

LAND ACQUISITION & RESETTLEMENT DUE DILIGENCE REPORT

Fiji: Transport Infrastructure Investment Sector Project

Kings Road Rehabilitation Project (KRRP): West and Central



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ABBREVIATIONS

ADB	Asian Development Bank
APs	Affected Persons
BTC	Ba Town Council
CAD	Computer-Aided Design
DO	District Officer
DOE	Department of Environment
DOL	Department of Lands
DPs	Displaced Persons
DTCP	Department of Town and Council 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
FPF	Fiji Police Force
GAP	Gender Action Plan
GOF	Government of Fiji
GRM	Grievance Redress Mechanism
GSA	Greater Suva Area
iTLTB	iTaukei Land Trust Board
KRRP	Kings Road Rehabilitation Project
LARF	Land Acquisition and Resettlement Framework
LARP	Land Acquisition and Resettlement Plan
LOU	Land Owning Unit
LTA	Land Transport Authority
MOE	Ministry of Education
NTC	Nausori Town Council
PSA	Poverty and Social Analysis
RTC	Rakiraki Town Council
SARUP	Suva Arterial Road Upgrade Project
SCC	Suva City Council
SPS	Safeguards Policy Statement
TTC	Tavua 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 Kings Road Rehabilitation Sub-project. Kings Road Rehabilitation sub-project involves the rehabilitation and upgrade of fourteen sections of sealed road in the Central (Tailevu Province) and Western (Ra and Ba Province) Divisions with an approximate total length of 54km. 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 is \$90 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 Kings 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 Kings Road Rehabilitation sub-project will repair and improve fifteen existing road sections within the Central (Tailevu Province) and Western (Ra and Ba 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. Kings 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 Kings Road Rehabilitation sub-project is situated within the Central (Tailevu Province) and Western (Ra and Ba Province) Divisions, on the north-east coast of Viti Levu, Fiji. The sub-project catchment area consists of rural areas within Nausori Town Council, Rakiraki Town Council, Tavua Town Council and Ba Town Council.

20. The Kings Road Rehabilitation sub-project involves the rehabilitation and upgrade of sealed road with an approximate total length of 54 km. The rehabilitation will be undertaken at sites between Tailevu and Ba Province corridor.

21. The fourteen Kings Road Rehabilitation sub-project sites were chosen sites across the western and portion of the central division requiring urgent rehabilitation. All 14 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 KRRP sub-project involves the rehabilitation of 14 sections of sealed road in the Western and Central division with a total length of 54km.


24. Physical works will involve widening of sealed carriageway to 11m which will accommodate x2 3.5 vehicle lane and x2 2m footpath, construction of road pavement- 25years design to International Standards (Austroads), upgrading of road side drainage, installation of new guardrail and replacement of old guard rails, installation of redundant conduits for EFL and TFL, construction of dedicated bus-bays (new and old), installation of new road lines and signs to international standards.


Figure 1: KINGS ROAD REHABILITATION SITE LOCATION PLAN








Table 1: Kings Rd Rehabilitation Project


Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
1.	Kings Road (Figure 2) Vagadra Village approaching Site 2, coming from Ba Town.	0.39	Ba	<p>Predominantly subsistence farming. Residential house on both side of the road.</p> <p>Some section of site 1 has temporary market stalls installed in the road reserve boundary. Bus stops without proper bus bays are installed in some section of the road along with utility providers such as electricity poles and underground pipelines.</p> <p>Vegetation such as trees, shrubs and grass are predominating. Subsistence farming such as cassava, banana plant and pandanus is common among some section of the road.</p> <p>At some section of the road there is no footpath on both side of the road apart from the village frontage.</p>	


Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
2	Kings Road (Figure 3) Talecake Settlement approaching site 3, coming from Ba Town.	0.40	Ba	<p>Site 2 is predominantly subsistence and commercial farming situated on both side of the road.</p> <p>Subsistence farming such as cassava and banana plant whereas commercial farming is mainly sugarcane which is very common.</p> <p>Market stalls establish at some section within the road reserve boundary, existing drains along the road blocked with debris and weeds.</p> <p>Electricity poles on both side of the road, some section of the road has existing footpath</p>	 <p>The 'Photos from Site Visits' section contains four photographs arranged in a 2x2 grid. The top-left photo shows a paved road with a white van driving away, flanked by lush green vegetation including banana plants and cassava. The top-right photo shows a dirt area with a small green structure and various trees. The bottom-left photo shows a road with a utility pole and a white van in the distance under a cloudy sky. The bottom-right photo shows a dirt embankment with several palm trees and some debris.</p>


Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
3.	Kings Road (Figure 4) Sorokoba Village approaching site 2	0.28	Ba	<p>Site 3 is predominantly commercial farming (sugarcane). Vegetation such as trees and grass is common on both side of the road. Few residential houses located in some section of the road with access to their respective houses.</p> <p>Existing drains on both side of the road overgrown with weeds and shrubs. Banana plant is also common at residential frontage with other ornament plants. Utility providers such as EFL have their electricity poles situated on both side of the road.</p> <p>Currently there are no existing footpath in this site and no sign of market stalls. However, nearby residence sells alongside the road with no proper market installs.</p>	 <p>The photos show a paved road with a white dashed line, surrounded by lush green vegetation, including banana plants and sugarcane fields. A white van is visible on the road in the top-left photo. The top-right photo shows a sugarcane field with a white van parked on the side. The bottom-left photo shows a close-up of banana plants along the road. The bottom-right photo shows a dirt area next to the road with various plants and trees.</p>


Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
4.	Kings Road (Figure 5)	1.90	Ba	<p>Site 4 is predominantly with commercial and subsistence farming. Sugarcane farming is common. Herds of cattle and goats is common in this area thriving on shrubs and common grass.</p> <p>Few residential and farm houses is situated at some place in this site.</p> <p>Nearby community Primary school is located in the mid-section of this site where probably kids from nearby community goes to.</p> <p>There are existing bus stops along some section, some bus stops do not have proper bus bay.</p> <p>Electricity poles on located at some section of the road.</p> <p>There is no visual or exposure of underground pipelines in this specific site.</p>	   


Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
5.	Kings Road (Figure 6)	5.18	Ba	<p>This site passes through two villages (Vatutavui and Natunuku Village). Predominantly commercial and some subsistence farming. Subsistence farming such as bee farming, herds of cattle and goats. These herds of cattle and goats thrives on grasses and shrubs growing alongside the road. Few farm houses and residential houses situated at some section of this site. Market stalls are established within road reserve boundary. There is a machine yard on the right side of the road with a police station adjacent to the tourism and trade market stalls. There is a large land area for and cattle farming. Most of these large area mass is thriving with shrubs, grass and large trees used for shelter and shade for some of these cattle and goats. Currently there is ongoing maintenance work on site</p>	 <p>The photos from the site visits are arranged in a 2x2 grid. The top-left photo shows a road with a white car driving away. The top-right photo shows a road with a white car driving away, similar to the top-left photo. The middle-left photo shows a large area of tall grass and shrubs. The middle-right photo shows a road with a white car driving away, similar to the top-right photo. The bottom-left photo shows a dirt road with a white building in the background. The bottom-right photo shows a road with a white car driving away, similar to the top-right photo.</p>


Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
6.	Kings Road (Figure 7)	3.72	Tavua	<p>Site 7 is the at the outskirts of Tavua town. The site is predominantly commercial and subsistence farming. Sugarcane farming, herds of cattle and goats is very common at some section of the road.</p> <p>There are only few residential houses situated on both side of the road which is not very populated.</p> <p>Utility providers such as EFL have their electricity poles situated on both side of the road, existing drains barely exists due to growth of weeds and grass.</p> <p>There is a large area of sugarcane farming and only few of subsistence farming, subsistence farming is located adjacent to a residential house or any local community</p>	 <p>The photos show Kings Road from various perspectives. The top-left photo shows a white pickup truck parked on the left side of the road, with a sugarcane field on the right. The top-right photo shows a close-up view of the sugarcane field. The middle-left photo shows a view of the road curving to the right, with a grassy embankment on the left. The middle-right photo shows a view of the road curving to the left, with a grassy embankment on the right. The bottom-left photo shows a view of the road curving to the right, with a grassy embankment on the left and a white pickup truck in the foreground. The bottom-right photo shows a view of the road curving to the left, with a grassy embankment on the right and a white pickup truck in the foreground.</p>


Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
7.	Kings Road (Figure 8)	2.37	Tavua	<p>Site 7 is predominately commercial farming (sugarcane farming) only few houses situated at some section of the road.</p> <p>At this site there is a large area of land solely for sugarcane farming demarcated with fences.</p> <p>Residential houses are further apart situated at some section of the road.</p> <p>Two existing bridges that caters for ongoing vehicles and existing drains on some section of the road.</p> <p>Utility providers such as EFL have their electricity poles on the side of the road.</p>	


Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
9.	Kings Road (Figure 9)	1.79	Tavua	<p>Large area of sugarcane farming and herd of cattle situated at the vicinity of some section of the site.</p> <p>Electricity poles on both side of the road and access to a residential house possibly a farm owner.</p>	

Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
10.	Kings Road (Figure 9) Transit through Rabulu Village.	0.63	Tavua	<p>The large area of land is sugarcane farming with few herds of cattle situated at some section of the road.</p> <p>Electricity poles on both side of the road.</p> <p>Few residential houses situated at some section of the road.</p> <p>Along this site there are no civic or religious institution.</p> <p>There are existing drains and access to residential houses along this site.</p>	

Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
11.	Kings Road (Figure 9)	0.91	Rakiraki	<p>Predominantly cattle farming. Only few houses situated at some section of the road.</p> <p>Electricity poles on both side of the road, cattle farming demarcated by bob wire fence.</p>	

Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
12.	Kings Road (Figure 9)	0.69	Rakiraki	<p>Predominantly flat grassland with no sign of agriculture activity.</p> <p>There are few houses situated at the lower section of the road.</p> <p>There are no economic activities within the road reserve boundary.</p> <p>Electricity poles on both side of the road situated at least 6 meters from the centerline.</p> <p>Assume that rehabilitation work will not affect any utility providers or any nearby land owning unit.</p> <p>All proposed work will be undertaken within the road reserve boundary.</p>	

Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
13.	Kings Road (Figure 9)	2.14	Rakiraki	<p>Predominantly flat grassland with no sign of agriculture activity. However, only few cattle farming along some section adjacent to the road.</p> <p>There are few houses situated at the mid-section of the road. Hence, Site 13 captures Vunitogoloa village. Residential houses and existing bus stop at the vicinity of the village location.</p> <p>There are no economic activities within the road reserve boundary.</p> <p>Electricity poles on both side of the road situated at least 6 meters from the centerline.</p> <p>Assume that rehabilitation work will not affect any utility providers or any nearby land owning unit.</p> <p>All proposed work will be undertaken within the road reserve boundary.</p>	 <p>The photo grid consists of six images arranged in a 3x2 grid. The top-left image shows a road with a utility pole and a house in the background. The top-right image shows a road with a utility pole and a car in the distance. The middle-left image shows a road with a utility pole and a road sign. The middle-right image shows a road with a utility pole and a road sign. The bottom-left image shows a grassy area with a utility pole. The bottom-right image shows a grassy area with a utility pole.</p>

Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
14.	Kings Road (Figure 9)	1.40	Rakiraki	<p>Predominantly flat grassland with no sign of agriculture activity. However, only few cattle farming along some areas adjacent to the road.</p> <p>There is an access road to Vitawa Village</p> <p>There are no economic activities within the road reserve boundary.</p> <p>Electricity poles on both side of the road situated at least 6 meters from the centerline.</p> <p>Assume that rehabilitation work will not affect any utility providers or any nearby land owning unit.</p> <p>All proposed work will be undertaken within the road reserve boundary.</p>	


Site	Road	Length (km)	Council	Field Observation	Photos from Site Visits
15.	<p>Kings Road (Figure 9) This site covers whole Wainibuka District which under the jurisdiction of the Nausori Town Council.</p>	32	Nausori	<p>Site 15 covers almost the whole Wainibuka district of the Tailevu Province. Predominantly Subsistence farming and residential houses establish alongside the main road.</p> <p>Existed bus shelters, streetlights and bus bays establish on the village frontage with existing 1.5-meter pavement.</p> <p>EFL electricity poles installed along the section.</p> <p>Village sign board situated upon to entrance of every village.</p> <p>Assume that rehabilitation work will not affect any utility providers or any nearby land owning unit.</p> <p>All proposed work will be undertaken within the road reserve boundary</p>	 <p>The photo grid consists of six images arranged in a 3x2 grid. The top-left photo shows a dirt road curving to the right with a yellow diamond-shaped warning sign. The top-right photo shows a dirt road with a bus shelter and utility poles. The middle-left photo shows a dirt road with a dense line of palm trees. The middle-right photo shows a dirt road with a speed limit sign (80) and a streetlight. The bottom-left photo shows a dirt road with a concrete drainage ditch. The bottom-right photo shows a green village sign for 'Merekwatu Village' with a speed limit sign (50) on a pole.</p>

Figure 2: LOCALITY MAP FOR SITE 1

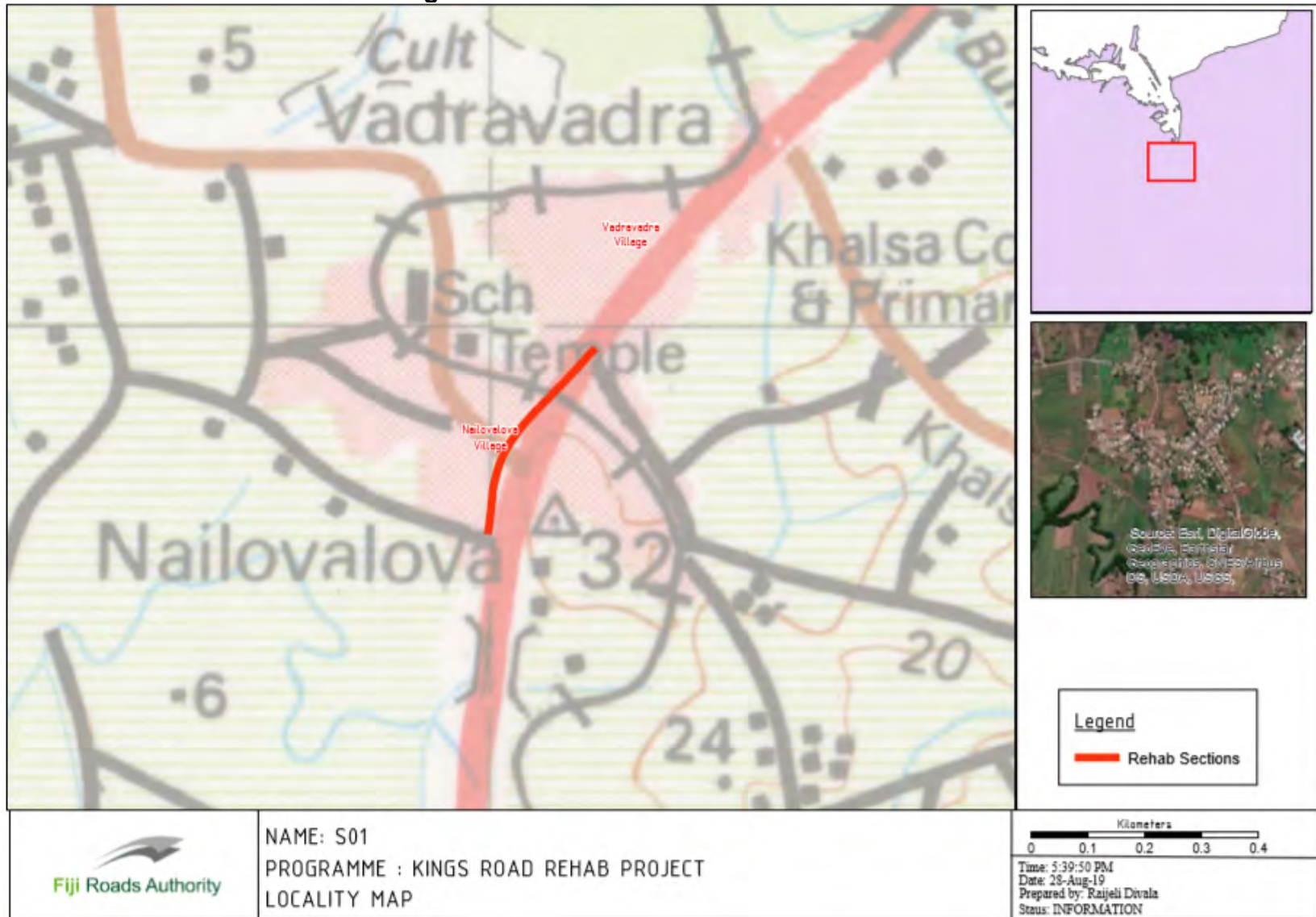


Figure 3: LOCALITY MAP FOR SITE 2



Figure 4: LOCALITY MAP FOR SITE 3

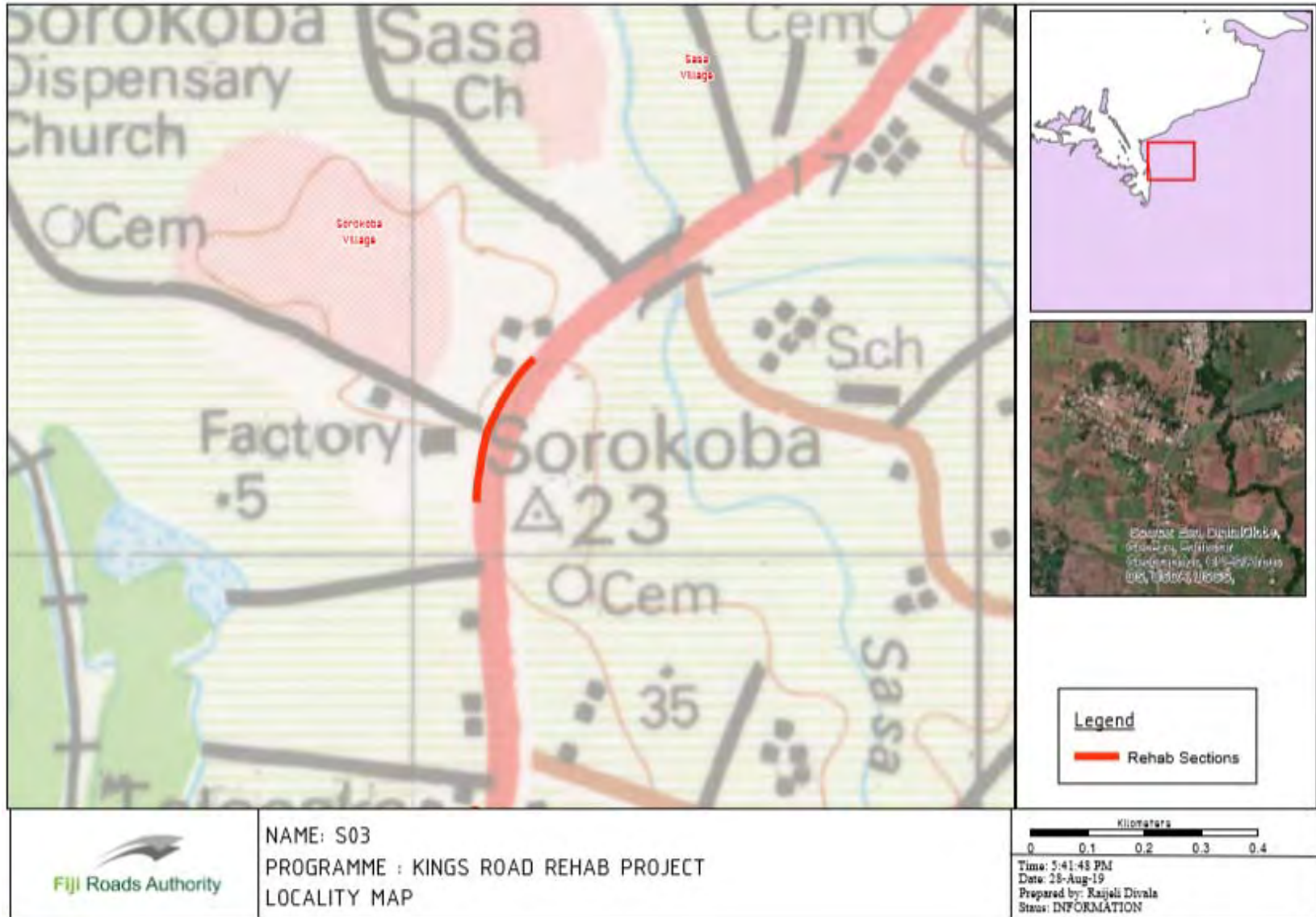


Figure 5: LOCALITY MAP FOR SITE 4

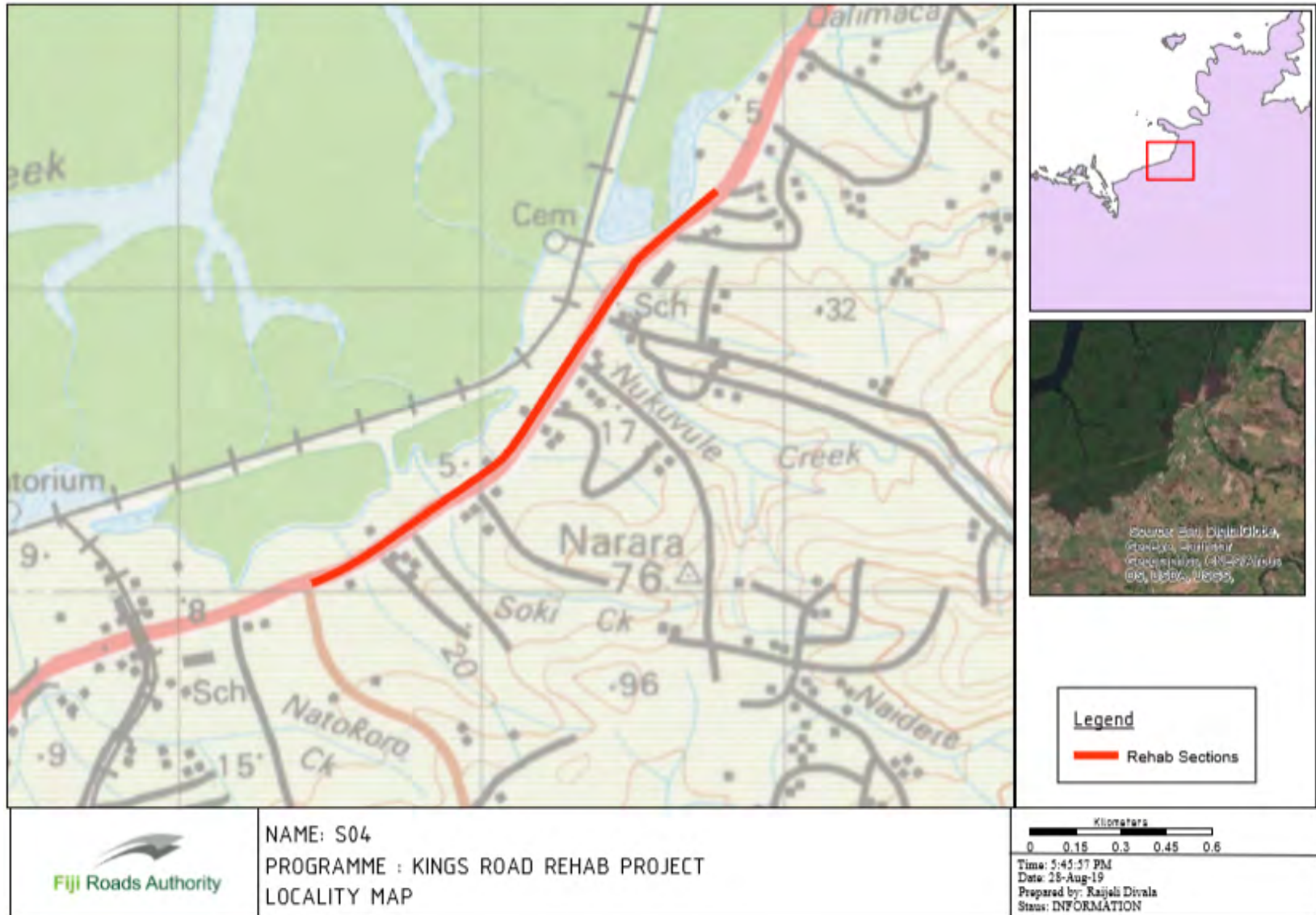


Figure 6: LOCALITY MAP FOR SITE 5

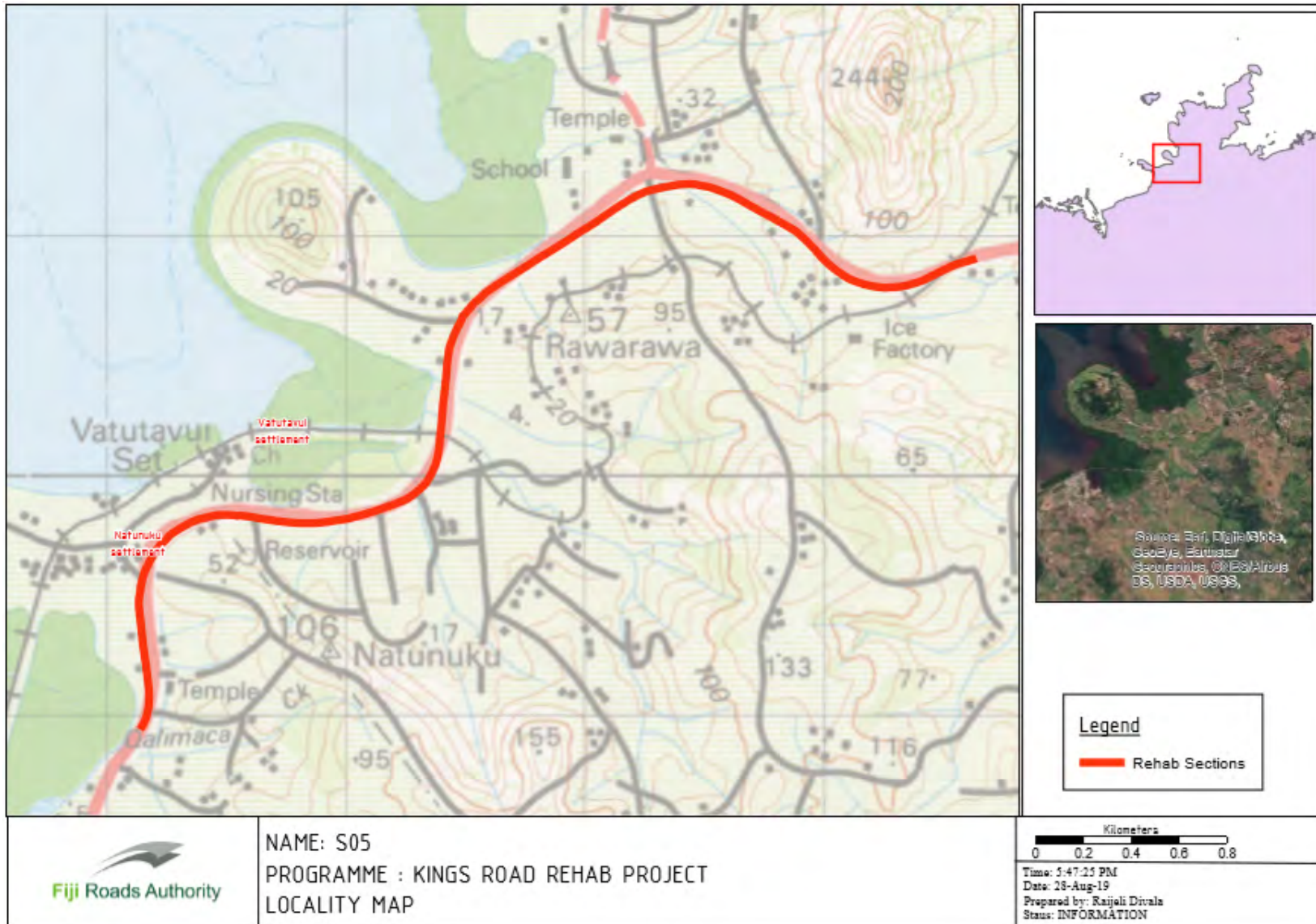


Figure 7: LOCALITY MAP FOR SITE 6

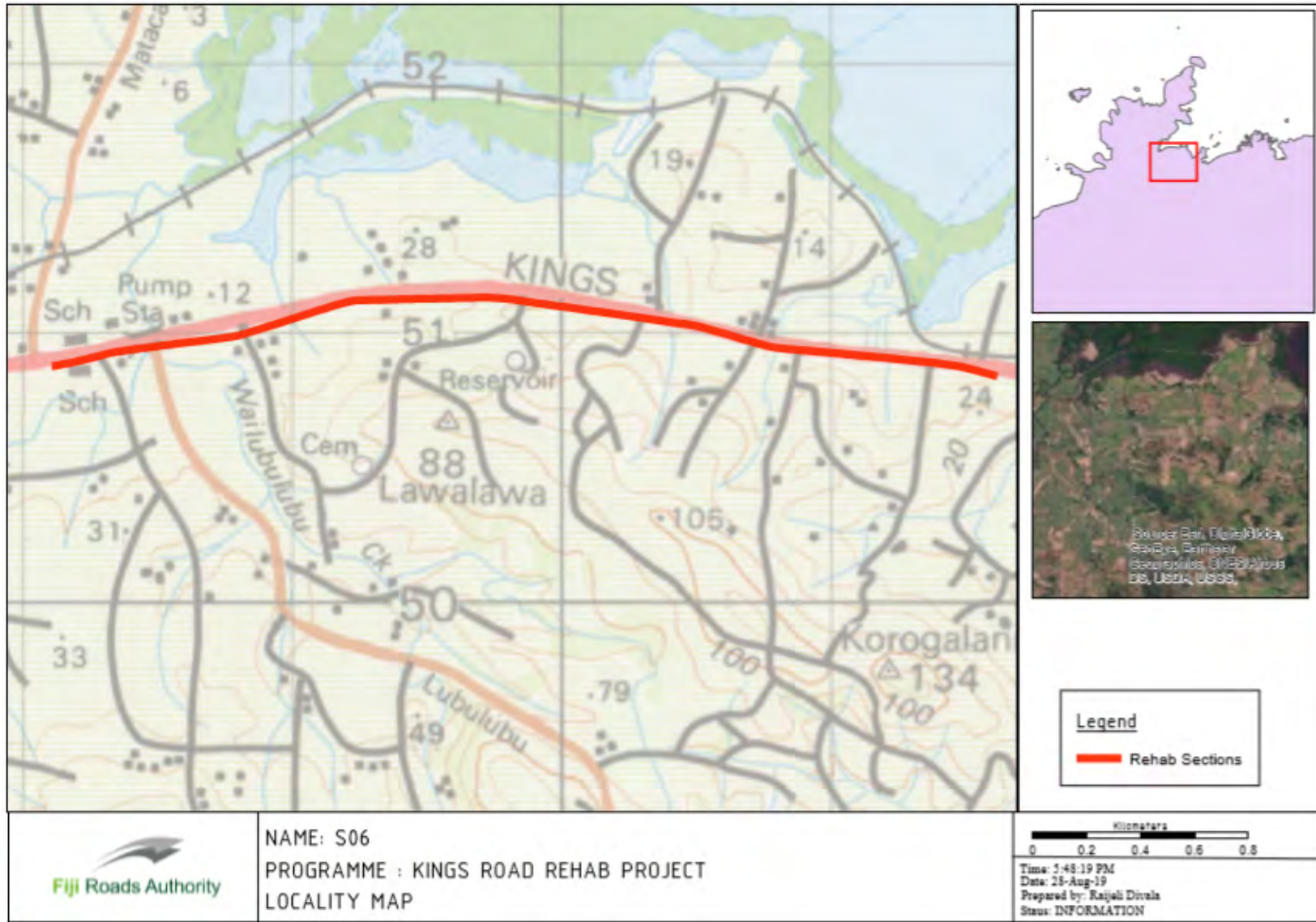


Figure 8: LOCALITY MAP FOR SITE 7

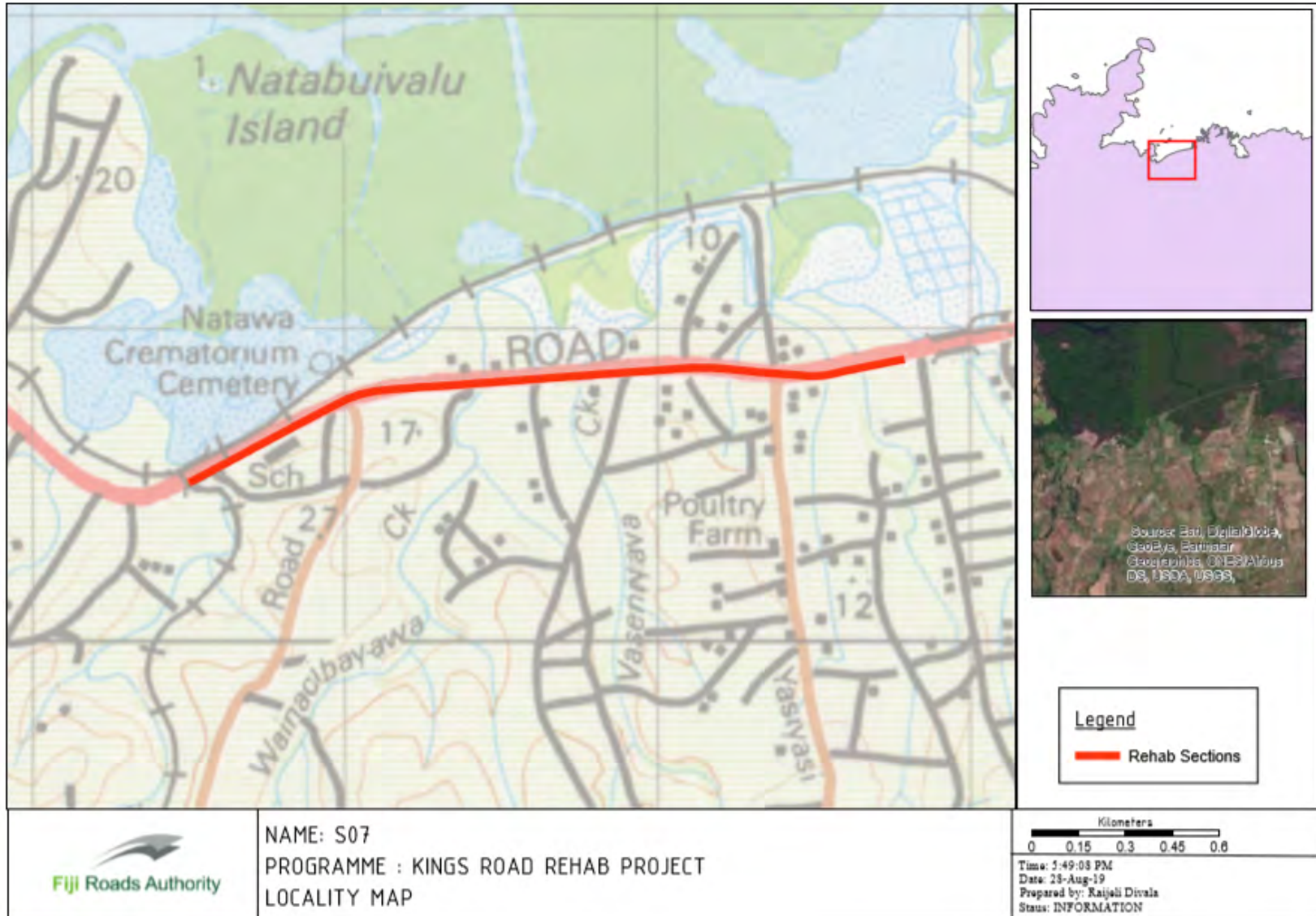


Figure 9: LOCALITY MAP FOR SITE 9

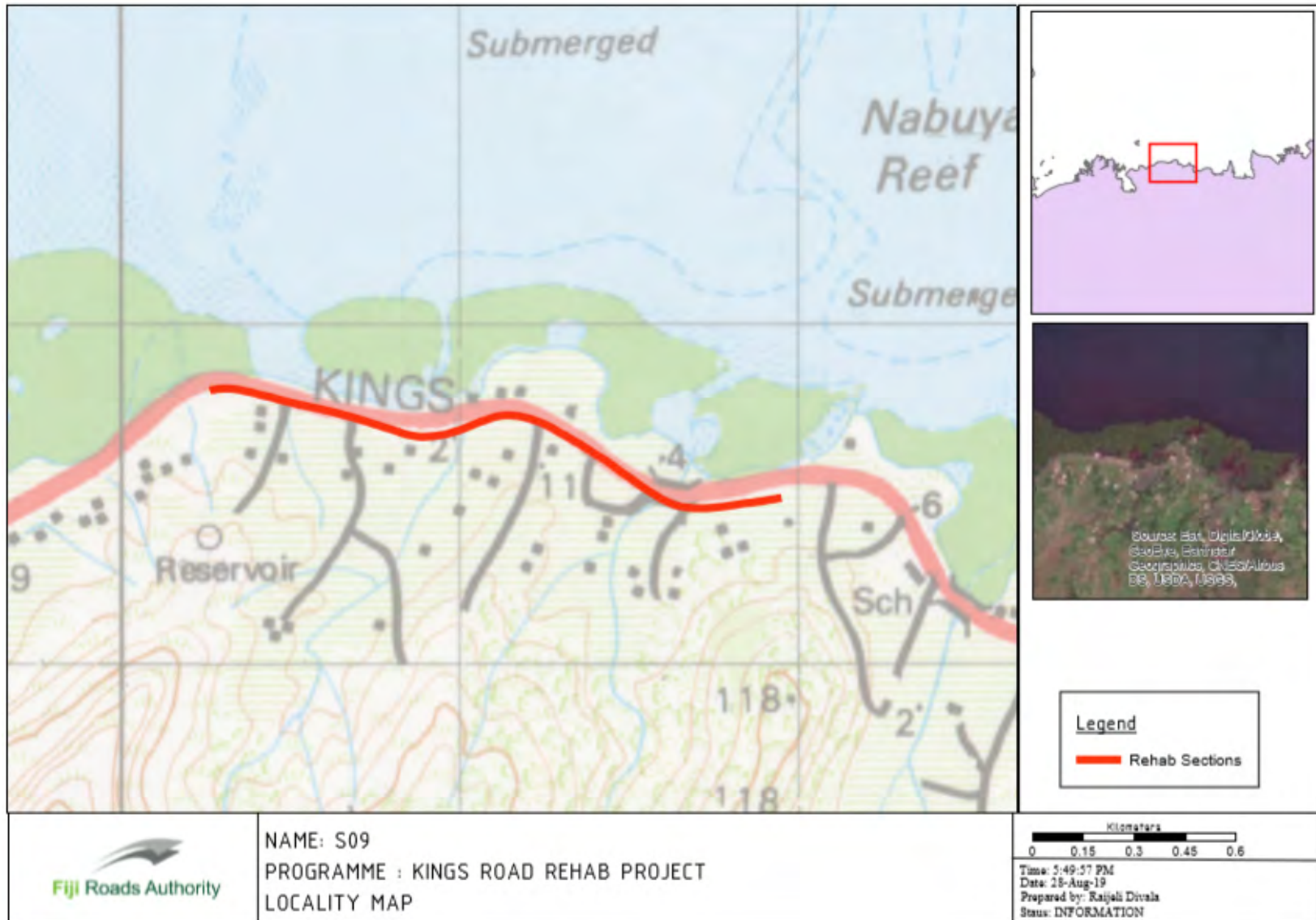


Figure 10: LOCALITY MAP FOR SITE 10

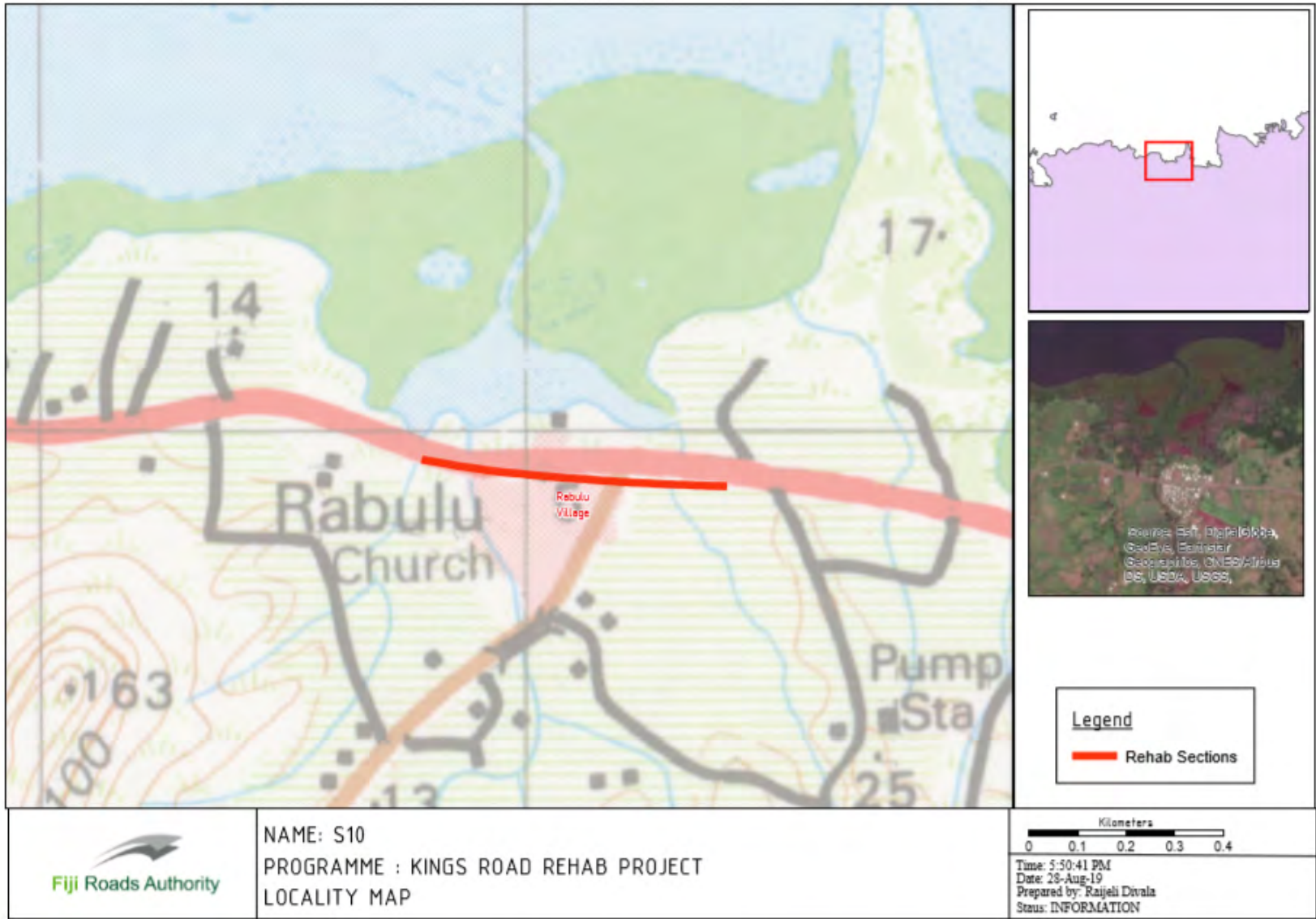


Figure 11: LOCALITY MAP FOR SITE 11



Figure 12: LOCALITY MAP FOR SITE 12



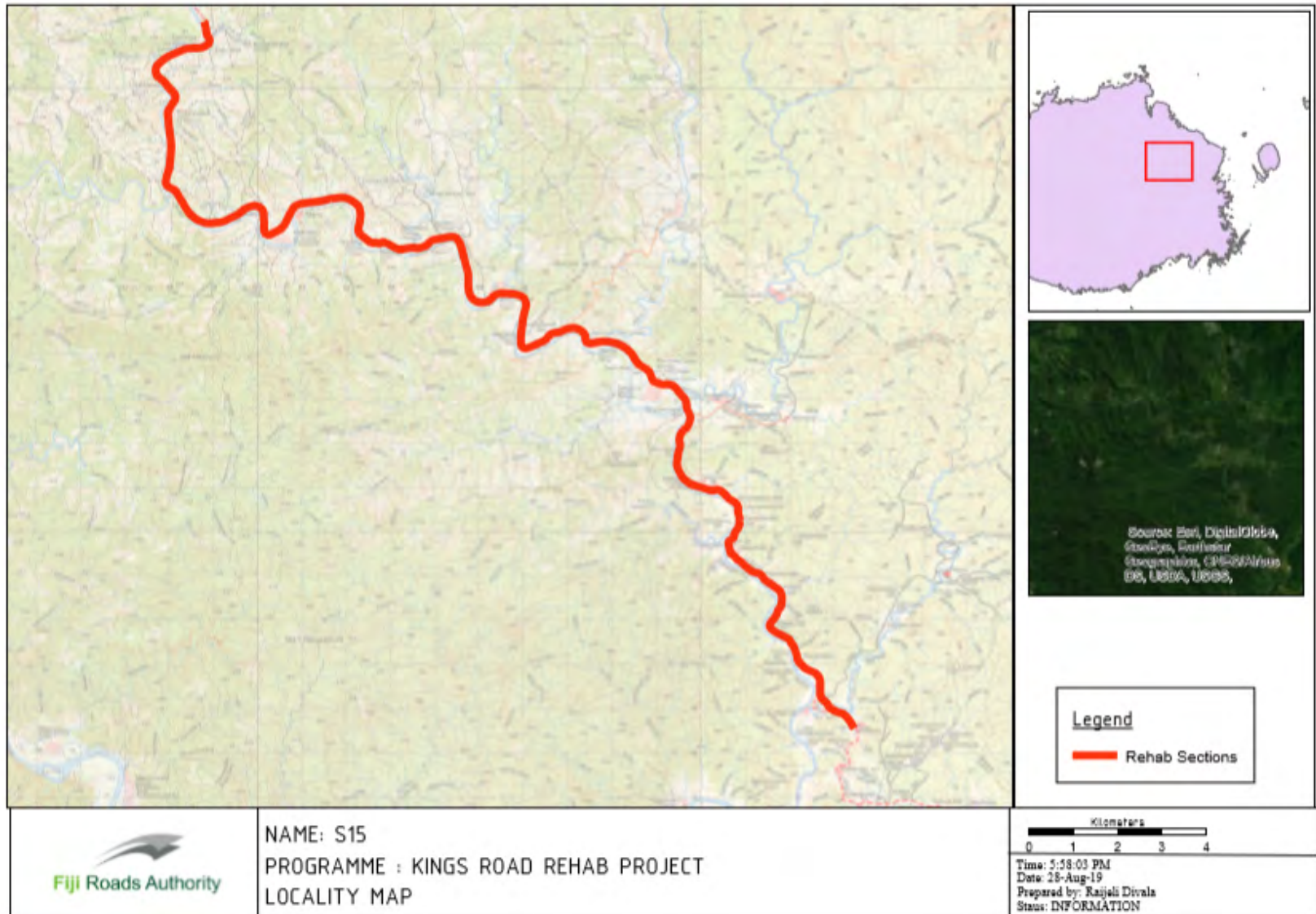
Figure 13: LOCALITY MAP FOR SITE 13



Figure 14: LOCALITY MAP FOR SITE 14



Figure 15: LOCALITY MAP FOR SITE 15



3. LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT

26. 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

27. 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.

28. 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.

29. 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.”*

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

31. Kings 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. Kings Road directly and indirectly services schools, police and fire stations, markets, health centers, religious places and cultural and recreational facilities in some capacity. Kings Road also provide an important linkage to the West and Central Division.

32. 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.

33. 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.

34. 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.

35. 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**.

36. 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).

37. It has therefore been determined that there are no directly affected persons (APs) by the Kings 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

39. Public consultations and information disclosure is an integral part of the environmental and social assessment process. A total of thirty-three (33) stakeholder consultations regarding the Kings Road Rehabilitation sub-project has been undertaken initially during the screening and due diligence phase. From this thirty-three public consultations twenty-two (22) focused on affected LOU's, three for Women Groups and three for people living with disabilities. All the groups consulted had a stake directly and indirectly affecting them by the projects implementation and later on operations. Minutes of which are summarized in **Appendix C**.

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-2018, 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, Ministry of Women and Poverty Alleviation 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. No further consultation was progressed until the sub-project was finalized and fourteen high-priority sites were chosen in August 2019. From April 2019 focus group consultation was conducted focusing on Women and People with Disabilities with the presence of relevant stakeholders. Follow up consultation will be conducted with all key stakeholders and affected communities during implementation of works.

45. List of key stakeholders consulted in relation to the Kings 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 Kings Road Rehabilitation sub-project

<ul style="list-style-type: none">• Asian Development Bank (ADB)• Ba Special School (BSS)• Ba Town Council (BTC)• Ba Women's Forum (BWF)• Department of Environment (DOE)• District Officer Rakiraki (DO-Rakiraki)• District Officer Tavua (DO-Tavua)• District Officer Ba (DO-Ba)• Fiji Museum Office (FMO)• Fiji Roads Authority (FRA)	<ul style="list-style-type: none">• Ministry of Women and Poverty Alleviation (MW&PA)• National Council for People with Disabilities (NCPD)• National Fire Authority (NFA)• Nausori Town Council (NTC)• Rakiraki Town Council (RTC)• Soqosoqo Vaka Marama (SVM)• Tavua Town Council (TTC)• World Bank (WB)
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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 (BTC, DOE, DO-Rakiraki, DO-Tavua, DO-Ba, MW&PA, 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 (ADB, BWF, 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 (ADB, WB, FRA, Municipal Councils, SVM, BSS & 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 21st of December, 2018. 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 and EFL 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, DO's Office (Ba, Ra and Tavua), Municipal Councils (NTC, RTC, TTC and BTC), and NCDP. Some of the members like WAF, FEA and TFL 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 Kings Road Rehabilitation Project Stakeholder Committee

<ul style="list-style-type: none"> • Fiji Roads Authority (FRA) • Department of Environment (DOE) • Ba Women's Forum (BWF) • District Officer Rakiraki (DO-Rakiraki) • District Officer Tavua (DO-Tavua) • District Officer Ba (DO-Ba) • Nausori Town Council (NTC) • Rakiraki Town Council (RTC) • Tavua Town Council (TTC) • Ba Town Council (BTC) • National Council for People with Disabilities (NCPD)
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54. A proposed consultation plan for Kings 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 April 2019. 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 Kings 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 Kings 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 Kings Road Rehabilitation Project.

61. Benefits of the Kings 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 the District Officer (Ba, Tavua and Ra), Local Councils (NTC, BTC, TTC, RTC), 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 Kings 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 for tender.

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

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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.
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			

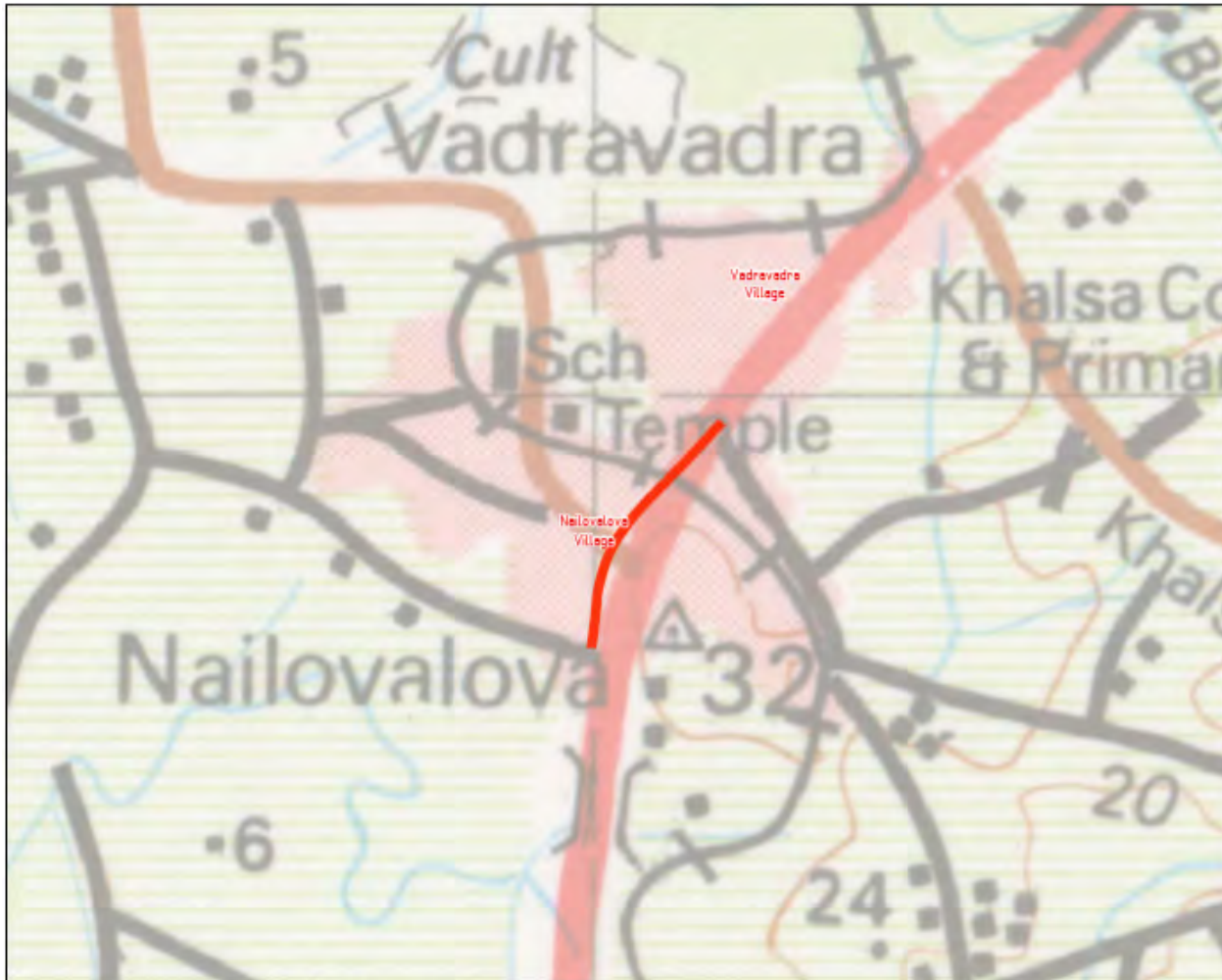
Type of Impact	Yes	No	Comment
Any negative impacts on cultural property such as sites, historical buildings etc.		✓	No buildings, including historical buildings, will be impacted as part of the works. As a precaution it is recommended that an accidental discovery protocol be included in the ESMP, in 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 Kings 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

Project Title: Transport Infrastructure Investment Sector Project		Loan No: 3210-FIJ		
Subproject: Kings Road Rehabilitation Project		Date: 06 Sept 2019		
Location and impact area: West (Ba, Tavua and Rakiraki) and Central Division (Tailevu)				
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? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes				
If yes, approximately how many? _____ 0 _____				
Category for resettlement impacts: ¹ A <input type="checkbox"/> B <input type="checkbox"/> C <input checked="" type="checkbox"/>				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? <input type="checkbox"/> No <input type="checkbox"/> Yes NA				
Are any displaced persons from indigenous or ethnic minority groups? <input type="checkbox"/> No <input type="checkbox"/> 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



Source: Esri, DigitalGlobe, GeoEye, Earthstar (Google Earth), CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, Esri, Mapbox

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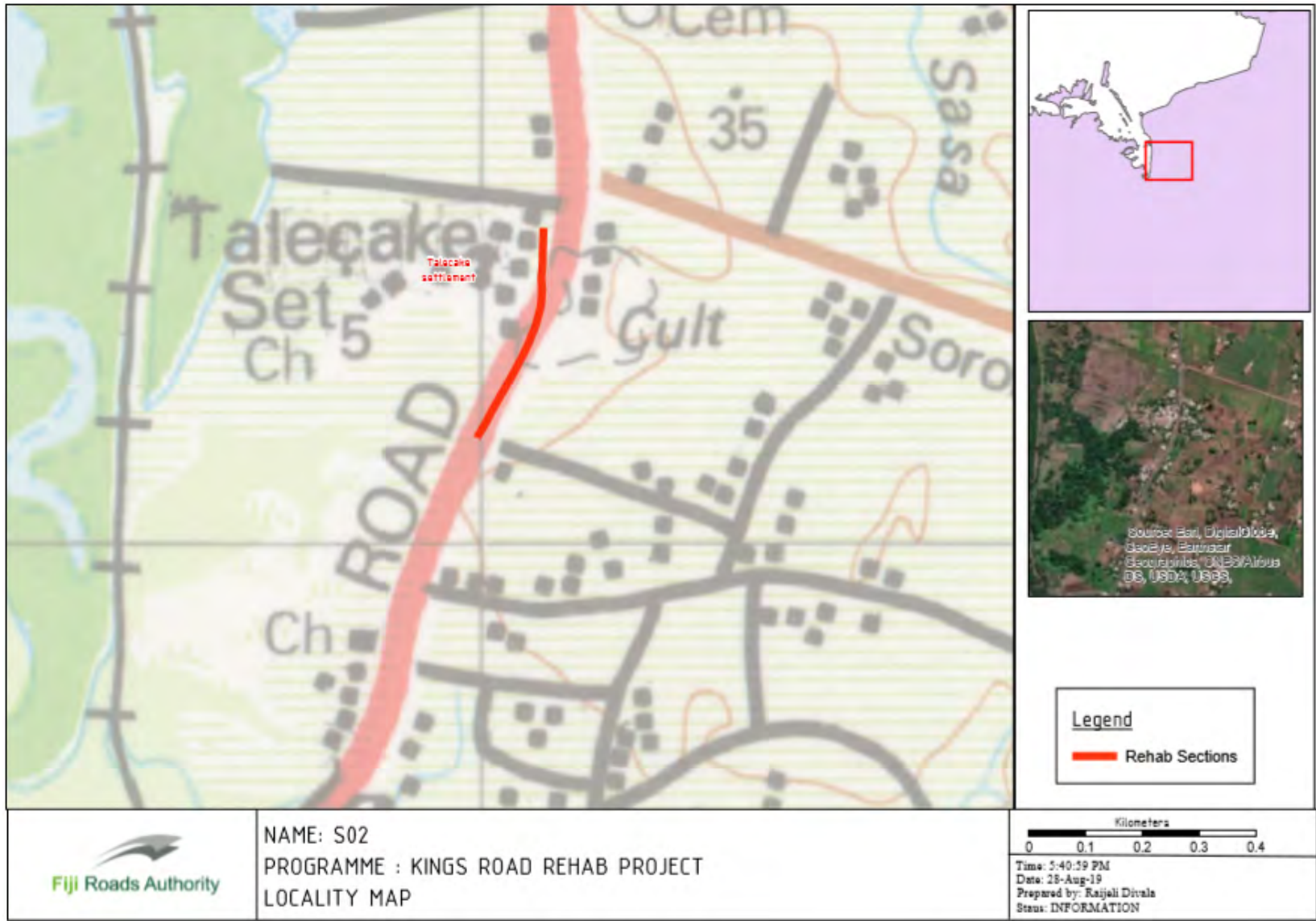
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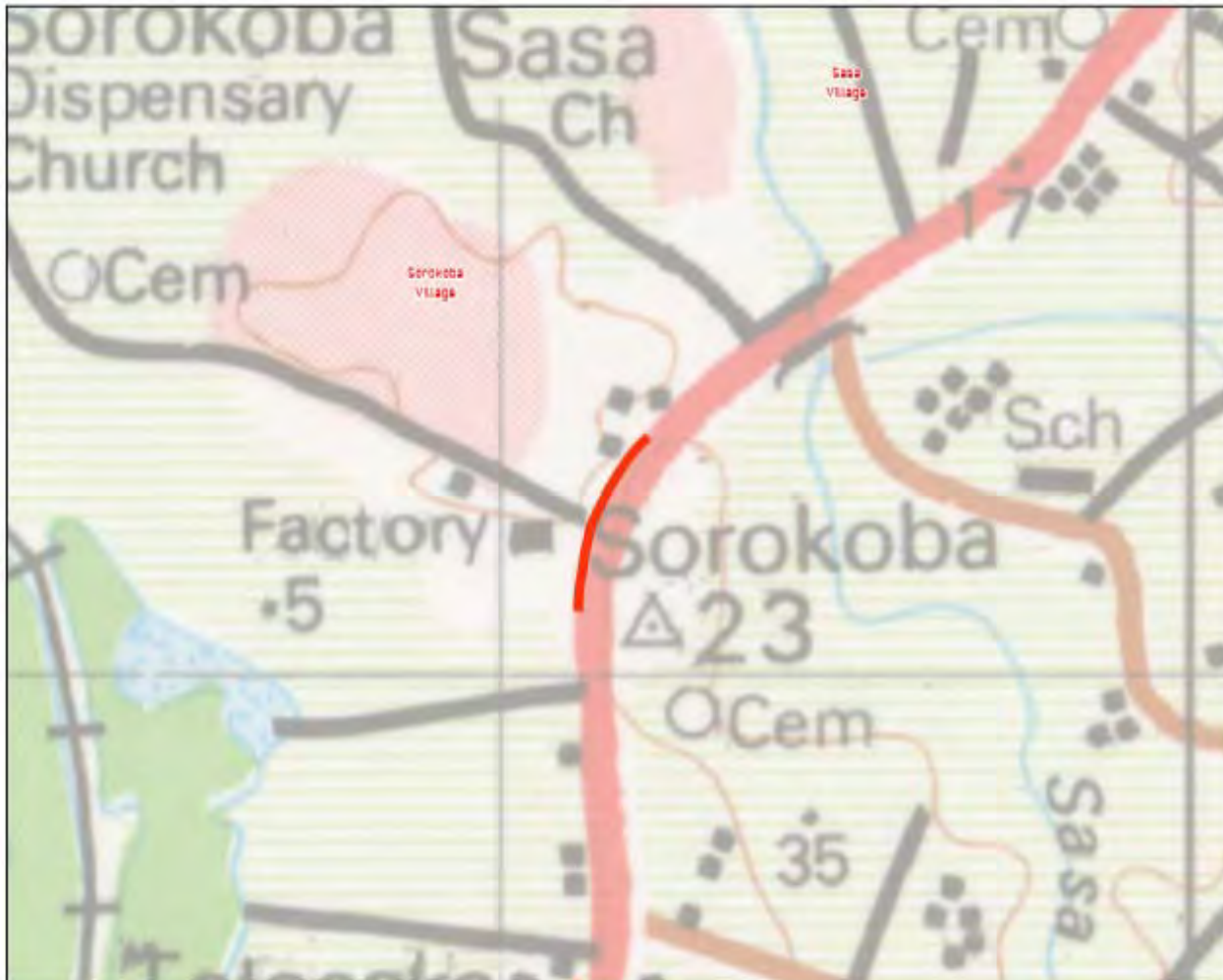


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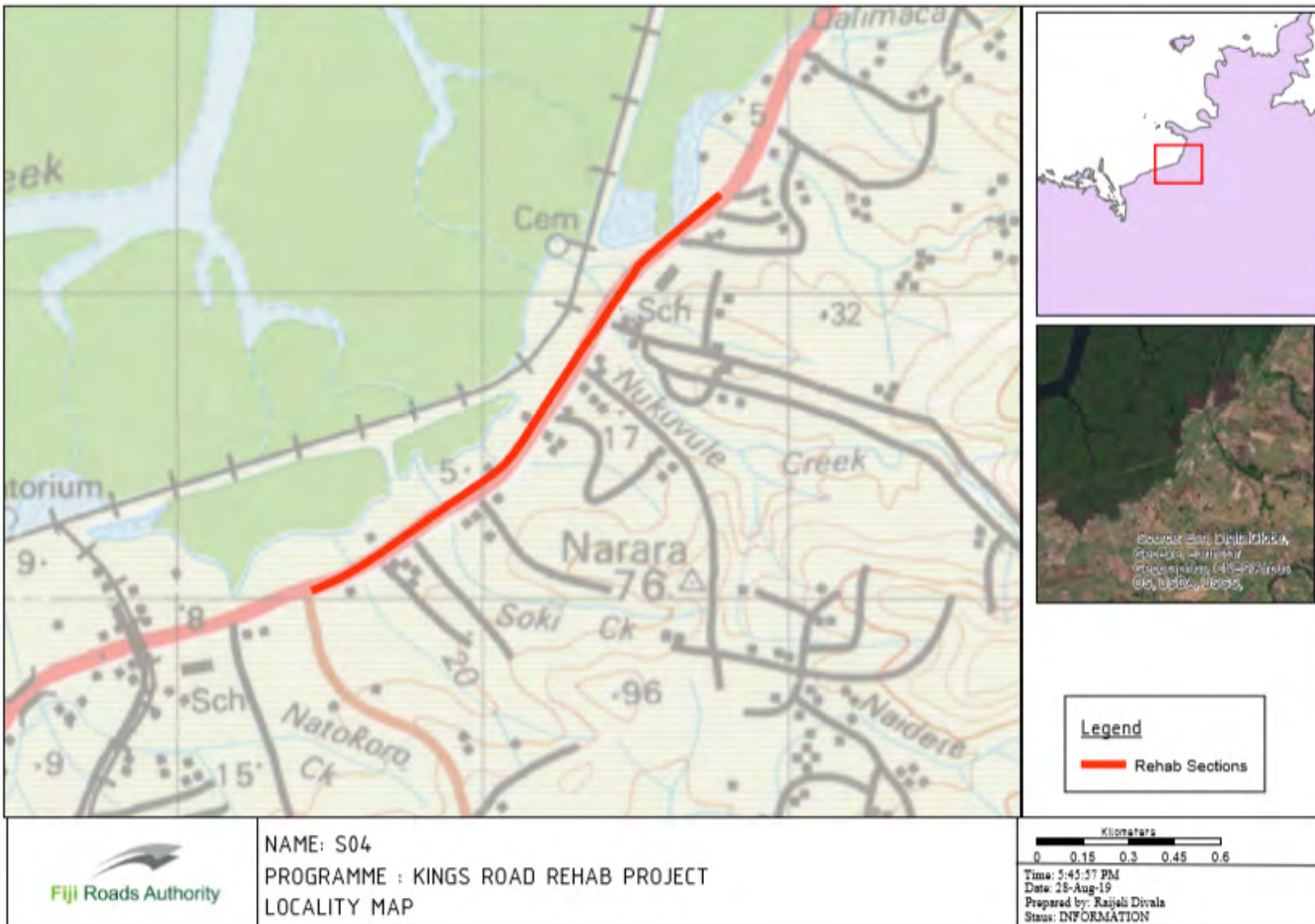
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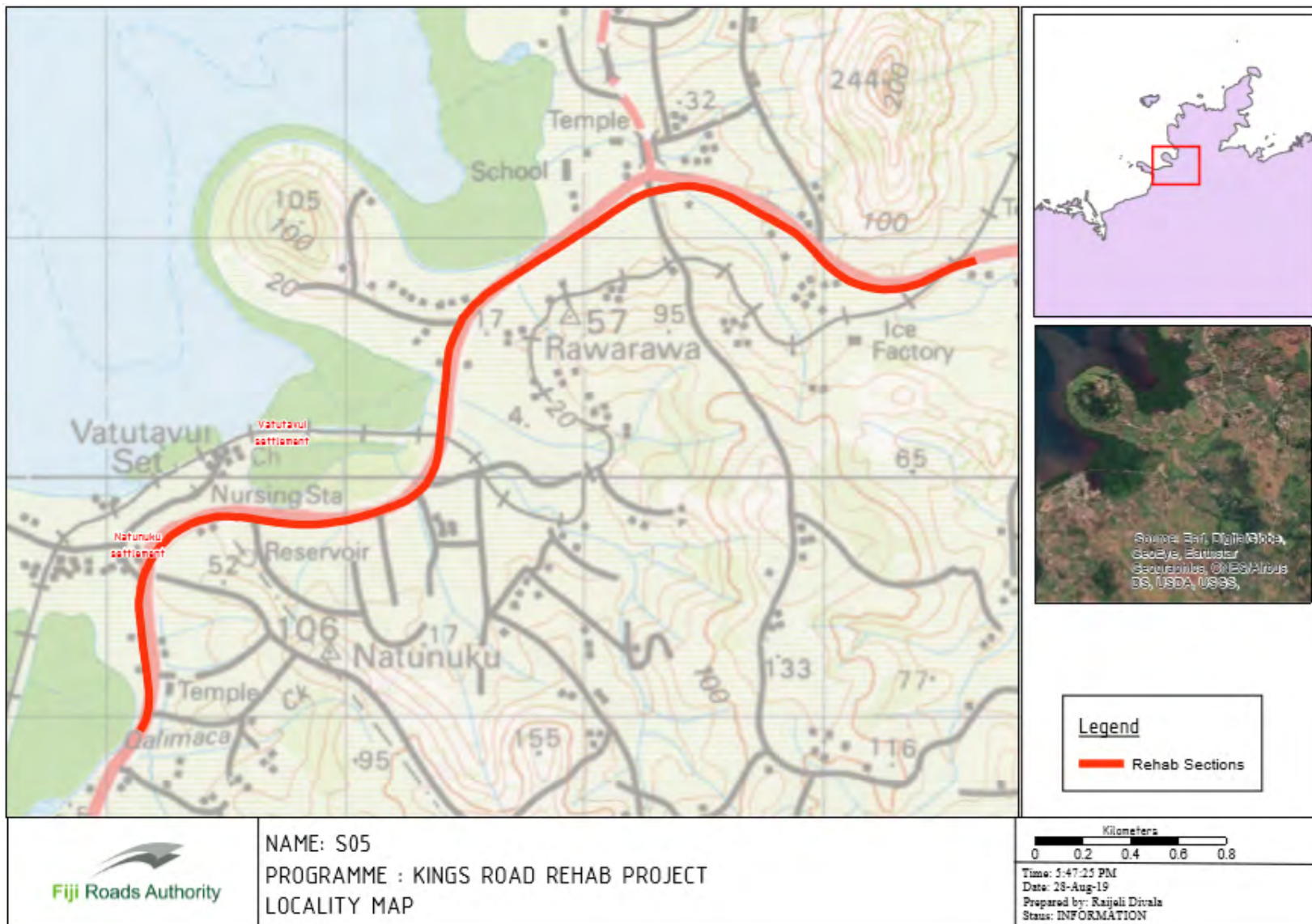


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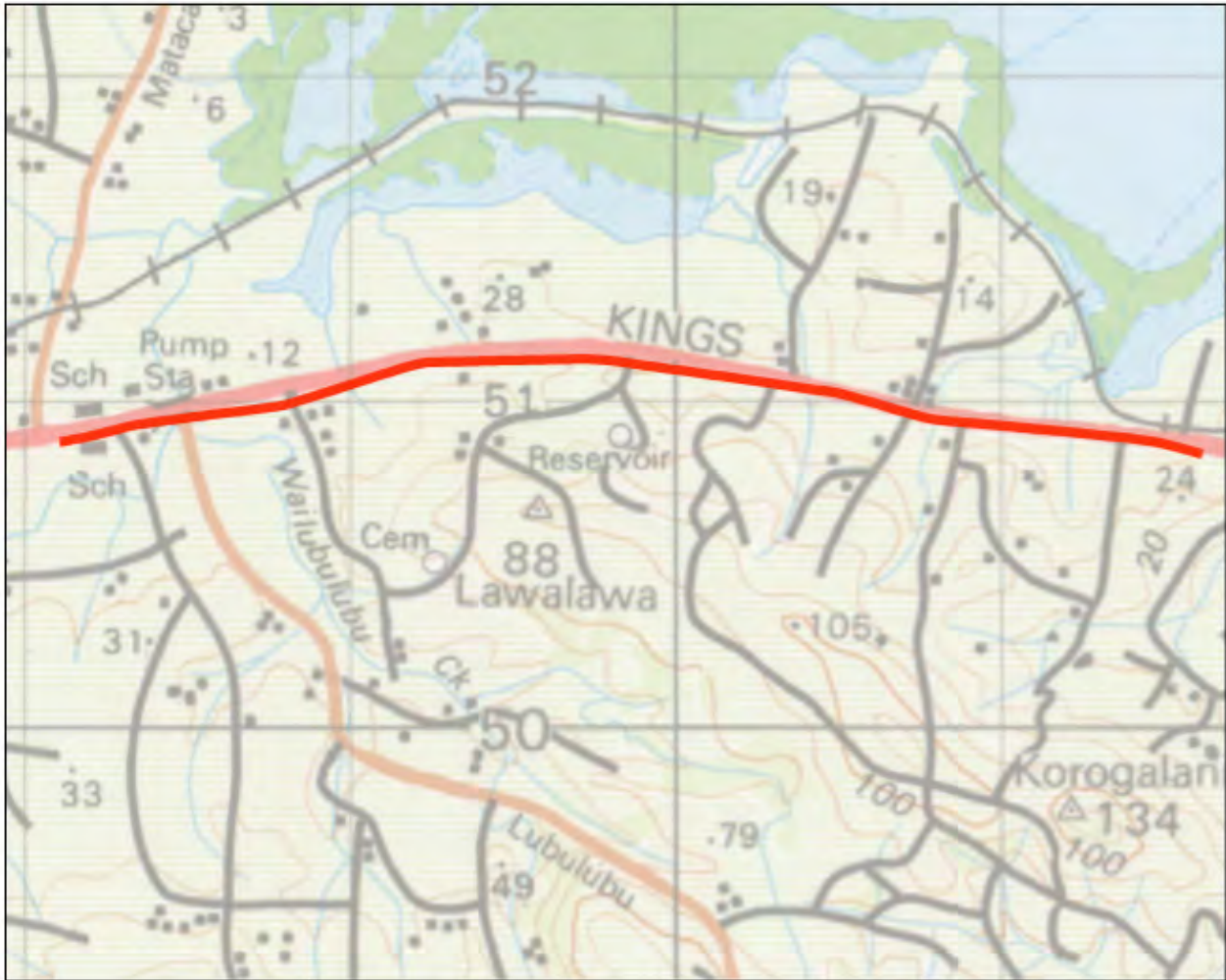
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 Status: INFORMATION




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 PROGRAMME : KINGS ROAD REHAB PROJECT
 LOCALITY MAP





Source: Esri, DeLorme, NAVTEQ, Swisstopo, UTM/World, Garmin, GeBCO, GEBCO, USGS, USGS, USGS

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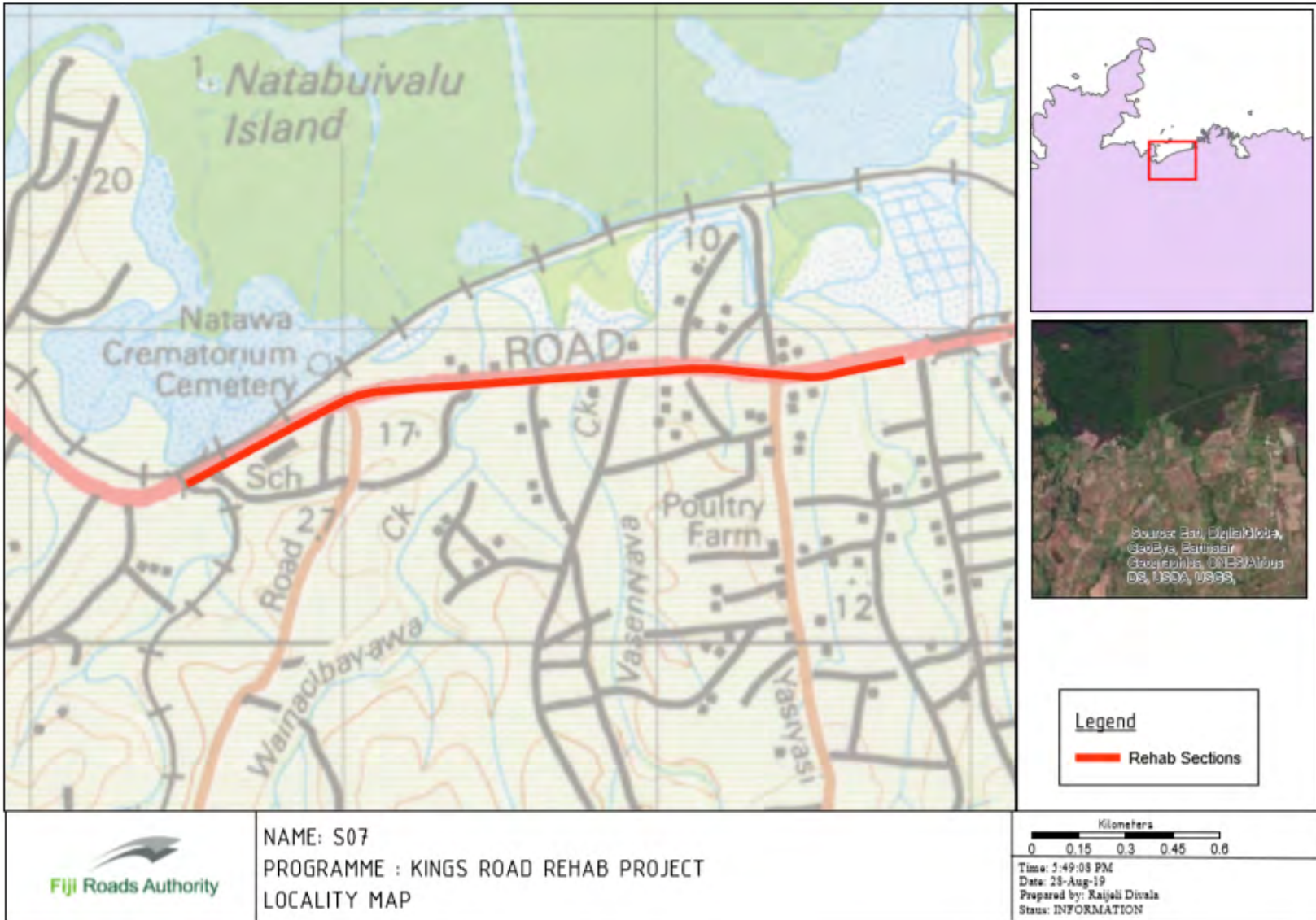
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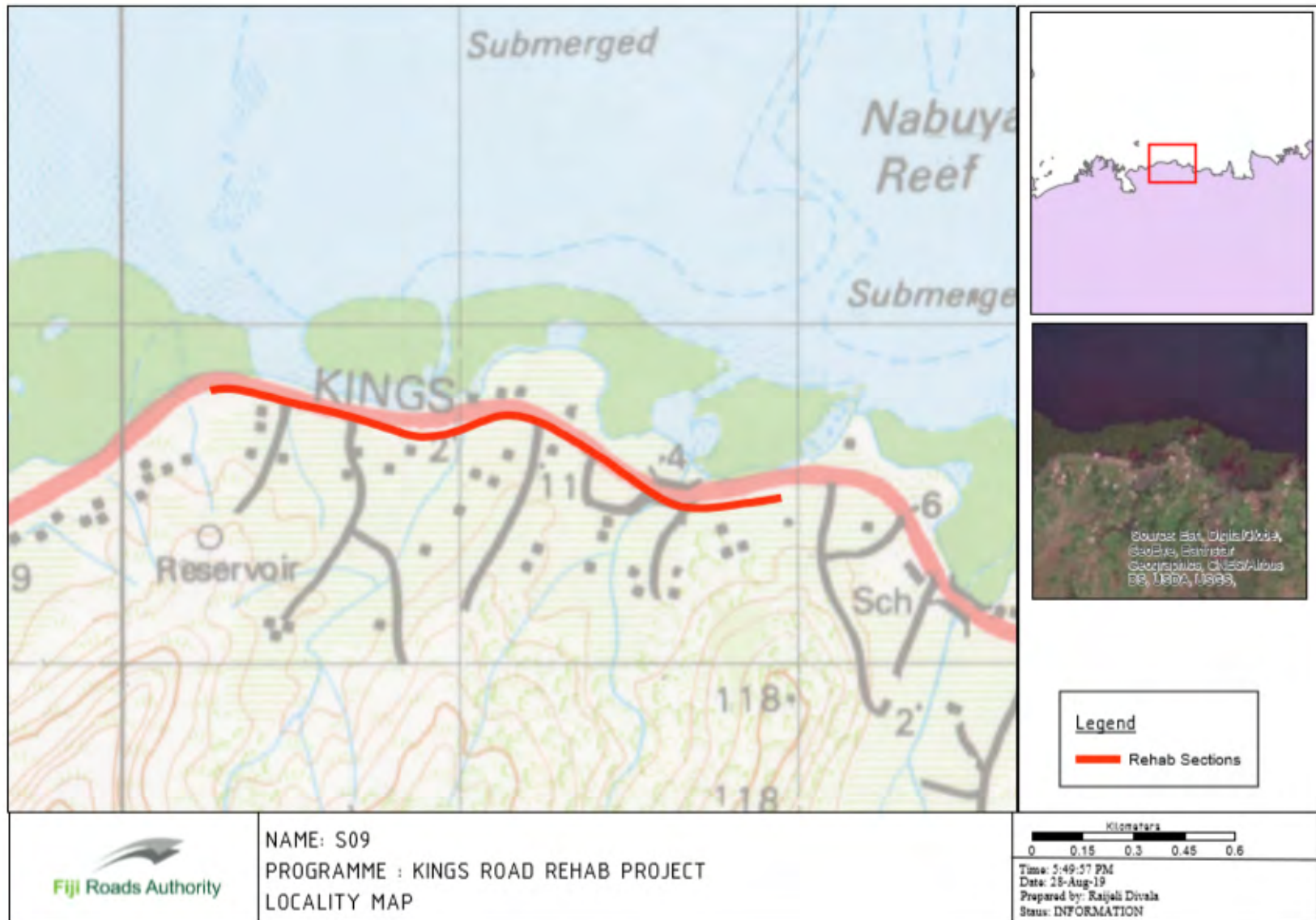


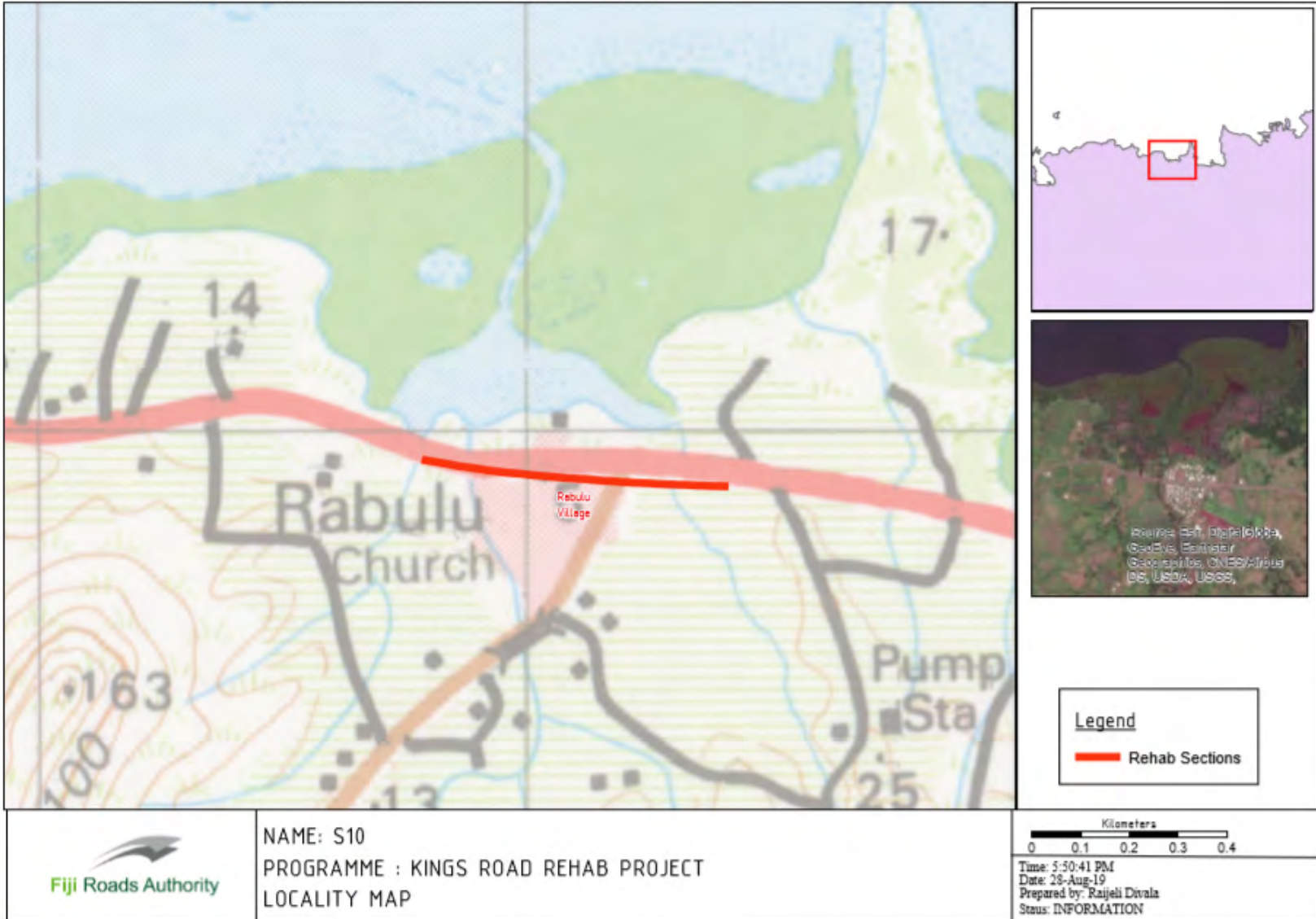
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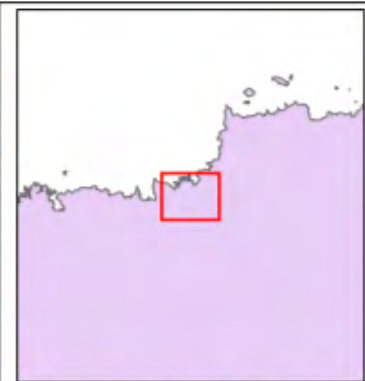
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 Status: INFORMATION







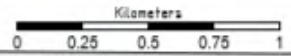


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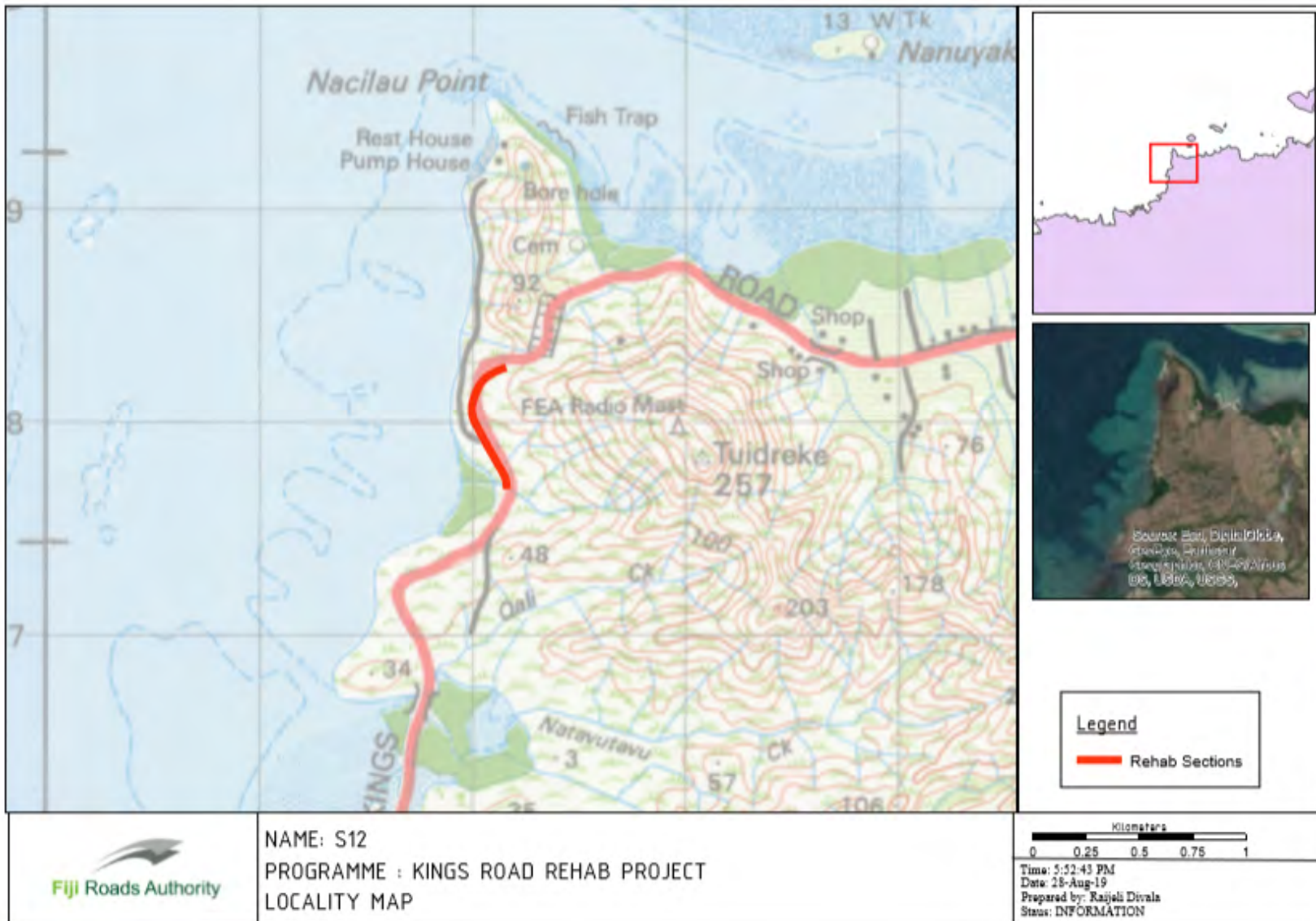
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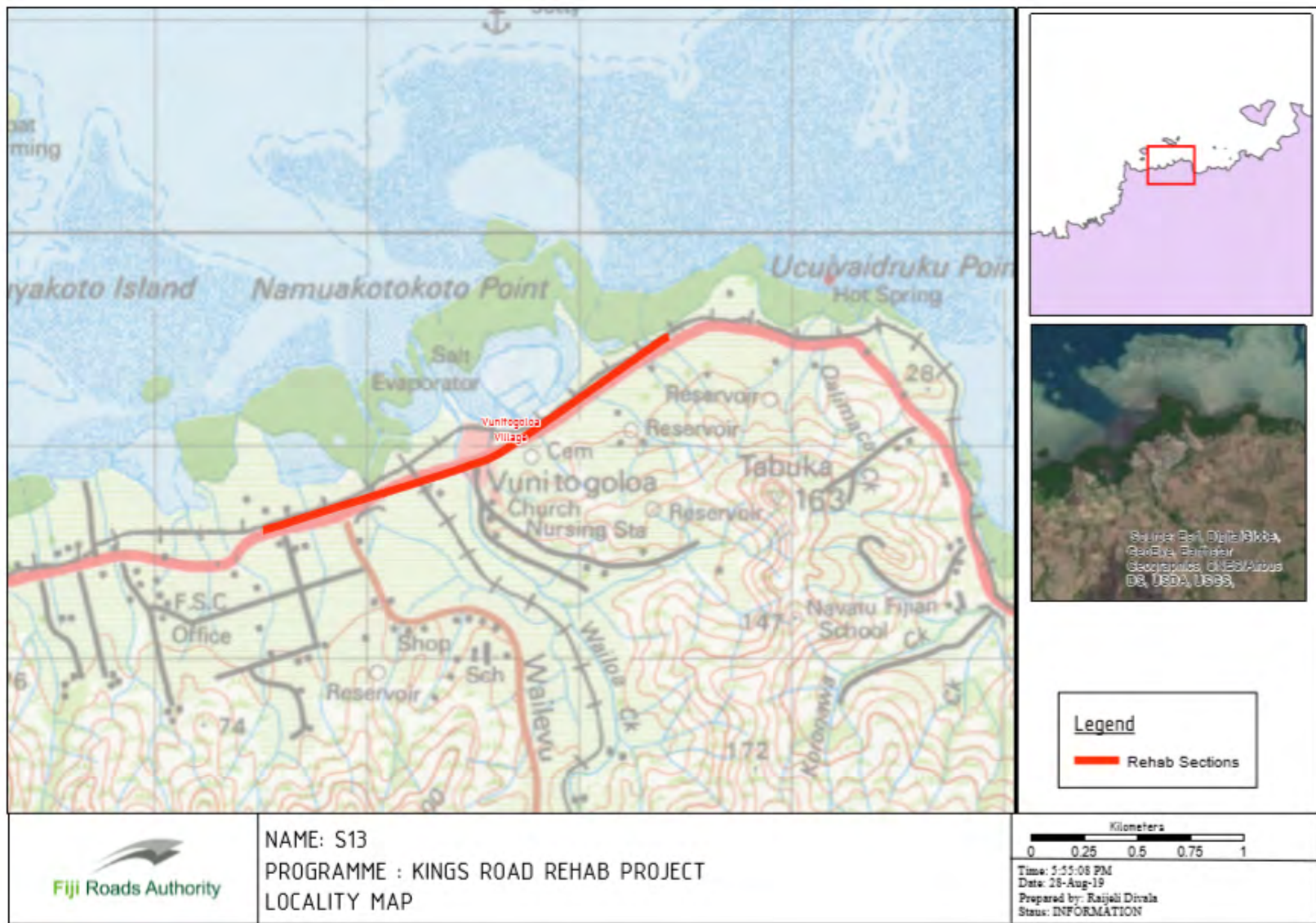
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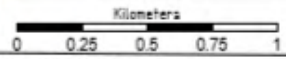
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NAME: S13
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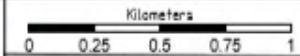


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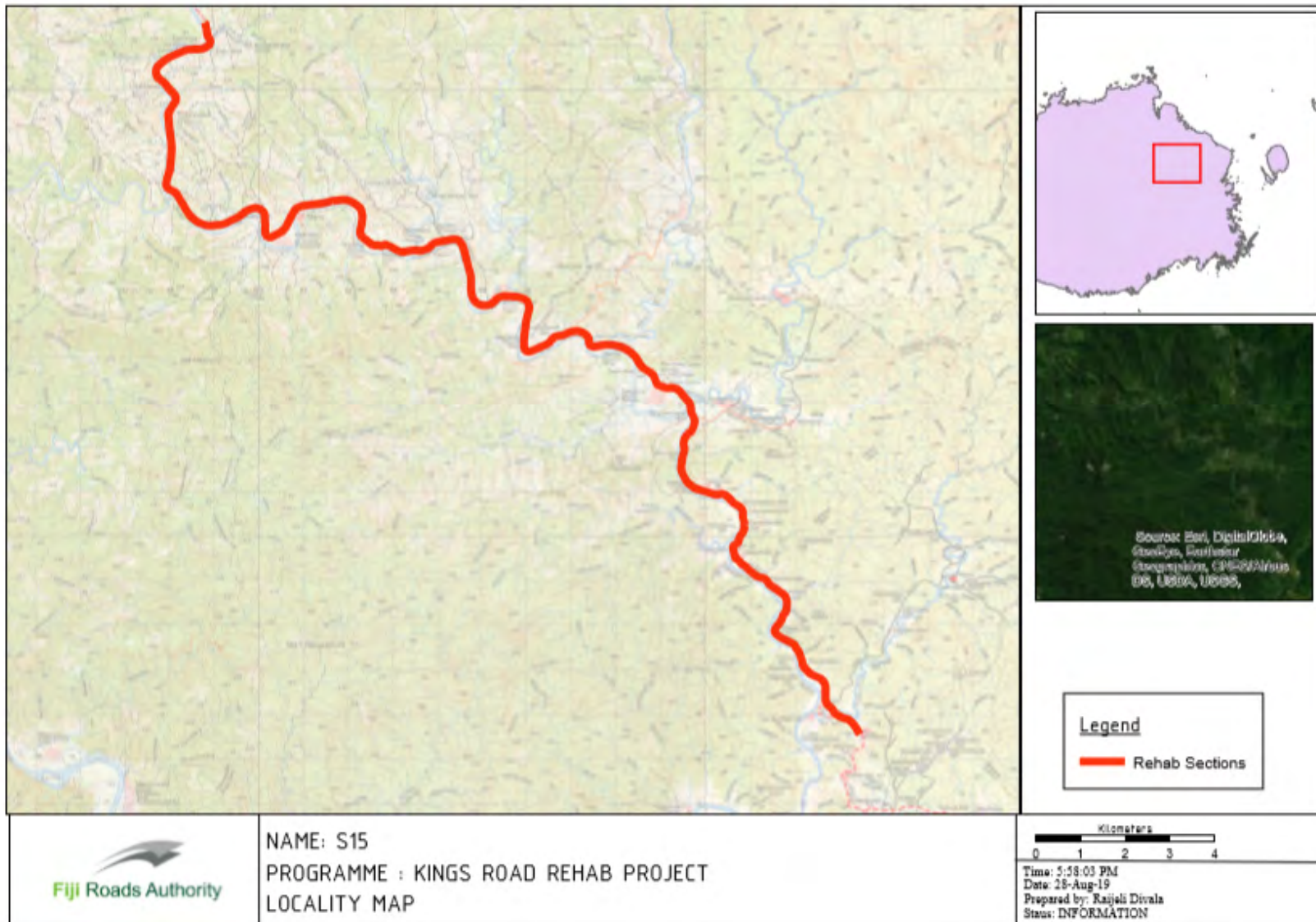
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 Status: INFORMATION



NAME: S15
 PROGRAMME : KINGS ROAD REHAB PROJECT
 LOCALITY MAP



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 Date: 28-Aug-19
 Prepared by: Rajesh Divala
 Status: INFORMATION

APPENDIX C: Public Consultation Summary Sheet.

Consultation Summary Sheet.
04/12/2018 – 07/05/2019

LAND OWNING UNITS				
Date	Location	Participants	Meeting Purpose	Key Issues Discussed
04/12/2018 (Team Central)	Barotu Village Vavitilevu Village Tokio Village	<ul style="list-style-type: none"> 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"> Requested for provisions for footpaths, school crossing and additional Humps. Requested for rehab road waste to be reused by village. Issue on road drainage maintenance. Provisions for bus bay along both sides of the road along the school.
04/12/2018 (Team West)	Daruniivi Village Natunuku Village Rabulu Village Tavualevu Village Vadravadra Village	<ul style="list-style-type: none"> 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"> Requested for provisions for footpaths, school crossing and additional Humps. Requested for rehab road waste to be reused by village. Consideration drainage improvements along the road section Provisions for bus bay along both sides of the road along the school and village frontage. Consideration request for minimart along road reserve boundary Issue on rehab works with consideration on roadside plantation. Engagement of local communities by the contractors for the project. Reinstatement of village driveways Provisions of Bus Shelter and zebra crossing for nearby schools.

05/12/2018 (Team Central)	<ul style="list-style-type: none"> Bucalevu Village Nabulini Village Rokovuaka Village 	<ul style="list-style-type: none"> 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"> Consideration for a proper roadside cut-drains and culverts. Consideration for road humps Consideration to improve their drainage system. Issue of excessive weight heavy vehicles pass along the bridge. Engagement of the local communities by the contractors for the project. Walkway provisions to for the stretch along the Naibulini Village
05/12/2018 (Team West)	<ul style="list-style-type: none"> Naivuvuni Village Togovere Village Vitawa Village Vunitogoloa Village 	<ul style="list-style-type: none"> 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"> Consideration drainage improvements and culvert size to increase. Consideration for road humps and crossing Provision for bus bays Consideration drainage improvements and maintenance. Request for gibbon basket retention wall. Request for reusing waste materials on village access and schools ground. Engagement of local communities by the contactors for the project. Issue on breaching the rehab boundary during the construction phase.
06/12/2018 (Team Central)	<ul style="list-style-type: none"> Naqia Village Nayavu Village 	<ul style="list-style-type: none"> 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"> Consideration for road hump at village frontage. Consideration to have footpath at the village frontage Issue on the maintenance of the feeder road within Nayavu. Provisions of bus shelter and appropriate bus shelters. Provisions of guardrails on village frontage.

<p>06/12/2018 (Team West)</p>	<ul style="list-style-type: none"> • Nakorokula Village • Nanukulua Village • Navolau 1 Village • Navolau 2 Village 	<ul style="list-style-type: none"> • 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"> • Consideration of stopping works on Sundays • Provisions of bus shelters, bus bays, road humps and guard railings. • Consideration of plantation situated alongside the main road during the construction phase • Provisions of appropriate footpath • Provisions of road humps to be closer at the bus shelter at 10-20meters away from the bus shelter. • Engagement of local communities to this project. • Provisions of guard railings on both side of the village especially at the village frontage. •
<p>07/12/2018</p>	<ul style="list-style-type: none"> • Dakuivuna Village 	<ul style="list-style-type: none"> • 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"> • Consideration for road hump at village frontage. • Consideration to have footpath at the village frontage. • Provisions of bus shelter and appropriate bus shelters. • Provisions of guardrails on village frontage

FOCUS GROUPS

Date	Location	Participants	Meeting Purpose	Key Issues Discussed
12/04/2019	Suva Special School.	<ul style="list-style-type: none"> • Dr. Sitiveni Yanuyanutawa (CEO, NCPD) • Samuela Tawakedrau (FRA) • Paula Salabula (FRA) • Kelekolio Tominiko (FRA) 	<ul style="list-style-type: none"> • To obtain respective focal contact point for Disable reps this in regards to main focal group consultation. • To inform Mr. Yanuyanutawa the scope of works for the proposed Kings Road Rehabilitation project. 	<ul style="list-style-type: none"> • The elevation of pavement for accessibility especially to people with wheel chairs and walking aid. • Road structures to be disable friendly, he advised that FRA should consider people with disabilities in designing footpath and bus shelters.
	Nausori Office (Department of Women)	<ul style="list-style-type: none"> • Elenoa Besetimoala (Assistant Women Interest Officer). • Samuela Tawakedrau (FRA) • Kelekolio Tominiko (FRA) 	<ul style="list-style-type: none"> • To obtain relevant information for respective officers designated to the project area. • Inform officer regarding the scope of work for the Kings Road project. • Courtesy visit. 	<ul style="list-style-type: none"> • As advised by Mrs Besetimoala that there are officers designated to respective districts. • These officers have contact for different women's association group. She advised that it is best that FRA should contact these respective officers in order to get different reps to represent their association to this consultation.
	Soqosoqo ni Marama, Nabua.	<ul style="list-style-type: none"> • Ana Vesikula (Soqosoqo ni Marama). • Samuela Tawakedrau (FRA) • Kelekolio Tominiko (FRA) 	<ul style="list-style-type: none"> • To get confirmation for Korovou Consultation at Mako House with women in Tailevu North. 	<ul style="list-style-type: none"> • Mrs. Vesikula accepted FRA's request to undertake a focal consultation for women in Tailevu North district. • The focal consultation was scheduled on the 16th /04/2019.
16/04/2019	Mako House, Korovou.	<ul style="list-style-type: none"> • Refer to minutes is the attendance sheet. 	<ul style="list-style-type: none"> • To consult these group of women in regards the scope of works for the proposed project. • To obtain feedbacks from women and hear their perspective on Kings Road. • To discuss road related issues faced by villagers especially women in their respective communities. • To discuss on potential Environmental and Social impact of the proposed project. 	<ul style="list-style-type: none"> • Mrs Vesikula raised her concern on highway travelers feeling uneasy while travelling for hours to reach to their destination. Women have to wait for hours till they reach the next stop so they can relieve themselves. She recommended if FRA can consider to incorporate installation of restrooms along the highway into this scope of works or future projects. • Mrs Liga recommended for hand railings to be installed on the

				<p>footpath to provide support for elderlies and people with disabilities. In addition to her recommendation she recommended for hand railings to be installed along the road access to Korovou hospital. This is to assist patients going to the hospital especially elderlies and people with disabilities.</p> <ul style="list-style-type: none"> • Mrs Valekimo raised her concern on road safety for pedestrians especially children. The issue that she raised is that some vehicles exceed the speed limit when passing through villages. She requested for guard rails to be installed in village frontage to prevent any fatal accidents. • Asinate raised her concern for school children getting wet on rainy days while waiting for the Bus, the issue is that there are no proper bus shelters in some village areas and school children are forced to wait out the rain at nearby market stalls. In addition, she requested FRA for proper bus bays as buses parking in the middle of the road as passengers get on and off of the bus, this can cause road traffic. • Laisa enquired with FRA on how to get approval to install market stalls within the road reserve. As advised by Filipe Corerega (FRA) that the municipality writes on their behalf. FRA will carry out assessment of the site prior to give approval.
17/04/2019	Phone	<ul style="list-style-type: none"> • Filipe Corerega (FRA) 	<ul style="list-style-type: none"> • To get confirmation for 24 & 26th consultation 	<ul style="list-style-type: none"> • Respective Women Interest Officer to liaise with reps within

		<ul style="list-style-type: none"> • Selai Bernadata (Women Interest, Tavua) • Ruci Buna (Women Interest, Ba) • Tima Kalou (Women Interest, Rakiraki). 		their district in regards to the 24 th and 26 th consultation.
18/04/2019	Email & Letters	<ul style="list-style-type: none"> • Respective Stakeholders • Samuela Tawakedrau (FRA) • Filipe Corerega (FRA) • Kelekolio Tominiko (FRA) 	<ul style="list-style-type: none"> • Letters and Email sent out to relevant stakeholders. 	<ul style="list-style-type: none"> • Invitation Letters sent out to respective stakeholders.
24/04/2019	Tanoa Hotel, Rakiraki.	<ul style="list-style-type: none"> • Refer to Minutes is the attendance sheet. 	<ul style="list-style-type: none"> • To obtain feedbacks from women and hear their perspective on Kings Road. • Discuss road related issues faced by villagers especially women in their respective communities. • Raise awareness on road safety • Discuss on potential Environmental and Social Impacts of the proposed project. 	<ul style="list-style-type: none"> • Participants requested FRA to incorporate restrooms into the scope of works for the proposed project or future projects, as they raised their concerns on highway travellers especially women and children. The issue is that women and children have to wait long hours till they reach the next stop to relieve themselves. • Some participants requested to improve some of the bridges that is located along Kings Road as some bridge are dangerous to cross especially to heavy vehicles. • Some participants have advised FRA that some villages & school frontage do not have any zebra crossing and road humps. They have requested for road humps and crossings. • They have raised their concern regarding flooding due to poor drainage system at some village areas. They have requested to improve drainage system. • There are frequent car accidents at some village areas where

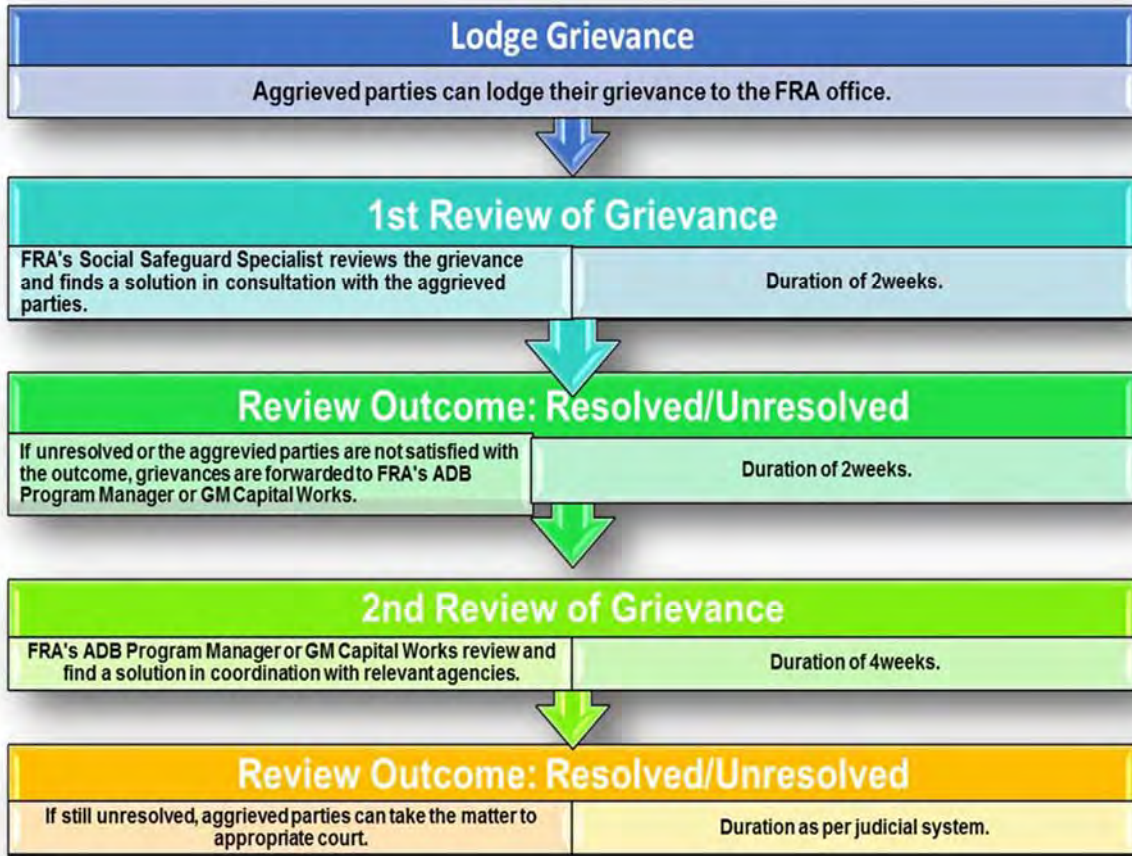
				drivers exceed the speed limit, participants requested for FRA to install appropriate road and village name board signs.
25/04/2019	Rakiraki District Office, Rakiraki.	<ul style="list-style-type: none"> • Samuela Tawakedrau (FRA) • Livai Koro (FRA) • Filipe Corerega (FRA) • Kelekolio Tominiko (FRA) • Elimu Rokodrua (DO) 	<ul style="list-style-type: none"> • To obtain confirmation for the Rakiraki consultation with People with disabilities. • Courtesy visit to inform DO in regards the proposed project. 	<ul style="list-style-type: none"> • District Officer has advised FRA that they will have their quarterly meeting with their respective reps and he has advised that FRA will be part of this meeting.
26/04/2019	Ba Civic Hall, Ba.	<ul style="list-style-type: none"> • Refer to minutes is the attendance sheet. 	<ul style="list-style-type: none"> • To obtain feedbacks from women and hear their perspective on Kings Road. • Discuss road related issues faced by villagers especially women in their respective communities. • Raise awareness on road safety • Discuss on potential Environmental and Social Impacts of the proposed project. • Raise awareness on Road Safety. 	<ul style="list-style-type: none"> • Restroom for Highway travellers. Sarojani Gounder and Selai Bernadata have raised their concern on people travelling along Kings Road having to wait for hours till they reach the next stop to relieve themselves, especially for women and people with disabilities. They have requested if it can have incorporated to this scope of works or future projects. • Sarojani Gounder raised her concern on the safety of pedestrians along Natawa and Vatutavui especially school children. She requested to install guard railings or any mechanism to prevent any accidents on pedestrians. • Anaseni, Emeli and Salusalu have requested for appropriate bus bays and bus shelters at some village sites. Their concern is that pedestrians especially school children get wet during heavy rain while waiting for the bus and bus parking in the middle of the road can cause road congestion. • Lavenia Maravu raised her concern on vehicles exceeding

				the speed limit passing through her village, she requested for road humps and road signs to be installed.
	Social Welfare Office, Ba.	<ul style="list-style-type: none"> • Samuela Tawakedrau (FRA) • Livai Koro (FRA) • Alvin Kumar (Social Welfare Officer) 	<ul style="list-style-type: none"> • Courtesy Visit • To obtain confirmation for the consultation with people living with disabilities. 	<ul style="list-style-type: none"> • Alvin Kumar has advised FRA to undertake consultation during their quarterly meeting with the presence of respective reps and stakeholders.
30/04/2019	Rakiraki Town Council, Rakiraki.	<ul style="list-style-type: none"> • Refer to Minutes is the attendance sheet. 	<ul style="list-style-type: none"> • To obtain feedbacks from People with disabilities and hear their perspective on Kings Road. • Discuss road related issues faced by villagers especially women in their respective communities. • Raise awareness on road safety • Discuss on potential Environmental and Social Impacts of the proposed project. • Raise awareness on Road Safety. 	<ul style="list-style-type: none"> • Restroom for Highway travellers. Mr. Nemani have raised his concern on people travelling along Kings Road having to wait for hours till they reach the next stop to relieve themselves, especially people with disabilities. They have requested if it can have incorporated to this scope of works or future projects. • Mr Tomasi requested for hand railings to be installed alongside the footpath to provide assistance for people with walking aid. • Mr Nemani recommended for bus bays and bus shelters to be disable and elderly friendly.
	Tavua Commissioner's Office, Tavua.	<ul style="list-style-type: none"> • Refer to Minutes is the attendance sheet. 	<ul style="list-style-type: none"> • To obtain feedbacks from People with disabilities and hear their perspective on Kings Road. • Discuss road related issues faced by villagers especially women in their respective communities. • Raise awareness on road safety • Discuss on potential Environmental and Social Impacts of the proposed project. • Raise awareness on Road Safety. 	<ul style="list-style-type: none"> • Dr Yanutanutawa recommended to have hand railings along the footpath to assist people with walking aid and elderlies. • Miss Unaisi Bakewa raised her concern of buses parking in the middle of the road for passengers to get off and on the bus as it causes road congestion and potentially road accidents. She recommended to have proper bus bays and bus shelters. • Dr Yanuyanutawa advised FRA that should consider people with

				disabilities when designing footpaths. Footpaths should be disable friendly, he recommended to incorporate international design standards to this project.
07/05/2019	Ba Social Welfare Office, Ba.	<ul style="list-style-type: none"> Refer to Minutes is the attendance sheet. 	<ul style="list-style-type: none"> To obtain feedbacks from People with disabilities and hear their perspective on Kings Road. Discuss road related issues faced by villagers especially women in their respective communities. Raise awareness on road safety Discuss on potential Environmental and Social Impacts of the proposed project. Raise awareness on Road Safety. 	<ul style="list-style-type: none"> Mrs Shaban Buksh recommended to have hand railings along the footpath to assist people with walking aid. Mr Elisha Joshua advised FRA that some villages in the province of Ba have active rock pits that can accommodate the proposed project in terms or providing rock source. Mr Mataiasi requested to have bus bays and footpaths to be disable friendly to accommodate for people with walking aid, especially people with wheel chairs. Miss Ana Tuiova advised FRA that these structures should consider visual impaired as well. She recommended that Road signs and road markings should be considered for these people.

APPENDIX F: 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 G: Poverty and Social Analysis

Project Requirements	Sub-Project Details
<p>i. Poverty and Social Analysis and Strategy</p>	
<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>Kings Road Rehabilitation Project will help to provide quality infrastructure.</p>
<p>B. Results from the Poverty and Social Analysis during Project Preparation or Due Diligence</p> <p>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.</p>	<p>The Kings Rd Rehabilitation Project primarily benefits urban areas, specifically people that live and work in and around the GSA.</p> <p>The construction of Kings Rd Rehabilitation Project will utilize local workers by providing employment opportunities.</p>

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>Kings 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>	
<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.</p>	<p>Consultation has been held with statutory authorities and community representatives, including iTaukei Fijians and young people. Consultation with stakeholders will be ongoing through construction.</p> <p>A sub-project specific consultation plan has been developed and is included in the KRRP EIA.</p>

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>	
<p>iii. Gender and Development</p>	
<p>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.</p> <p>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</p>	<p>The Kings Road Rehabilitation Project complies with the requirements of the GAP (refer Appendix G).</p>

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</p> <p>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 Kings 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>Kings 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	
<p>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).</p> <p>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.</p> <p>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.</p> <p>4. Monitoring tools: Monitoring and evaluation surveys at inception and for baselines; midterm, completion, and project evaluation reports.</p>	<p>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.</p>

APPENDIX H: 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 14 sections of sealed road along Kings Rd with a total length of approximately 54km. 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>Kings Road Rehabilitation Project will rehabilitate approximately 54km 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.