

LAND ACQUISITION & RESETTLEMENT DUE DILIGENCE REPORT

Fiji: Transport Infrastructure Investment Sector Project

Queens Road Rehabilitation Project (QRRP): West and Central



ADB Project Number: 48141
ADB Loan Number: 3210-FIJ
WB Project Number: P15002



JUNE-JULY, 2020

Prepared by Fiji Roads Authority for the Asian Development Bank and World Bank.

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ABBREVIATIONS

ADB	Asian Development Bank
APs	Affected Persons
CAD	Computer-Aided Design
DO	District Officer
DOE	Department of Environment
DOL	Department of Lands
DPs	Displaced Persons
DTCP	Department of Town and Country Planning
EFL	Energy Fiji Limited
EIA	Environmental Impact Assessment
ESMP	Environmental and Social Management Plan
FBM	Foamed Bitumen Mixtures
FEA	Fiji Electricity Authority
FJD	Fiji Dollars
FMO	Fiji Museum Office
GAP	Gender Action Plan
GOF	Government of Fiji
GRM	Grievance Redress Mechanism
GSA	Greater Suva Area
GWA	Greater Western Area
iTLTB	iTaukei Land Trust Board
QRRP	Queens Road Rehabilitation Project
LARF	Land Acquisition and Resettlement Framework
LARP	Land Acquisition and Resettlement Plan
LOU	Land Owning Unit
LTA	Land Transport Authority
LTC	Lami Town Council
MOE	Ministry of Education
NTC	Nadi Town Council
PSA	Poverty and Social Analysis
SARUP	Suva Arterial Road Upgrade Project
SCC	Suva City Council
SPS	Safeguards Policy Statement
STC	Sigatoka Town Council
TAF	Telecommunications Authority of Fiji
TFL	Telecom Fiji Limited
USD	United States Dollars
WAF	Water Authority of Fiji
WB	World Bank

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1. INTRODUCTION

1.1. Project Overview

1. The Asian Development Bank (ADB) Transport Infrastructure Investment Sector Project and World Bank (WB) Transport Infrastructure Investment Project (collectively, the Project), will improve access to socio-economic opportunities by supporting the Government of Fiji (GOF) to upgrade and rehabilitate land and maritime transport infrastructure across the Fiji Islands (ADB, 2015a). The overall objectives of the Project are improved access to markets, employment opportunities, and social services. The outcome will be improved safety and resilience of land and maritime transport infrastructure for users of project roads, bridges and rural jetties and wharves.

2. One of the sub-projects proposed under this package is the Queens Road Rehabilitation Sub-project. Queens Road Rehabilitation sub-project involves the rehabilitation and upgrade of **eight sections** of sealed road in the Central (Rewa and Serua Province) and Western (Nadroga Province) Divisions with an approximate total length of **37.36km**. The sub- project involves road pavement upgrades, **small sections of road widening within the existing road reserve**, footpath repairs and footpath installations. The total cost of this sub-project would approximately range between \$45-\$60 million including contingency provision.

3. Service relocation will be required along each section of road. The FRA have actively been working with utility providers in order to coordinate the upgrade of selected roads and adjacent services.

4. A full list of roads proposed to be upgraded under Queens Road Rehabilitation is provided in Table 1. An overview map along with detailed site maps have been provided in Appendix B.

5. The objectives of this sub-project are to lower the overall road maintenance costs, improve the safety of road users (drivers and pedestrians), improve the travel comfort of road users, and reduce travel times within urban Suva (MWH, 2016a). Other outcomes expected from the sub-project will be lower road user costs through reduced damage to vehicles, and reduced traffic congestion (MWH, 2016a). This will be achieved by **rehabilitating the existing road pavements that have either reached the end of their serviceable life or have not been systematically maintained leading to premature failure of the pavement.**

6. This due diligence report has been prepared to ensure adherence to the Land Acquisition and Resettlement Framework (LARF) that has been prepared for the Project (ADB, 2015b). In adhering to the LARF, this report satisfies the common safeguards approach established by the Asian Development Bank (ADB) and World Bank (WB) for this loan.

7. **No land acquisition or displacement of persons** is proposed as a result of the sub- project. The sub-project has been classified as Category C for involuntary resettlement as per the requirements of the LARF (FRA, 2015). The land acquisition and resettlement safeguards screening forms are provided in Appendix A.

8. As this sub-project is Category C for social safeguards, a due diligence report is required to satisfy the requirements of the common safeguards approach outlined in the LARF. A Land Acquisition and Resettlement Plan (LARP) is not required.

1.2. Benefits and Justification for the Project

9. The Queens Road Rehabilitation sub-project will repair and improve eight existing road sections within the Central (Rewa and Serua Province) and Western (Sigatoka Province) Divisions. It is evident from site investigations conducted as part of this sub- project that roads within the corridor are in poor condition. The cause of these failures is inadequate maintenance

over a period of several years. Queens Road Rehabilitation sub-project is required to rehabilitate existing road pavements that have either reached the end of their serviceable life or have not been systematically maintained leading to premature failure of the pavement (FRA 2017a).

10. If rehabilitation is not conducted, the roads will continue to degrade to a point where they will become unusable. This would place significant strain on other non-arterial roads, exacerbate traffic congestion and negatively impact businesses and economic growth along the corridor.

11. Benefits of this sub-project will include improved access for local residents, including women and children to markets; easing of road congestion; reduced road user costs; employment opportunities for local men and women, and improved access to social services. The outcome will be improved safety, efficiency and resilience of land transport infrastructure for users of sub-project roads.

12. The capacity of Fiji transport agencies and related departments to manage roads assets will be improved, and will provide greater levels of accountability and transparency in safeguards, in particular, land acquisition and resettlement processes.

1.3. Methodology

13. Under the requirements of the LARF, for sub-projects where no land acquisition or resettlement is required, a due diligence report is to be prepared confirming that there is no need to prepare a LARP. The due diligence report is to include:

- (i) A brief description of the site including a location map and pictures;
- (ii) A description of proposed works and type of activities;
- (iii) Confirmation of land status, ownership, and usage (supported by land records);
- (iv) Findings of the field visit and observations on the subproject site;
- (v) Process and outcome of consultations with stakeholders, including records of meetings (attendance, minutes, etc.);
- (vi) The Subproject Screening Form and other relevant information; and
- (vii) Confirmation that there are no land issues and a LARP is not needed;

14. The preparation of this land acquisition and resettlement due diligence report included a review of existing reports and information on the sub-project. This included engineering design, land ownership details, stakeholder consultation records and other relevant information. Documents were sourced from the ADB and GOF, as well as online sources.

15. The proposed extent of works was digitized and mapped using computer-aided design (CAD) software. The sub-project extent was overlaid with cadastral and administrative boundaries to determine any likely impact on private land and/or assets.

16. Field verification was carried out by members of FRA covering all sub-project roads in order to verify that no land acquisition or displacement of persons will be required as a result of the sub-project.

17. Consultation was undertaken with key stakeholders regarding the sub-project including regulatory authorities, utility providers, funding institutions, community representatives and special groups (women and people with disability). The purpose, scope and outcome of these consultations are discussed further in Section 4.

18. The Social and Land Acquisition sub-project screening forms as submitted to the ADB and WB as part of the Screening Report are included in Appendix A.

2. DESCRIPTION OF PROPOSED WORKS

2.1. Site Location

19. The Queens Road Rehabilitation sub-project is situated within the Central (Rewa and Serua Province) and Western (Nadroga Province) Divisions, on the south-west coast of Viti Levu, Fiji. The sub-project catchment area consists of rural areas within Lami Town Council, Suva City Council, Sigatoka Town Council and Nadi Town Council.

20. The Queens Road Rehabilitation sub-project involves the rehabilitation and upgrade of sealed road with an approximate total length of 37.36 km. The rehabilitation will be undertaken at sites between Rewa and Nadroga Province corridor.

21. The eight Queens Road Rehabilitation sub-project sites were chosen sites across the western and portion of the central division requiring urgent rehabilitation. All 8 sites were subject to a multi-criteria assessment.

22. An overview of the location of the sub-project is shown in Figure 1. Detailed site maps of the proposed works are provided in Appendix B.

2.2. Scope of Work





23. The QRRP sub-project involves the rehabilitation of 8 sections of sealed road in the Western and Central division with a total length of approximately 37.36km.





24. The road construction activity will rehabilitate and upgrade eight sections of the road. Most of the road works will involve pavement resurfacing with the repair of existing kerbs and footpaths. Small sections of road widening (within the existing road reserve) and footpath installation will also be undertaken at selected sites. The project involves approximately 0.75 km² of road pavement upgrades and the repair of damaged footpaths and kerbs.


Figure 1: QUEENS ROAD REHABILITATION OVERALL MAP





Table 1: QUEENS ROAD REHABILITATION SITE PHOTO LOG.


Site ID	Council	Field Observation	Photos from Site Visits
<p>Queens Road Site 1 (CH5489-CH12976) 7.48Km.</p>	<p>Lami Town Council</p>	<p>Picture (a.) shows mangrove area at the beginning of site 1, Picture (b.) shows residential houses and market stalls at some section of the main road is common in section 1, Picture (c.) and Picture (d.) shows industrial and commercial industry located within 20meters radius of the main road. These are some common sensitive receptors that were identified during the scoping exercise.</p> <p>Site 1 starts from Namuka-i-Lau settlement to Togalevu Village and the site is predominantly with residential and industrial/commercial facilities along with utility providers on both side of the road.</p> <p>Ornamental plants and cassava subsistence farming is quite common at this site. However, rehabilitation works will not affect vegetation that is located alongside the main road.</p> <p>There were few landslides that were identified in this site along the Veisari settlement.</p>	<p>a. </p> <p>b. </p> <p>c. </p> <p>d. </p>

Site ID	Council	Field Observation	Photos from Site Visits	
<p>Queens Road Site 2 (CH51814-CH60090) 8.22Km.</p>	<p>Lami Town Council</p>	<p>Picture (a.) shows the approach to Vunimaqo settlement, few residential houses are situated on the left side of the road which demarcates the beginning of site 2, Picture (b.) shows the approach of an existing bridge, Picture (c.) shows an existing landslide that was identified in site 2 (d.) shows an existing rock slide.</p> <p>The common sensitive receptors are settlements, market stalls and village located alongside the road Site 2 starts from approaching Vunimaqo settlement to Qaranicumu settlement and within this site predominantly with residential and utility providers on both side of the road.</p>	<p>a.</p> 	<p>b.</p> 
				<p>d.</p> 

Site ID	Council	Field Observation	Photos from Site Visits
<p>Queens Road Site 3 (CH77875-CH82400) 4.52Km.</p>	<p>Lami Town Council</p>	<p>Picture (a.) shows the approach to Naboutini Village, few residential houses are situated on the left and right side of the road which demarcates the beginning of site 3, Picture (b.) shows a nearby resident house located alongside the main road with a nearby waterway, Picture (c.) shows the common vegetation type along this section (d.) shows the village setting that is adjacent on the road.</p> <p>The common sensitive receptors are settlements, market stalls and villages located alongside the road Site 3 starts from Naboutini Village to Namatakula Village and within this site predominantly with residential and utility providers on both side of the road.</p>	 <p>The 'Photos from Site Visits' column contains four photographs:</p> <ul style="list-style-type: none"> Photo a: A view of a paved road with a white pickup truck parked on the left side. The road curves to the right, and there are trees and a utility pole in the background. Photo b: A small, light-colored residential house with a corrugated metal roof, situated on a slight rise next to a road. There is lush green vegetation and a waterway nearby. Photo c: A view of a paved road curving to the left, bordered by dense, tall green vegetation on the right side. Photo d: A view of a paved road stretching into the distance, with a utility pole and a street light on the right side. The sky is overcast.

Site ID	Council	Field Observation	Photos from Site Visits
<p>Queens Road Site 4A & 4B (CH51814-CH60090) 8.22Km.</p>	<p>Sigatoka Town Council</p>	<p>Picture (a.) shows the approach to Namada Village, few residential houses are situated on the right side whereas on the left side of the road is the foreshore, the approach to Namada village which demarcates the beginning of site 4, Picture (b.) shows the foreshore along this section, Picture (c.) shows the community police station (d.) shows a nearby church.</p> <p>The common sensitive receptors are settlements, market stalls and villages located alongside the road.</p>	 <p>The 'Photos from Site Visits' column contains four photographs labeled a, b, c, and d. Photo (a) shows a paved road curving to the right with residential houses on the right and a grassy area on the left. Photo (b) shows a paved road with a utility pole and palm trees on the left. Photo (c) shows a paved road with a blue building and palm trees on the right. Photo (d) shows a paved road with a yellow building on the right.</p>

Site ID	Council	Field Observation	Photos from Site Visits
<p>Queens Road Site 5 (CH77875-CH82400) 3.16Km.</p>	<p>Nadi Town Council</p>	<p>Picture (a.) and (b.) shows the common vegetation of site 5, Picture (c.) shows the Nabou hydro-solar station, Picture (d.) shows residents along the main the road. Sensitive receptors that may be affected from this project are villagers and settlements situated alongside the main road. Utility services may require to be relocated during construction if it is necessary.</p>	 <p>The photos from site visits are arranged in a 2x2 grid. Photo (a) shows a paved road curving to the right, bordered by dense green trees and bushes. Photo (b) shows a similar paved road from a different angle, with utility poles and wires visible. Photo (c) shows a paved road leading to a building complex with a sign that reads 'NABOU GREEN ENERGY'. Photo (d) shows a residential settlement with several small, light-colored houses and palm trees in the background.</p>

Site ID	Council	Field Observation	Photos from Site Visits
<p>Queens Road Site 7 (CH164156-CH165334) 1.18Km.</p>	<p>Nadi Town Council</p>	<p>Picture (a.) Common vegetation on this site, shows a raintree species that is commonly found in the Central Division, Picture (b.) existing market stalls, Picture (c.) a nearby residential house with coconut trees and other ornament plants (d.) grassland and hill terrain on both side with overhead electricity poles. Few residential houses were identified. Vegetation type is predominantly shrubs and grass.</p>	 <p>The 'Photos from Site Visits' section contains four photographs arranged in a 2x2 grid. - Photo (a) shows a paved road with a white dashed center line, flanked by dense green trees and foliage. - Photo (b) shows a paved road with a white zebra crossing, with several market stalls or small shops on the right side. - Photo (c) shows a paved road with overhead utility poles and wires, with a house and palm trees visible on the left. - Photo (d) shows a paved road on a hillside, with utility poles and wires, and green vegetation on the slopes.</p>

Site ID	Council	Field Observation	Photos from Site Visits
<p>Queens Road Site 8 (CH171640) 2.47Km.</p>	<p>Nadi Town Council</p>	<p>Picture (a.) Convenient store with overhead electricity poles, Picture (b.) approaching Yako Village Picture (c.) Kindergarten situated on the left side of the main road surrounded with fence, Picture (d.) Sugarcane farming with overhead electricity poles. Residential houses, schools and commercial facilities were identified as sensitive receptors. Vegetation type is predominantly shrubs and grass.</p>	 <p>The 'Photos from Site Visits' section contains four photographs:</p> <ul style="list-style-type: none"> Photo a: Shows a 'YAKO SUPERMARKET' building with a red sign, situated on the left side of a road. Overhead electricity poles are visible. Photo b: Shows a view of a road approaching Yako Village, with utility poles, palm trees, and residential houses on the right. Photo c: Shows a kindergarten building situated on the left side of the main road, surrounded by a fence. Photo d: Shows a road with sugarcane farming on the right side, along with overhead electricity poles.

Table 2: Summary Geographical Location.

Section	GPS coordinates		Chainage (m)		Length (m)
	Start	End	Start	End	
1	-18.1031466, 178.3897546	-18.1209927, 178.3253333	5478	12965	7487
2	-18.2656285, 178.0194280	-18.2543497, 177.9595960	51870	60167	8297
3	-18.2355648, 177.8231356	-18.2268222, 177.7962381	78306	82372	4066
4A	-18.1906669, 177.6235199	-18.1839654, 177.6019700	104800	107515	2715
4B	-18.1737406, 177.5930762	-18.168518, 177.538629	109335	117166	7831
5	-18.0313028, 177.3323299	-18.009063, 177.321611	150134	153009	2875
7	-17.916201, 177.325314	-17.9047240, 177.3256774	164041	165318	1277
8	-17.874783, 177.329142	-17.8578699, 177.3467374	168825	171640	2815

Total Length**37.36km**

3. LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT

25. The sub-project involves the rehabilitation of existing roads within the Central and Western Divisions. The location of the works is shown on detailed maps provided in Appendix B.

3.1. Land Ownership

26. Under the Fiji Roads Authority (FRA) *Decree 2012 (No. 2)* and subsequent amendments, the Government of Fiji created the FRA to provide for its functions and powers for the purpose of managing roads. The Decree transferred all “assets, interests, rights, privileges, liabilities and obligations” in relation to national and municipal roads to the FRA. This was the former responsibility of the Department of National Roads and municipal councils.

27. The Authority is responsible for all matters pertaining to construction, maintenance and development of roads in Fiji. This includes *inter alia* the planning, designing, construction, maintenance, and renewal of all public roads, bridges and jetties, as well as road safety and traffic management.

28. Under the *FRA Amendment Decree (No. 46)*, roads are defined as “*all land and civil infrastructure...that is used as or facilitates a public right of passage for the movement of vehicles and pedestrians, including but not limited to –*

- (i) *the vehicle pavement from curb to curb, or where there is no curb, the roadside verges, drains and curbs;*
- (ii) *road signs, road marker posts and other markings, including pedestrian crossings;*
- (iii) *traffic islands;*
- (iv) *bridges and culverts;*
- (v) *footpaths and pavements adjacent to a vehicle pavement;*
- (vi) *street lights and traffic lights;*
- (vii) *parking meters;*
- (viii) *jetties; and*
- (ix) *all national roads, municipal roads, and such other public roads as may be determined by the Authority.”*

29. Under the FRA Decree, the sub-project footprint falls within the definition of roads.

30. Queens Road Rehabilitation Project involves the upgrade of identified existing roads within the Central and Western Divisions. All construction activity is confined to the existing road cross-section. In select locations, efforts will be made to provide footpaths on both sides of the road and repair of existing footpaths will also occur.

3.2. Land Use

The roads to be upgraded pass through a mix of residential and commercial and subsistence farming as well as some undeveloped land. Queens Road directly and indirectly services schools, police and fire stations, markets, health centers, religious places and cultural and recreational facilities in some capacity. Queens Road also provide an important linkage to the West and Central Division.

31. Freehold, State and Itaukei land titles are located directly adjacent to where the sub-project works will be undertaken. However, all construction work will be undertaken within the existing road reserve, and all these land titles will not be impacted by the works.

32. Construction laydown areas will utilize existing depots for machinery and equipment located in located in different location some in the Western and Central Division, with the exact location depending on the successful contractors. Should a new contractor be appointed a new depot may need to be organized, but this would be a commercial transaction or lease and will not impact residential or native land.

33. Major pavement rehabilitation work will be undertaken during night time hours, and reinstated during the day, to ensure there are minimal restrictions to access shops, residential areas, industrial and commercial businesses and pedestrian access on sidewalks.

34. Clearance of roadside vegetation will be required on few places. The clearance of small ornamental roadside shrubs is required for the pedestrian refuge, but no trees, shrubs or crops located on private land require removal. Any conflicts that arise, and potential claims in relation to the potential impact of the sub-project on land, assets and/or livelihoods will be managed through the Grievance Redress Mechanism (GRM) procedure outlined in **Appendix F**.

35. No permanent land acquisition required for the proposed upgrades, though there may be some temporary use of private properties outside the road reserve that will need to be identified by the appointed contractors and the agreements reached with the property owners accordingly, which will be clearly stated in Contractor's Construction Environmental and Social Management Plan(CESMP).

36. It has therefore been determined that there are no directly affected persons (APs) by the Queens Road Rehabilitation sub-project. No resettlement (either physical or economic) is anticipated and no compensation (either cash or land replacement) for land acquisition or resettlement is considered necessary.

4. INFORMATION DISCLOSURE, CONSULTATION & PARTICIPATION

4.1. Consultation Undertaken

37. Due to the COVID-19 pandemic and its restriction on social gatherings, FRA undertook consultation in the Central Division with a maximum number of 20 people. Subsequently, the consultations in the Western Division did not have such restriction as gatherings numbers were increased to a maximum of 100 people.

38. In total, 14 stakeholders were consulted in form of letter drop and phone discussion (refer to Table 2), together with 9 community consultations undertaken in relation to the QRRP. The purpose of these consultations were to discuss the project, determine any concerns or issues and receive feedbacks for the proposed works.

39. Summary of stakeholders that were consulted through letter dispatch and face –face discussion, refer to Table 2.

40. The purpose of the stakeholder consultation was to determine the likely impacts of the proposed sub-project, confirm whether any private land and/or assets are likely to be impacted and receive feedback and input into the draft concept design of the proposed works.

41. In late-2019, FRA began to investigate potential sites within the Greater Western and Areas for road rehabilitation and consultation commenced with regulatory authorities. Initial meetings were held with the ADB, DOE, Provincial Councils, Soqosoqo vaka Marama and National Council for Persons with Disabilities to make them aware of the sub-project.

42. Consultation with the ADB focused around sub-project requirements and due diligence. DOE were made aware of the sub-project as the Approving Authority under the Environment Management

Act 2005 and the Environment Management (EIA Process) Regulation 2007.

43. The Fiji Museum was also engaged to discuss potential impacts on archaeological sites. Fiji Museum also provided their geospatial archaeological database records for reference.

44. Reps from focus group was included in the main consultation with LOU and affected communities. This was taken into consideration because of the COVID-19 restriction in numbers of people in social gatherings.

45. List of key stakeholders consulted in relation to the Queens Road Rehabilitation sub-project is presented in Table 2. The purpose of this consultation was to discuss the sub-project, determine any concerns or issues, and receive feedback and input into the proposed works.

Table 2: Stakeholders consulted in relation to the Queens Road Rehabilitation sub-project

• Energy Fiji Limited (EFL)	• Serua Provincial Council
• Department of Environment (DOE)	• Nadroga/ Navosa Provincial Council
• Fiji Museum Office (FMO)	• National Council for People with Disabilities (NCPD)
• Rewa Provincial Council	• Soqosoqo Vaka Marama (SVM)
• Nadi Town Council (NTC)	• Telecom Fiji Limited (TFL)
• Sigatoka Town Council (STC)	• Water Authority of Fiji (WAF)
• Lami Town Council (LTC)	• Land Transport Authority (LTA)

47. All stakeholders engaged were supportive of the sub-project. Key feedback received includes:

- (i) Appreciative of the consultation process and that they were engaged multiple times prior and during the feasibility stage (Municipal Councils, DOE, SVM, NCPD).
- (ii) Concerns about the road safety impacts due to increased speed and ensuring appropriate safety controls are in place both during and post construction (BSS, BWF, MW&PA, NCPD & affected LOU's).
- (iii) Would like to see the sub-project implemented and completed in a timely manner (All stakeholders).
- (iv) Specific feedback regarding road design and methodology (SVM, NCPD and all the Municipal Councils).
- (v) Other environmental and social considerations, such as erosion and sedimentation and dust management (ADB, FRA & affected LOU's) and **culturally significant sites (FMO)**.
- (vi) Concerns like proper implementation of road safety, provision of footpaths & drainage and provisions of special road design requirements (LOU and NCPD)

48. **Modifications to the sub-project design are being proposed because of community feedback.** Further consultation with the affected community and other stakeholders should be undertaken once these designs are finalized.

49. The DOE was also consulted as part of local environmental and social safeguards. Under the Environment Management Act 2005a, Screening Form was prepared and submitted for the sub- project on the 13th of May, 2020. An EIA including ESMP will be submitted to ADB for their concurrence, as required under environmental safeguards.

4.2. Consultation during Sub-Project Implementation

50. The Contactor shall be required to consult with adjacent Landowners, Villages and Settlements prior to commencement of works on site. This will be in the form of a letter drop and informative signage. **Signage will include timing and scope of works and will be written in English and Fijian.** They will also be required to maintain a Comments Register to record and complaints or other feedback from the public. This information shall be fed back to FRA in monthly reports.

51. Utility providers, including TFL, EFL and WAF will be consulted as appropriate throughout the duration of works, particularly in relation to the sites where services realignment, underground cabling of electrical works and provision of footpath and drainage is expected to be provided or.

52. **Consultation regarding footpath and drainage will be undertaken prior to commencement of construction.** As a minimum this consultation will include residents, institutions and business establishments.

53. **The FRA has also agreed to convene a Stakeholder Committee.** The committee shall include members from FRA, Commissioner's office (Central & West), Municipal Councils (Suva City Council, Lami Town Council, Sigatoka Town Council and Nadi Town Council), and NCDP. Some of the members from the utility providers like WAF, EFL, TFL and LTA are already meeting with FRA regularly. The Stakeholder Committee will be convened every three months after project commencement, and thereafter as mutually agreed with participants. Members of the Stakeholder committee shall include but not be limited to parties listed in **Table 3** below.

Table 3: Proposed Queens Road Rehabilitation Project Stakeholder Committee

<ul style="list-style-type: none"> • Fiji Roads Authority (FRA) • Department of Environment (DOE) • Soqosoqo Vaka Marama (SVM) • National Council for People with Disabilities (NCPD) • Commissioner's Office Central • Commissioner's Office West • Community Representatives • Suva City Council • Lami Town Council • Sigatoka Town Council • Nadi Town Council

54. A proposed consultation plan for Queens Road Rehabilitation Project is provided in **Table 4** below.

Table 4: Consultation proposed during sub-project implementation

Party	Responsibility	Consultation or Actions Required
ADB, WB and DOE	FRA	The FRA (with support from the DSC) is to ensure adherence to local and international safeguard requirements. This includes requirements for monitoring and reporting.
Stakeholder Committee: Regulatory Authorities, Councils and Community Representatives	FRA	FRA will convene a Stakeholder Committee meeting 3 months after sub-project commencement to review the sub-project commencement and discuss any concerns. The meeting shall involve some of the invitees as the meeting held in June 2020. Further meetings shall be at the Committee's discretion. FRA is to communicate and/or disseminate the results of environmental monitoring reports / audits to the Stakeholder Committee.

Businesses and Local Residents	FRA + Contractor	<p>The Contractor shall conduct letter drops to all businesses and residents bordering the Queens Road Rehabilitation Project sites and erect signage at least one month prior to physical works commencing.</p> <p>The Contractor shall ensure to create awareness on the works prior to commencing and in the form of letter drops and door to door visitation.</p> <p>The Contractor shall keep a register of all feedback from the general public, including Grievance Forms. The register shall be reported to FRA on a monthly basis.</p>
Directly Affected Persons (including displaced persons and those losing land and/or assets)	None	No Directly Affected Persons, including those subject to economic or physical displacement, are to occur because of this sub-project.

4.3. Information Disclosure

55. The Final EIA and Land Acquisition and Resettlement Due Diligence Report will be uploaded to the ADB website and WB Info Shop.

56. Minutes of stakeholder consultation and public consultation with community will be available on FRA website.

57. Social monitoring reports (quarterly progress and semi-annual) shall be submitted to the ADB and WB and will also be made available to the Stakeholder Committee (in summary or original format as appropriate) to be established for this sub-project.

5. VULNERABLE GROUPS

58. A Poverty and Social Analysis (PSA) and Gender Action Plan (GAP) have been developed for the overall Project. These plans ensure that engineering designs and construction activities address the needs of all vulnerable groups (including those living below the poverty line, the landless, elderly, women and children, and Indigenous Peoples) for safe road travel to access social services and markets, as well as pedestrian access with guardrails and footpaths.

59. All sub-projects are required to demonstrate adherence to the requirements of Project PSA and GAP. The PSA and GAP are attached in **Appendix G and H** respectively, revised to include sub-project specific information.

60. The Queens Road Rehabilitation sub-project complies with these existing plans and is not expected to cause any specific cultural or social impact on or exclude any socio-economic group from benefiting from the sub-project. As such a sub-project specific PSA or GAP is not considered necessary for the Queens Road Rehabilitation Project.

61. Benefits of the Queens Rd Rehabilitation sub-project to communities and vulnerable groups include improved connectivity to service hubs, access to markets, shorter travel times, and improved access to employment and reduced accident rates.

62. Stakeholder consultations and public consultations undertaken during the sub-project planning stage has involved groups who represent the interests of all members of the community, including vulnerable groups. Consultation has included community representatives, such as Commiosner's office (Central & West), Local Councils (LTC, SCC, STC and NTC), the iTLTB, representing iTaukei Fijians; and the NCPD.

63. Vulnerable groups will be provided with the same opportunities for dispute resolution as other stakeholders, through the GRM provided in the **Appendix F**.

6. CONCLUSION

64. The Queens Rd Rehabilitation sub-project will not involve involuntary land acquisition, physical displacement or economic displacement of persons.

65. All of the land requirements for the proposed sub-project are provided for within the Crown owned road corridor, with the majority of the project confined to the existing road cross-section. No buildings, dwellings or crops are located within the project footprint and therefore, no relocation is required. The design will need to be completed prior to the project being advertised fortender.

66. As no land acquisition or resettlement is required, a Land Acquisition and Resettlement Plan (LARP) is not required for the Queens Rd Rehabilitation sub-project, and this due diligence report is considered appropriate to satisfy the requirements of the LARF.

7. REFERENCES

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8. APPENDIX

APPENDIX A: Social and Land Acquisition and Resettlement Safeguard Screening Forms Safeguard

Screening Form S.1: Social Impacts

Type of Impact	Yes	No	Comment
1.0 Land			
Does the sub-project require land?		✓	No land purchase is required. All works are to be conducted on and adjacent to existing roads within a surveyed road corridor.
1.1 If "Yes", state how much land	NA		
1.2 Was an alternative design explored to decrease/avoid land take	✓		Some designs that required land takes were considered and rejected to avoid the need for land acquisition.
1.3 If yes, how much land was required in the alternative design?	NA		No firm plans were developed as these options were not explored in detail.
1.4 How is this land provided:	NA		
Donation			
Long-term lease			
Willing-seller-willing-buyer			
Available government land			
Involuntary acquisition			
Is documentation attached in case of donation, purchase, or use of Government land	NA		
2. Involuntary Resettlement			
2.1 Are there losses of shelter?		✓	No structures (e.g. buildings or houses) will be affected.
2.2 Are there losses of income sources and other assets? How many households are affected?		✓	List no. of households affected: NA
2.3 Are there available resources to compensate them at replacement value? Source of funds?	NA		If yes, describe source:
2.4 What other resettlement benefits are committed to the affected families?	NA		
2.5 Have the affected household agreed to the relocation?	NA		
2.6 Will the project have any impacts on customary fishing practices or access to shared resources relied upon for livelihood purposes		✓	No works in rivers, the marine environment, native forest or cultivated land is proposed. Only rock from licensed suppliers will be used.
3. Indigenous People			
3.1 Are there indigenous peoples in the study area?	✓		Some adjacent property owners are indigenous Fijians (iTaukei). However, no work is to be conducted on native land. All works will be undertaken within road reserve boundary.
3.2 If "Yes", are they among the beneficiaries?	✓		All Fijians, including indigenous Fijians living or working in the vicinity, will benefit from the road upgrades.
3.3 Will they be negatively impacted?		✓	Describe mitigation measures: NA
4. Cultural Property			

Type of Impact	Yes	No	Comment
Any negative impacts on cultural property such as sites, historical buildings etc.		✓	No buildings, including historical buildings, will be impacted as part of the works. As a precaution it is recommended that an accidental discovery protocol be included in the ESMP, in case any physical cultural resources are discovered during construction.
5. Environmental Impacts			
Attach sub-project specific check-list with - Possible negative impacts and - Proposed mitigation measures			Environmental impacts for Queens Rd Rehabilitation Project are discussed in the Environmental and Social Safeguard Screening Report and the EIA & Environmental and Social Management Plan, submitted separately to DoE and ADB.

Safeguard Screening Form S.2: Land Acquisition/Resettlement Effects

<i>Project Title:</i> Transport Infrastructure Investment Sector Project		<i>Loan No:</i> 3210-FIJ		
<i>Subproject:</i> Queens Road Rehabilitation Project		<i>Date:</i> 29 June 2020		
<i>Location and impact area:</i> West (Nadroga) and Central Division (Rewa & Serua)				
Probable Land Acquisition/Resettlement Effects	Yes	No	Not Known	Remarks
Acquisition of Land				
1. Will there be land acquisition?		✓		No land purchase is required. All works are to be conducted on and adjacent to existing roads within a surveyed road corridor.
2. Is the site for land acquisition known?				NA
3. Is the ownership status and current usage of land to be acquired known?				NA
4. Will easement be utilized within an existing Right of Way (ROW)?				NA
5. Will there be loss of shelter or residential land due to land acquisition?				NA
6. Will there be loss of agricultural and other productive assets due to land acquisition?				NA
7. Will there be losses of crops, trees, or fixed assets due to land acquisition?				NA
8. Will there be loss of businesses or enterprises due to land acquisition?				NA
9. Will there be loss of income sources and means of livelihoods due to land acquisition?				NA
Restrictions on land use or on access				
10. Will people lose access to natural resources, communal facilities or services?		✓		No natural resources or communal facilities are present in or near the roads. Some public utility services (water pipes) are to be upgraded as part of the sub-project work.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No change in land use will occur
12. Will access to land and resources owned communally or by the state be restricted?		✓		No restriction to land will occur
Information on Displaced Persons				
Any estimate of the likely number of persons that will be displaced by the Project? [] No [✓] Yes If yes, approximately how many? _____ 0 _____ Category for resettlement impacts: ¹ A [] B [] C [✓]				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [] No [] Yes NA				
Are any displaced persons from indigenous or ethnic minority groups? [] No [] Yes NA				

¹Impacts are classified as Category A when 200 or more persons experience major resettlement impacts either through being physically displaced from housing, or losing 10% or more of their productive (income generating) assets. Not significant impacts (i.e. other than Category A) will be classified as Category B. No impacts will be classified as Category C.

APPENDIX B: Detailed Project Site Maps



StartPoint
 Lat -18.103147
 Long : 178.389755

EndPoint
 Lat: -18.120993
 Long: 178.325333

Legend

- Project Site
- Villages/Settlements
- Road Network

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

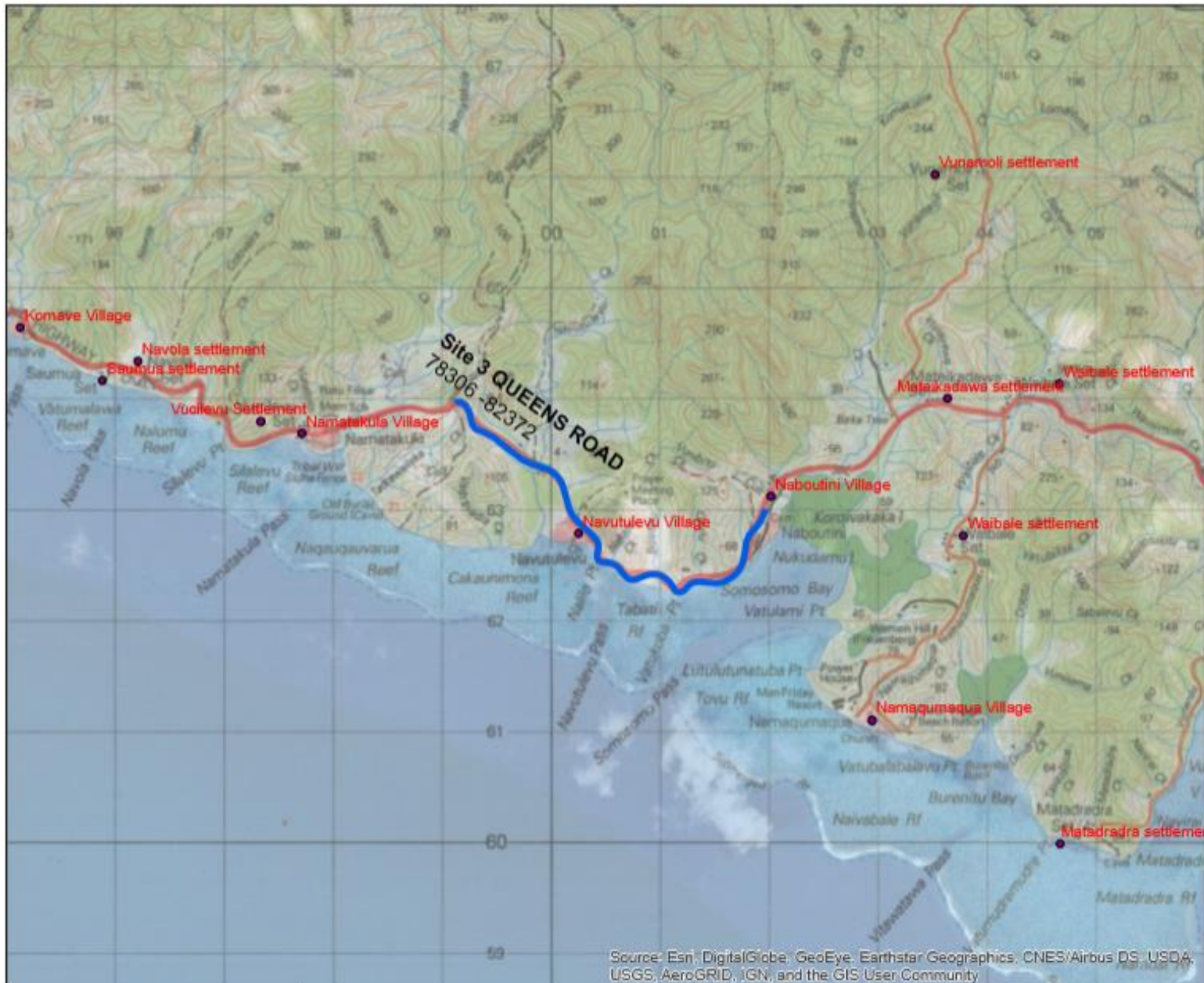


LOCATION DESCRIPTION: Site 1
PROGRAMME : QUEENS ROAD REHABILITATION
LOCALITY MAP

StartCH: 5478
ENDCH: 12965

Kilometers

Time: 3:41:12 pm
 Date: 02/06/2020
 Prepared by: Rajjeli Divala
 Staus: INFORMATION



StartPoint
 Lat -18.235565
 Long : 177.823136

EndPoint
 Lat: -18.226822
 Long: 177.796238

Legend

- Project Site
- Villages/Settlements
- Road Network

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



LOCATION DESCRIPTION: Site 3
PROGRAMME : QUEENS ROAD REHABILITATION
LOCALITY MAP

<i>StartCH:</i>	78306
<i>ENDCH:</i>	82372

Kilometers

Time: 3:42:33 pm
 Date: 02/08/2020
 Prepared by: Raijeli Divala
 Staus: INFORMATION



StartPoint
 Lat -18.190667
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EndPoint
 Lat: -18.183965
 Long: 177.60197

Legend

- Project Site
- Villages/Settlements
- Road Network

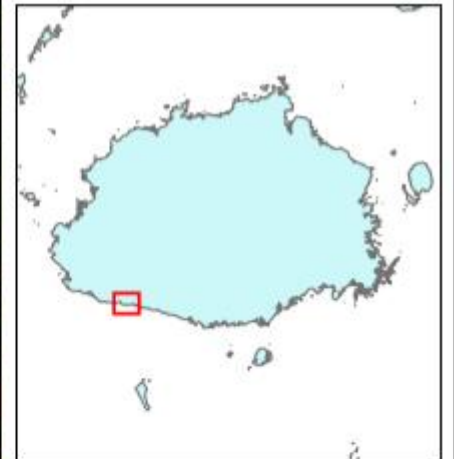
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



LOCATION DESCRIPTION: Site 4A
PROGRAMME : QUEENS ROAD REHABILITATION
LOCALITY MAP

StartCH: 104800
ENDCH: 107515

Kilometers
 0 0.6 1.2 1.8 2.4
 Time: 3:43:29 pm
 Date: 02/06/2020
 Prepared by: Rajjeli Divala
 Status: INFORMATION



StartPoint
 Lat: -18.173741
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EndPoint
 Lat: -18.168518
 Long: 177.538629

Legend

- Project Site
- Villages/Settlements
- Road Network

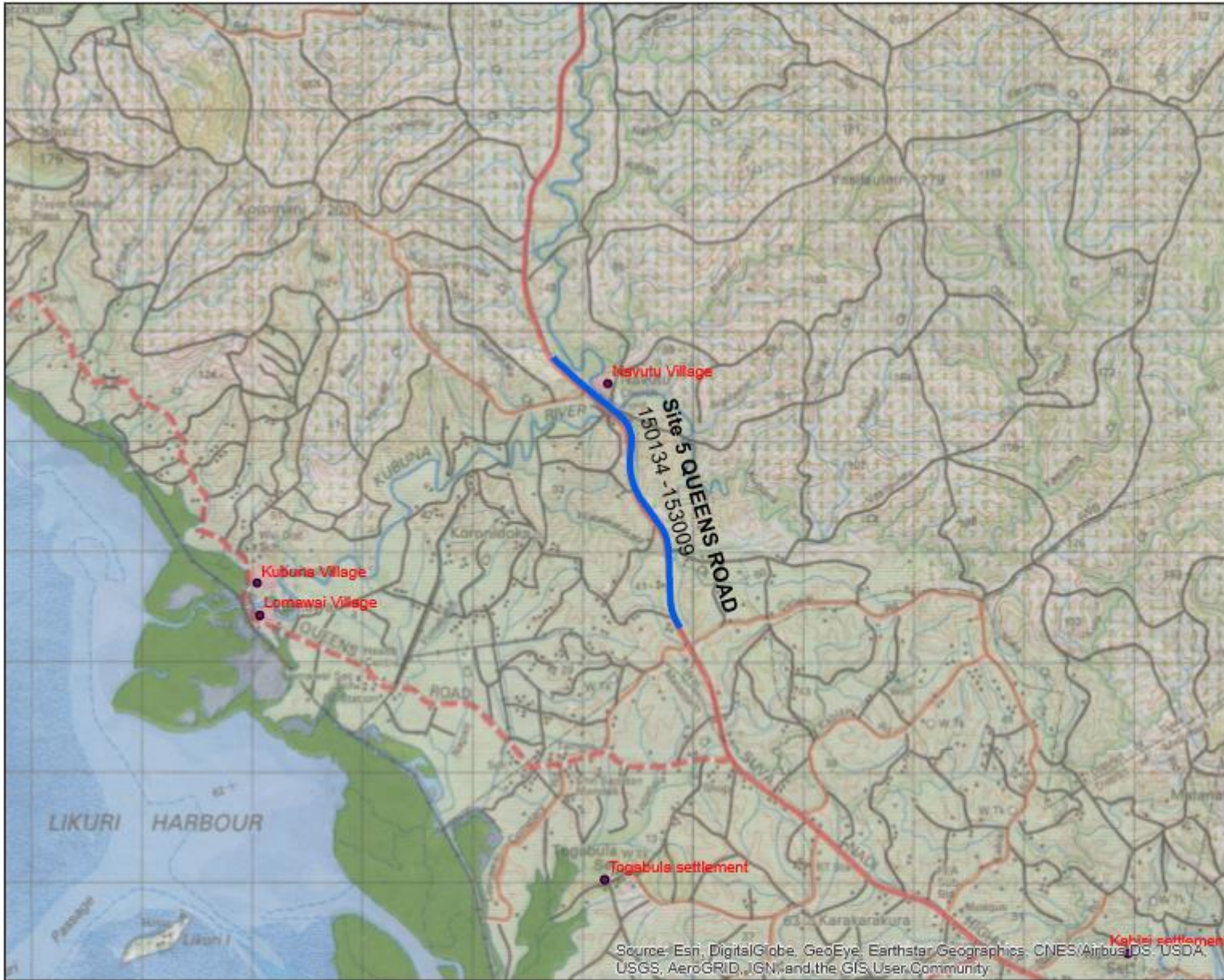


LOCATION DESCRIPTION: Site 4B
PROGRAMME : QUEENS ROAD REHABILITATION
LOCALITY MAP

StartCH: 109335
 ENDCH: 117166

Kilometers
 0 0.6 1.2 1.8 2.4

Time: 3:42:51 pm
 Date: 02/06/2020
 Prepared by: Rajjeli Divala
 Status: INFORMATION



StartPoint
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EndPoint
 Lat: -18.009063
 Long: 177.321611

Legend

- Project Site
- Villages/Settlements
- Road Network

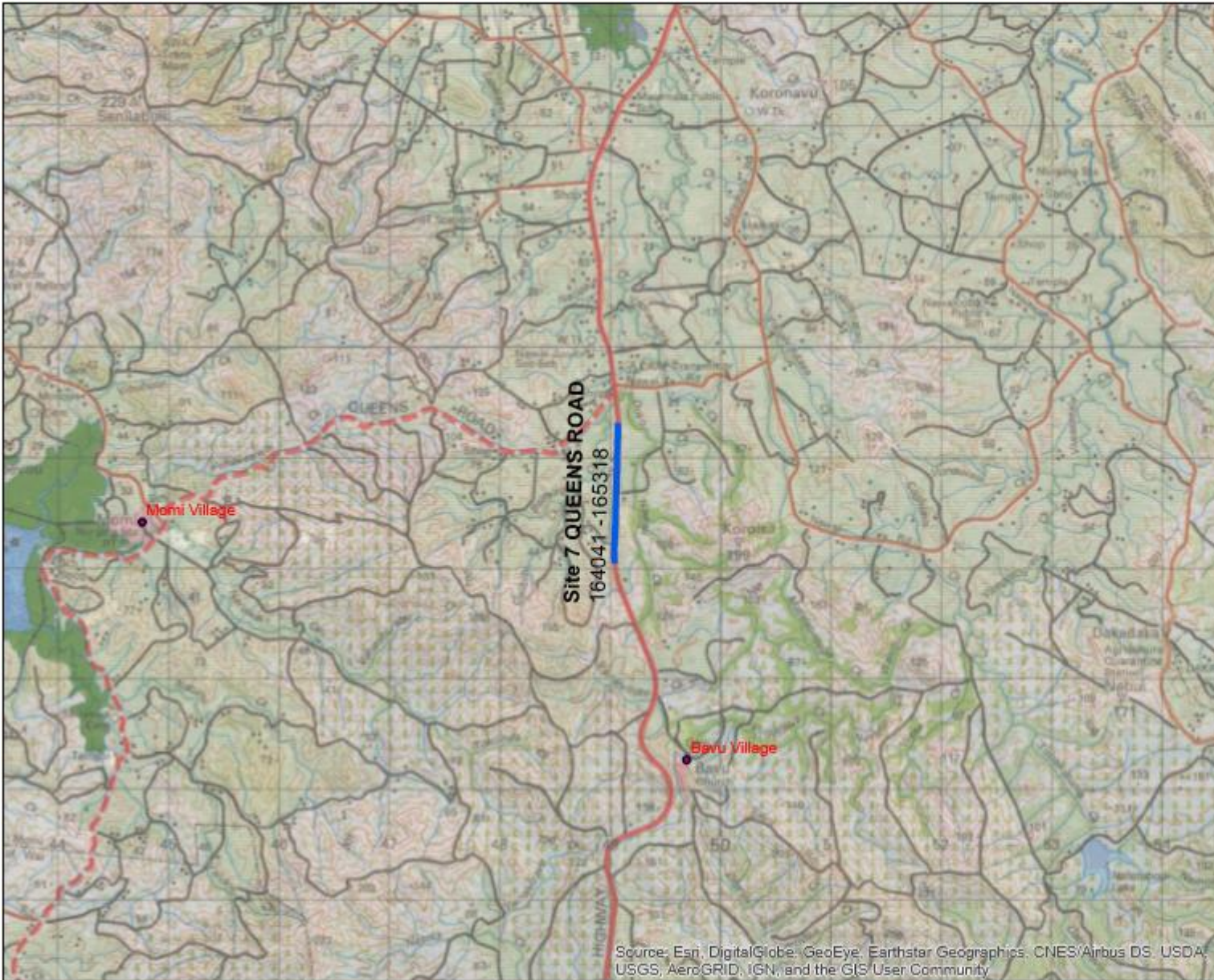
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



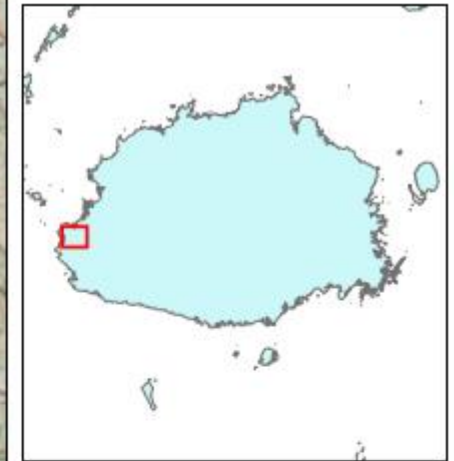
LOCATION DESCRIPTION: Site 5
PROGRAMME : QUEENS ROAD REHABILITATION
LOCALITY MAP

StartCH: 150134
ENDCH: 153009

Kilometers
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 Time: 3:41:58 pm
 Date: 02/06/2020
 Prepared by: Rajjeli Divala
 Status: INFORMATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



StartPoint
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EndPoint
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 Long: 177.325677

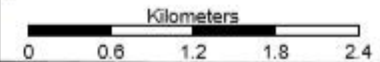
Legend

- Project Site
- Villages/Settlements
- Road Network



LOCATION DESCRIPTION: Site 7
PROGRAMME : QUEENS ROAD REHABILITATION
LOCALITY MAP

StartCH: 164041
 ENDCH: 165318



Time: 3:42:14 pm
 Date: 02/06/2020
 Prepared by: Rajjeli Divala
 Staus: INFORMATION



StartPoint
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 Long : 177.329142

EndPoint
 Lat: -17.85787
 Long: 177.346737

Legend

- Project Site
- Villages/Settlements
- Road Network

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



LOCATION DESCRIPTION: Site 8
PROGRAMME : QUEENS ROAD REHABILITATION
LOCALITY MAP

StartCH: 168825
ENDCH: 171640

Kilometers
 0 0.6 1.2 1.8 2.4
 Time: 3:41:33 pm
 Date: 02/06/2020
 Prepared by: Rajjeli Divala
 Staus: INFORMATION

Appendix C: Public Consultation Summary Sheet.
Consultation Summary Sheet.
 15/06/2020 – 26/06/2020

Village	Male	%	Female	%	Total Number in Attendance
<i>Site 1</i>					
Namuka-I-Lau	8	62%	5	38%	13
<i>Site 2</i>					
Galoa & Dranikula	9	90%	1	10%	10
Nakorovou	12	71%	5	29%	17
<i>Site 3</i>					
Navutulevu	7	64%	4	36%	11
<i>Site 4a</i>					
Namada	18	50%	18	50%	36
Vatukarasa	9	48%	10	52%	19
<i>Site 4b</i>					
Malevu	3	50%	3	50%	6
Korotogo	15	52%	14	48%	29
<i>Site 5</i>					
Navutu	6	60%	4	40%	10
People Reached	87	58%	64	42%	151

LAND OWNING UNITS				
Date	Location	Participants	Meeting Purpose	Key Issues Discussed
15/06/2020	Namuka-I-Lau Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> To provide a brief overview of the project scope. To enlighten the community & stakeholders on scope of works to be undertaken. To elaborate on the potential impacts both physical and environmental to the affected communities. To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> Humps: there were 3 humps on the road before one was removed, the villagers have mentioned that it has caused drivers to speed through the village therefore they require at least another hump to be installed Bus bay: the villagers requested if they could have bus bays on both sides of the road Employment for villagers in construction works Provision for Footpaths
16/06/2020	Galoa/Dranikula Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> To provide a brief overview of the project scope. To enlighten the community & stakeholders on scope of works to be undertaken. To elaborate on the potential impacts both physical and environmental to the affected communities. To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> Bus bay: requested that since the village covers a large length of the road, it would be convenient if bus bays would be installed at both ends of the village. Employment for villagers in construction works: Villagers requested if they could be involved in construction works for employment Issues about the EFL meter box near the road: it sometimes causes the streetlight to turn off and the children tend to play with a lot. Women's rep has requested if that can be properly locked or guarded Request for footpath to be made wider

				<ul style="list-style-type: none"> Issues regarding drainage: the villagers have requested if they can be improved and maintained well
16/06/2020	Navutulevu/Naboutini Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> To provide a brief overview of the project scope. To enlighten the community & stakeholders on scope of works to be undertaken. To elaborate on the potential impacts both physical and environmental to the affected communities. To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> Footpath: the villagers requested for footpaths to be installed and if possible on both sides of the road Bus bay: the villagers requested for a proper bus bay. Road Humps: women of the village were concerned about drivers speeding and they requested if they can have humps to counter that Also requested for pedestrian crossing for the safety of their children: there is none in the village Bus shelter: the women mentioned that the bus shelter is too small and cannot cater for the amount of people using it. Requested if they could have a bigger one or another one.
17/06/2020	Nakorovou Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> To provide a brief overview of the project scope. To enlighten the community & stakeholders on scope of works to be undertaken. To elaborate on the potential impacts both physical and environmental to the affected communities. To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> Streetlights: the main issue highlighted was the absence of streetlights. Villagers have said that it is a major safety concern especially for the women and children of the village as they have to walk to the village in complete darkness at night from the road. They have requested, since the village is in such close proximity to the main road, if the streetlights can be extended to their village Bus shelter: requested for a proper bus shelter.

				<ul style="list-style-type: none"> • Road humps: requested for a hump to be installed near their junction
22/06/2020	Namada Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> • To provide a brief overview of the project scope. • To enlighten the community & stakeholders on scope of works to be undertaken. • To elaborate on the potential impacts both physical and environmental to the affected communities. • To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> • Bus Bays: there is an incomplete bus bay which the villagers would like it to be completed • Culvert: issue was raised regarding the crossing just before the village. The villagers said that it used to be a box culvert before and it's a circular one now which is too small contributing to flooding in the village because the water cannot flow through faster • Bua trees: villagers requested if the trees could not be affected as they are very near to the road • Humps: the women have mentioned that even with road humps installed, drivers speed and overtake at the village forefront • The women also requested if they can have a proper bus bay and crossing for the children to safely crossing and wait when going to school and coming back • Request for Guardrails: for safety from speeding vehicles • Animal crossing signs to be installed
22/06/2020	Vatukarasa Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> • To provide a brief overview of the project scope. • To enlighten the community & stakeholders on scope of works to be undertaken. • To elaborate on the potential impacts both physical and environmental to the affected communities. 	<ul style="list-style-type: none"> • Work commencement: the villages wanted to know when would actual work start • Property: concern about how the villager's property would be affected • Footpath: issue was raised about footpath not continuing all the way through the village. They have requested if that can be done

			<ul style="list-style-type: none"> To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> Road humps: the women have highlighted to authorities before about the humps not being visible: the white marking on it has faded away. They also mentioned that the hump does not have much height causing drivers to just speed over it. Improper drainage: it has been mentioned that during flooding, the water does not easily flow through beside the road, the villagers have requested proper drainage to be installed 1.
23/06/2020	Malevu Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> To provide a brief overview of the project scope. To enlighten the community & stakeholders on scope of works to be undertaken. To elaborate on the potential impacts both physical and environmental to the affected communities. To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> Footpaths: the villagers have requested for a footpath on either side of the road as they do not have any Requested for bus bay and bus shelter, they do not have any The villagers stated that they have problem with drainage; causes flooding The women have mentioned they want streetlights to extend at least to the nearest hotel (Tubakula Resort). The women have mentioned that they walk to the village after finishing work at Tubakula or Outrigger and its completely dark. They are concerned about their safety They also mentioned that they really need a bus bay and pedestrian crossing because the school buses just park on the road and the children have to cross wherever its parked which is unsafe because they cannot see vehicles approaching behind the bus.

23/06/2020	Korotogo Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> • To provide a brief overview of the project scope. • To enlighten the community & stakeholders on scope of works to be undertaken. • To elaborate on the potential impacts both physical and environmental to the affected communities. • To engage the community on active discussions regarding the proposed works and likely impacts. 	<ul style="list-style-type: none"> • Reserve Boundary issues: one of the villagers mentioned that as part of the youth program initiative, the youths want to put up fence alongside the road to keep people from dumping waste near the mangroves. The issue with it is that the land road reserve boundary towards the sea ends at 7.5 m so the villager asked if they can put up fence in the road reserve boundary • Employment for villagers in construction works: Villagers requested if they could be involved in construction works for employment • Villagers requested for Guardrails to prevent speeding vehicles from damaging property or harming lives in case of an accidents • Slope protection of road at the sea side is no longer holding up. Villagers have mentioned that when the waves hit the shores, it moves the rocks protecting the slope. They have requested if something can be done about that. • The main concern the women highlighted was absence of footpath. They have said that it is very unsafe for children to be walking in such close proximity to the road • Absence of bus shelter on the sea side. • Marking on the road humps have faded and if it can be painted when the rehabilitation is done
25/06/2020	Navutu Village	Refer to Minutes is the attendance sheet.	<ul style="list-style-type: none"> • To provide a brief overview of the project scope. 	<ul style="list-style-type: none"> • Query about the road reserve boundary: villagers voiced their

			<ul style="list-style-type: none"> To enlighten the community & stakeholders on scope of works to be undertaken. To elaborate on the potential impacts both physical and environmental to the affected communities. To engage the community on active discussions regarding the proposed works and likely impacts. 	<p>concerns about the road boundary as they have planted root crops along the main road</p> <ul style="list-style-type: none"> Women have requested for a road hump to be installed. They reiterated that a hump is needed to counter speeding on the highway and that there have been a number of deaths in that area because of speeding The women also highlighted that they do not want the bus shelter on the site opposite of the village as people turn it into a drinking spot
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Stakeholders Consultation Letter Dispatch

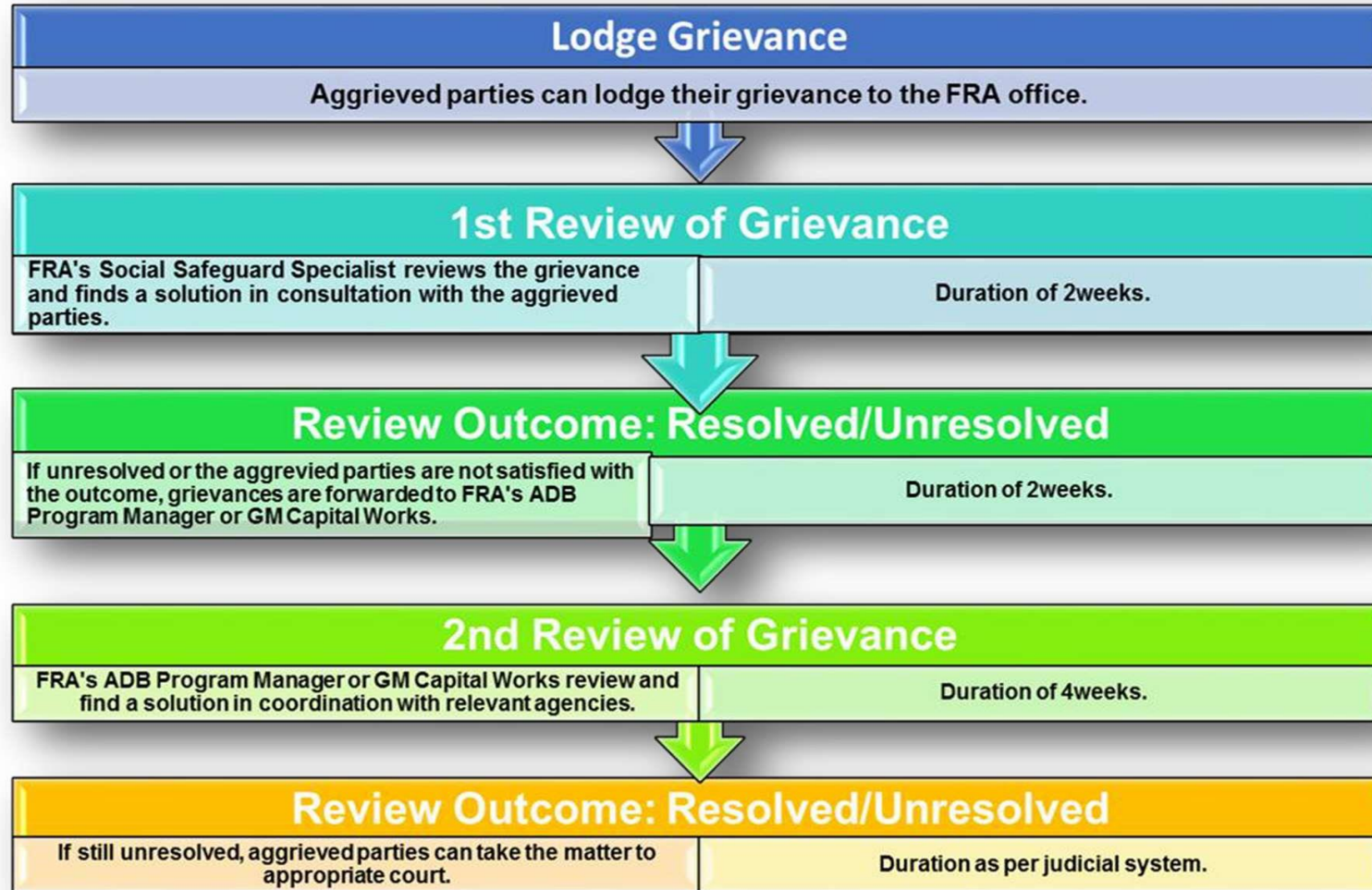
Date		Organization	Letter Purpose	Stakeholder response
09/06/2020	Approving authorities	Department of Environment	<ul style="list-style-type: none"> To provide a brief overview of the project scope. Provide opportunity for relevant stakeholders to give feedback and comments 	No response received at time of compilation of this report
	Provincial Councils	Rewa Provincial Council	<ul style="list-style-type: none"> To provide a brief overview of the project scope. Provide opportunity for relevant stakeholders to give feedback and comments. To request for respective Roko Tui to facilitate consultation meeting in villages 	Aided in facilitating consultation meeting; Roko Tui from respective provinces accompanied FRA during consultation
		Serua Provincial Council		
		Nadroga Navosa Provincial Council		
	Municipality	Lami Town Council	<ul style="list-style-type: none"> To provide a brief overview of the project scope. Provide opportunity for relevant stakeholders to give feedback and comments 	No response received at time of compilation of this report
		Sigatoka Town Council		
		Nadi Town Council		
Utility Providers	Telecom Fiji Limited		No response received at time of compilation of this report	

		Energy Fiji Limited	<ul style="list-style-type: none"> • To provide a brief overview of the project scope. • Provide opportunity for relevant stakeholders to give feedback and comments 	<p>EFL has responded via letter on the 25th June, 2020 with the following feedbacks</p> <ul style="list-style-type: none"> • Mentioned that there is significant electricity supply in the 8 sections that is to be rehabilitated • Any work near existing power lines shall be carried out with proper risk assessment and safe clearance distances are to be maintained • Prior approval of EFL shall be required if work is to be undertaken near power pole bases • Cost of any relocation, reinforcement or modification to existing overhead power lines shall be born to FRA • Requested clarification on rehabilitation project aiming to install redundant conduits for EFL
		Water Authority of Fiji		No response received at time of compilation of this report
		Land Transport Authority		<p>LTA has responded via letter on 29th June, 2020 with the following matters they wish to draw attention to:</p> <ul style="list-style-type: none"> • Speed cameras located within the rehabilitation sections- Montfort & Bavu • When constructing bus bay, the following dimensions should be used; <p>Entry taper (20m), straightening distance(12m), exit taper (20m)</p>

	Others	National Council for Disabled Persons	<ul style="list-style-type: none"> • To provide a brief overview of the project scope • Provide opportunity for relevant stakeholders to give feedback and comments • To encourage involvement of disabled persons and women in the proposed project 	As advised by the Director, the reps in respective areas of the proposed project will be made aware of the consultation that is to take place. The following are some of the issues discussed as part of the response <ul style="list-style-type: none"> • Mr Josh commented on the curb heights of majority of the existing bus bays and footpaths being too high making it inaccessible to disabled people to use. He has said that it would be nice to see the mentioned comments be implemented in the project
		Soqosoqo Vaka Marama		As advised by the Director, the reps in respective areas of the proposed project will be made aware of the consultation that is to take place and encourage women participants
09/07/2020		Fiji Museum		The organization has responded to FRA's request regarding archaeological sites. They have identified and sent over information of one archaeological (burial) site along section 4a.

APPENDIX D: Grievance Redress Process

Below is the process that is followed when dealing with grievances lodged.



Complaints Register

A complaints register is maintained at FRA showing the details and nature of the complaint, the complainant, the date and actions taken as a result of the investigation.

FRA includes information from the complaints register and corrective actions/responses in its progress reports to the ADB and WB.

Relevant Fiji agencies (DOL, TLTB, etc.) will always be on board to review public complaints and advise on FRA's performance for grievance redress.

APPENDIX E: Poverty and Social Analysis

Project Requirements	Sub-Project Details
i. Poverty and Social Analysis and Strategy	
<p>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy</p> <p>Fiji's Roadmap for Democracy and Sustainable Socio-Economic Development, 2010–2014a provide an overarching framework for achieving poverty reduction and inclusive economic growth. The road map recognizes the critical role of transport in the economy, and that the development of quality infrastructure and improvements in road connectivity are vital for effective delivery of essential social services and for achieving economic and social goals. The government's objectives for transport are further articulated in the Green Growth Framework and the 20-year National Transport Sector Plan, which guide the development of an integrated transport system that is safe, efficient and affordable, accessible, and economically and environmentally sustainable.</p> <p>The country partnership strategy, 2014–2018 of the Asian Development Bank (ADB) aims to (i) raise Fiji's longer-term growth potential by providing reliable infrastructure to compete globally and reduce costs associated with a small, remote island economy; (ii) invest in economic infrastructure that is resilient to climate change and natural disasters; and (iii) make growth more inclusive and improve service delivery by investing in economic infrastructure and promoting wider access to markets and opportunities through better transport links for rural communities.</p> <p>The proposed project is classified as a general intervention because it meets poverty reduction and social equity goals indirectly by improving the environment for pro-poor growth and social development through upgrades of road and maritime transport infrastructure. A poor, disconnected transport network constrains the movement of people and goods, curbs tourism growth and other economic activities, and limits access to health and education services. The project will improve access to economic opportunities and essential services.</p>	<p>Queens Road Rehabilitation Project will help to provide quality infrastructure.</p>

B. Results from the Poverty and Social Analysis during Project Preparation or Due Diligence

1. Key poverty and social issues. Rural poverty has risen across the main ethnic groups of indigenous iTaukei and Indo-Fijians, now standing at 44% (2013). With 49% of the population living in rural areas, the rural–urban gap is widening, associated mainly with lack of income-earning opportunities, poor access to services, and isolation. Overall, 22% of people still rely on subsistence agriculture for their livelihoods and many more combine growing food for home consumption with cash sales of surplus produce. In the Sigatoka Valley, where subproject sites were studied, rural incomes are low, ranging from F\$1,000 to F\$15,000 per year. Many households experience seasonal shortfalls in income and struggle to cover basic expenses. The dominant mode of transport is still on foot, on horseback, or on bullock carts and sledges.

The Queens Rd Rehabilitation Project primarily benefits urban and semi-urban areas, specifically people that live and work in and around the GSA and GWA.

The construction of Queens Rd Rehabilitation Project will utilize local workers by providing employment opportunities.

Project Requirements	Sub-Project Details
<p>2. Beneficiaries. Primary project beneficiaries are people living in the rural hinterland and peri-urban areas—(i) road users will benefit from lower travel costs and shorter travel times, more reliable transport, and better travel conditions; (ii) roadside communities will benefit from better access to basic services and markets, and better road safety; and (iii) coastal communities and those on smaller islands will benefit from safer conditions and better maritime infrastructure such as navigational aids, and safer jetties. Specifically, beneficiaries will include farmers who produce cash crops, traders, fishermen, commercial industries such as tourism and sugar, and school students.</p> <p>3. Impact channels. The main channel for impacts on the poor and vulnerable is through better access to economic opportunities, markets, and essential services. Jobs for local communities will be available during project implementation.</p> <p>4. Other social and poverty issues. These include (i) unemployment and underemployment related to the lack of rural development and the decline of the sugar and garment industries; (ii) lack of skills and expertise as a result of inadequate training and high rates of emigration; (iii) scarcity of land for agriculture and development; (iv) rural–urban drift and growth of squatter settlements; (v) gender inequality; and (vi) lack of governance, rule of law, and human rights.</p> <p>5. Design features. The project will prioritize rehabilitation, replacement, and construction of infrastructure based on agreed criteria of need and rural population served. It will help reduce poverty by building safer, efficient, and resilient land and maritime transport infrastructure, and by strengthening project management capacity in transport agencies. In Fiji, road safety (particularly pedestrian safety) is an issue, as the majority of rural people walk to reach their farms or local services, often carrying heavy loads and children. Local “carriers” (covered trucks) are commonly used but are also prone to accidents. Improvements to the design of bridge approaches (to reduce speed and improve vision), guardrails, and dedicated walkways for pedestrians will assist community road safety. Where construction of bridges and jetties disrupts fishing activities or washing pools, designs will include construction of stairs to enable easy access to waterways, and other mitigating measures</p>	<p>Queens Rd Rehabilitation Project sites have been selected based on those sites with the greatest need of rehabilitation and are beyond repairing through sealing.</p>
<p>ii. Participation and Empowering the Poor</p>	

Meaningful consultation throughout the project cycle will strengthen participation of the poor and vulnerable in project implementation. Affected people will be consulted through village meetings, social surveys, and informant interviews at: (i) planning phase of subprojects; (ii) during detailed feasibility studies and design; (iii) before and during construction; and (iv) during operation, maintenance, and monitoring. Preparation of sample subprojects included visits to households and villages.

Consultation in the form of letter drops has been held with statutory authorities and community representatives, including iTaukei Fijians and young people. Consultation with stakeholders will be ongoing through construction.


A sub-project specific consultation plan has been developed and is included in the QRRP EIA.

Project Requirements	Sub-Project Details
<p>2. At each subproject site, a focal point for more detailed information sharing, and community development activities will be established, usually through an existing village committee.</p> <p>3. Poverty and socioeconomic assessments at subproject sites will identify local civil society organizations and ensure that they are included in consultation activities.</p> <p>4. Nongovernment organizations, churches, leaders, and youth groups will provide channels for communication with the affected community to ensure that they understand the subproject, delivery process, schedule, potential impacts, and opportunities.</p> <p>5. Will a project level participation plan be prepared to strengthen participation of civil society as interest holders for affected persons particularly the poor and vulnerable? Yes. A consultation and participation plan will be prepared at project inception.</p>	
iii. Gender and Development	

A. Key issues. In the labor force, the incidence of poverty is higher among women (40%) than men (32%). This figure rises to 75% if unpaid household workers are included. Rural women with little education have the highest incidence of poverty. Fiji is ranked 120 out of 136 countries for women's economic participation by the Global Gender Gap Index, reflecting women's low rates in formal employment, although they play significant roles on smallholder farms and in marketing of fresh produce. Women are concentrated in informal employment, unpaid domestic work, and in low-paying and less secure occupations that have been hit hard by declines in tourism and the garment industry but where they constitute the majority of workers. Women have full legal ownership rights in access to land and property, but limited knowledge of these rights, and in practice they are often not recorded as co-owners of family assets or allowed to decide on the use of communal land. In village organizations, men dominate. Women are also poorly represented in provincial and local governments and institutions. According to the 2010 Committee on the Elimination of Discrimination against Women report, gender- based violence against women is widespread in Fiji, and cultural attitudes make it difficult for women to gain justice in cases of rape or sexual assault. As the majority market vendors, and users of health services, women are disproportionately disadvantaged by the poor transport networks.

B. Key actions. A gender action plan (GAP) has been prepared to ensure that women are consulted, and bridge designs will factor in women's needs for safe road travel by including pedestrian access with guardrails and footpaths. Whenever possible, on rural river sites where women wash, the designs will include stairs to the water and concrete laundry tubs. The GAP will also encourage women's participation in labor and maintenance, provide equal pay for equal work to men and women, and ensure income restoration measures to assist those who have lost assets or access to land. There will be representation of women and men in any community consultations, on decision-making committees, and in awareness

The Queens Road Rehabilitation Project complies with the requirements of the GAP (refer Appendix G).

Project Requirements	Sub-Project Details
training to mitigate the potential spread of sexually transmitted infections and HIV during construction.	
iv. Addressing Social Safeguard Issues	
<p>A) Involuntary Resettlement </p> <p>1. Key impacts. No physical displacement of people will occur. Overall, less than 2,000 people are likely to be economically displaced where limited land acquisition is needed for construction of infrastructure. It is not anticipated that anyone will lose more than 10% of productive assets.</p> <p>2. Strategy to address the impacts. Mitigation measures include compensation to displaced persons for lost land, structures, crops, and trees at replacement value; income restoration; employment opportunities; and additional allowances for vulnerable households. A grievance redress mechanism will be established to (i) record and prioritize complaints; (ii) settle grievances in consultation with complainants; (iii) inform aggrieved parties about solutions; and (iv) refer unresolved cases to higher authorities.</p> <p>3. Plan or Other Actions. Resettlement Plan. Resettlement Framework.</p> <p>B) Indigenous Peoples Key impacts: Indigenous Fijians (iTaukei) make up 57% of the national population, and form a majority of the rural population. They are not subject to discrimination or exclusion on the basis of ethnicity and therefore do not meet ADB's criteria for vulnerable groups needing special protections.</p>	<p>No physical displacement of people will occur as a result of Queens Road Rehabilitation Project.</p> <p>A LARP is not required for this sub-project.</p>
v. Addressing Other Social Risks	
<p>A) Risks in the Labor Market.</p> <p>Labor market impact: The unemployment rate is 6% for men and 13% for women. The project will finance construction activities which may provide local employment opportunities. All employment will comply with national labor laws and regulations.</p> <p>B) Affordability</p> <p>The project is likely to lower the cost of transport. No affordability impacts anticipated.</p> <p>C) Communicable Disease and Other Social Risks</p> <p>The risks associated with HIV/AIDS and other sexually transmitted infections will be mitigated by employing as many local people on construction sites as possible, and by providing awareness and prevention programs.</p>	<p>Queens Road Rehabilitation Project is expected to lower maintenance costs for public and private transport</p> <p>The risks of communicable diseases and other social risks are considered to be low, as no construction camps are to be created.</p>
vi. Monitoring and Evaluation	

1. **Targets and indicators:** (i) Increase in household income in selected subproject areas (baseline to be determined during subproject selection) and (ii) increase in utilization of health-care services in selected subproject areas (target and baseline to be established during subproject selection).
2. **Required human resources:** The project will employ a national social impact manager in the Fiji Road Authority; and a gender and social development specialist and a social safeguards specialist in the supervision consulting team.
3. **Information in project administration manual:** Sex-disaggregated data will be collected in baseline surveys, and for all project and GAP activities, to manage social impacts, poverty reduction goals, and gender actions.
4. **Monitoring tools:** Monitoring and evaluation surveys at inception and for baselines; midterm, completion, and project evaluation reports.

As no land acquisition or resettlement is to occur, and no impacts to vulnerable groups are anticipated, no sub-project specific monitoring for social impacts is proposed.

APPENDIX F: Gender Action Plan

Outputs and Activities	Proposed Gender Mainstreaming Targets	Primary Responsibility	Sub-Project Details
Output 1: Rehabilitated and climate resilient land and marine transport infrastructure			
<p>Rehabilitate and upgrade 8 sections of sealed road along Queens Rd with a total length of approximately 37km. Involving road pavement upgrades within the existing carriageway, kerb to kerb. Works will include the repair of damaged kerbs and footpaths and the installation of new speed indication and safety signage.</p>	<ul style="list-style-type: none"> • Ensure selection of bridge, road and jetty subprojects include prioritizing women's access to social services, such as education, health facilities and market access • Ensure standardized designs for reconstructed bridges include measures to remove physical barriers to, and constraints on, access by women and children. • Ensure bridge design incorporates measures to enhance road safety, including pedestrian access with guard-rails and footpaths on bridge approaches and abutments and steps down to water level. • Concrete stairways to be provided on selected bridges at each abutment where appropriate, to provide access from the road level to the waterway below. A single handrail will be provided for each staircase. • At river sites used for washing, concrete washing tubs will be incorporated at water level near base of bridges, where it is safe and appropriate to install. • Ensure participation of women (at least 50%) in community consultations and meetings and conduct these in vernacular languages; if necessary, organize separate meetings for men and women. • Ensure females are represented on GRC • If land is acquired for subprojects, ensure that affected females are compensated at the same rate of payment as affected males, and provided with adequate arrangements to restore / maintain livelihoods. (Replacement land, financing for small business opportunities, skills training for income generation projects, cash transfers etc) • Where possible, include provisions in bidding documents to encourage women's involvement in labor-based work during construction, including at least 20% women. • Ensure equal pay for equal work between male and female workers, and payment for women is directly to them. <p>Provide HIV/AIDS, STIs, gender, and road safety awareness training for all construction workers and neighboring community members.</p>	<p>FRA, MOF</p> <p>FRA</p> <p>FRA</p> <p>FRA, construction supervision team, contractor</p> <p>FRA, Contractor</p> <p>FRA, Contractor</p> <p>FRA</p> <p>FRA</p> <p>FRA, engineers FRA, Contractor FRA, Contractor</p>	<p>Queens Road Rehabilitation Project will rehabilitate approximately 37km of road. This will improve access to education facilities, health facilities and markets. NA</p> <p>N/A</p> <p>N/A</p> <p>NA</p> <p>Women have been included in consultation meetings, although participation has been lower than 50%.</p> <p>The GRM includes representatives from the FRA and DSC, yet to be determined.</p> <p>As part of the tender process, contractors are encouraged to employ and train local workers (including indigenous Fijians and women). Unknown. Pay levels are not disclosed as part of the tender process. The FRA shall disseminate, or engage appropriate service providers to disseminate, information on the risks, and methods of prevention of spread, of communicable diseases including sexually transmitted infections and HIV/AIDS, to the employees of contractors engaged under the Project and to members of the local communities surrounding the Project area, particularly women.</p>

Output 2: Efficient project management support and institutional strengthening			
None	<ul style="list-style-type: none"> • Include a GSDS in the design and supervision team to manage the implementation of socio-economic surveys, gender analysis, gender action plans, community consultations, and awareness training. • Provide gender awareness training to FRA staff, ministries, and provincial/district offices. • Develop a project performance system that includes indicators measuring the implementation and progress of the gender action plan. • Ensure the inclusion of sex-disaggregated data in the baseline studies and progress, monitoring and evaluation reports. • Ensure regular progress reports include the progress of GAP implementation and sex-disaggregated statistics for relevant performance indicators. 	<p>FRA</p> <p>FRA</p> <p>FRA</p> <p>FRA</p> <p>FRA</p>	<p>No Gender and Social Development Specialist has been appointed. GAP is managed by the Social Safeguards Specialist.</p> <p>Gender awareness training will be undertaken by FRA with the construction workers during implementation of the sub- project.</p>
Implementation Arrangements			
<p>The GAP will be implemented by the FRA who will employ a Social Impact Manager, overseeing execution and compliance of all social and gender dimensions of the project, and social safeguards. The DSC will include one full-time national Safeguards Specialist (NSS) for the duration of project implementation under the supervision of an international Gender and Social Development Specialist (GSDS) and an international Social Safeguards Specialist (SSS) who will both work intermittently. The specialists will be responsible for incorporating the GAP into project planning and implementation programs, including awareness training and establishment of sex- disaggregated indicators for project performance and monitoring. The progress of GAP activities will be included in regular progress reports on overall project activities submitted to ADB and the Government of Fiji.</p>			<p>The FRA at the moment will involve all necessary personnel for the implementation of the social safeguards and GAP of the project.</p>

KEY: GAP = Gender Action Plan, GSDS = Gender and Social Development Specialist; GRC = Grievance Redress Committee; MOF=Ministry of Finance; NSS = National Safeguards Specialist; SSS = Social Safeguards/resettlement Specialist.