

Environmental and Social Monitoring Report

Project Number: 48141-001
Semi-Annual Report
July - December 2021
June 2022

FIJI: Transport Infrastructure Investment Sector Project

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

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Semi-Annual Safeguards Monitoring Report: Social Safeguards

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

FIJI: Transport Infrastructure Investment Sector Project

Prepared by
Fiji Roads Authority

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Document Revision

Action	Name	Revision	Date
Prepared By:	FRA	1	16/05/22
Reviewed By:	ADB/WB		24/05/22
Prepared By:	FRA	2	30/05/22

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ABBREVIATIONS

ADB	Asian Development Bank
CESMP	Construction Environmental and Social Management Plan
CPP	Consultation and Participation Plan (for the project)
COVID-19	Corona Virus
CRC5	China Rail Company No. 5 (SARUP 1 contractor)
CSS	Country Safeguard System
DOE	Department of Environment
DOL	Department of Lands
DSC	Design and Supervision Consultant
EIA	Environmental Impact Assessment
EMU	Environment Management Unit
ESMF	Environmental and Social Management Framework
ESMP	Environmental and Social Management Plan
FTIIP	Fiji Transport Infrastructure Investment Project
FRA	Fiji Roads Authority
GOF	Government of Fiji
GRM	Grievance Redress Mechanism
HIV/AIDS	Human Immunodeficiency virus / acquired immunodeficiency syndrome
LARF	Land Acquisition and Resettlement Framework
LARP	Land Acquisition and Resettlement Plan
MOE	Ministry of Economy
MOWE	Ministry of Waterways and Environment
MOU	Memorandum of Understanding
MWTPU	Ministry of Works, Transport and Public Utilities
NTC	Notice to Contractor
PST	Project Supervision Team (Engineer to Contract)
Qoliqoli	Traditional beach, lagoon and reef areas
SARUP	Suva Arterial Roads Upgrading Project
SPS	Safeguards Policy Statement 2009 (of ADB)
WB	World Bank

1. INTRODUCTION

1.1 Description of the Project

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

Table 1-1: Basic Project Information

Parameters	Information
Contract No	FRA TIISP 16-01
ADB – Project No Loan No	48141–001 3210-FIJ
WB – Project No Loan No	P150028 8482-FJ
Description of works	Drainage associated with road re-construction (e.g. clearing water channel, associated extension or possible replacement of substandard culverts and headwalls); Minor earthworks; Road sealing and re-sealing; Guard rails, traffic signals; Kerb, channel and footpath improvements; Existing pavement upgrade and asphalt concrete finish; and Repair and improvements of crossings Emergency works- Coastal Protection works
Engineer/ Consultant	Dr. Charles Ward
Title of report	Semi-Annual Environmental and Social Safeguard Monitoring Report
Period covered by report	July 2021 – December 2021

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 social monitoring report covers the period 01 July to 31 December 2021. It is prepared by the Environment Management Unit (EMU) under the Project Supervision Team (PST) in FRA. The report is prepared in accordance with the project's Environmental and Social Management Framework (ESMF) and the environmental monitoring and reporting requirements set out in the Project Administration Manual, Project Loan Agreement and Project Agreement as well as the ADB Safeguard Policy Statement 2009 (SPS) and World Bank Operational Policy (OP).¹

On 14 August 2019 FRA submitted a proposal for the merging of the safeguard reports (i.e. environmental and social) into one as it was being both reported by the EMU. This was agreed to on the 28 August 2019 when the Semi-Annual Report for the period of 01 July to 31 December 2018 was accepted by ADB and WB.

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

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

The new social safeguard specialist will prepare a separate SMR to integrate more explicitly social and gender safeguards considerations, including for; Involuntary Resettlement and Indigenous Peoples, social assessment and due diligence activities, public consultations and information sharing, grievance redress mechanism progress among other topics.²

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

1.2 Process for Safeguards Compliance

The ESMF and the Land Acquisition and Resettlement Framework (LARF) covering land access, establish the process and procedures to be followed by each subproject to ensure they comply with the Fiji country safeguards system (CSS) and the requirements of SPS and

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1. the environmental monitoring and reporting requirements set out in the Project Administration Manual, Project Loan Agreement and Project Agreement as well as the ADB Safeguard Policy Statement 2009 (SPS) and World Bank Operational Policy (OP)
 2. This reporting period (July-December 2021) the Environment & Social Safeguard will have two separate reports.

OP. The LARF was updated during the November 2017 mid-term review.

The ESMF applies to all subprojects implemented by the project in transport sub-sectors of: (i) rural maritime infrastructure (including wharves and jetties) but excluding the main port infrastructure (which is under Fiji Ports Corporation Ltd) (ii) roads (including national main roads, municipal and rural roads), and (iii) bridges. The objective of the ESMF is to ensure that the project follows the requirements as set out in national law³ in order that environmental and social impacts within these transport sub-sectors are appropriately identified and mitigated to acceptable levels. The ESMF approved during project appraisal was updated in 2017 to reflect some matters that were not anticipated during project preparation, but which have come to light through the screening of subprojects since the project has been under implementation. Based on experience with other similar projects, it is anticipated that most impacts will be site-specific and can be readily mitigated, as the roads, bridges and jetties are already present and most works will be repair and/or reconstruction at their existing location, i.e., existing corridors and structural footprints.

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

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

- **Category A**, a proposed project is likely to have significant IR impacts. Resettlement Plan (RP) which includes assessment of social impacts, is required.
- **Category B**, a proposed project includes IR impacts that are not deemed significant. RP which includes assessment of social impacts, is required.
- **Category C**, which has no adverse impacts.
- **Category FI**, the investment of ADB funds to or through a financial intermediary.

The significance of the project's environmental impacts determines the environmental categorization of the project. As most sub-projects relate to existing structures, it is likely that each sub-project will be Category B or C.⁴ 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

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

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

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.⁵

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.

⁵ The mitigation measures will be as per the entitlements set out in the LARF.

2. IMPLEMENTATION OF THE ESMF

2.1 Roles and Responsibilities for ESMF Implementation and Monitoring

Overall roles and responsibilities for environmental management as per the ESMF are outlined in Table 2-1. These have not changed during the monitoring period.

Table 2-1: Roles and Responsibility for Environmental Management

Party	Roles and Responsibility
GOF-MOE	<p>Guide the development of the project and institutional arrangements for the lifetime of the project</p> <p>Ensure FRA has budget and resources to implement the project</p> <p>Ensure that GOF complies with loan covenants and project agreements</p>
FRA	<p>Ensure that the PST is fully staffed and functional during the entire period of project implementation</p> <p>Recruit, administer and supervise project management and technical consultants as required to assist the PST deliver the project</p> <p>Maintain website to facilitate disclosure of project information.</p>
PST	<p>Ensure compliance with grant covenants, project agreements, ADB's guidelines, procedures, and policies</p> <p>Provide day-to-day support for project preparation and implementation activities</p> <p>Review consultants' reports and ensure the outputs are suitable to the project objectives and government policies and regulations</p> <p>Undertake screening of each subproject and submit to ADB/WB for no objection</p> <p>Submit safeguards due diligence reports and documents to ADB/WB for review and clearance</p> <p>Submit reports and documents for clearance under GOF systems (laws and regulations)</p> <p>Provide support as required to contractor as they prepare their construction ESMP (CESMP)</p> <p>Review and clear CESMP (including ADB review) prior to contractor commencing any activities on site</p> <p>Provide information to FRA for disclosure on the project page on FRA website</p> <p>Maintain the overall project grievance redress mechanism (GRM) registry/record sheet and summarize for disclosure on project webpage</p> <p>Review contractor implementation of GRM</p> <p>Inspect and audit supervision consultant's monitoring and contractor compliance with approved CESMP</p> <p>Submit periodic reports, including semi-annual safeguards monitoring reports, to ADB/WB and executing agency</p>
ADB/WB	<p>Review project implementation through missions and review of reports</p> <p>Provide clearances (no objection) to required reports/documents, bid documents and bid evaluation reports, contract awards, CESMP, monitoring reports. Disclose reports</p> <p>Provide support and assistance to FRA and PST as required</p>
Contractor	<p>Prepare and implement CESMP</p> <p>Ensure all workers are aware of CESMP provisions and requirements</p> <p>Ensure all workers are aware of project's GRM and maintain GRM registry/record sheet</p> <p>Designate an environmental, health & safety officer responsible to oversee, monitor and record implementation of CESMP</p> <p>Report on CESMP implementation on a monthly basis to PST</p>
Engineer to Contract (ETC)	<p>The ETC is responsible for the approval of all contractor reports, plans, documentation and formal communication with the contractor.</p> <p>In performing this role, the ETC relies on specialist guidance from qualified and experienced staff / experts. The ETC will therefore not approve Environment and Social Safeguards documentation until the FRA environment team, Consultant Environment specialists (in the case of KRUP and QRUP), and the FRA social safeguards and gender consultant have agreed the</p>

Party	Roles and Responsibility
	content. The ETC relies on site visits from specialist team members when preparing Environment and social safeguards related communication with the contractor, and closing out any related NCR's or issues.

FRA EMU team currently have four people who is currently looking after the Environment safeguards (with Mr. Livai Koro and Eliko Ceinaturaga looking after the Western and Northern Divisions respectively) whereas Miss Ester Felix who just joined in November will be monitoring the social and gender safeguards together with Ms. Zafiya Shamim.

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

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

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

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

3. SUB-PROJECT SUMMARY

3.1 Status of ESMF Implementation

This reporting period covers the second half of 2021 (i.e. 01 July - 31 December 2021) where reporting of the environmental safeguards implementation and monitoring results continue⁶ however both the environment and social elements are separated into two reports (1). The process and procedures outlined in the project's ESMF are being followed.

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

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

- **Road Reseals Variations** (Western, Central & Northern) most works have reached 100% completion.
- The existing Road Reseals Contractor, Higgins, has since been monitoring according to this checklist and have been submitting their progress reports to FRA Engineers. During the reporting period only Western and Central Division sub-project sites mentioned above were active. The respective divisional General Managers are tasked to overlook the project and assisted by on-site engineers. No new recruitment was undertaken for environmental staffing to undertake the monitoring and all inspection was undertaken by FRA Western and Central Division environment officer.
- The safeguards due diligence for this subproject has all been cleared by ADB/WB and DOE.
- **TC Ana and Yasa (Emergency Works)** recovery works in the Western & Northern Divisions and outer Islands (Ovalau), were closely managed and monitored by the FRA PMU Team.
- Refer to the Annex 6 is the Determination Letters from DOE responding to the screening applications for the TC Yasa/Ana remediation works for the Western, Northern and Central Divisions. However, the Screening application for the Ovalau coastal works is still under process with DOE. The safeguards due diligence for the recovery works have not been cleared by ADB/WB.
- **Kings Road Upgrade Project B--33 Km** between Wailotua to Dama was signed and awarded to Higgins and is closely being monitored and managed by SMEC who is the consultant supervision for this is subproject with support from FRA Environmental

⁶ The Environment and Social aspects will be reported into two different reports

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

3.2 The other sub-projects under inception:

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

4. SUB-PROJECT STATUS

4.1 Site Updates

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

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

For the reseals subproject there were no major environmental impacts recorded in this reporting period, infringements and infractions are ranked as minor-moderate scale/significance, relating mostly to health and safety (including non-provision of appropriate PPE), spill/pollution events, waste management, traffic control, compound and works yard issues, stockpile locations, and dust and noise control.

Higgins continues to follow their COVID 19 response plan.

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

b) FRA IIISP 19-19B (Kings Road Upgrade Project B)

During this reporting period the KRUP B commenced works upon receiving approval of documentation submitted for approval from ADB, WB, FRA and Department of Environment. During this reporting period Higgins undertook door to door consultation, site establishment and minor works.

c) Various (Emergency Works)

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

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

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

For this reporting period most sites under the emergency works have reached 100% of completion. There was one major incident during this reporting period which resulted in a fatality. FRA the contractor together with ADB/WB are working to close the incident response report for this accident. Refer to table 4-1 below for the Project Status.

4.2 Incident Reports

During this reporting period there were two incidents that was reported to FRA from two different sub-projects:

TC Yasa & Ana (Remediation Works)- The fatal incident took place in Rabi Island on the 22nd of November, 2021. The operator was a 67-year-old man who tried to maneuver the roller on the side of the road and while he was reversing the roller it moved too close to the edge of the road during compaction works, the roller then veered off the cliff and tumbled before ending up at sea. The fatal incident that cost the life of Mr. Kabakaba was then reported to FRA by RPA within 24 hours of the incident.

The incident report prepared by RPA is stipulated in annex 5.

FRA TIISP 19-19B (Kings Road Upgrade Project B)- This incident that was reported to FRA was a sexual harassment incident, this incident was a sensitive incident that took place in the KRUP Project and in keeping with the WB ESIRT Process, only high level information is reported to maintain privacy. The incident included an alleged indecent exposure that was made by one of the workers to three young females (10-14 yr old minors). The incident reported to the Police for further investigations, FRA has not received any official respond back from the authority. On the other hand, the contractor has dealt with perpetrator accordingly and FRA will not tolerate this kind of behavior.

Table 4-1 TC Yasa/Ana Emergency Works Project Status

Division	Road Project	Status	Expected Date of Completion	Remarks
Northern Division	<p><u>Zone 1</u></p> <p>Coastal Protection works</p> <ol style="list-style-type: none"> 1. Malau Coastal <p>Rural Road Upgrade</p> <ol style="list-style-type: none"> 1. Naduna Road 2. Siberia Road 3. Namoli Road 4. Wainikoro Road 	100% Complete	November- December 2021	100% Completion of works, DLP period
	<p><u>Zone 2</u></p> <p>Coastal Protection works</p> <ol style="list-style-type: none"> 1. Solevu Coastal <p>Rural Road Upgrade</p> <ol style="list-style-type: none"> 1. Nabouwalu Road 2. Nabouwalu Road S2 3. Nabouwalu Road S3 4. Nabouwalu Road 	100% Complete TBC	Late 2021 Early 2022	For Zone 2 Coastal Protection works has completed. However, for the upgrade work of Nabouwalu Road section 1-4 is yet to complete. It, is scheduled to complete early 2022
	<p><u>Zone 3</u></p>			

	<p>Coastal Protection works</p> <ol style="list-style-type: none"> 1. Vuinadi Coastal 2. Urata Coastal <p>Rural Road Upgrade</p> <ol style="list-style-type: none"> 1. Buca Bay Road 2. Savudrodro Road 3. Natewa West Coast Road 	<p>100% Complete</p>	<p>Late 2021</p>	<p>100% Completion of works, DLP period, delay due to intermittent rain and shortage of materials.</p>
	<p><u>Zone 4</u></p> <p>Taveuni Coastal Protection works</p> <ol style="list-style-type: none"> 1. Malaga Coastal 2. Waica Coastal 3. Waitavala Coastal <p>Taveuni Rural Road Upgrade</p> <ul style="list-style-type: none"> • South Coastal Road <p>Rabi Road Upgrade</p> <ol style="list-style-type: none"> 1. Rabi Coastal Road 	<p>100% Complete</p>	<p>Late 2021</p>	<p>100 % Completion of works, delay due to COVID 19 travel restriction</p>

Eastern Division (Ovalau Island)	Nubu Section	100% Complete	03 rd June- 26 th June, 2021	Most section of the Ovalau Coastal Road works has reached 100% completion from Nubu to the Ucuinaceva section.
	Namoli Stretch	100% Complete	28 th June- 03 July, 2021	
	Nubu Section	100% Complete	05 th July- 17 th July, 2021	
	Nubu Section 2	100% Complete	22 nd July- 26 th July, 2021	
	Nasinu Village Frontage	100% Complete	26 th August- 08 th September, 2021	
	Approaching Nasinu Village	100% Complete	09 th September- 09 th October, 2021	
	Buniika Bridge Approaches	100% Complete	30 th September- 09 th October, 2021	
	Kuvukakuvu	100% Complete	11 th October- 27 th October, 2021	
	Naikorokoro Village	100% Complete	06 th November- 15 th November, 2021)	
	Nukutocia Village Frontage	100% Complete	19 th November- 27 th November, 2021	
	Ucuinaceva Blind Bend	100% Complete	15 th November- 18 th November, 2021	
	Vuma Village Frontage	80% Complete	February 2022	

	Approaching Vuma Village	80% Complete	February 2022	Some works has yet to be completed and is schedule to complete in early 2022.
	Vuma Cemetery Frontage	80% Complete	February 2022	
	Resort Frontage	80% Complete	March 2022	
	Section between Toki and Vatukalo	80% Complete	April 2022	
	Toki Village Frontage	80% Complete	April 2022	
	Lawakitoki Flats	80% Complete	April 2022	
	Nasuku Frontage	80% Complete	April, 2022.	
	Vatukalo Village Frontage	80% Complete	May, 2022	
	Cawaci School Frontage	80% Complete	June, 2022	
	Cawaci Quarters Frontage	80% Complete	June-July, 2022.	
	<u>Zone 1</u>	96%	Feb 2022	All works complete. However, there are minor works that needs to be
	<u>Crossing:</u> 1. Kabisi Crossing			
	<u>Road:</u>			

<p>Western Division</p>	<ol style="list-style-type: none"> 1. Balenabelo 2. Bakajura 3. Nasivikoso 4. Valley <p><u>Coastal Protection Works:</u></p> <ol style="list-style-type: none"> 1. Namatakula 2. Tagaqe 3. Malevu 4. Tore 5. Cuvu 	<p>100%</p>		<p>undertaken from the Kabisi Crossing repair works.</p>
	<p><u>Zone 2</u></p> <p><u>Crossings:</u></p> <ol style="list-style-type: none"> 1. Legalega Crossing. 2. Marasa Crossing. <p><u>Roads:</u></p> <ol style="list-style-type: none"> 1. Tubeinasolo. 2. Bukuya. 3. Ufo. 4. Nasesevia. 5. Vagadra. 6. Nawaqadamu. 	<p>100%</p>	<p>November-December 2021</p>	<p>All works in zone 2 complete within the this reporting period</p>

	<p><u>Zone 3</u></p> <p><u>Crossings:</u></p> <ol style="list-style-type: none"> Lewa 2 Crossing Navala 1 Crossing <p><u>Road:</u></p> <ol style="list-style-type: none"> Nadarivatu 	100%	November-December 2021	All works in zone 3 complete within the this reporting period	
	<p><u>Zone 4</u></p> <p><u>Crossings:</u></p> <ol style="list-style-type: none"> Burewai Crossing. Mataso Crossing. Nakorovou Crossing. <p><u>Roads:</u></p> <ol style="list-style-type: none"> Namonamo Naocobau Saioko Nabukadra Nayavutoka. Nakorotubu. 	90%	January-February 2022 November-December 2021	All works in zone 2 complete within the this reporting period	

	7. Vakuru. 8. Toki Draunaleka. 9. Lau Settlement 10. Nabalasere 11. Dravuni			
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Taveuni NCR Protection TIISP

Taveuni NCR Protection TIISP



Taveuni Waica TIISP

Taveuni Waica TIISP



Malau Coastal Protection TIISP

Malau Coastal Protection TIISP

Table 4-2 Consultation Matrix (June-December, 2021)

CONSULTATION SUMMARY FOR KRUP B					
Date	TIISP Sub-Projects	Location	Participants	Meeting Purpose	Key Issues Discussed
25/08/21	KRUP B	Malabe Village	<ul style="list-style-type: none"> Higgins Members of the Mataqali 	<ul style="list-style-type: none"> To obtain consent of using land 	<ul style="list-style-type: none"> Member of the land owning unit was consulted in regards to using their land for stockpiling, they've agreed and have given their consent subjected to the conditions below. -Assistance on road access towards the community hall. -Existing drainage clearance. -Site rent- \$1,000 per month (mataqali trust) Agreed Lease rental: \$350.00/month.
	KRUP B	Nanuku Village	<ul style="list-style-type: none"> Letter and Pamphlet distribution. 	<ul style="list-style-type: none"> Start work Notice Distribution. 	<ul style="list-style-type: none"> During this period COVID restrictions was in place. Thus there was no gathering and a formal consultation. Higgins approached residents living along the construction stretch. No issues or concerns raised. Residents was pleased with the courteous initiative of informing the residents before commencing works.

CONSULTATION SUMMARY FOR KRUP A					
Date	TIISP Sub-Projects	Location	Participants	Meeting Purpose	Key Issues Discussed
15/09/21	KRUP A	Vadravadra Village	<ul style="list-style-type: none"> Letter and Pamphlet distribution. 	<ul style="list-style-type: none"> Start work Notice Distribution. 	<ul style="list-style-type: none"> During this period COVID restrictions was in place. Thus there was no gathering and a formal consultation. Higgins approached residents living along the construction stretch. No issues or concerns raised. Residents was pleased with the courteous initiative of informing the residents before commencing works
16/09/21		Vitawa Village			
16/10/21	KRUP A	Vitawa Village	<ul style="list-style-type: none"> Higgins Village Chief Members of the Villagers. 	<ul style="list-style-type: none"> Formal Consultation with Land Owners. 	<ul style="list-style-type: none"> Sevusevu was presented to the Village Chief (Tui Vitawa) as per Fijian Traditional protocol to advised works and seek partnership and support the ongoing project. There was no issue or concerns raised by the Village chief and he has assured that
29/10/21		Nasaibitu Village			

CONSULTATION SUMMARY FOR QRUP B					
Date	TIISP Sub-Projects	Location	Participants	Meeting Purpose	Key Issues Discussed
24/11/21	QRUP B	Namada Village	<ul style="list-style-type: none"> • CRG5 • Namada Villagers 	<ul style="list-style-type: none"> • To inform the members of the community about works and to answer their queries and concerns 	<ul style="list-style-type: none"> • CRG5 have informed the villagers about that they're proposing to recruit 7-10 village members to join the CRG5. • Member of the villagers advised the CRG5 that there is a cross culvert that is wrong elevated that needs to be corrected. Advised by CRG5 that is out of project scope of works, CRG5 also advised the members of the villagers that they need to clear the area around the entry and exit point of the cross culvert so CRG5 can inspect and prepare a proposal to FRA for consideration. • The Village elders advised that CRG5 will have to pay \$20 for 1000 Liters of water that CRG5 wishes to use from their water source. CRG5 advised the members of the communities that this decision will only be confirmed once management have agreed to the said amount. • Members of the communities have advised CRG5 that they can use their land for dumpsite, the excavated waste will assist them for backfilling. CRG5 advised them

					<p>that they will advise Safeguard team to consider this request from the land owners.</p> <ul style="list-style-type: none"> Namada villagers advised CRG5 that they're proposing to build a house on the side of the road towards the seaward side of the road. CRG5 advised the members of the villagers that they need to prepare a proposal and submit to their management to present to engineering team and relevant authorities for approval. <p>The meeting concluded with a joint inspection and Kava sessions with the members of community.</p>
CONSULTATION SUMMARY FOR TC ANA & YASA REMEDIATION WORKS					
Date	TIISP Sub-Projects	Location	Participants	Meeting Purpose	Key Issues Discussed
21/07/21	TC Yasa Remediation Works	Malau Village (Macuata, Northern Division)	<ul style="list-style-type: none"> Department of Lands FRA Macuata Provincial Office. 	<ul style="list-style-type: none"> Consultation on Emergency Restoration works Coastal Protection. 	<ul style="list-style-type: none"> There was no issue or concerns. However, they were pleased with works happening on ground.
02/12/21	<ul style="list-style-type: none"> TC Yasa Remediation Works (Ovalau) 	Ovalau	<ul style="list-style-type: none"> ADB FRA Local Villagers 	<ul style="list-style-type: none"> Consultation on ongoing works 	<ul style="list-style-type: none"> Members of the community raised their issue regarding ongoing flooding happening at the vicinity of the project. Advised by FRA during the mission week that this issue has been addresses by elevating the road level and installing new culverts.

6. CONSULTATION, COMMUNICATION & GRIEVANCE REDRESS MECHANISM

FRA has a toll free line (5720) service that the general public or any affected stakeholders can raise their complaints to. This Grievances assessment mechanism assists FRA in dealing with day to day complaints from the public.

When the complainant raises a complaint using the toll free line, FRA's customer service team issues an SR (Service Request) number to the complainant to use as a follow-up. The customer service then flags the issue to the right personnel in FRA or the relevant authority.

During this reporting period from June to early November 2021 COVID restrictions was still in place, KRUP B, TC Ana & Yasa Emergency works and Reseals project was active, there was only record of Complaint from the KRUP B Project.

FRA encouraged contractors to undertake letter dropping and pamphlet distribution to relevant stakeholders. This was to ensure that all stakeholders are kept informed.

For KRUP, door to door consultation was undertaken by contractor and monitored by SMEC on ground refer to **Annex 3** for the consultation report. Higgins facilitated face to face consultations with the landowners in obtaining written consents from landowners to utilize their land for stockpile.

For QRUP B subproject, a pamphlet was drafted on the 11th -12th November, 2021 and was sent to FRA for approval. Approval was given on the 15th November, 2021, and a NTC was issued by Sheldia on the same day, detailing what was required under the Bidding document EIA report. The contractor has distributed these pamphlets during village consultation that was conducted, refer to the consultation matrix above.

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

In the Northern Division the FRA team accompanied by the Department of Lands and Macuata Provincial Council consulted landowners regarding the TC Yasa/Ana Emergency remediation works, refer to **Annex 4** is the Consultation minutes.

The Division Liaison Officer is responsible in facilitating stakeholder consultations, meetings and attend Provincial meetings to deal with complaints coming from the General Public, each division has a Division Liaison Officer that facilitates.

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

4.1 Addressing Grievances

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

Refer to annex 2 for the GRM registry.

a) Road Reseals

The PST continues to conduct random inspections for the Reseals subproject and, through the Contractors Engineer they have highlighted several minor environmental non-compliances. These have been addressed and closed off. No major environmental incident or non-compliance was identified although a few minor incidents such as dust was recorded and rectified. Verbal instruction was issued to the Contractor relating to traffic controls and having them to correctly set up before undertaking any works on site. The was monitored regularly by PST.

b) Emergency Works

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

c) Kings Road Upgrade Rehabilitation Project

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

6. INSTITUTIONAL STRENGTHENING & CAPACITY BUILDING

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

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

7. SAFEGUARD ACTIVITIES IN THE NEXT REPORTING PERIOD.

Refer below are safeguard activities in the next reporting period:

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

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

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

A memorandum was sent on the 16 June 2020 by ADB in regards to the COVID 19 outbreak that posed a significant health and safety risk that were not anticipated at the project appraisal

stage. Due to this, contracts that have been awarded (i.e. only Road Reseals, QRUP, KRUP sub-project) have been required to update their Health and Safety Plan and Emergency Response Plans to be aligned with any relevant government regulations and guidelines on COVID 19 prevention and control. This has also been rectified by FRA for projects with contracts yet to be awarded such as the Kings Road Rehabilitation with an addendum to include this specific requirement and has also received no objections on 21 July 2020 from ADB/WB. All future contracts by FRA for TIISP will from now onwards have this reflected until such time it may be reviewed.

The next semi-annual safeguards monitoring report for environment and social elements will cover the period January- June 2022 and will be submitted before end of July 2022.

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

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

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

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

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

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

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

6.7 Health and Safety

Insert the following at the end of Sub-Clause 6.7

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

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

Yours faithfully,

Kamal Prasad
Chief Executive Officer
procurement@fijiroads.org

Email:

Acknowledgement: Please countersign below and return this cover page by scan & email, for the attention of the above signatory.

Receipt acknowledged by: _____ on behalf of: _____

Annex – 2 Grievances Redress Mechanism Registry KRUP B

**GRIEVANCE REDRESS MECHANISM REGISTER FOR KRUP B
(as of 26th December, 2021)**

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

Prepared by:  Date: 26th of December, 21

Reviewed by:  *J Tagamesia* Date: 26th of December, 21

Higgins Fiji KRUP B Environmental Officer

Higgins Fiji HSE Manager

Annex – 3 Consultation Report for the KRUP Project.

Details of the Site Visits and Consultations Conducted with Various Stakeholders

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

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

Annex – 4 Consultation Meeting Minutes for the Emergency Restoration Works



File Reference– EMU N-01/21

MEETING MINUTES

Project: Consultation on Emergency Restoration Works Coastal Protection North

Date: 21st July, 2021

Time: 1000HRS

Venue: Malau Village, Macuata

Chair: Epeli Tabuarua

Recorder: Elike Ceinaturaga

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

Circulate minutes to: All attendees

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



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

___Eliki Ceinaturaga 25/06/21_____

Annex – 5 Rabi incident report.

Incident Report – Rabi

Contract Name : Northern Division Road Corridor Maintenance Zone 3 & Zone 4	Contract Number: FRA 18/13B
Contractor : RPA Group (Fiji) Pte Limited	
Location : Rabi Coastal Road, Rabi Island, Cakaudrove, Fiji Islands.	Time : 09.30am
	Date : 23/11/2021
<p>Rabi Incident</p> <p>RPA Group Fiji Ltd, As per principal contractor for Fiji Roads Authority (FRA) overseeing the FRA Contract number FRA 18/13B which includes Zone 3 and Zone 4 have experienced one of fatal incident in its worksite in November 22nd , 2021, in its workplace situated in zone 4 namely Rabi coastal roads in Rabi Island in the Northern Division in the greater Vanua Levu in the Fiji Islands.</p> <p>As per work schedule planning for the maintenance of zone 4 roads in 2021, several employees of RPA Group Fiji Limited were assigned to carry out rehabilitation works in Rabi Island. Along with them they also took various working machines and other equipment for the assigned work for Rabi Island. The assigned works in Rabi Island have commenced on the month of October 2021 and have seized until the date of incident. One of the several workers travelled to do work in Rabi was the late Mr Josese Kabakaba, aged 67years old and employed as a “Driver” in the rural works in Rabi Island.</p> <p>On 22nd November 2021, Mr. Kabakaba was operating a roller along Rabi Coastal Road while carrying out Road Improvement Works Under Transport Infrastructure Investment Sector Project (TIISP).</p> <p>He was compacting loose aggregates graded by the grader near a cliff along the coastline of Rabi Coastal road. While reversing the roller during compaction works, Mr. Kabakaba maneuvered the machine very close to the edge of cliff along the road whereby the drum of roller slipped from edge of road causing the machine to tumble down the cliff before ending up in the sea. Unfortunately, Mr. Kabakaba during this course could not escape from the machine and suffered heavy injuries resulting in his death.</p> <p>A phone interview was carried out at 4.15pm on 30.11.2021 with Mr Vikatore Tamana. He revealed that he was working with RPA and part of the Rabi Team Crew and was working closely with the late Mr Kabakaba performing the role of a “spotter” when this fateful incident happened. According to Mr Vikatore, he yelled and shouted to the roller operator, the late Mr Kabakaba indicating to him that the machine is heading to a different direction. In no vail, Mr Kabakaba did not take heed of his “instruction”, and this resulted in the fall of the machine in the nearby cliff. To his surprise and in great shock on what he saw, he ran to the other senior digger operator Mr Josefa Naba for assistance in this incidence.</p> <p>Relevant authorities had been informed on the site regarding the incident in Rabi Island. This includes Police Department and Medical Department. The works have been halted to</p>	

allow proper police investigations and the Health and Safety Accident Investigation processes.

The Rabi team also has been sent home as they all were traumatized with incident and needed time to overcome from the loss of a fellow team member.

Staffs Interviewed		
Staff Name	Designation	Roles in the Rabi Assignment
Josefa Naba	Driver	Digger Operator
Ilia Sili	Driver	Driver
Eroni Rokotuiviwa Baleilabasa	Labourer	Labourer
Vikatore Tamana	Labourer	Spotter

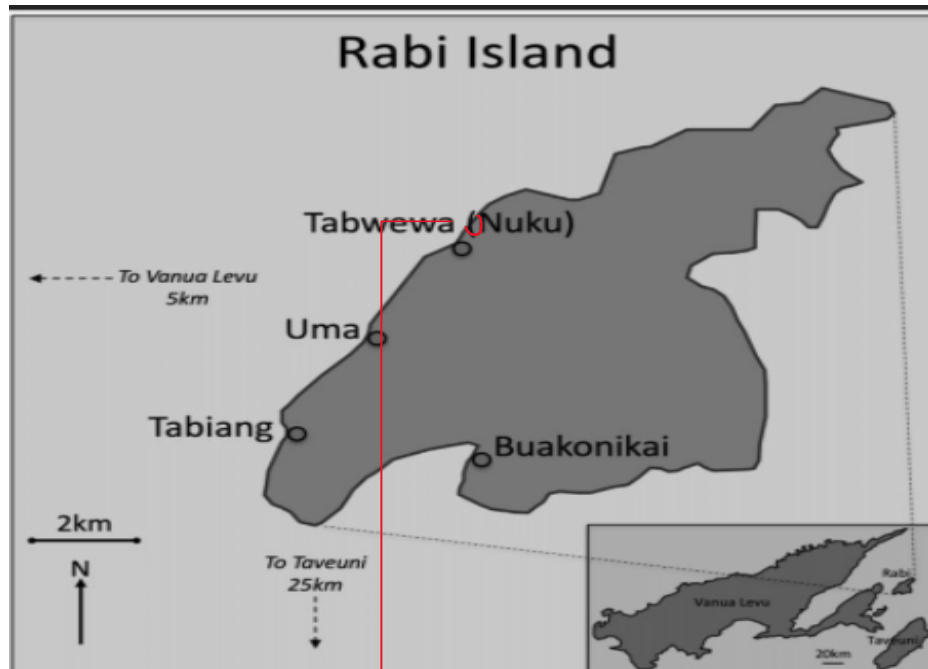
It must be noted that the Rabi Island crew have filled the proper Workers Registry Form which include the RPA Hazard Identification prior to the starting of their work.

WORKERS REGISTRY FORM
(To be read and signed by each person on site)

1. I have read and understood the HAZARD IDENTIFICATION FORM
2. I will wear the required PPE
3. I will follow the safety rules given to me by my Site Supervisor
4. I am responsible for my own safety as well as the safety of my co workers

NAME	DATE	SIGNATURE
Josefa	22-11-2021	[Signature]
Josese	11	[Signature]
Josefa	11	[Signature]
Julia	11	[Signature]
Michaela	11	[Signature]
Penala	11	[Signature]
VIKATORE T		[Signature]
Losero Pauli	11	[Signature]
Rishi Deo	11	[Signature]

Shown in the next page an illustrative map of Rabi Island and shown the specific locations of the event and activities that transpired on the job site on that 22nd November, 2021 from 9.00am – 9.30am.



Shown above is the result of the fall of the roller driven by Mr Kabakaba in the sea.

Incident Report – Rabi

Few more photos of site



Partly Section of Rabi Coastal Road where the incident occurred



Photo of roller right after accident

Incident Report – Rabi

What Caused the Accident?

An interview was carried out by Three of RPA staffs who were part of the Rabi Team workforce namely Mr Josefa Naba a Digger Operator, Mr Eroni Rokotuiviwa Baleilabasa a labourer and Mr Inia Sili a driver highlights key areas which can lead to poor performance in performing the work safely in the worksite and have contributed to the cause of the accident.

- Poor Hazard Identification prior to the work proceeds
- Poor mental alertness.
- No safe working methodology

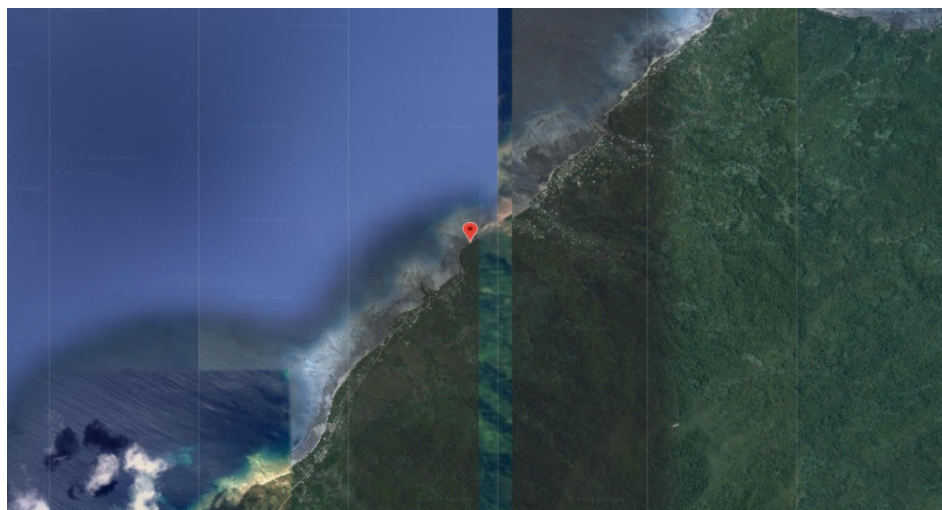
Names of Witnesses on the Site:

During the interview it has been established that the following employees were key witnesses to the incident.

1. Mr Vikatore Tamana
2. Mr Josefa Naba
3. Mr Eroni Rokotuiviwa Baleilabasa
4. Mr Inia Sili

Exact Location and Address of the Incident site:

The incident occurred in Rabi Island and RAMM records of the FRA indicates that the general scope of work from CH 14125 – CH 17715 and specifically the incident occurs at CH – 16247 . That locality lies between Tapewa and Nuku.or near a small settlement of Fatima. This is shown in the map below.



Exact Time and Date of the Occurrence:

The incident occurred approximately between 9.00am – 9.30am on Monday the 22nd of November, 2021

Detailed Description of what exactly happened:

Time	Activities
9.00am	Mr Kabakaba was servicing the roller and started the roller at its base.

9.10am	Leaved the parking base and heading to the job site along the coastal road.
9.20am	Working on the incident site using the roller machine and spotter was working with him.
9.30am	Incident happened when the roller fell into the steep side towards the sea side. Mr Kabakaba was stuck inside the roller resulting in the fatal accident.

Detailed Sketch of the incident:



This have been presented on the top part of the report however, things to consider on the road towards job site and its periphery include the shoulder of the road, width and gradient and general landscape.

Descriptions of the Injuries;

The roller operator received head injury and broken neck and resulted in instant death on the site.

It can be concluded that the occurrence of this fatal accident resulting in death is a very serious “incident” and needs to be addressed to address “non-occurrence” in the RPA worksite. Complacency have been suspected to be also one of the contributing factors to this incidence.

Analysis have also revealed that those in the RPA Rabi Team have done their best and effort to save their workmates but to no avail. They have also informed the correct authorities in due process.

What can be done to avoid such Incidents?

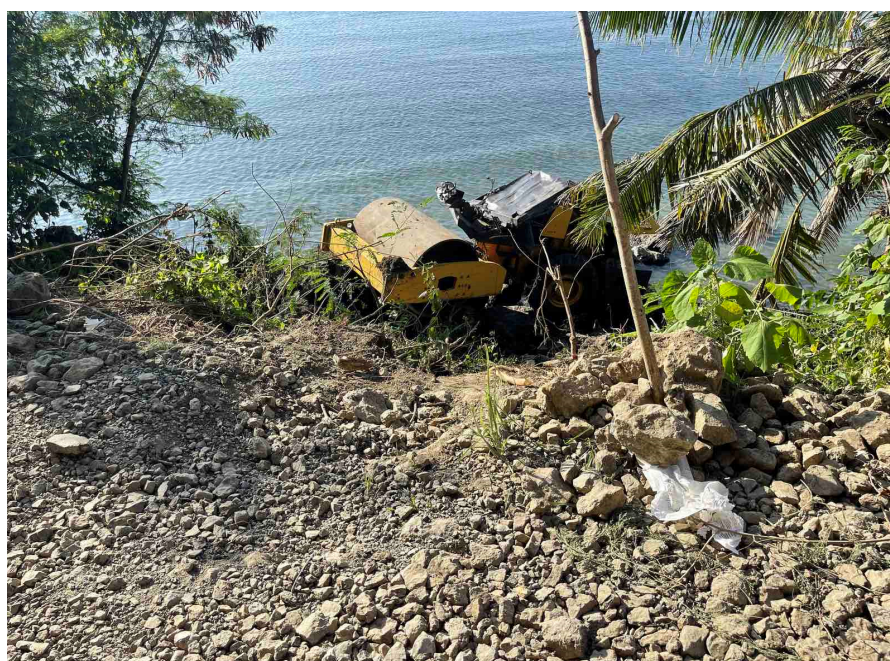
it can be proposed that pro-active approaches need to be instilled by Employer and filtered this down to its Managers, Supervisors, Suppliers, Contractors and all staff.

Pro active approaches;

- Conduct Safety Audits
- OHS Awareness Training or Refresher
- Develop Safety Culture

Post-Accident Photos (Gallery)



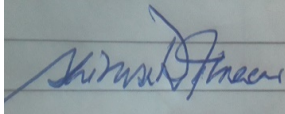


Legal Status for Drivers and Working Machines;

1. Mr Josese Kabakaba : he was driving the roller and have more than 20 year experienced as an operator. According to his records, he has driving license for group 2, 6,7,8,9 and his Driving License was 679301 and will expire on 11.01.2021.
2. The working machines or roller used in this work and resulted in the incident has a registration no: FW 346. (Note copies of Drivers License and LTA Registration attached.

Recommendation;

The RPA Group Fiji Limited have submitted this Incident Report with all the facts and true information obtained from its employees, and facts finding for the incidents during interview.



Mr Sairusi Rokocikavira
Health and Safety Manager
RPA Group Fiji Limited
Savusavu.

Mobile: 9981396