

LAND ACQUISITION & RESETTLEMENT DUE DILIGENCE REPORT

Fiji: Transport Infrastructure Investment Sector Project

Queens Road Rehabilitation Project (QRRP B): Sections 4A - 4C, 5 & 7



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



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

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Abbreviations

ADB	-	Asian Development Bank
CR5	-	China Railway
GOF	-	Government of Fiji
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
GSA	-	Greater Suva Area
HQ	-	Headquarters
LARDD	-	Land Acquisition and Resettlement Due Diligence
LARF	-	Land Acquisition and Resettlement Framework
LARP	-	Land Acquisition Resettlement Plan
QRRP	-	Queens Rd Rehabilitation Project
TIISP	-	Transport Infrastructure Investment Sector Project
WB	-	World Bank

1.0 INTRODUCTION

1.1 Project Overview and Report Rationale

1. With loan funding from the Asian Development Bank (ADB) and World Bank (WB), together with funding from the Government of Fiji (GOF), the Fiji Roads Authority are implementing the Transport Infrastructure Investment Sector Project (TIISP). TIISP will improve access to socio-economic opportunities by upgrading and rehabilitating land and maritime transport infrastructure across the Fiji Islands (ADB, 2015a). The overall objectives of the Project are improved access to markets, employment opportunities, and social services. The outcome will be improved safety and resilience of land and maritime transport infrastructure for users of project roads, bridges and rural jetties and wharves.
2. One of the sub-projects proposed under this package is the Queens Road Rehabilitation Package B Sub-project. Queens Road Rehabilitation Package B sub-project involves the rehabilitation and upgrade of six sections; namely Sections 4A, 4B, 4C, 5, 7, and 8; of sealed road in the Western (Nadroga Province) Divisions with an approximate total length of 20km. The sub- project involves road pavement upgrades, small sections of road widening within the existing road reserve, footpath repairs and footpath installations. The approximate total cost of this sub-project is FJ\$50m.
3. In 2020 a LARDD Report¹ was prepared by FRA for QRUP B. The LARDD Report screened the sub-project for land use and involuntary resettlement impacts which also was the “cut-off date” for entitlements for compensation and rehabilitation assistance.
4. With approximately more than one (1) year period / interval of the cut-off date from the start of physical works (2022); there was a need for another round of social safeguard screening for all the road sections. Priority areas have been divided into two (2) parts; road sections that are yet to be constructed are being prioritized first (Priority A) for screening of any impacts or displacements so that it could either be avoided / minimized or mitigation measures applied. On the other hand, all road sections that have been completed or still under constructions is prioritized second (Priority B); its screening and reporting is undertaken to review if social safeguards commitments were complied with and where corrective measures will be undertaken if otherwise.
5. QRRP B Sections 4A, 4B, 4C, 5, and 7 falls under priority B areas where constructions have already been done. It is intended that only 1 LARDD report covering the 5 road sections would be drawn for the QRRP B priority B areas because the findings indicate that no corrective actions are required.
6. The findings of this QRRP B LARDD report for Sections 4A, 4B, 4C, 5, and 7 verifies that no permanent land acquisition occurred but only 1 grave relocation and 1 Septic tank relocation in Site 4C to which separate LARP reports were undertaken and approved by the Asian Development Bank (ADB) and World Bank (WB) and disclosed on the FRA website. No permanent economic or physical displacement was required for the completion of physical works in the road sections screened in this report. Furthermore physical works did not block access to the affected persons.
7. This Land Acquisition and Resettlement Due Diligence Report (LARDD) has been prepared for Queens Road Rehabilitation Project (QRRP) B: Sections 4A, 4B, 4C, 5, 7 and submitted to the ADB and WB for clearance in August 2023. The disclosure of this LARDD confirms the road sections adhered to the Land Acquisition and Resettlement Framework (LARF, 2016²) prepared for the Project (ADB, 2015b).

<https://www.fijiroads.org/wp-content/uploads/2022/10/ADB-Queens-Road-LARDD-Report-10-June-2020.pdf>

² <https://www.fijiroads.org/wp-content/uploads/2022/10/Land-Acquisition-and-Resettlement-Framework-May-2016.pdf>

1.2 Methodology

8. 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, QRUP B monthly reports and monitoring reports. Documents were sourced from the ADB and GOF, as well as from the Supervising Consultant and Contractors.

9. The works was digitized and mapped using computer-aided design (CAD) software. The sub-project extent was overlaid with cadastral and administrative boundaries to ensure that all works did occur within Road Reserves. Design Changes were considered if proposed works were encroaching into private land as all works were targeted to remain within the existing road reserve to avoid or minimize any likely impact on private land and/or assets.

10. Geographical Information System and GOF Vanua View System was used to confirm land ownerships of private land demarcated by the Contractors for temporary use including for Stockpile and Laydown areas in the duration of the constructions. This assisted in gathering consent for temporary use of private land from the right landowners. Note that temporary land use agreements are negotiated and implemented by contactors.

11. Field verification was carried out by FRA safeguards team for sections 4A, 4B, 4C, 5 and 7 from time to time to verify if there was any permanent land acquisition, displacement of persons or impacts in the duration of the works prior to compiling this report. Monitoring inspections were periodically undertaken to ensure ongoing social safeguards due diligence. GRM registers were also used during monitoring inspections as an indicator of impacts and to ensure issues raised by the public were and are attended to.

12. Feedback consultation was done for these priority B areas in June 2023 to update data / and undertake final screening ahead of constructions (Note, the original QRUP B LARDD Report was completed in 2020 and Works started late 2021). Feedback consultations aimed to gather community perceptions of the National Road Project and works in their area. The consultations were also intended to provide a platform to address and record any stories of impacts or displacements resulting from this project that may be generally known and brought up during discussions. Only villages and communities with roadside activities were selected to participate in feedback consultations with the assumption that households without roadside activity were unlikely to experience physical or economic displacement. The outcome of these consultations is discussed in Section 4.

2.0 DESCRIPTION OF PROPOSED WORK

2.1 Site Location

13. The Queens Road Upgrade Contract B Sections 4A – C, 5, 7 approximately comprised of a total construction road length about 19.1km and total mileage is about 67.4km. This report is for the 5 sections that are under Priority B areas which are listed below:

- Site 4A (860m) is about 5.2- 6.1km away from Sigatoka Town and the end of this section is Korotogo roundabout.
- Site 4B (6900m) is about 6.1-13km away from Sigatoka Town from Korotogo roundabout to Sovi Bay.
- Site 4C (2720m) is about 14.7-17.4km away from Sigatoka Town from Vatukarasa Markaz to Namada.
- Missing Link 4B/4C (1940m) starts from Sovi Bay where Section 4B ends to Vatukarasa Markaz where Section 4C starts.
- Site 5 (6247m) is about 27.3-32.1km away from Nadi Town Swami Temple from Ndungunarereyanga Creek to Batiri Road Junction.
- Site 7 (1842m) is about 16.4-18.2km away from Nadi Town Swami Temple from Nawai Secondary Primary School to Nawau.

Table 1 – Summary of Geographical Location.

Section	GPS coordinates		Chainage (m)		Length
	Start	End	Start	End	
4A	-18.1906669, 177.6235199	-18.1839654, 177.6019700	104800	107515	2715
4B	-18.1737406, 177.5930762	-18.168518, 177.538629	109335	117166	7831
5	-18.0313028, 177.3323299	-18.009063, 177.321611	150134	153009	2875
7	-17.916201, 177.325314	-17.8578699, 177.3467374	168825	171640	2815

Figure 1

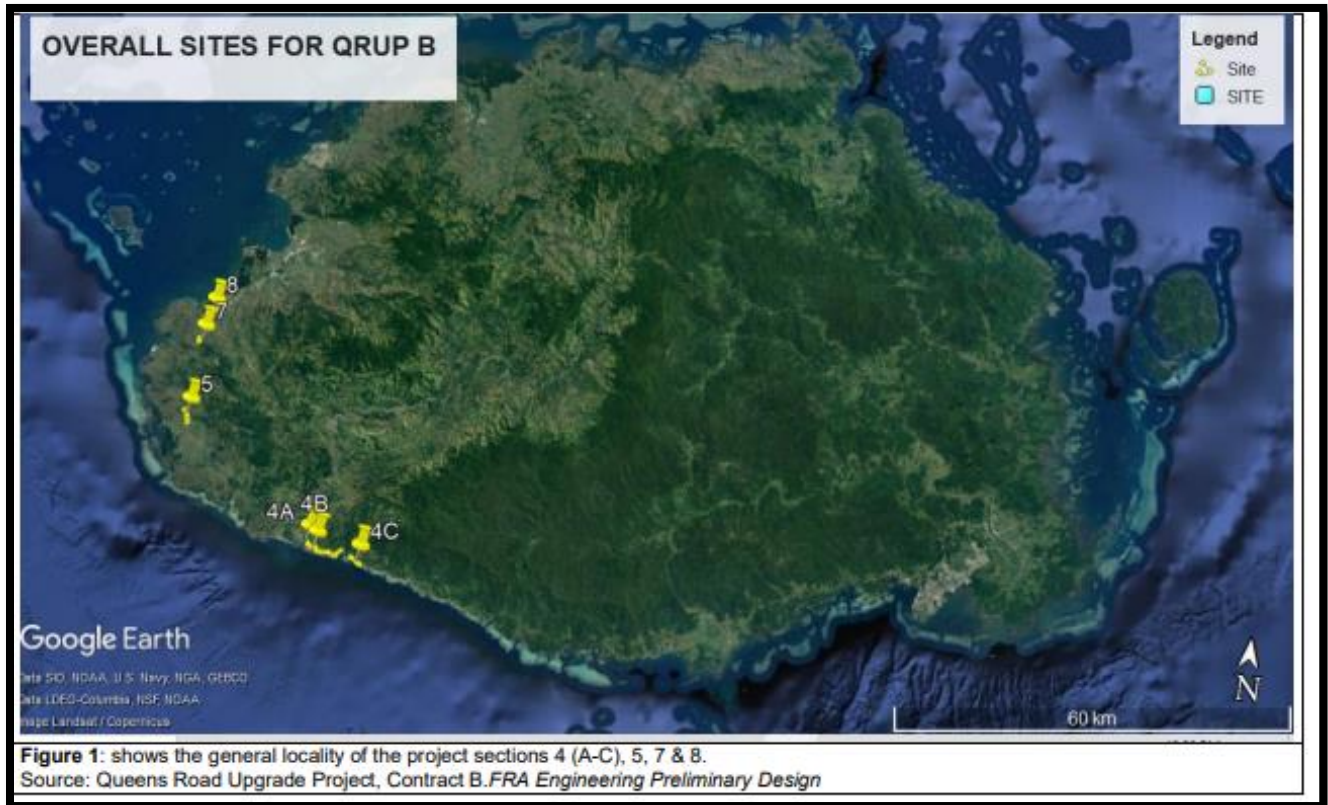


Figure 2

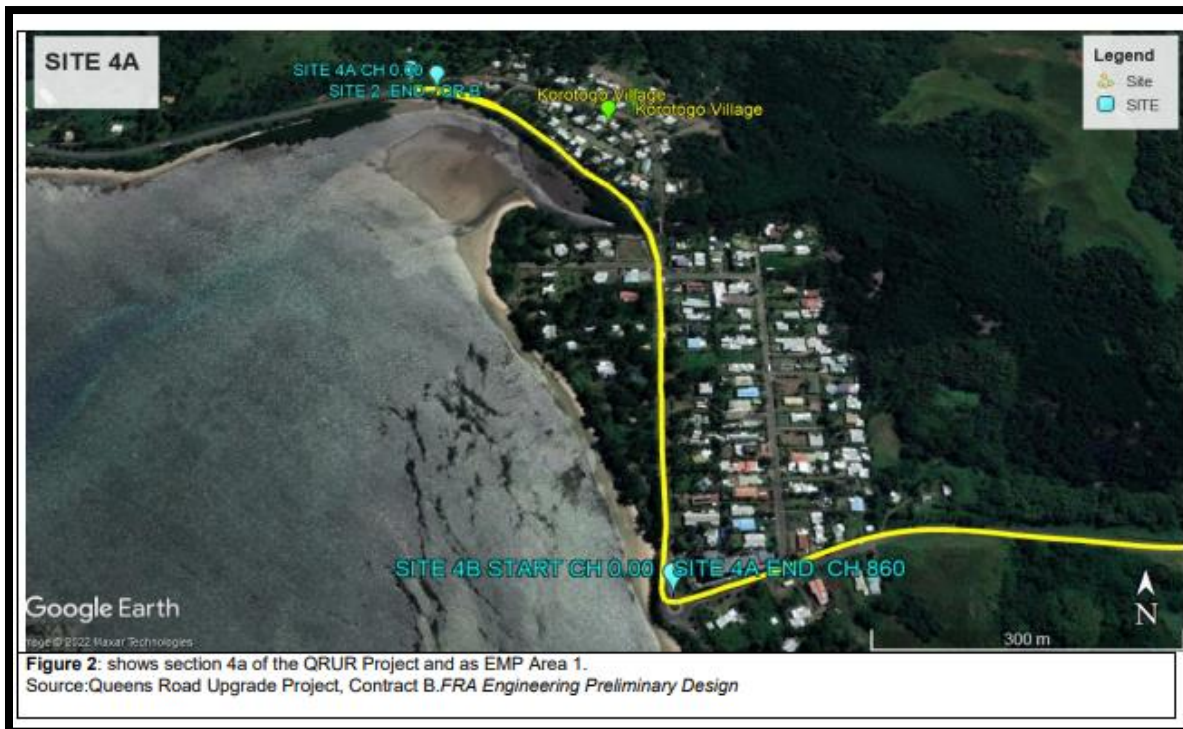


Figure 3



Figure 4



Figure 5

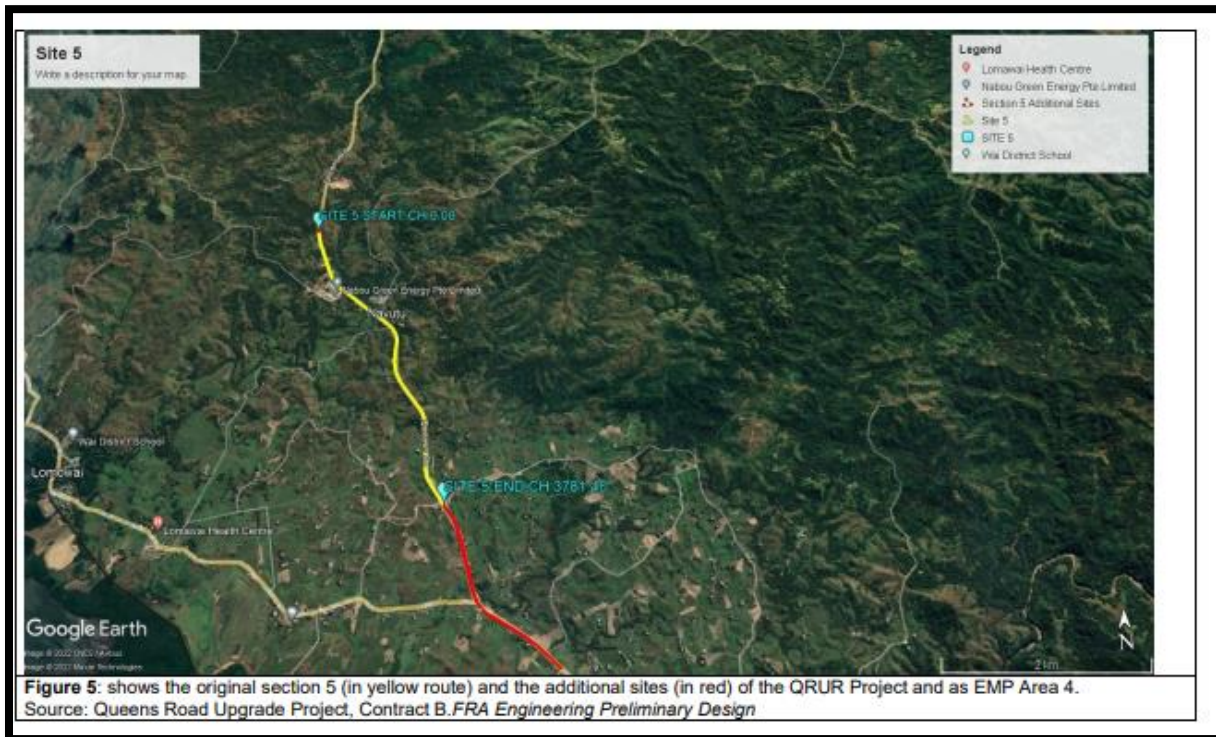
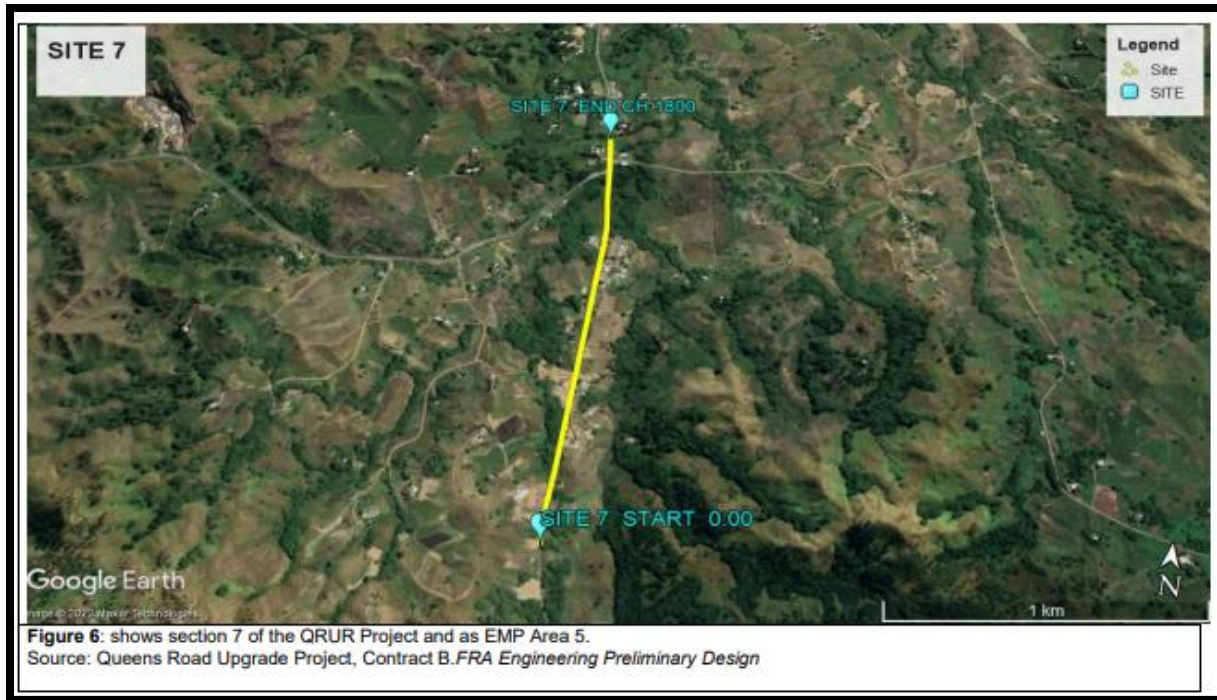


Figure 6



2.2 Scope of Work

14. Physical works will involve:

- Geotechnical investigations;
- Drainage;
- Pavement reconstruction/rehabilitation;
- In-situ cement stabilization of existing pavement layers;
- Asphalt concrete and bituminous seal surfacing;
- Pedestrian facilities;
- Street furniture, road markings and street lighting;
- Service replacement, relocation and/upgrading construction;
- Footpath, kerb and channel construction and repairs;
- Bus Shelter construction following the new standard shelter model;
- Miscellaneous ancillary works;

3.0 LAND ACQUISITION AND INVOLUNTRY RESETTLEMENT

15. The sub-project involved the rehabilitation of existing roads from Namada Village, Nadroga Province, Sigatoka to True Mart Service Station, Ba Province, Nadi. There was no new roads constructed nor acquisition of land outside the current road alignment.

3.1 Land Ownership

16. All scope of works on maintenance and upgrade of QRUP B from Section 4C to Section 7 are verified by FRA as being within road reserves. In addition, upon thorough ground inspection; there were 2 objects; 1 Grave & 1 Septic Tank within Section 4C found to be encroaching within the road reserve. These objects needed to be relocated in order to complete the targeted constructions which is within the Project scope. Details are as follows:

A. Grave

a. Location – Site 4C, straight after Vatukarasa Village Bridge towards Suva.

b. Details – This area was Vatukarasa Village 2nd old burial site. It consisted of 7 graves of which 1 was located and encroached upon the road reserve that is part of the upgrade program. During initial consultation the village requested to have all the 7 graves relocated to the village new burial site, however the village members later decided to only relocate the one within road reserve. Report for Resettlement Plan was submitted and approved by ADB / WB and disclosed on the FRA website. Relocation was successfully carried out with all concerned ruling / supervising stakeholders (Ministry of Health & Nadroga Provincial Council) relocation procedures followed as well as the traditional customary practices accorded. This has been actioned and resettlement completed with all plans duly followed ahead of construction works..

c. Land Ownership – The original location of the Grave was within Road Reserve and the relocated area is on the village chiefly burial site which was consented and agreed upon by the Village Elders.

Figure 7 – Locality of Current Location of the 7 Graves



Figure 8 – Picture of the 7 Graves





Fig 9 - The Head of the Clan giving directions for the opening of the Tomb



Fig 10 - Reprs of Clan, MOH, FRA & CR5 present on relocation day



Fig 11 - Casket placed into the new burial pit at the Sautabu Burial Site



Fig 12 - Final setting of Relocated Grave



Fig 13 - Relocated Grave with Clan Reprs, FRA Reprs, MOH Rep & CR5 Reprs



Fig 14 - Final Tomb of the relocated grave

B. Septic Tank

a. Location – Site 4C, within Vatukarasa village boundary, adjacent to the main Queens Road, approximately 500 meters from Vatukarasa Village Bridge towards Suva.

b. Details – There are 2 household septic tanks constructed within the road reserve that is part of the upgrade scope to where targeted drainage and footpath was to be constructed. Consultations were with the household together with village headman. Both households consented to FRA removing their existing septic tanks within the road reserve in exchange for new replacement septic tanks next to their homes and within village boundaries. Reports for Resettlement Plan was submitted to and approved by ADB / WB and disclosed on the FRA website. Relocation is targeted to be done in September, 2023 according to the Projects priority works. The resettlement plan will be monitored by FRA to ensure works can proceed in a timely manner and to satisfyingly close out the case.

c. Land Ownership – FRA confirmed that the original location of the septic tanks is within Road Reserve and the targeted relocated area is approximately 5 meters away from the 2 homes which is confirmed by the Village Headman to be within the Village boundary.

Figure 15 – Locality of the 2 Affected Houses



Figure 16 – Picture of 1st House Septic Tank & Proposed Relocation Site

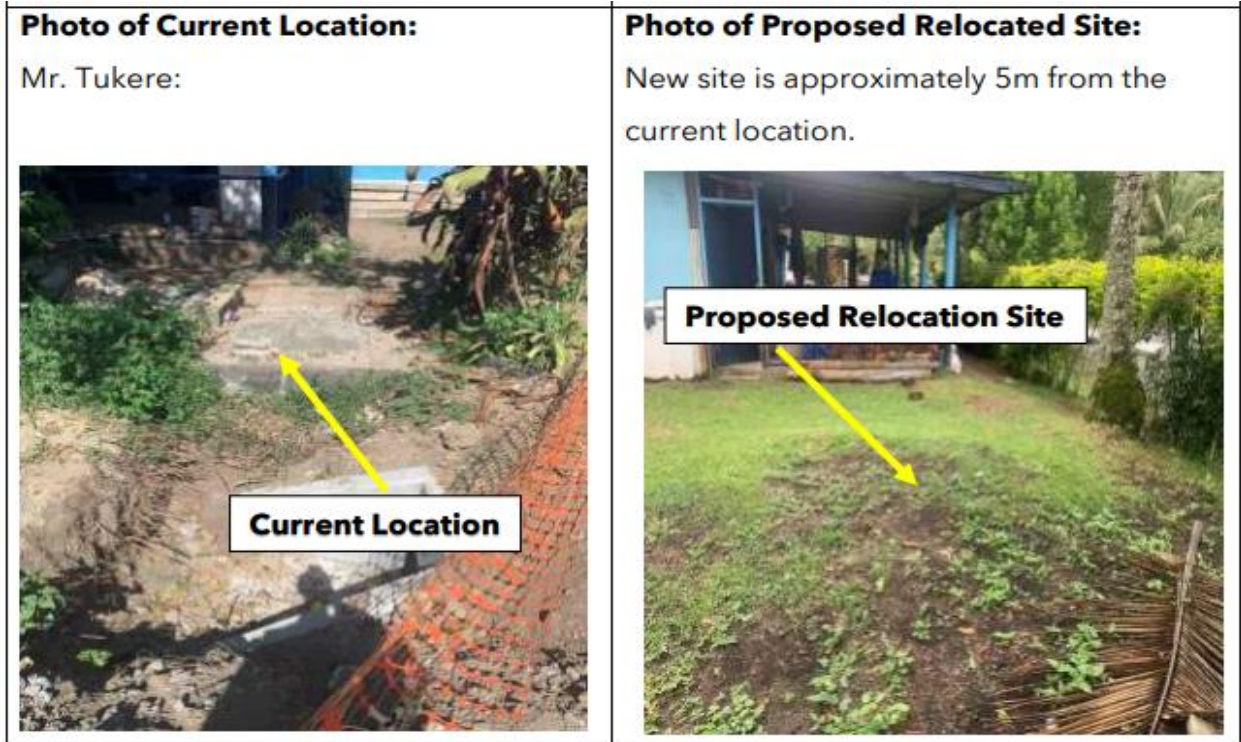


Figure 17 – Picture of 2nd House Septic Tank & Proposed Relocation site



17. Resettlement reports for the above are available on the FRA Website for reference. Apart from the above, no extra land is needed for this maintenance and scope of work outside road reserve and there is no need to permanently acquire any private land.

18. The road catchment from sections 4C - 7 requires temporary use land for stockpile area and laydown area. Table 2 shows locations of Stockpile and Laydown Areas. Consents from landowners are annexed.

Table 2 – Locations of Stockpile and Laydown areas.

Section	Location / Address	Use of Area
Section 4C	Sovi Bay	Stockpile
Section 4B	Korotogo Village	Stockpile
Section 4B	Korotogo Commercial Community	Stockpile
Section 5	Shop to Save Supermarket Yard	Stockpile, Waste Pile, Parking

3.2 Land Use

19. Section 4a - 4c are all within rural village settings beside coastal front containing typical rural dwellings with concrete- semi concrete, timber and iron roofing dwellings common along the Sigatoka area. Sections 5 & 7 are well inland, the general land use setting comprises of farming, rural dwellings, commercial- industrial areas. All sections are part of Queens Road directly and indirectly services schools, police and fire stations, markets, health centers, religious places and cultural and recreational facilities in some capacity. Queens Road also provide important linkages to the West and Central Division.

20. Itaukei land titles are located directly adjacent to where the sub-project works for sections 4c, 4a, 5 & 7 whereas Sections 4b has Freehold land titles adjacent to it. FRA confirmed that all construction work was undertaken within the existing road reserve, and no land titles were impacted by the works.

21. Since there is no depot along these road sections, construction laydown areas and stockpile areas were identified in between the sections. The respective landowners were approached by the contractors and had provided consent for the temporary use of the areas. This is also inclusive of the Contractors Campsite. Details of the temporary land access agreements were included for section 4B, 4C and section 5.

22. A preliminary survey completed in 2022 confirmed the presence of stalls erected on the roadside, within the road reserve, so that families could make agriculture sales. The inspected stalls were temporary and an average size of 3m x 4m. Those selling root crops, vegetables and fruits have 4 wooden posts dug directly to the ground with a small sheet of corrugated iron as roofing, some with several wooden shelves placed on the frontage for produce display. There is no flooring (direct use of ground area) and could be shifted around. Those selling food were and continue to be located both in similar stalls and others in pop – up tents. Only Section 7 consists of permanent

roadside stalls of steel posts and concrete foundation that were provided by the Ministry of Trade and Commercial and are all located outside road reserve.

23. These stall users sell their produce with an average of 4 days per week and average of 5 hours per day. In order to avoid disruption to stall holders and users, the work schedule had progressed in stages and contractors had planned to either work during non-sales day (usually on Mondays) or work as much as possible to complete the area surrounding the stalls / villages. Access to these stalls were maintained throughout the project period for their customers which are usually the commuters along Queens Road. The above is confirmed through interviews with construction workers, stall owners, periodical monitoring visits and during feedback consultations with the affected villages. None of the permanent stalls were removed during the constructions. Photos are annexed for reference.

24. Clearance of roadside vegetation was required on few places. The clearance of small ornamental roadside shrubs was required for the pedestrian refuge, but no trees, shrubs or crops owned by villagers or located on private land required removal.

4.0 INFORMATION DISCLOSURE CONSULTATION & PARTICIPATION

25. Public consultations and information disclosure is an integral part of the environmental and social assessment process. Information dissemination, meaningful consultation, and participation of public and key local agencies had been undertaken to maintain transparency, raise awareness, reduce potential conflicts and delays, and achieve the objectives of Social Safeguard due diligence.

4.1 Consultation Undertaken

26. An introductory consultation was completely throughout 2021 introducing the Queens Road Upgrade Projects for all villages from Vatukarasa Village to Yako Village. Utility providers, including TFL, EFL and WAF were also 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 for.

27. The community were refreshed of this Queens Road Upgrade Projects through another rounds of consultation with adjacent Landowners in villages and settlements prior to commencement of works on site. This was in the form of community consultation, letter drop and informative signage.

28. Information on scope of works, work hazards and preventative measures, impacts during phase of work, work schedules per locations, grievance redress mechanism and contact information was discussed in all consultations modes. Table 3 below provides the dates of consultations and pamphlet drop-offs in each village. Sample of pamphlet are annexed for reference.

Table 3 – Number of consultations conducted within the sections.

Date	Village / Community	Mode of Consultation	Purpose
24/11/2022	Namada Village	Community	Start Work Information
27/01/2022	Malevu Village	Community	Start Work Information
28/01/2022	Korotogo Village	Community	Start Work Information
05/07/2022	Vatukarasa Village	Community	Grave Relocation
06/10/2022	Korotogo Village, Korotogo Community , Backroad & Crows Nest Resident	Letter Drops	Works on Public holiday

18/11/2022	Navutu Village	Community	Project Background & Scope
21 & 28 /11/2022	Section 5 Community	Letter Drops	Section 5 Extension Areas
06/12/2022	Vatukarasa Village	Community	Septic Tank Relocation

29. Apart from community consultations, informative signage and contacts is placed within active (construction) sites. Signage included timing and scope of works and had been written in English and Fijian. Contractors also maintained a Comments Register available on site to record and complaints or other feedback from the public. This information was fed back to FRA in monthly reports.

30. A feedback consultation was undertaken in 2023 in selected villages and communities within these sections to get an overall feedback of the impacts of this project on them. Selection of villages and communities were on those that had roadside activities. The following table 4 shows the consultation areas and their corresponding feedbacks.

Table 4 - Feedback Consultation details and responses

Date	Community / Village	Mode	Overall Feedback
19/08/2023	Korotogo Village	Community	Brings advantage, provides safety in terms of footpath installation; increase in mobility and access to transportation to travel for work, school, health services and market.
20/06/2023	Malevu Village	Community	Brings advantage, provides safety in terms of footpath installation; increase in mobility and access to transportation to travel for work, school, health services and market.
19 -21 / 06/2023	Korotogo Community (Main highway Frontage & Backroad)	House to House Survey	Brings advantage, provides safety in terms of footpath installation; increase in mobility and access to transportation to travel for work, school, health services and market. Increase in tourists and customers.
21 – 22 / 08/2023	Momi Stalls and Yako Temple Road stalls	Stall to Stall Survey	Brings advantage, provides safety in terms of footpath installation; increase in mobility and access to transportation to travel for work, school, health services and market. Increase in customers for them.

31. The communities that were consulted confirmed that this project brought about good changes to them in terms of safety with the provision of footpaths, humps, crossing and bus bays. They have experienced an increase in transportation opportunities enhancing mobility to the market, work, school, health services and town. Figures 18 & 19 below shows the before and after road condition near community.

Figure 18 – Shows before and after Korotogo area



Figure 19 – Shows before and after Vatukarasa Village area



32. Some issues, concerns and grievances were raised during the feedback consultations and they have all been recorded in the meeting minutes. Some common issues raised were the concerns of speed level of current motorist when temporary humps are currently being used, the request of provision of more bus bays, railings and culverts for driveways fronting the main road. These issues, concerns and grievances were recorded in the FRA grievance register and have received attention by the responsible parties and responses delivered accordingly. An officer has been delegated to monitor the concerns raised until it has been fully resolved. These details will be reflected within the FRA GRM register. These issues are recorded in the meeting minutes annexed as Annexure 3 below.

33. Findings from the feedback consultations confirm one case of indirect impact of a business owner claimed to have been economically displaced due to disadvantaged of access to his business during construction works. This claim has been thoroughly investigated by FRA and it is confirmed that there is economic displacement and that this business owner is eligible for compensation. There has been continuous communication between FRA and the affected person / claimant with regards to the compensation process and amount. As of this stage which this report is being prepared; the claimant is getting his supporting documents for compensation claimed verified and certified by a chartered accountant. Once FRA receives these certified documents, then compensation payout process will proceed. Apart from this claim, there are no other impact or displacement claims.

4.2 Information Disclosure

34. All relating design changes and change of work schedule information was disseminated in a timely manner to the affected community according to their feedback during the 2023 consultations. Pamphlets were distributed door to door to all communities for awareness of work schedule, work scope and contacts they can use for more information or to raise concerns / grievances relating to the project.

35. The projects EIA reports, LARDD and LARP reports, monitoring reports and progressive reports have been uploaded on the FRA Websites and available for public's information.

5.0 CONCLUSION

36. After reviewing of Section 4A – 4C, Section 5 & 7 related reports, undertaking inspections, interview, screening and feedback consultations; FRA confirms that due diligence and corrective measures have been undertaken for the 2 relocation cases in Section 4C and the economic displacement case in Korotogo Vicinity. Apart from this, there are no other directly affected persons for the QRUP B. Land Acquisition and Resettlement Plan (LARP) had been prepared for the 2 relocation cases while the compensation process for the Korotogo compensation case is ongoing and targeted to be satisfyingly closed out.

37. There is no other resettlement (either physical or economic) anticipated and no compensation (either cash or land replacement) for land acquisition or resettlement is considered necessary.

Annex 1: Screening Form

Project Title: <u>Fiji: Transport Infrastructure Investment Project</u>		Loan No: <u>ADB 3210-FJ</u>		
Subproject: <u>Kings Road Upgrading Project – Package B</u>		Date: <u>05/07/2022 – 19/06/2023</u>		
Location and impact area: <u>Section 4A – C, 5 & 7</u>				
Answer below with tick or cross in yes, no or not known column, do not place NA in the columns.				
Probable Land Acquisition/Resettlement Effects	Yes	No	Not Known	Remarks
Temporary Use of Land				
Will the subproject need land for a diversion, camp, work yard or other requirement during construction period?	X			Stockpile and Laydown areas. Consented by Landowners for temporary use in the duration of the project.
Will the temporary use of land require removal of crops and/or trees?		X		No removal of crops or trees.
Will the temporary use of land create partial or full impacts on a main structure (house or commercial building)?	X			Reported in LARP
Will the temporary use of land create impacts on livelihoods or income generating assets?		X		No impacts on income livelihood for temporary use of land.
Acquisition of Land				
1. Will there be land acquisition?		X		Within Road Reserve.
2. Is the site for land acquisition known?		X		Within Road Reserve.
3. Is the ownership status and current usage of land to be acquired known?	X			Within Road Reserve.
4. Will easement be utilized within an existing Right of Way (ROW)?	X			Within Road Reserve.
5. Will there be loss of shelter and residential land due to land acquisition?		X		
6. Will there be loss of agricultural and other productive assets due to land acquisition?		X		
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		X		
8. Will there be loss of businesses or enterprises due to land acquisition?	X			Temporary Eco Displacement case - Ongoing
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		X		
Restrictions on land use or on access				
10. Will people lose access to natural resources, communal facilities and services?		X		
11. If land use is changed, will it have an adverse impact on social and economic activities?		X		
12. Will access to land and resources owned communally or by the state be restricted?		X		

Information on Displaced Persons: **There will be no Displacements of any Persons**

Any estimate of the likely number of persons that will be affected by temporary use of land during construction period? []
No [] Yes

If yes, approximately how many? _____

Any estimate of the likely number of persons that will be displaced by the Project? [] No [] Yes

If yes, approximately how many? _____

Category for resettlement impacts¹: A [] B [] C []

Are any of them poor, female-heads of households, or vulnerable to poverty risks? [] No [] Yes

Are any displaced persons from indigenous or ethnic minority groups? [] No [] Yes

Annex 2: Landowners Consents for Stockpile & Laydown Areas

Annex 3: Minutes for Feedback Consultation

Annex 4: Photos of Roadside Stalls



ADDITIONAL INFORMATION:

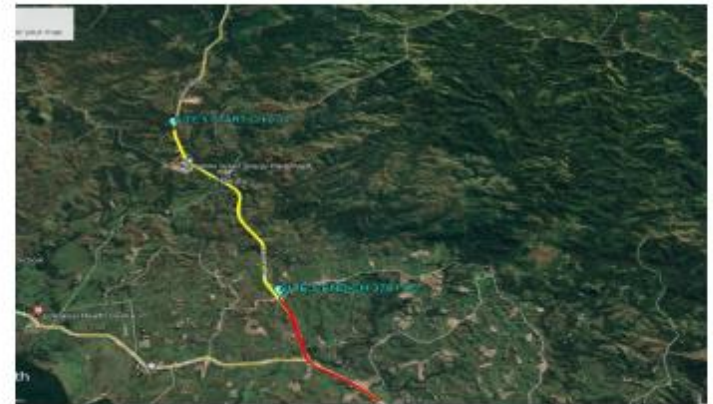
This project will bring about issues such as disturbance and disruptions to daily program, dust emission, noise pollution, delay and disruptions to day to day activities. CR5 would like to hear from you should you have an issues with the road rehabilitation project that is currently underway. For any enquiries or complaints please contact the following:

- **Ms. Miliana Navia**
Environment Manager & Social Safeguards
Email: milisnavia@gmail.com
Ph: 9219724
- **Mr. Omkaar Neil Karan**
Traffic Manager
Email: 8429543
Ph: neil.karan01@gmail.com



中铁五局斐济女王路升级B标项目经理部

Management Section of Queens Road Upgrade Project B
CHINA RAILWAY NO.5 ENGINEERING GROUP (FIJI) LIMITED
Lot 1, DSS 1775, Sawau Road, Bayview Heights, Suva



QUEENS ROAD UPGRADE PROJECT B (QRUP-B)
Section 5

Funded by ADB & WB



Q & A About the Project

⇒ WHAT IS THE NAME OF THIS PROJECT?

- * Queens Road Upgrade Project Package B.

⇒ WHO IS FUNDING IT?

- * Joint funding by Asian Development Bank (ADB) and World Bank (WB).

⇒ WHO IS THE CONTRACTOR?

- * China Railway No.5 Engineering Group, supervised by Sheladia Associates and Civil Works Solution (CWS).

⇒ TOTAL NO. OF ROAD SECTIONS TO BE UPGRADED?

- * Section 4A—Korotogo town end to Korotogo Roundabout.
- * Section 4B—Korotogo Roundabout to Sovi Bay
- * Section 4C—Vaturasasa Village town end to Namada Village
- * **Section 5—Batiri Junction to Nabou**
- * Section 7—Nawau to Nawai
- * Section 8—True Mart Nawaicoba to Shmlal & Sons
- * Missing Link—Btetween Section 4B and 4C

⇒ WHAT WILL BE THE MAIN ISSUES FOR THIS PROJECT?

- * Dust emissions—Water trucks will be available to spray the area.
- * Traffic congestion—Traffic Management Plan to ease the congestion and flow.
- * Noise—Time of wok will be scheduled.

⇒ WHAT ARE THE BENEFITS OF THE PROJECT?

- * Improve road conditions, provide employment opportunities and boost economic activities and eased travelling.

Construction Activities and Timeframes:

CONSTRUCTION ACTIVITIES	TIMEFRAME
Construction of D1200mm cross culvert Cement	40 days (24/11/2022-05/01/2023)
Stabilization of Existing Pavement	40 days (28/11/2022-15/01/2023)
AP 40 Overlay & Prime Sealing	40 Days (05/12/2022-20/01/2023)
Construction of AC 14 Sealing	35 Days (10/12/2022-22/01/2023)
Clean the drainage	6 days (January 2023)
Road Marking	21 Days (February 2023)
Installation of Permanent Traffic Sign and Cleanup of Construction Area	7 Days (February2023)

NOTE:

Construction activities and timeframes is subject to change due to the following factors:

- Adverse weather conditions;
- Supply of materials; and
- Breakdown of plant and machineries.

ADDITIONAL INFORMATION:

The project at hand will bring about issues such as disturbance and disruptions to daily program, dust emission and noise pollution. CRS would like to hear from you should you have an issues with the road rehabilitation project that is currently underway. For any enquiries or complaints please contact the following:

- Ms. Miliana Navia
Environment Manager & Social Safeguards
Email: milisnavia@gmail.com
Ph: 9219724
- Mr. Omkaar Neil Karan
Traffic Manager
Email: 8429543
Ph: neil.karan01@gmail.com



中国中铁

中铁五局斐济女王路升级B标项目经理部

Management Section of Queens Road Upgrade Project B

CHINA RAILWAY NO.5 ENGINEERING GROUP (FIJI) LIMITED



QUEENS
ROAD
UPGRADE
PROJECT B
(QRUP-B)

Lot 1 DSS 1775, Sawau Road
Bayview Heights, Suva, Fiji
P.O.Box 863, Suva.

Funded by ADB
& WB

Tel: 8070754
Email: cr5ggrupb@163.com

Project Brief:

- China Railway No. 5 Engineering Group (CR5G) has been contracted to carry out rehabilitation along 6 different sections (Section 4A-C, 5, 7 and 8) of Queens Road that require immediate works.
- This road upgrade project will be taking place along the corridor of Namada village and Nawaicoba with a total construction length of approximately 22.3km.
- Section 4A is from Korotogo village town end to Korotogo roundabout.
- Section 4B is from Korotogo roundabout to Sovi Bay.
- Section 4C is from Sovi Bay to Namada village.
- Section 5 is from Navutu to Lomawal.
- Section 7 is from Nawai School to Bavu.
- Section 8 is from True Mart, Nawaicoba to Shamlal & Sons.
- The project is funded by the World Bank (WB) and Asian Development Bank (ADB).
- The scope of work includes but is not limited to geotechnical investigations, drainage, pavement reconstruction/rehabilitation, in-situ cement stabilization of existing pavement layers, asphalt concrete and bituminous seal surfacing, pedestrian facilities, street furniture, road markings and street lighting, service replacement, relocation and/upgrading construction, footpath, kerb and channel construction and repairs, bus Shelter construction following the new standard shelter model, miscellaneous ancillary work and supply of equipment for the Employer (as specified in the Schedule of Rates)

Summary of Activities and Timeframe:

Construction Activities	Site	Timeframe
AP 40 overlay	Korotogo	3 days (October 2022)
Installation of Cross Culverts	Korotogo	14days (October 2022)
Drainage works	Korotogo	7 Days (October 2022)
Construction of Chipseal	Korotogo	4 Days (October 2022)
Installation of Kerb and construction of Channel	Korotogo	30 days (November 2022)
Construction of Footpath and Bus Bay and Roundabout	Korotogo	60 days (Dec 2022—Jan 2023)
Construction of AC 14 Sealing	Korotogo	7 Days (Feb 2023)
Road Marking	Korotogo	4 Days (Feb 2023)
Installation of Permanent Traffic Sign and Cleanup of Construction Area	Korotogo	7 Days (Feb 2023)

Note:

1. Road construction timeframe is subject to Adverse Weather Conditions, Supply of Material, Breakdown of Plant and Machinery.
2. Temporary Traffic Management Plan may cause delays and disruption in day to day travelling activities, hence a proper Detour Traffic Signage will be laid for public information.
3. The Korotogo backroad will also be subject to temporary road closure on one side of the road.

ADDITIONAL INFORMATION:

This project will bring about issues such as disturbance and disruptions to daily program, dust emission and noise pollution. CR5 would like to hear from you should you have an issues with the road rehabilitation project that is currently underway. For any enquiries or complaints please contact the following:

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CHINA RAILWAY NO.5 ENGINEERING GROUP (FIJI) LIMITED
Lot 1, DSS 1775, Sawau Road, Bayview Heights, Suva



QUEENS ROAD UPGRADE PROJECT B (QRUP-B)
Section 7

Funded by ADB & WB



Project Brief:

- China Railway No. 5 Engineering Group (CR5G) has been contracted to carry out rehabilitation along 6 different sections (Section 4A-C, 5, 7 and 8) of Queens Road that require immediate works.
- This road upgrade project will be taking place along the corridor of Namada village and Nawaicoba with a total construction length of approximately 22.3km.
- Section 4A is from Korotogo village town end to Korotogo roundabout.
- Section 4B is from Korotogo roundabout to Sovi Bay.
- Section 4C is from Sovi Bay to Namada village.
- Section 5 is from Navutu to Lomawal.
- Section 7 is from Nawai School to Bavu.
- Section 8 is from True Mart, Nawaicoba to Shamlal & Sons.
- The project is funded by the World Bank (WB) and Asian Development Bank (ADB).
- The scope of work includes but is not limited to geotechnical investigations, drainage, pavement reconstruction/rehabilitation, in-situ cement stabilization of existing pavement layers, asphalt concrete and bituminous seal surfacing, pedestrian facilities, street furniture, road markings and street lighting, service replacement, relocation and/ upgrading construction, footpath, kerb and channel construction and

Section 7—Summary of Activities and Timeframe:

Construction Activities	Site	Timeframe
Milling of Existing Pavement	Nawau—Nawai	4 days (November 2022)
AP 40 Overlay & Prime Sealing	Nawau—Nawai	7 days (November 2022)
Construction of AC 14 Sealing	Nawau—Nawai	6 Days (November 2022)
Clean the Drainage	Nawau—Nawai	7 Days (November 2022)
Installation of Kerbs & Channel	Nawau—Nawai	6 days (November 2022)
Construction of Footpath	Nawau—Nawai	6 days (Jan 2023)
Road Marking	Nawau—Nawai	7 Days (Feb 2023)
Installation of Permanent Traffic Sign and Cleanup of Construction Area	Nawau—Nawai	3 Days (Feb 2023)

Notes

- 1. Road construction timeframe is subject to adverse weather conditions, supply of material, breakdown of plant and machineries.**
- 2. Temporary Traffic Management Plan may cause delays and disruption in day to day travelling activities.**

ADDITIONAL INFORMATION:

This project will bring about issues such as disturbance and disruptions to daily program, dust emission, noise pollution, delay and disruptions to day to day activities. CR5 would like to hear from you should you have an issues with the road rehabilitation project that is currently underway. For any enquiries or complaints please contact the following:

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**QUEENS ROAD UPGRADE PROJECT B (QRUP-B)
Korotogo Roundabout Work Commencement**

Funded by ADB & WB



