 21/28 Mar-17 | 29-Aug-17 | TBD | TBD | 19-Apr-16/ 27-Oct-15 |
| Ovalau Bridges | C | 26-Apr-16 | EIA | Final version Mar 2017 | 26-Feb-18 | Feb-17 | NA | 18-Apr-17 |
| SARUP 2 | C | 12-Apr-18 | EIA | Rev. requested 17-May-18 | 29-May-18 | Mar-18 | 20-Apr-18 | NA |
| | | | | | | | | |

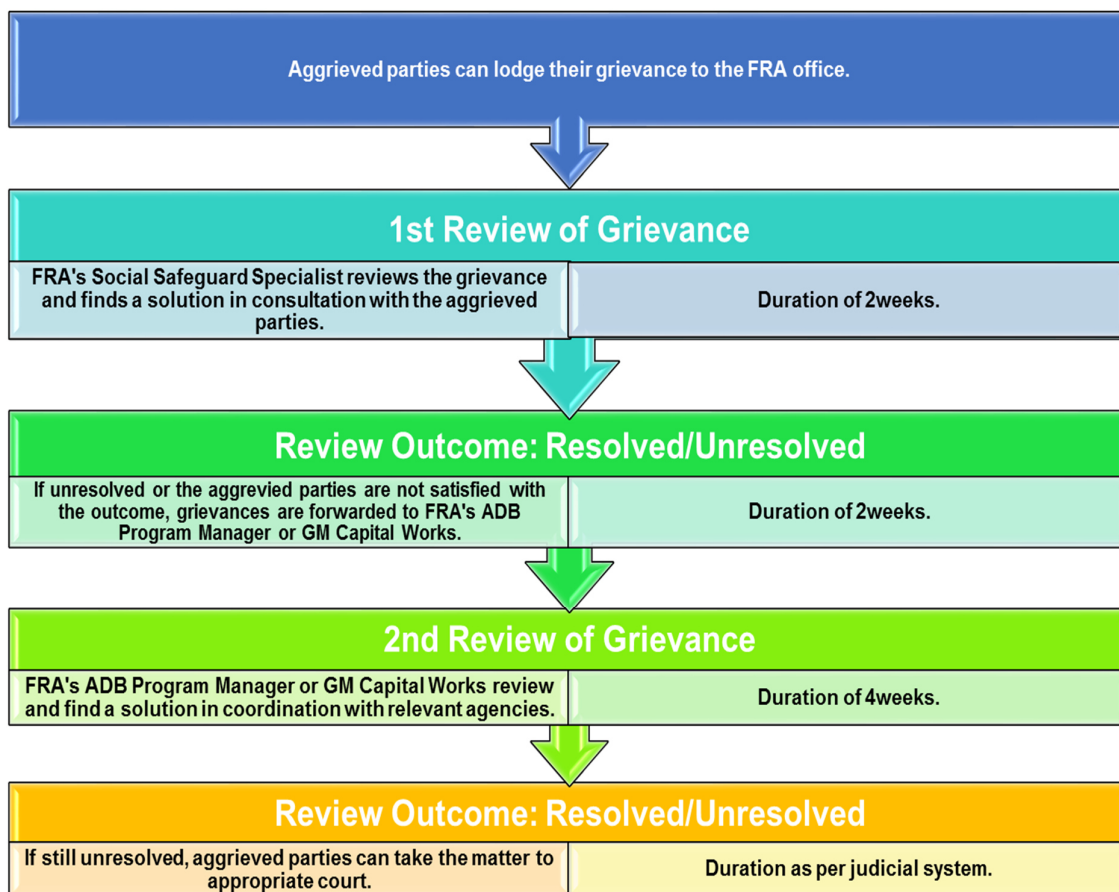
3.2 Consultation, Communications and Grievance Redress

The project’s consultation and communications plan (CCP) is being implemented across project activities and is a continuous process. Continuous 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 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 have been no records of grievances or complaints during the initiation of the Road Reseals subproject as well as any other sub-projects. 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 is yet to be prepared by PST safeguards specialists to undertake training and capacity building for field engineers. The first training, focusing on implementation of environmental safeguards, was carried out on 08/11/17 for FRA site engineers involved in the implementation of the sub-projects and the second training is proposed to be carried out in November 2018. FRA site engineers are proposed to undergo basic training on environmental compliance and report on daily operations against the developed checklists.

Contractor (Higgins in reference) have also been trained (06/06/18) in use of the site monitoring and inspection checklists and on-the-job application of the checklists while on site. Further training will be conducted with Contractors as well as FRA technical staffs.

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, however more effort needs to be directed on compliance monitoring and reporting by onsite engineers and Contractors once the subprojects are fully operational.

The next semi-annual safeguards monitoring report for environment will cover the period July – Dec 2018 and will be submitted at end of January 2019.

Annex 1 – Subproject Photos

Road Reseals Programme Projects



Figure 1: Along Queen's Road



Figure 2: Towards Momi Bay



Figure 3: Carreras Road



Figure 4: Towards Vatukoula Gold Mine

Annex 2 – No Objection Letter from Department of Lands**Ministry of Lands & Mineral Resources**

Head Office
Fijian Trust Fund Complex
Nasese, Suva
(South Wing Ground Floor & First Floor)

P O Box 2222
Government Buildings, Suva, Fiji
Ph: (679)3313555 Fax: (679) 3239754
Website: www.lands.gov.fj



The Chief Executive Officer
Fiji Roads Authority
Level 4
Fiji Development Building
SUVA.

3rd April 2018.

Dear Sir

Re: Renewal of Bridges and Crossings Projects under the ADB/WB Fiji Transport Infrastructure Investment Sector Project Loan including Fiji Roads Authority Funded Projects.

Attention: Samuela Tawakedrau-Environment Officer

In response to your request in letter dated 26th February 2018, the Director Lands would like to inform you that the department gives its full support towards these infrastructure upgrade projects (bridges and crossings) and to ensure safe and reliable transport network is maintained. Thus, consent under the Rivers and Streams Act to undertake the works is not required as it is the replacement of existing infrastructure.

This relates to the following projects;

- ADB/WB Fiji Transport Infrastructure Investment Sector Project Loan;
 - Taveuni Bridge Replacements (Nalele, Naqai, Soqulu 1, Soqulu 2, Soqulu 3 and Balili Crossing);
 - Ovalau Bridge Replacements (Levuka, Draiba, Naikorokoro and Buinika Bridge); and
 - Solovi 1, Solovi 2 and Rabaraba Crossing Replacements.

- FRA Budgeted Projects (Refer to Annex Attached for 2018- 2022 Projects).

The Department of Lands acknowledge that at each site works will be undertaken in compliance with the environmental and social management plans required under the

ADB/WB framework as well as Environment Management Act (2005) administered by Ministry of Environment.

However please note that we had discussed in the meeting that FRA should comply with all the necessary requirements in carrying out these projects in order to retain our support.

In addition to this, it is also noted by the department that all Environment Impact Assessment/Environmental Management Plans and other undertakings would be borne by the project.

We would like wish you the best in this project in improving infrastructure in our rural and urban communities for their livelihood and well-being.

Yours faithfully



.....
Raijeli Taga
Acting Director Lands

