

# Land Acquisition and Resettlement Due Diligence Report

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## Fiji: Transport Infrastructure Investment Sector Project

### Suva Arterial Road Upgrade Project – Stage2 (SARUP 2)

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

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## ABBREVIATIONS

ADB	Asian Development Bank
APs	Affected Persons
CAD	Computer-Aided Design
DO	District Officer
DOE	Department of Environment
DOL	Department of Lands
DPs	Displaced Persons
DTCP	Department of Town and Council Planning
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
FRA	Fiji Roads Authority
GAP	Gender Action Plan
GOF	Government of Fiji
GRM	Grievance Redress Mechanism
GSA	Greater Suva Area
iTLTB	iTaukei Land Trust Board
LARF	Land Acquisition and Resettlement Framework
LARP	Land Acquisition and Resettlement Plan
LTA	Land Transport Authority
MOE	Ministry of Education
NTC	Nasinu Town Council
NTC	Nasauri Town Council
PSA	Poverty and Social Analysis
SARUP	Suva Arterial Road Upgrade Project
SCC	Suva City Council
SPS	Safeguards Policy Statement
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 Suva Arterial Roads Upgrade Project - Stage 2 (SARUP 2). SARUP 2 involves the rehabilitation and upgrade of nineteen sections of sealed road in the Greater Suva Area (GSA) with a total length of 17.173km. The sub-project involves approximately 245, 550 m<sup>2</sup> of 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 \$102 million with a contingency provision of \$30 million.

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 SARUP 2 is provided in Table 1. An overview map alongwith 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 SARUP 2 sub-project will repair and improve nineteen existing road sections within the Greater Suva Area (GSA). It is evident from site investigations conducted as part of this sub-project that roads within the GSA are in poor condition. The cause of these failures is inadequate

maintenance over a period of several years. SARUP 2 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 within Suva.

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 digitised 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 and community representatives. 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 Reportare included in Appendix A.



## 2. DESCRIPTION OF PROPOSED WORKS

### 2.1. Site Location

19. The SARUP 2 sub-project is situated within the Greater Suva Area (GSA), on the south-east coast of Viti Levu, Fiji. The sub-project catchment area consists of urban and peri-urban areas within Suva City Council, Nasinu Town Council and Nausori Town Council.

20. The SARUP 2 sub-project involves the rehabilitation and upgrade of sealed road with a total length of 17.173 km. The rehabilitation will be undertaken at sites within Nasinu, Suva and Nausori.

21. The nineteen SARUP 2 sub-project sites were chosen sites across the GSA that requires urgent rehabilitation. All 19 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.

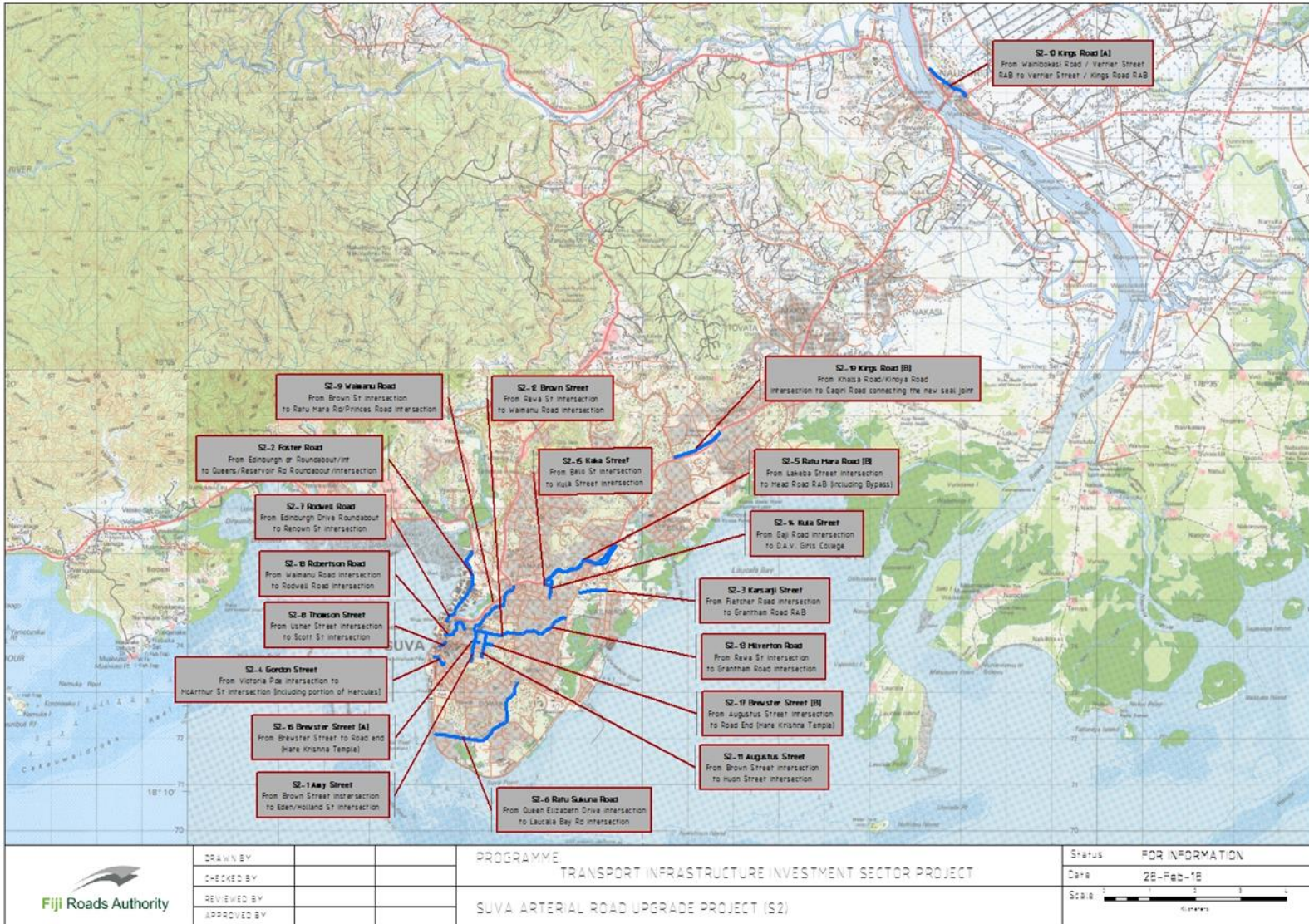
### 2.2. Scope of Work

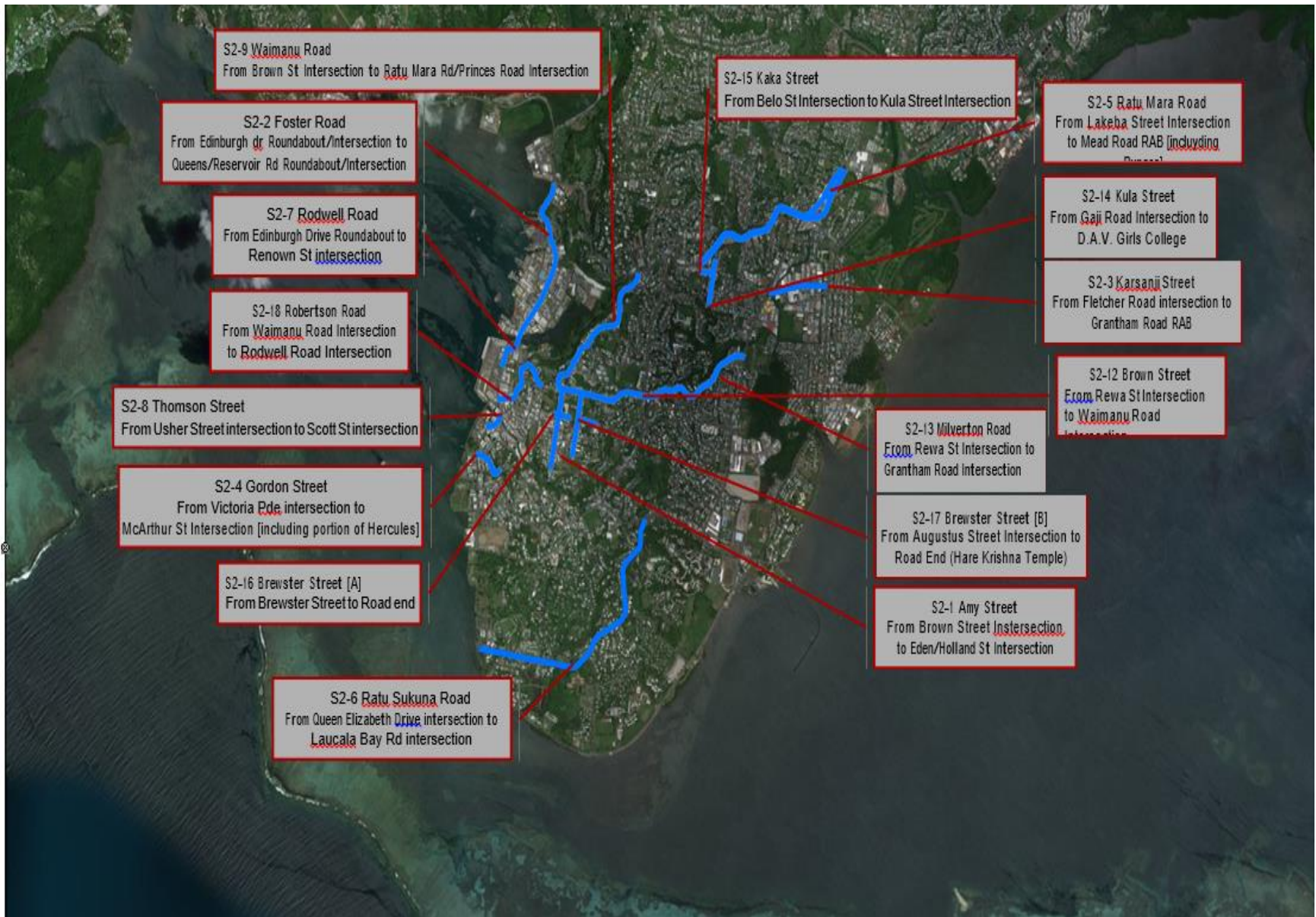
23. The sub-project involves approximately 245, 550 m<sup>2</sup> of road pavement upgrades, small sections of road widening within the existing road reserve, footpath repairs and footpath installations. The scope of works for all the sites in the sub-project is generally similar with rehabilitation of the existing pavement either by foam bitumen stabilisation or cement modification. Ancillary works at the sites entail line marking, traffic signs, stormwater drain clearing and minor repairs to kerbs and footpath.

24. The rehabilitation of the roads involved in this sub-project will improve roads whose ride quality has deteriorated significantly, or which display inadequate structural capacity for current or future traffic loading. Other improvements will be reduced traffic congestion and improved safety of road users by providing new footpaths, install new speed indication signage on most roads, upgrading utility services and intersection improvements through improved linemarking and signage.

25. A description of the rehabilitation works proposed at each of the nineteen road sections is outlined in **Error! Reference source not found.**


Figure 1: SARUP 2 site location plan











**Table 1: SARUP 2 Road Upgrade Sections**


Site	Road	Length (m)	Council	Field Observation	Photos from Site Visits
1.	<b>Amy Street</b> <i>Urban Collector Road</i> From Brown Street intersection to Eden/Holland St intersection	697	Suva	<p>Predominantly commercial. Important religious structures such as one mosque, two churches, one primary school and one private hospital are located. Footpath encroached by commercial establishments and shades have been built above footpath on both sides. Utilities such as electric poles are located on the footpath on both sides. Road pavement rehabilitation, asphalt surfacing, replacement of kerb, channel and footpath, installation of kerb ramps at all intersections, design of parking/drop off bays. Footpath encroached by commercial establishments and shades have been built above footpath on both sides. Utilities such as electric poles are located on the footpath on both sides.</p> <p>Upgrade drainage system as required. Upgrade of WAF services and relocation of TFL and FEA services as required. Encroachment on footpath to be sorted out through public consultation.</p>	

Site	Road	Length (m)	Council	Field Observation	Photos from Site Visits
2.	<b>Foster Road</b> <i>Arterial Road</i> From Edinburgh Dr round about to Queen/Reservoir Rd round about	1.619	Suva	<p>Industrial area having commercial establishments on both sides. A small campus of USP is also located. Space for footpath on either side available within road reserve. Business establishments are using footpath for parking at some places. Roadside parking is common on both sides of the road. Utilities such as electric poles and signboards of the business establishments are located on the footpath on both sides.</p> <p>Road widening from Eliza Street up to Amra Road, provision for left in / left out at Rona and Syria Street, provision of turn bay at Argo and Matua Street, upgrade of Amra Street roundabout, road pavement rehabilitation, asphalt surfacing, replacement of kerb, channel and footpath, installation of kerb ramps at all intersections, roundabout and intersection improvement, construction of bus bay and median island, design of bus / parking bays, upgrade drainage system as required and upgrade of WAF services and relocation of TFL, FEA services as well as business signboards required.</p>	




Site	Road	Length (m)	Council	Field Observation	Photos from Site Visits
3.	<b>Karsanji Street</b> <i>Urban Collector Road</i> From Fletcher Rd to Grantham Road round about	645	Suva	<p>Predominantly commercial and business establishments on both sides. Business establishments are using footpath for parking at some places. Roadside parking is common on both sides of the road.</p> <p>Road pavement rehabilitation, asphalt surfacing, improvement of Fletcher Road roundabout, improvement of turning radii at all intersections, replacement of kerb, channel &amp; footpath, installation of kerb ramps at all intersections, design of parking bays, reinstatement of pavement marking and signs, installation of street lighting, upgrade drainage system as required, upgrade of WAF services and relocation of TFL and FEA services as required.</p>	



Site	Road	Length (m)	Council	Field Observation	Photos from Site Visits
4.	<b>Gordon Street (including portion of Hercules Street)</b> <i>Urban Collector Road</i> Victoria Parade intersection to MacArthur Street	286 (+111)	Ssuva	<p>Mostly institutions, offices and commercial establishments. An important link to Victoria Parade. Utilities like electric poles are located on the footpath.</p> <p>Road pavement rehabilitation, asphalt surfacing Replacement of kerb, channel &amp; footpath, 20m of concrete re-blocking from Pratt Street to MacArthur Street, upgrade drainage system as required, installation of kerb ramps at all intersections, upgrade of WAF services and relocation of TFL and FEA services, reinstatement of pavement marking and signs as required.</p>	



Site	Road	Length (m)	Council	Field Observation	Photos from Site Visits
5.	<b>Ratu Mara Road (including Bypass road and Fletcher Road)</b> <i>Arterial road</i> From Lakeba Street to Mead Road Roundabout	1,955 (+140)	Suva	<p>Residential, commercial and business establishments, having two educational institutions and one hospital. A sizeable squatter settlement also located. Adjacent to footpath, two squatter houses situated.</p> <p>Road pavement rehabilitation, asphalt surfacing, design of parking / bus bays, construct minimum 2m wide footpath preferably to boundary or base slope support, construct kerb ramps and at intersections, upgrade and relocate storm water drainage network, upgrade kerb and channel on both sides of the road including dish channels as required, install slot drains where runoff from private properties require containment, construct appropriate wheelchair / pram crossings at regular intervals, installation of hand rails and/or crash barriers, repair of damaged guard rails, upgrade of all concrete bus bay and bus shelters, replacement and realignment of 2 existing DN150 AC pipes, sewer main pipe to be relined, upgrade of WAF services and relocation of TFL and FEA services as required, construction of retaining wall to treat existing slip opposite Raiwasa Road and installation of road lighting on central / median island. Rehabilitation of two squatter houses required. Public consultation held with the squatter residents.</p>	



Site	Road	Length (m)	Council	Field Observation	Photos from Site Visits
6.	<b>RatuSukuna Road</b> <i>Urban Collector Road</i> From Queen Elizabeth Drive to Laucala Bay Road	2,703	Suva	<p>Residential area but important institutions like police academy; old Parliament building; Secretariat of the Pacific; PM's residence, a primary school and medical center are located. Encroachment of road by residents at few places. Not enough space to have footpath on both sides at some places.</p> <p>Road widening, reinstate existing damaged kerb and channel, road pavement rehabilitation, asphalt surfacing, installation of kerb ramps at all intersections, construction of continuous footpath on LHS and intermittent on RHS, new concrete bus bays, installation of road lighting, upgrade of WAF services and relocation of TFL and FEA services as required. Encroachment issue has been addressed through public consultation.</p>	



7.	<p><b>Rodwell Road</b>  <i>Urban Collector Road</i>  From Edinburgh Drive Roundabout to Renown Street intersection</p>	241	Suva	<p>Commercial and business establishments on both sides. Utilities such as electric poles are located on the footpath.</p> <p>Road pavement rehabilitation, asphalt surfacing, reinstate damaged kerb and channel, construction of new 2m footpath, upgrade of WAF services and relocation of TFL and FEA services as required, installation of street lighting to be located on median / central island, reinstatement of pavement marking and signs.</p>	 
8.	<p><b>Thomson Street</b>  <i>Urban Collector Road</i>  From Usher Street to Scott Street</p>	221	Suva	<p>Commercial and business establishments on both sides. Utilities such as electric poles are located on the footpath.</p> <p>Reinstate damaged kerb and channel in some locations, reinstate damaged footpath, road pavement rehabilitation, asphalt surfacing, clean existing drainage network, upgrade of WAF services and relocation of TFL and FEA services as required, installation of road</p>	

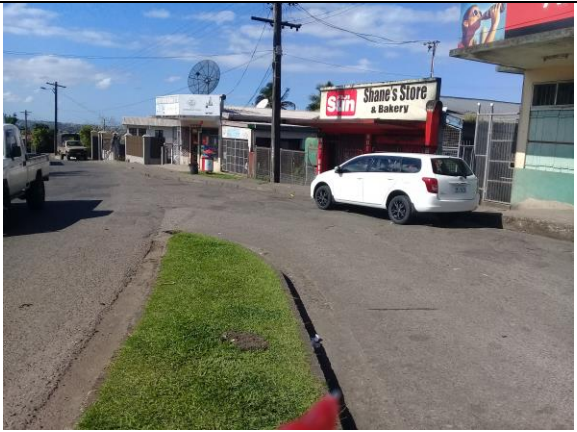

				lighting to be placed on median island.	 
9.	<b>Waimanu Road</b> <i>Arterial Road</i> From Brown Street to Ratu Mar Road / Princess Road intersection	1,658	Suva	<p>Important facilities like hospital and medical center for differently abled are located.</p> <p>Road pavement rehabilitation, asphalt surfacing, design of bus / parking bays Reinstate existing kerb and channel, upgrade drainage system as required, construction of new 2m footpath, upgrade of WAF services and relocation of TFL and FEA services as required, reinstatement of pavement marking and signs, installation of road lighting, facility of ramp to be provided in the hospital and medical center for</p>	



				the old, aged and differently abled.	
10.	<b>Kings Road A</b> <i>Rural Strategic Road</i> From Wainibokasi Road Roundabout to Nausori Bypass Road	1,013	Nausori	Commercial establishments; municipal market, hospital and medical center for women.  Improvement of roundabouts and turning radii at all intersections, road pavement rehabilitation, asphalt surfacing, design of parking/ bus bays, relocation of bus shelters at few places, installation of kerb ramps at all intersections, reinstate existing damaged kerb and channel, upgrade of WAF services and relocation of TFL and FEA services as required, reinstatement of pavement marking & signs, and installation of road lighting.	




					
11.	<b>Augustus Street</b> <i>Urban Secondary Collector</i> From Brown Street to Huon Street	561	Suva	<p>Mostly residential but a pre-school for children is also located. Utilities like electric poles are located on the footpath. Footpath available on one side only.</p> <p>Road pavement rehabilitation, asphalt surfacing, upgrade drainage system as required, reinstate existing damaged kerb and channel, upgrade of WAF services and relocation of TFL and FEA services as required, reinstatement of pavement marking and signs, installation of street lighting. To provide footpath on both sides, public consultation would be</p>	



				required with residents who have encroached upon road.	
12.	<b>Brown Street</b> <i>Urban Collector Road</i> From Rewa Street to Waimanu Road	960	Suva	<p>Residential and institutional area. Children hospital and institution for differently abled. Footpath available on one side only.</p> <p>Rehabilitation of Rewa Street Roundabout, road pavement rehabilitation, asphalt surfacing, reinstate existing kerb and channel, upgrade drainage system as required, construction of new 2m footpath, construct footpath from Augustus Street to WAF pump station on LHS, upgrade of WAF services and relocation of TFL and FEA services as required, installation of kerb ramps at all</p>	


				intersections. Reinstatement of pavement marking and signs.	
13.	<b>Milverton Road</b> <i>Urban Local</i> From Rewa Street to Grantham Road	1279	Suva	<p>Mostly residential area. Electric poles are located on the footpath. Width of existing footpath is less than 1m at most of the stretches.</p> <p>Road pavement rehabilitation, asphalt surfacing, reinstate existing kerb and channel, dismantle damaged footpath and construct new 2m footpath, upgrade drainage system as required, upgrade of WAF services and relocation of TFL and FEA services as required. Reinstatement of pavement marking and signs required.</p>	


					
14.	<b>Kula Street</b> <i>Urban Secondary Collector</i> From Gaji Street to D.A.V Girls College	411	Suva	<p>Residential and educational institutions area. School commuters park vehicles on the street. Width of existing footpath is less than 1m at many stretches.</p> <p>Road pavement rehabilitation, asphalt surfacing, reinstate existing kerb and channel, construct concrete open line drain, dismantle damaged footpath and construct new 2m footpath, install kerb ramps at all intersections, upgrade drainage system as required, upgrade of WAF services and relocation of TFL and FEA services as required. Reinstatement of pavement marking and signs required.</p>	

					
15.	<b>Kaka Street</b> <i>Urban Secondary Collector</i> From Belo Street to Kula Street	159	Suva	<p>Commercial and residential area. Parking of vehicles on the road is common. Footpath encroached at many places. Provision of exclusive parking space required.</p> <p>Road pavement rehabilitation, asphalt surfacing, reinstate existing kerb and channel, construct concrete open line drain on RHS, upgrade drainage system as required, dismantle damaged footpath and construct new 2m footpath on one side, upgrade of WAF services and relocation of TFL and FEA services as required. Reinstatement of pavement marking and signs required.</p>	

					
16.	<b>Brewster Street A</b> <i>Urban Secondary Collector</i> From Brewster Street (Eden & Associates Ltd) to Road end (Community Centre Suva)	194	Suva	<p>Residential area and a religious institution. No drainage and footpath facility. Public consultation held to take consent for provision of drainage and footpath.</p> <p>Road pavement rehabilitation, asphalt surfacing construct kerb and channel, construct concrete open line drain, construct new 2m footpath and upgrade drainage system as required, reinstatement of pavement marking and signs, upgradation of WAF services and relocation of TFL and FEA services as required.</p>	 

17.	<p><b>Brewster Street B</b>  <i>Urban Secondary Collector</i>          From Augustus Street intersection to Road end (Hare Krishna Temple)</p>	215	Suva	<p>Mostly residential area. Linked to the exit of a hospital. No drainage and footpath facility. Public consultation held to take consent for provision of drainage and footpath.</p> <p>Road pavement rehabilitation, asphalt surfacing, construct kerb and channel, construct concrete open line drain, upgrade drainage system as required, construct new 2m footpath, installation of retaining structures as required, upgradation of WAF services and relocation of TFL and FEA services as required.</p>	 
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18.	<p><b>Robertson Road</b>  <i>Urban Collector Road</i>          From Waimanu Road intersection to Rodwell Road intersection</p>	802	Suva	<p>Mostly residential, including few hostels and motels. Footpath only on one side.</p> <p>Improvement of Struan Street Roundabout, road pavement rehabilitation, asphalt surfacing, dismantle damaged footpath and construct new 2m footpath on one side          Install kerb ramps at all intersections, upgrade of WAF services and relocation of TFL and FEA services as required, reinstatement of pavement marking and signs, construction of retaining structures to enable footpath widening.</p>	
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19.	<b>Kings Road B</b> <i>Rural Strategic Road</i> From Khalsa Rd / Kinoya Rd intersection up to Caqiri Road connecting the new seal joint	1303	Nasinu	<p>Commercial and residential area. Few bus shelters located on the footpath.</p> <p>Improvement of Daniva / Yasiyasi Road Roundabout, design of parking/ bus bays, road pavement rehabilitation, asphalt surfacing, upgrade and relocate storm water drainage network, upgrade kerb and channel on both sides of the road including dish channels as required, install slot drains where runoff from private properties require containment, construct minimum 2m wide footpath preferably to boundary or base slope support, construct appropriate wheelchair / pram crossings at regular intervals, installation of hand rails and/or crash barriers, repair of damaged guard rails, sewer manhole at Yasiyasi Road roundabout to be exposed and raised, FEA poles to be relocated outside pedestrian footpath, relocation of TFL pits as required. Reinstatement of pavement marking and signs as required.</p>	
	<b>TOTAL</b>	<b>17,173</b>			

### 3. LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT

26. The sub-project involves the rehabilitation of existing roads within the GSA. 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. SARUP 2 involves the upgrade of existing roads within the GSA. 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, commercial and industrial development, as well as some undeveloped land. These roads directly or indirectly service schools, police and fire stations, markets, health centres, religious places and cultural and recreational facilities in some capacity. These roads also provide an important linkage to the urban and peri-urban areas of Greater Suva Area (GSA).

32. 53 bus bays have been proposed in the selected 19 roads. All these bus bays will be constructed within the road reserve, although minor shrub clearance will be required for the installation of bus bays in Kings Road B and Ratu Sukuna Road (Near Draiba Primary School).

33. Freehold 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 these freehold land parcels will not be impacted by the works.
34. Construction laydown areas will utilise existing depots for machinery and equipment located in Suva, with the exact location depending on the successful contractors. Should a new contractor be appointed a new depot may need to be organised, but this would be a commercial transaction or lease and will not impact residential or native land.
35. 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.
36. Clearance of roadside vegetation will be required at 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**.
37. 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).
38. It has therefore been determined that there are no directly affected persons (APs) by the SARUP 2 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 consultation and information disclosure is an integral part of the environmental and social assessment process. Two stakeholder consultations regarding the SARUP2 sub-project has been undertaken initially during development of the optioneering phase. Apart from these two stakeholder consultations, three more public consultations were held directly with affected community representatives at different places, minutes of which are presented 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. Stakeholder consultation was initiated as part of the Greater Suva Transportation Strategy (FRA, 2014). The SARUP 2 roads are a subset of these high, medium and regional priority roads identified as part of the strategy. This consultation involved discussions and workshops to gather information and feedback from government departments, councils & other authorities involved in the planning and management of transport infrastructure within the GSA. As a part of wider consultation with stakeholders, participation of important business houses, police forces, NGOs and other bodies were ensured.
42. In mid-2017, FRA began to investigate potential sites within the GSA for road rehabilitation and consultation commenced with regulatory authorities. Initial meetings were held with the ADB, DOE, WAF, the Department of Lands (DOL) and FEA to make them aware of the sub-project.
43. Consultation with the ADB focussed 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. DOL were engaged should any Crown land purchase be required.

44. The Fiji Museum was also engaged to discuss potential impacts on archaeological sites. The Museum confirmed in meetings and email correspondence that no archaeological sites were present on any of these roads under investigation. Fiji Museum also provided their geospatial archaeological database records for reference.

45. Further consultation was not progressed until the sub-project was finalised and nineteen high-priority sites were chosen in January 2018. In February 2018 public consultation recommenced at three more places, focussing on direct interaction and feedback from the affected communities of the nineteen SARUP2 sites. Follow up consultation has also been discussed meeting with all key stakeholders and affected communities for finalization of alignments.

46. List of key stakeholders consulted in relation to the SARUP 2 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 SARUP 2 sub-project**

• Asian Development Bank (ADB)	• Lands Department
• Commissioner Central Division (CCD)	• Land Transport Authority (LTA)
• Carpenters	• MWH Global (MWH)
• Department of Environment (DOE)	• Ministry of Education (MOE)
• Department of Town and Country Planning (DTCP)	• Miot Private Hospital
• District Officer Suva (DO-Suva)	• Namosi Joint Venture
• Fiji Electricity Authority (FEA)	• Nasinu Town Council (Nasinu TC)
• Fiji Museum Office (FMO)	• RFMF (Republic of Fiji Military Forces)
• Fiji Policy Force (FPF)	• Suva City Council (SCC)
• Fiji Roads Authority (FRA)	• Secretariate of pacific Community (SPC)
• Housing Authority	• Telecom Fiji Limited (TFL)
• iTaukei Land Trust Board (iTLTB)	• Water Authority of Fiji (WAF)
	• World Bank (WB)
	• Williams & Goslings (W&G)

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 (TFL, SCC, LTC, NTC, LTA, FPF, DO-Suva and DTCP).
- (ii) Concerns about the road safety impacts due to increased speed and ensuring appropriate safety controls are in place both during and post construction (ADB, LTA, FPF, MOE, DO-Suva).
- (iii) Would like to see the sub-project implemented and completed in a timely manner (NTC, DO-Suva).
- (iv) Would like to coordinate maintenance and upgrade efforts where appropriate (WAF, TFL, FEA).
- (v) Specific feedback regarding road design and methodology (ADB, WAF, SCC, LTA, FPF, DO-Suva, DTCP).
- (vi) Other environmental and social considerations, such as erosion and sedimentation and dust management (ADB, NTC) and culturally significant sites (FMO).
- (vii) Concerns like proper installation of utility services, road safety, provision of footpaths & drainage and parking spaces for commercial complexes were raised. (Carpenters, Miot Private Hospital, Housing Authority).

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

49. The DOE was also consulted as part of local environmental and social safeguards. Under the Environment Management Act 2005a, Screening Form has been prepared to be submitted for the sub-project. 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 and businesses 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 Telecom Fiji Limited, Fiji Electricity Authority and the Water Authority of Fiji 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.

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, DOE, DTCP, DO Suva, FPF, SCC, Nausori TC, Nasinu TC, LTA, TFL, and WAF. 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** .

**Table 3: Proposed SARUP 2 stakeholder committee**

• Fiji Roads Authority (FRA)	• Department of Town and Country Planning (DTCP)
• Department of Environment (DOE)	• District Officer Suva (DO-Suva)
• Suva City Council (SCC)	• Land Transport Authority (LTA)
• Nausori City Council (NCC)	• Water Authority of Fiji (WAF)
• Nasinu Town Council (NTC)	• Fiji Electricity Authority (FEA)
• iTaukei Land Trust Board (iTLTB)	• Telecom Fiji Limited (TFL)
• Ministry of Education (MOE)	• Fiji Policy Force (FPF)

54. A proposed consultation plan for SARUP 2 is provided in Table 4.

**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 month after sub-project commencement to review the sub-project commencement and discuss any concerns. The meeting shall involve the same invitees as the meeting held in February 2018. 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	The Contractor shall conduct letter drops to all businesses and residents bordering the SARUP 2 sites and erect signage at least one month prior to physical works commencing.  The Contractor shall conduct face to face consultation with the Jittu squatter community on Gaji Road in case members are illiterate.  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.
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 InfoShop.

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 SARUP 2 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 SARUP 2.

61. Benefits of the SARUP 2 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 Suva and local Councils; the iTLTB, representing iTaukei Fijians; and the MOE; Principal, Draiba Primary School, representing schoolchildren. During the construction phase, specific consultation is specified for the squatter settlements situated at Ratu Mara Road and Milverton Road.

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 SARUP 2 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 SARUP 2 sub-project, and this due diligence report is considered appropriate to satisfy the requirements of the LARF.

## REFERENCES

- ADB. (2015a). *Project Administration Manual Public of Fiji: Transport Infrastructure Investment [Sector] Project*. Manilla: Asian Development Bank.
- ADB. (2015b). *Land Acquisition and Resettlement Framework: Fiji Transport Infrastructure Investment Sector Project*. Manilla: Asian Development Bank.
- FRA. (2014). *Greater Suva Transportation Strategy 2015-2030*. Suva: Fiji Roads Authority.
- FRA. (2015). *Sub-Project Screening Report: Fiji Transport Infrastructure Investment Sector Project Suva Arterial Road Upgrade Project - Stage 2 (SARUP 2)*. Suva: Prepared by the Fiji Roads Authority for the Asian Development Bank and World Bank.
- MWH. (2016a). *Suva Arterial Road Upgrade Project - Stage 1: Technical Feasibility Study and Economic Analysis*. Suva: Report prepared by MWH Global on behalf of the Fiji Roads Authority for the Asian Development Bank and World Bank.
- MWH. (2016b). *Environmental and Social Impact Assessment (EIA): Transport Infrastructure Investment Sector Project - Suva Arterial Road Upgrade Project*. Report prepared by MWH Global on behalf of the Fiji Roads Authority for the Asian Development Bank.

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

### Safeguard Screening Form S.1: Social Impacts

Type of Impact	Yes	No	Comment
<b>1.0 Land</b>			
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		
<b>2. Involuntary Resettlement</b>			
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 licenced suppliers will be used.
<b>3. Indigenous People</b>			
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
<b>4. Cultural Property</b>			

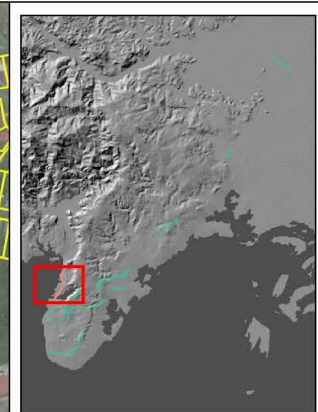
Type of Impact	Yes	No	Comment
Any negative impacts on cultural property such as sites, historical buildings etc.		✓	<p>The Fiji Museum has been consulted regarding potential physical cultural resources within the project. They have confirmed that “there are no archaeological significant sites” present (Elia Nakoro pers. comm., 02/08/15).</p> <p>No buildings, including historical buildings, will be impacted as part of the works.</p> <p>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.</p>
<b>5. Environmental Impacts</b>			
Attach sub-project specific check-list with - Possible negative impacts and - Proposed mitigation measures			Environmental impacts for SARUP 2 are discussed in the Environmental and Social Safeguard Screening Report and the EIA & Environmental and Social Management Plan, submitted separately to DoE and ADB.

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

<i>Project Title:</i> <b>Transport Infrastructure Investment Sector Project</b>			<i>Loan No:</i> <b>3210-FIJ</b>	
<i>Subproject:</i> <b>Suva Arterial Road Upgrade Project 1 (SARUP 2)</b>			<i>Date:</i> <b>01 Dec 2015</b>	
<i>Location and impact area:</i> <b>Urban roads around Lami, Suva and Nausori, Fiji</b>				
<b>Probable Land Acquisition/Resettlement Effects</b>	<b>Yes</b>	<b>No</b>	<b>Not Known</b>	<b>Remarks</b>
<b>Acquisition of Land</b>				
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
<b>Restrictions on land use or on access</b>				
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
<b>Information on Displaced Persons</b>				
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: <sup>1</sup> 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 <b>NA</b>				
Are any displaced persons from indigenous or ethnic minority groups? <input type="checkbox"/> No <input type="checkbox"/> Yes <b>NA</b>				

<sup>1</sup>Impacts 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



**Property Boundary Data**  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

- Commercial
- Community Development
- Educational Site
- Special Use
- Civic

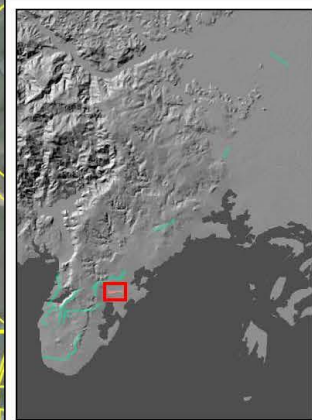


DRAWN BY	
CHECKED BY	
REVIEWED BY	
APPROVED BY	

**PROGRAMME:**  
 SUVA ARTERIAL ROAD UPGRADE PROJECT

**ROAD NAME:** Foster Road  
 From Edinburgh dr Roundabout/Intersection to Queens/Reservoir Rd Roundabout/Intersection

Status	FOR INFORMATION	
Date	23-Jan-18	Site: S2-2
Scale	1:6,750	



Property Boundary Data  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

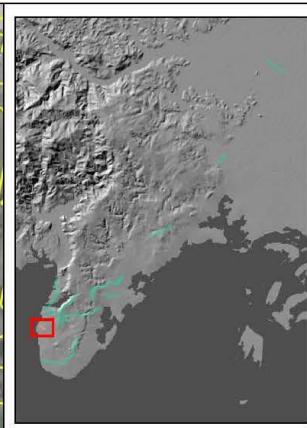
- Commercial
- Community Development
- Educational Site
- Special Use
- Civic



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CHECKED BY		
REVIEWED BY		
APPROVED BY		

PROGRAMME:  
 SUVA ARTERIAL ROAD UPGRADE PROJECT  
 ROAD NAME : Karsanji Street  
 From Fletcher Road intersection to Grantham Road RAB

Status	FOR INFORMATION	
Date	23-Jan-18	Site : S2-3
Scale	1:3,000	



Property Boundary Data  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

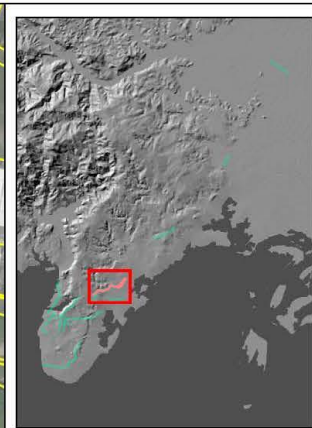
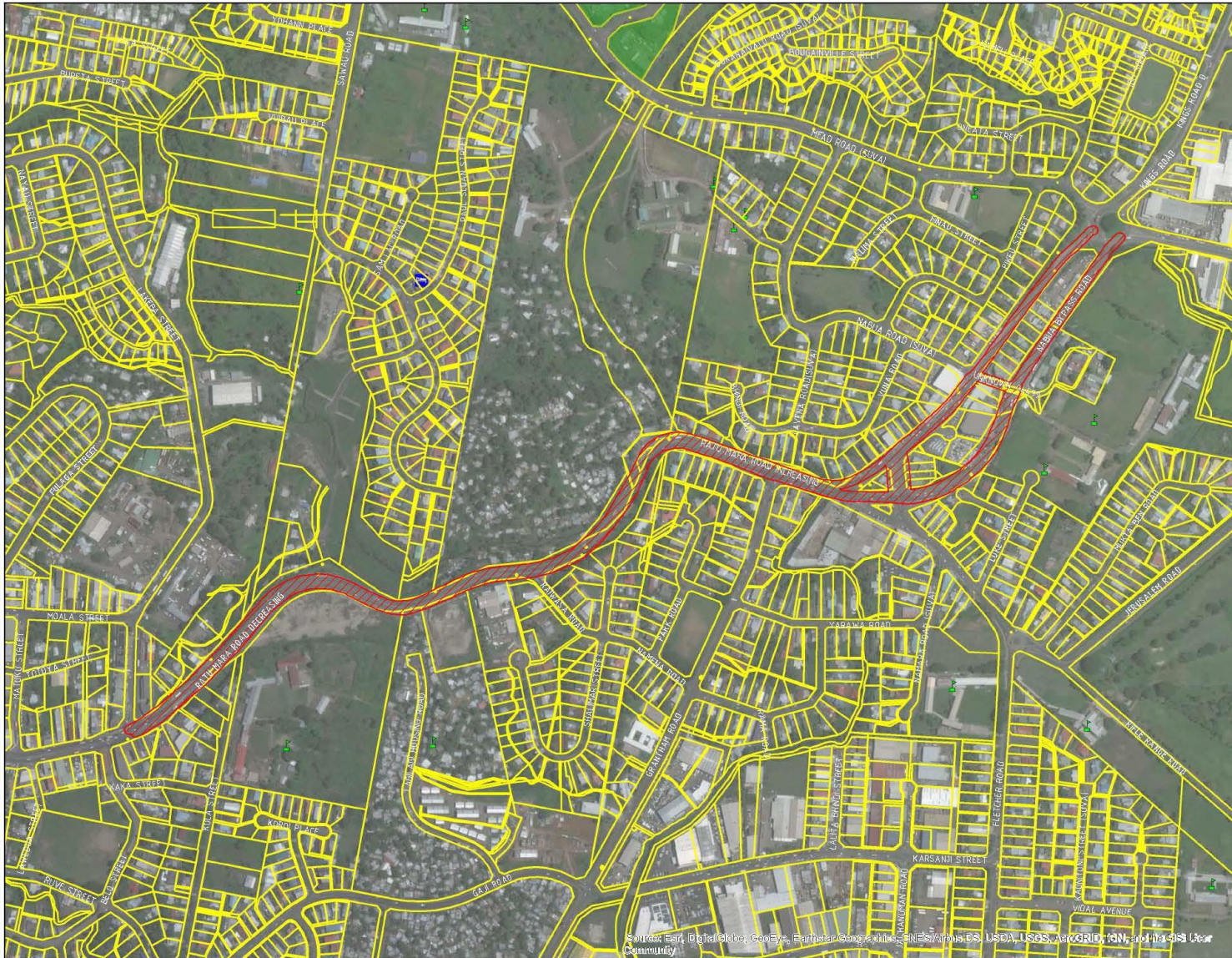
- Commercial
- Community Development
- Educational Site
- Special Use
- Civic

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

	DRAWN BY		
	CHECKED BY		
	REVIEWED BY		
	APPROVED BY		

PROGRAMME:  
**SUVA ARTERIAL ROAD UPGRADE PROJECT**  
 ROAD NAME : Gordon Street  
 From Victoria Pde intersection to MacArthur St Intersection

Status	FOR INFORMATION		
Date	23-Jan-18	Site	S2-4
Scale	1:3,000		



Property Boundary Data  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

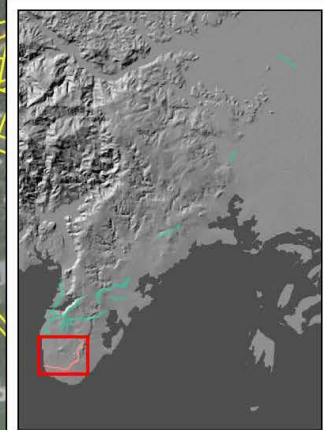
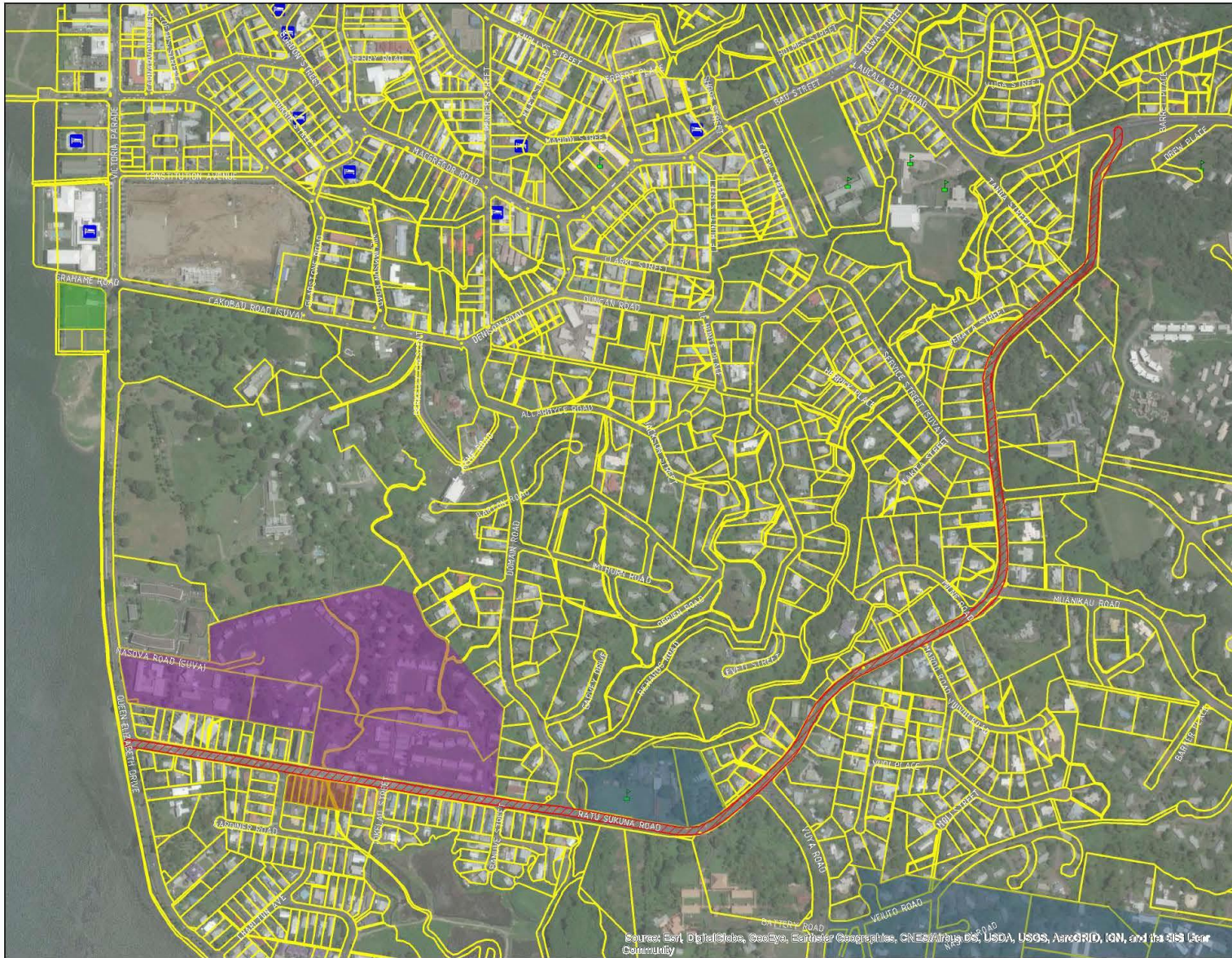
- Commercial
- Community Development
- Educational Site
- Special Use
- Civic



DRAWN BY		
CHECKED BY		
REVIEWED BY		
APPROVED BY		

PROGRAMME:  
 SUVA ARTERIAL ROAD UPGRADE PROJECT  
 ROAD NAME: Ratu Mara Road  
 From Lakeba Street Intersection to Mead Road RAB- Including Bypass Road and Fletcher Road

Status	FOR INFORMATION	
Date	23-Jan-18	Site: S2-5 :
Scale	1:5,800	



**Property Boundary Data**  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

- Commercial
- Community Development
- Educational Site
- Special Use
- Civic

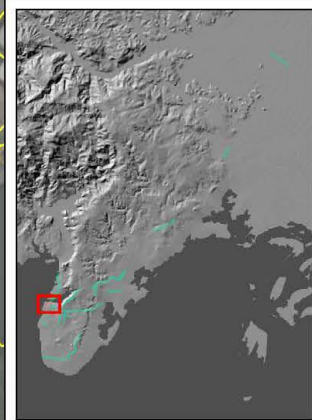
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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CHECKED BY	
REVIEWED BY	
APPROVED BY	

PROGRAMME:	SUVA ARTERIAL ROAD UPGRADE PROJECT
ROAD NAME :	Ratu Sukuna Road
	From Queen Elizabeth Drive intersection to Laucala Bay Rd intersection

Status	FOR INFORMATION		
Date	23-Jan-18	Site :	S2-6
Scale	1:6,650		



Property Boundary Data  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

- Commercial
- Community Development
- Educational Site
- Special Use
- Civic

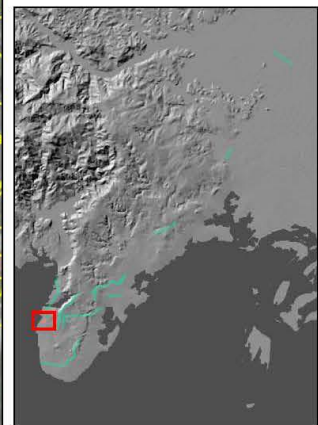
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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CHECKED BY	
REVIEWED BY	
APPROVED BY	

PROGRAMME:  
 SUVA ARTERIAL ROAD UPGRADE PROJECT  
 ROAD NAME : Rodwell Road  
 From Edinburgh Drive Roundabout to Renown St intersection

Status	FOR INFORMATION		
Date	23-Jan-18	Site	S2-7
Scale	1:3,000		



**Property Boundary Data**  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

- Commercial
- Community Development
- Educational Site
- Special Use
- Civic

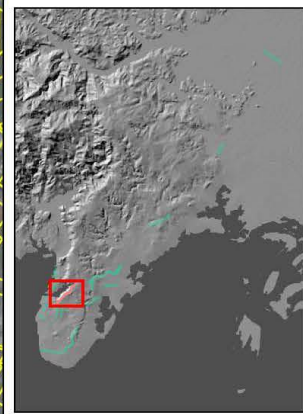
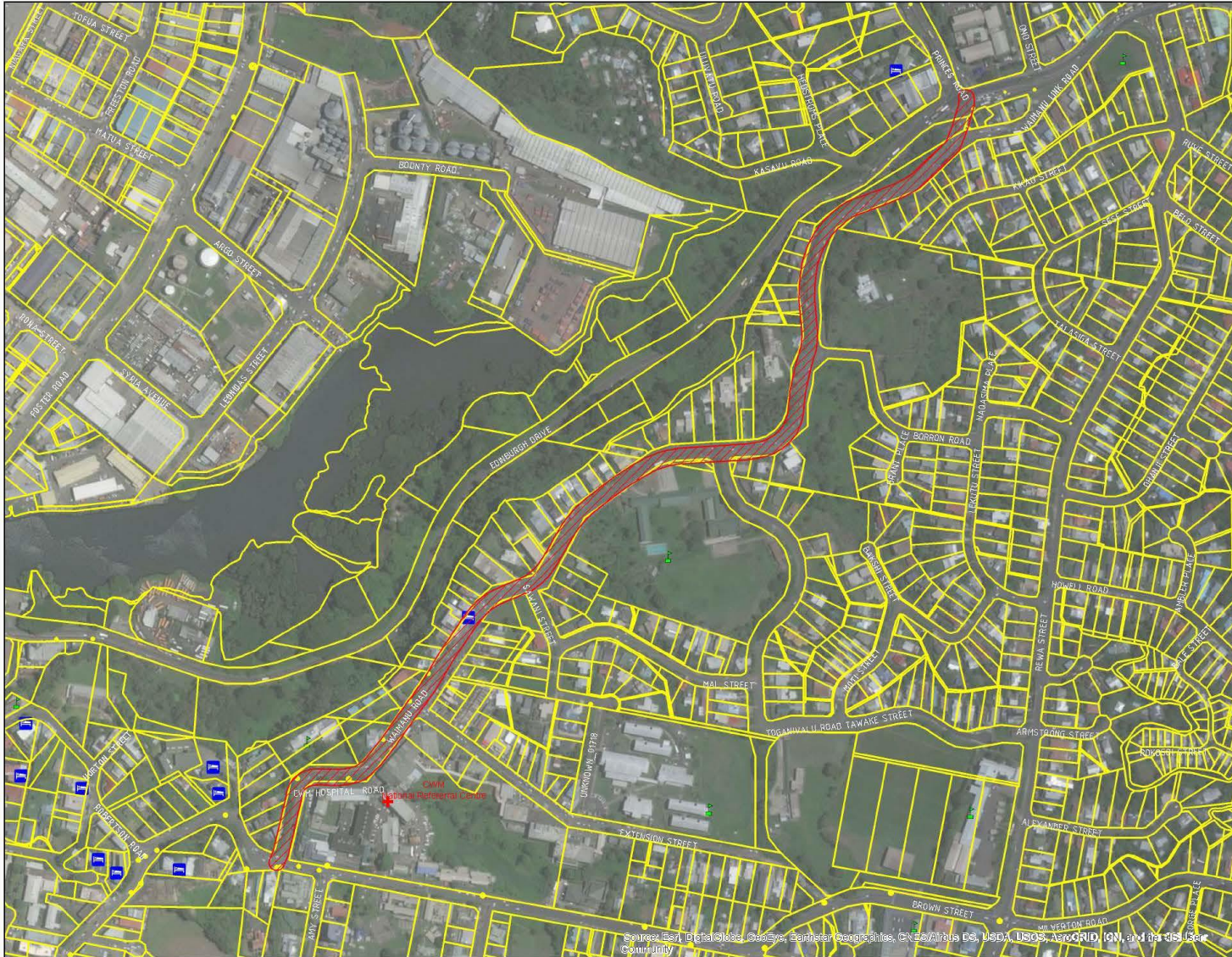
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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REVIEWED BY	
APPROVED BY	

**PROGRAMME:**  
 SUVA ARTERIAL ROAD UPGRADE PROJECT  
**ROAD NAME:** Thomson Street  
 From Usher Street intersection to Scott St intersection

Status	FOR INFORMATION		
Date	23-Jan-18	Site:	S2-8
Scale	1:3,000		



Property Boundary Data  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

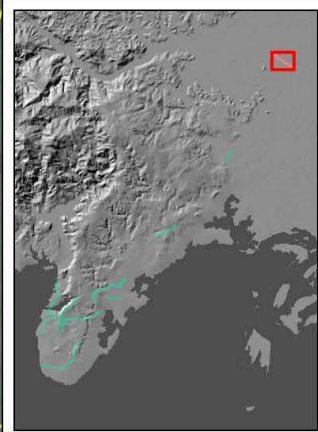
- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

- Commercial
- Community Development
- Educational Site
- Special Use
- Civic

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

	DRAWN BY		<b>PROGRAMME:</b> SUVA ARTERIAL ROAD UPGRADE PROJECT <b>ROAD NAME :</b> Waimanu Road From Brown St Intersection to Ratu Mara Rd/Princes Road Intersection	Status	FOR INFORMATION		
	CHECKED BY			Date	23-Jan-18	Site :	S2-9
	REVIEWED BY			Scale	1:4,680		
	APPROVED BY						



Property Boundary Data  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

- Commercial
- Community Development
- Educational Site
- Special Use
- Civic

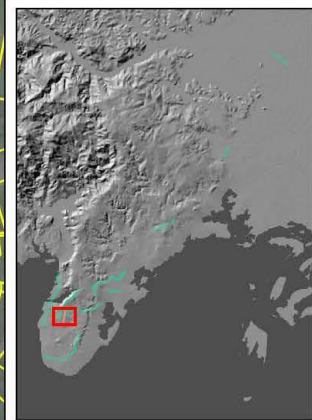
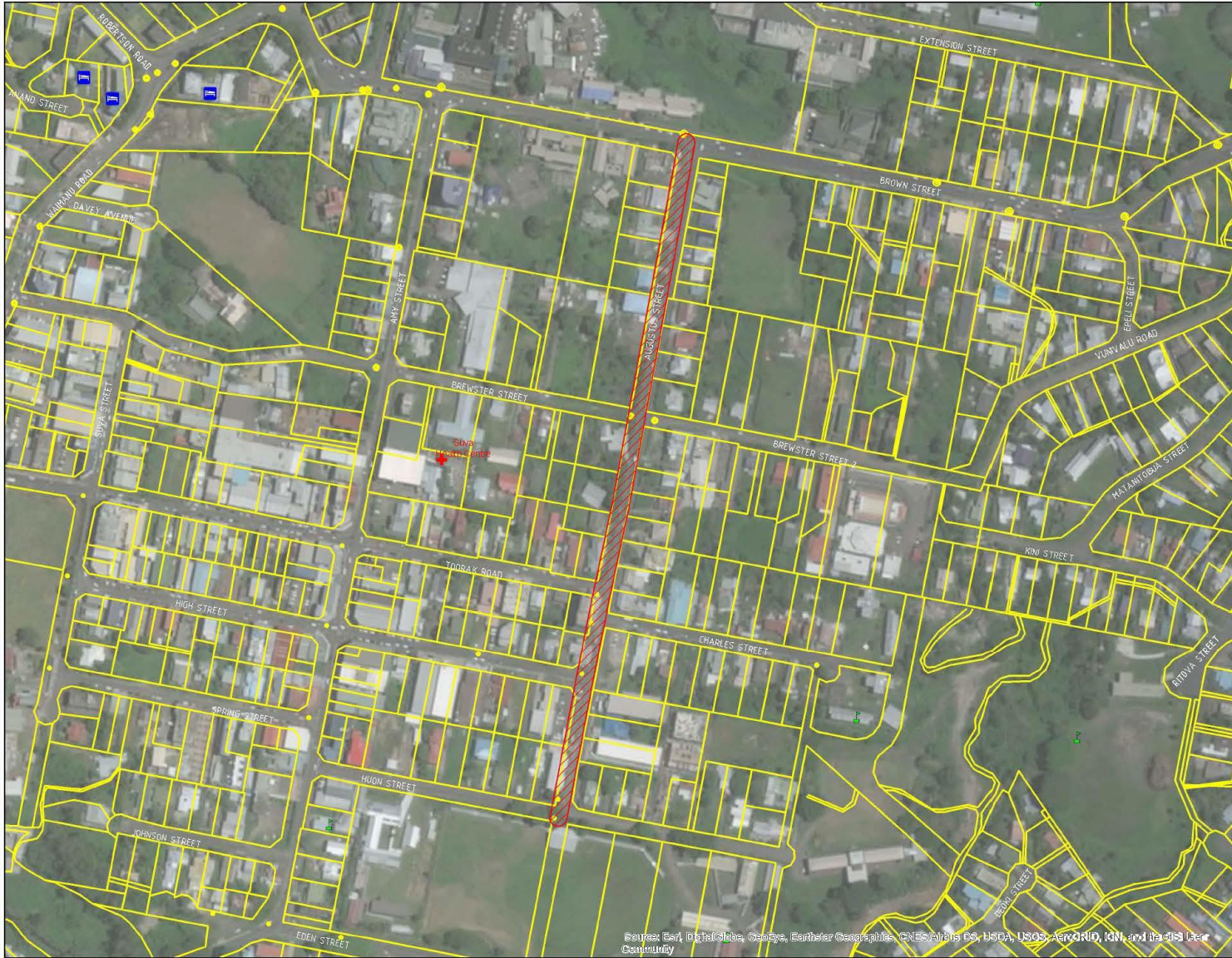
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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CHECKED BY	
REVIEWED BY	
APPROVED BY	

PROGRAMME:	SUVA ARTERIAL ROAD UPGRADE PROJECT
ROAD NAME :	Kings Road (A)
	From Wainibokasi Road / Verrier Street RAB to Verrier Street / Kings Road RAB

Status	FOR INFORMATION		
Date	23-Jan-18	Site :	S2-10
Scale	1:3,000		



Property Boundary Data  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

- Commercial
- Community Development
- Educational Site
- Special Use
- Civic

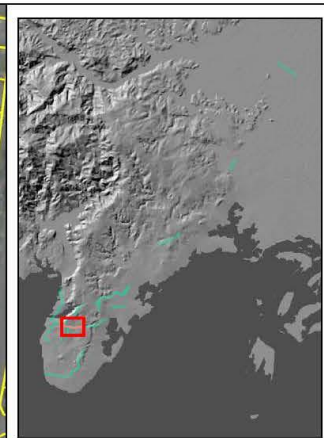
© Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



DRAWN BY		
CHECKED BY		
REVIEWED BY		
APPROVED BY		

PROGRAMME:  
**SUVA ARTERIAL ROAD UPGRADE PROJECT**  
 ROAD NAME : Augustus Street  
 From Huon Street Intersection to Brown Street Intersection

Status	FOR INFORMATION		
Date	23-Jan-18	Site	S2-11
Scale	1:3,000		



**Property Boundary Data**  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

- Commercial
- Community Development
- Educational Site
- Special Use
- Civic

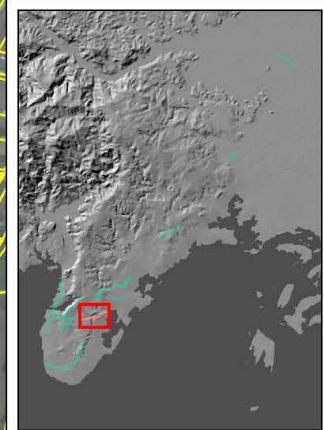
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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CHECKED BY	
REVIEWED BY	
APPROVED BY	

PROGRAMME:	SUVA ARTERIAL ROAD UPGRADE PROJECT
ROAD NAME :	Brown Street
	From Rewa St Intersection to Waimanu Road Intersection

Status	FOR INFORMATION	
Date	23-Jan-18	Site : S2-12
Scale	1:3,000	



**Property Boundary Data**  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

- Commercial
- Community Development
- Educational Site
- Special Use
- Civic

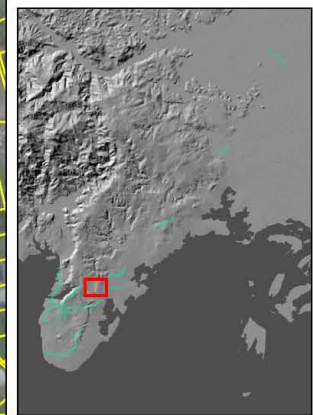
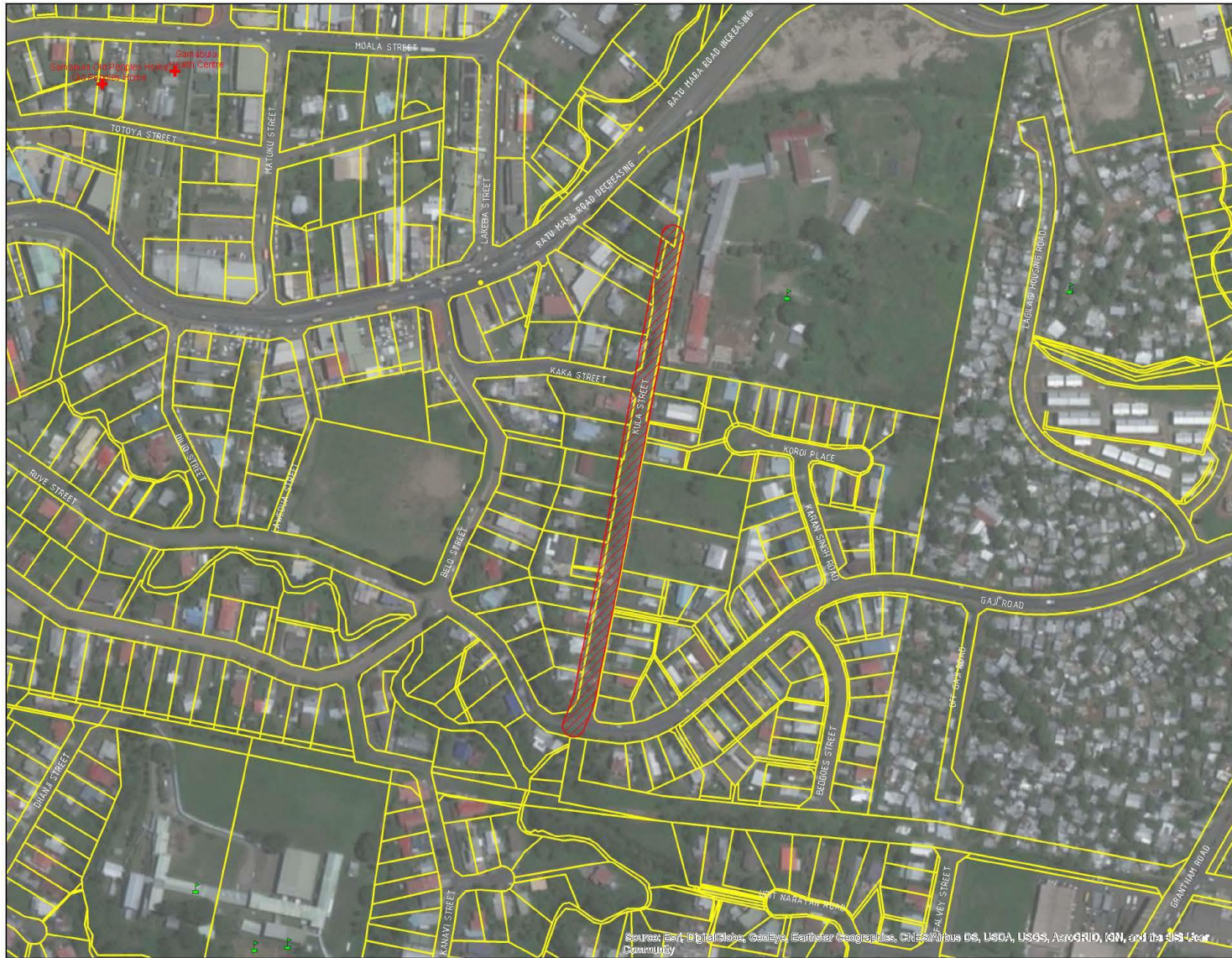
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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CHECKED BY	
REVIEWED BY	
APPROVED BY	

PROGRAMME:	SUVA ARTERIAL ROAD UPGRADE PROJECT
ROAD NAME :	Milverton Road
	From Rewa St Intersection to Grantham Road Intersection

Status	FOR INFORMATION	
Date	23-Jan-18	Site : S2-13
Scale	1:4,080	



**Property Boundary Data**  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

- Commercial
- Community Development
- Educational Site
- Special Use
- Civic



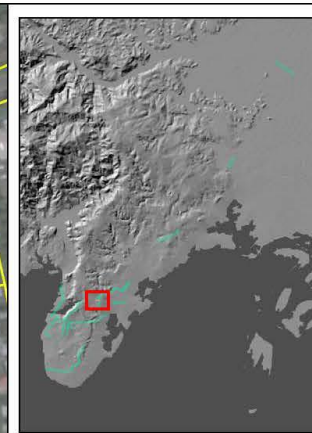
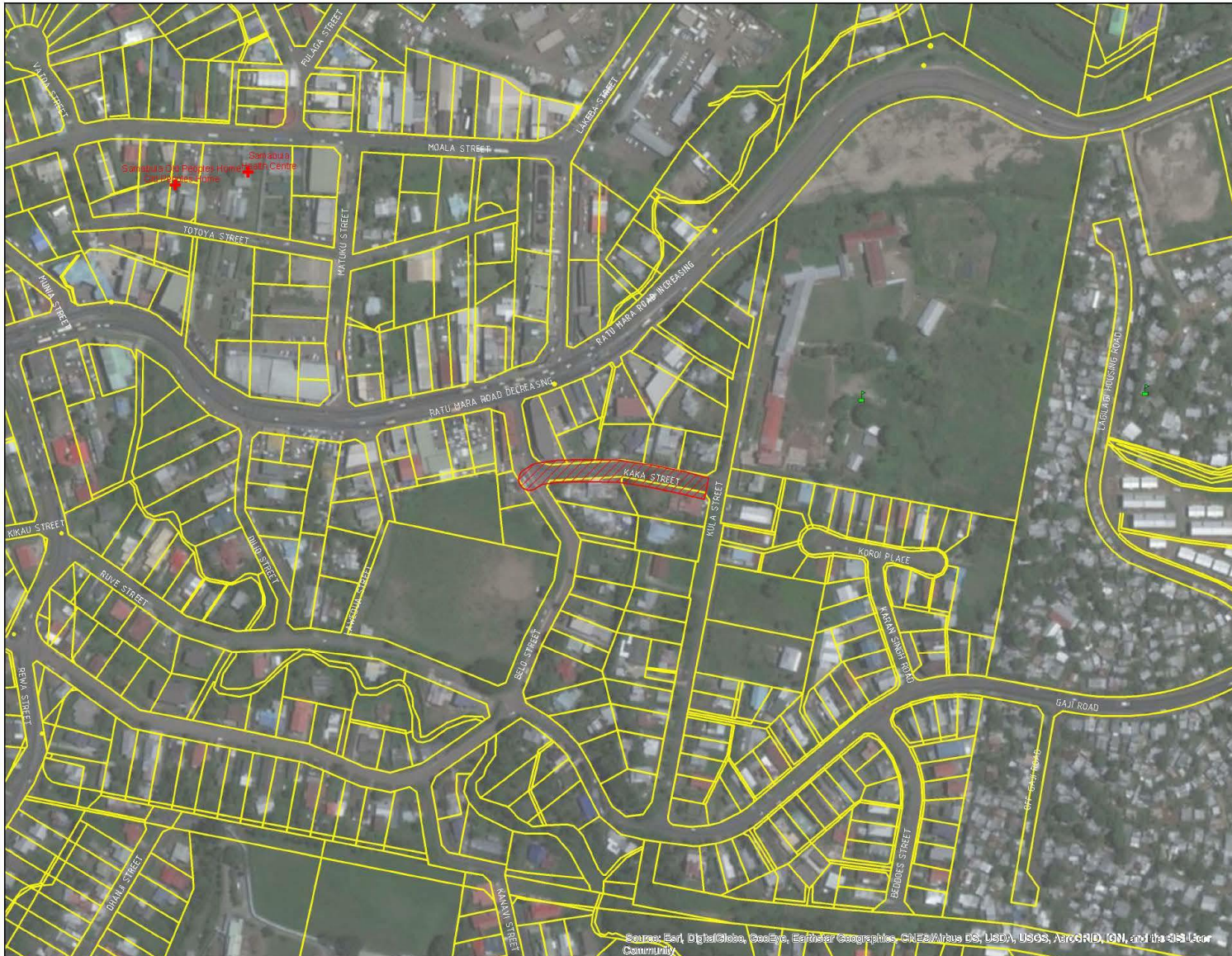
DRAWN BY		
CHECKED BY		
REVIEWED BY		
APPROVED BY		

**PROGRAMME:**  
 SUVA ARTERIAL ROAD UPGRADE PROJECT

**ROAD NAME:** Kula Street

From Gaji Road Intersection to D.A.V. Girls College

Status	FOR INFORMATION	
Date	23-Jan-18	Site: S2-14
Scale	1:3,000	



**Property Boundary Data**  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

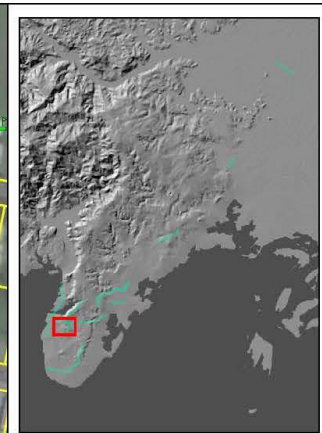
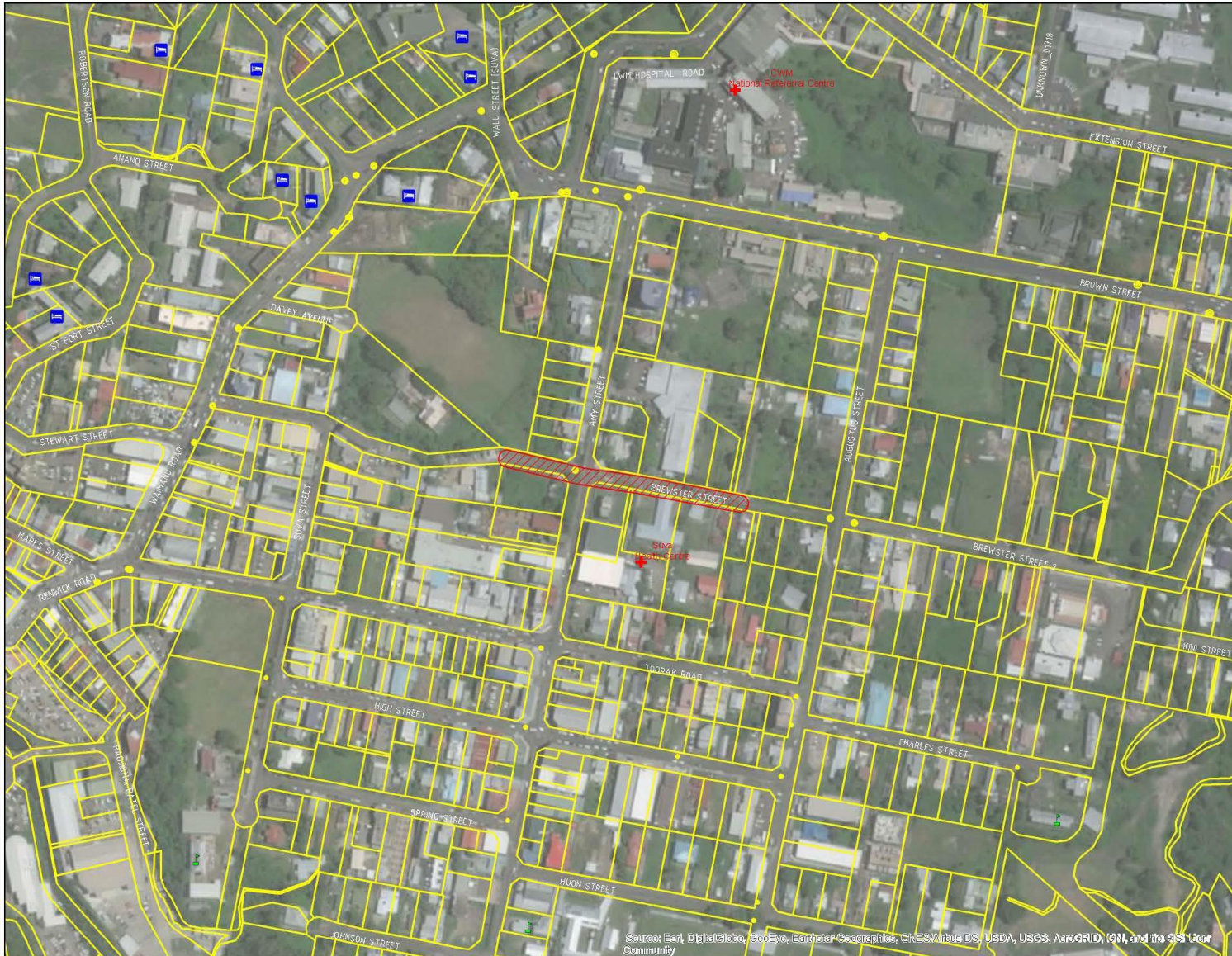
- Commercial
- Community Development
- Educational Site
- Special Use
- Civic



DRAWN BY	
CHECKED BY	
REVIEWED BY	
APPROVED BY	

PROGRAMME:  
 SUVA ARTERIAL ROAD UPGRADE PROJECT  
 ROAD NAME : Kaka Street  
 From Belo St Intersection to Kula Street Intersection

Status	FOR INFORMATION		
Date	23-Jan-18	Site	S2-15
Scale	1:3,000		



**Property Boundary Data**  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

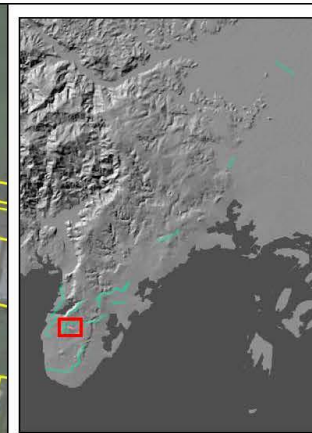
- Commercial
- Community Development
- Educational Site
- Special Use
- Civic



DRAWN BY		
CHECKED BY		
REVIEWED BY		
APPROVED BY		

**PROGRAMME:**  
 SUVA ARTERIAL ROAD UPGRADE PROJECT  
**ROAD NAME:** Brewster Street (A)  
 From Brewster Street (Eden & Associates Ltd.) to Road end (Community Centre Suva)

Status	FOR INFORMATION	
Date	23-Jan-18	Site: S2-16
Scale	1:3,000	



**Property Boundary Data**  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

- Commercial
- Community Development
- Educational Site
- Special Use
- Civic

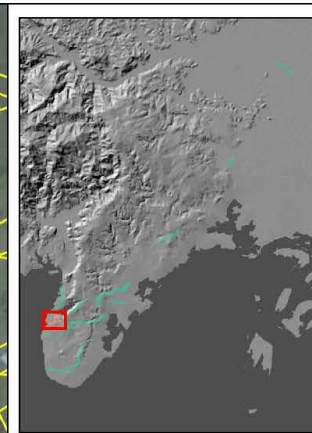
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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CHECKED BY	
REVIEWED BY	
APPROVED BY	

PROGRAMME:	SUVA ARTERIAL ROAD UPGRADE PROJECT
ROAD NAME:	Brewster Street (B)
	From Augustus Street Intersection to Road End (Hare Krishna Temple)

Status	FOR INFORMATION	
Date	23-Jan-18	Site: S2-17
Scale	1:3,000	



Property Boundary Data  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

- Work Extent
- Health Facility
- Schools
- Hotels
- Parcel Boundary

**ZONE**

- Commercial
- Community Development
- Educational Site
- Special Use
- Civic



DRAWN BY	
CHECKED BY	
REVIEWED BY	
APPROVED BY	

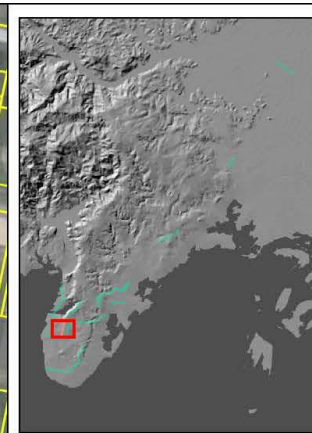
PROGRAMME:  
 SUVA ARTERIAL ROAD UPGRADE PROJECT  
 ROAD NAME: Robertson Road  
 From Waimanu Road Intersection to Rodwell Road Intersection

Status	FOR INFORMATION	
Date	23-Jan-18	Site: S2-18
Scale	1:3,000	








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

	DRAWN BY		<b>PROGRAMME:</b> SUVA ARTERIAL ROAD UPGRADE PROJECT <b>ROAD NAME :</b> Kings Road [B] From Khalsa Road/Kinoya Road Intersection to Cagiri Road connecting the new seal joint	Status	FOR INFORMATION		
	CHECKED BY			Date	07-Feb-18	Site	S2-19
	REVIEWED BY			Scale	1:5,000		
	APPROVED BY						








**Property Boundary Data**  
 Note: The imagery is geo-referenced and ortho-corrected from satellite sensor parameters and a global terrain model. There is no local ground control to provide additional positional correction. This imagery has a horizontal position accuracy of +/-5m

**Legend**

-  Work Extent
-  Health Facility
-  Schools
-  Hotels
-  Parcel Boundary

**ZONE**


-  Commercial
-  Community Development
-  Educational Site
-  Special Use
-  Civic



DRAWN BY	
CHECKED BY	
REVIEWED BY	
APPROVED BY	

**PROGRAMME:**  
 SUVA ARTERIAL ROAD UPGRADE PROJECT

**ROAD NAME :** Amy Street  
 From Brown Street Intersection to Eden/Holland St Intersection

Status	FOR INFORMATION	
Date	23-Jan-18	Site : S2-1
Scale	1:3,000	

**APPENDIX C: Public Consultation Minutes**

**1<sup>st</sup> PUBLIC CONSULTATION MEETING  
MINUTES**

**THE LADY OF FATIMA PARISH  
HALL, RATU DOVI ROAD,  
NASINU**

**1<sup>st</sup> February 2018**

---

**Project Name:** SARUP (Suva Arterial Road Upgrade Project) 2

**Project Number:** SP18001

**Facilitator:** SCOPE Pacific

**Presenter:** SCOPE Pacific

**Minutes:** SCOPE Pacific

**Place of Meeting:** The Lady of Fatima Parish Hall, Ratu Dovi Road, Nasinu

**Meeting Date:** Thursday 1<sup>st</sup> Feb, 2018

**Meeting Time:** 9:00am

**Purpose of Meeting:**

- To provide an update of SARUP 1
- To discuss lessons learned in SARUP 1
- To present the proposed SARUP 2 project
- To describe the potential environmental and social impacts of the proposed road upgrade works
- To obtain stakeholder feedback on the proposed works

**Attendees:**

- |                             |   |
|-----------------------------|---|
| 1. Viliame Rigamoto (RFMF)  | 5. Mike Sulua (Housing Authority)         |
| 2. Kamal Prasad (FRA)       | 6. Richard Raju (Fiji Police Force)       |
| 3. Dr. Abhash Panda (FRA)   | 7. Cavusikoa Vakamoce (Fiji Police Force) |
| 4. Ramesh Vishwakarma (FRA) |   |

8. Parvin Kumar (Fiji Police Force)
9. Alisi Waqanivalu (Ministry of Infrastructure & Transport)
10. Kacaraini Mucunabitu (Ministry of Infrastructure & Transport)

11. Makitalena Drova (LTA)
12. Faiyum Ali (LTA)
13. Samuela Tawakedrau (FRA)
14. Bhavna Singh (Lands Dept)
15. Lute Berends (Nasinu Town Council)
16. Mosese Y (NTC)
17. Puamau Sowane (Ministry of Infrastructure & Transport)
18. Seremaia Waqanisau (Commissioner Central Division)
19. Etuwate Dauniika (FEA)
20. Atunaisa Keve (CCO DO-Suva)

**Meeting commences at 9.05am**

**Introduction:**

Susan Vocea (SV) of SCOPE Pacific opened the meeting by thanking the stakeholders and community members for their attendance at the 1<sup>st</sup> Public Consultation Meeting.

A brief outline of the Transport Infrastructure Investment Sector Project funded through an ADB loan to the Fiji Government was provided together with a brief explanation of the ADB due diligence requirements.

### **Presentation:**

Jackie Hughes (JH) of SCOPE Pacific provided a background on the current SARUP 1 Project before briefly discussing some of the lessons learned from SARUP 1 in terms of environment and social safeguards.

JH then went on to discuss SARUP 2 and identified the 19 roads within the Suva Nausori Corridor that would be upgraded, the scope of works and the duration of the project noting FRA's intention to start this project by mid-2018. SV presented the potential environmental and social impacts that could occur during the construction phase and identified possible mitigation measures that could be used to minimise these impacts. Positive impacts of the proposed works were also identified and discussed.

SV briefed those in attendance the proposed consultation mechanisms that will be used as part of the due diligence of the project. She also highlighted the importance of community and stakeholder consultation and urged the stakeholders to participate and raise their concerns during these consultation platforms to ensure that these were captured into the Environmental and Social Management Plan for the project.

The floor was then opened to the stakeholders in attendance for any questions and concerns regarding the proposed works.

### **Issues / Concerns Raised and Responses:**

#### **1. Consider Wider Drainage Catchment Flows**

- Lute Berend (LB), the CEO of Nasinu Town Council requested FRA to carefully look at the designs of their road upgrade works. He stated that for some of the current road projects as part of NASRUP, the design of the stormwater drains is critical as it appears the size of the culverts in the upgrade works is too small leading to the roads in certain areas flooding during heavy rain as road culverts do not take into account the wider catchment flows.
- JH thanked LB for raising a good point. She stated that the project upgrades did not include upgrading the network drainage system but its maintenance and sizing was critical to how they integrate with the proposed upgrade works.

- Ramesh Vishwakarma (RV) of Fiji Roads Authority confirmed that as far as he was aware the current capacity of the existing drainage within the road reserves was sufficient.
- However, Kamal Prasad (KP) of Fiji Roads Authority requested LB to please send a list of locations where the drainage was not operating as required and FRA will look into it.

JH reconfirmed that SARUP 2 does not include network drainage upgrades but does include improvements to drainage within the road reserves to be upgraded and therefore, FRA will need to take into consideration this issue of drainage capacity and sizing and how it links to the network at the detailed design stage with the contractor.

## **2. Monitoring Process & Contractor Compliance**

Mosese Y (MY) of Nasinu Town Council asked how stringent the environmental monitoring process was with FRA.

- JH responded that SCOPE's role is to identify the impacts and mitigation measures. Once the Department of Environment (DoE) has approved the document, the Fiji Roads Authority (FRA) need to incorporate the ESMP report and the conditions of DoE approval into the contract document for compliance by the contractor. The role of FRA is to set up the environment monitoring committee (EMC) comprising of the various agencies to ensure that the contractor complies with the mitigation measures of the ESMP. The committee is required to have monthly meetings to monitor the contractors' role and works. The contractor has responsibility to monitor daily, weekly and report any issues and how it has been addressed in the monthly reports to ADB and FRA as the proponent.
- Samuela Tawakedrau (ST) of FRA also mentioned that the processes and monitoring systems that will be in place by FRA are quite stringent as it is an ADB funded project. ADB requires stringent monitoring criteria that the FRA must follow. The contractors and FRA have a monitoring checklist that is being used on site on a daily basis for SARUP 1. This checklist include concerns that have been raised and mitigation measures that are to be followed by the Contractor. The FRA personnel assured present assured NTC that the monitoring process for SARUP2 based on lessons learnt from SARUP1 where they are looking to improve the monitoring process.
- Mosese thanked FRA for their comments and mentioned that the issue was not so much the checklist and processes but rather the compliance of the contractor.
- KP noted that for SARUP1, FRA has been monitoring well and that so far the contractors have been complying with what has been asked of them. The FRA engineers are also being trained on the environmental issues to enable them to ensure the contractors are complying with checklist requirements during construction. They have even been going out in the evenings to check on the works and compliance.

## 6.1.2.

- KP also mentioned that any concerns from the general public or the stakeholders that for SARUP 1 as well as SARUP 2 (once it commences) should be raised with the FRA immediately and directly so that they can attend to it.

JH sought clarification from LB (NTC), whether it was sediment that he was referring to when he mentioned the run offs to the creeks. LB confirmed that it was sediment. KP mentioned that if NTC had possible solutions to rectify the drainage issue, he asked if LB could bring it to the FRA and they could work together to resolve the problem. He said if NTC could give the specific problem locations and if they also had some solutions to offer then FRA would be more than willing to work with them on resolving it together.

### **3. Traffic Congestion & HA Subdivision Plans**

Mike Sulua (MS) of Housing Authority mentioned that HA is expecting to develop Veikoba Subdivision and Vereniki. MS queried as to whether the FRA had any plan to upgrade Deliva Road due to the major traffic congestion issues.

- KP asked if HA had prepared a Traffic Impact Assessment (TIA) because if they had and if it has been reviewed then the information from the TIA will determine how to accommodate the increased traffic from the subdivision and how to accommodate the vehicles, this may even mean changing the route. Only once it has been approved will the Planning Team identify areas for upgrades by FRA but most of the times any upgrades will need to be undertaken by the developer for the purpose of their development.
- JH commented that it is important to keep the FRA in the loop on subdivision projects.
- KP mentioned that this can be discussed separately and that a meeting can be setup between FRA and HA.
- KP further mentioned that consultation with focus stakeholders including service providers would be held towards the end of the month. During the focus group consultation meetings, focus stakeholders could discuss their future development plans and the FRA can integrate it into SARUP 2 (if applicable) or other future FRA projects/budgets.

### **4. Safety Mechanisms on Ratu Dovi Road**

Atunaisa Keve (AK) District Office – Suva) requested safety mechanisms be put in place along Ratu Dovi Road to allow residents and school children to cross from one side to the other as it was getting more and more difficult for pedestrians to cross given the traffic flow and volume along Ratu Dovi Road. The area is residential but appears to be more of a highway. Atunaisa requested pedestrian crossing or lights as pedestrians often found it difficult to access the other side of the road.

- KP mentioned that there is a major upgrade plan for this area along Ratu Dovi Road to the intersection at Laqere. However, the immediate concern of pedestrian safety is imperative and a separate discussion at the DO's office could be arranged to resolve this issue and put some immediate solutions in place before the Ratu Dovi upgrade works starts.

## **5. Request for Small Roundabout**

Faiyum Ali (FA) of LTA agreed with DO and also requested that the FRA construct a small roundabout at the intersection of Daniva Road and Ratu Dovi Road (similar to the new one at CWM at the intersection of Brown Street & Waimanu Road) as there has been many fatalities and road congestion at this intersection which was an immediate issue. He commends the FRA for the plans that they have in place but that even a temporary roundabout would ease the issue.

- He also points out that vehicle accidents at this intersection further contributed to the traffic congestion along Ratu Dovi Road, especially for vehicles wanting to turn right from Daniva Road into Ratu Dovi.
- KP mentioned that safety was a priority issue for FRA so his team could look at this matter immediately

## **6. Traffic Congestion & Traffic Signals**

Richard Raju (RR) of Fiji Police requested if the crossings along the Kings Road at Nakasi could have amber lights installed as he said it was very difficult to see pedestrians crossing at night.

- KP commented that SARUP 2 includes relocating services and upgrading as well as lighting but not specifically at Nakasi but he believes that this has been installed and would look into it to reconfirm.
- LTA requested that the traffic lights in the Greater Suva be reprogrammed. Traffic flow can be improved at peak hours if traffic signals were timed to allow more time for traffic to flow into CBD during the mornings and less exiting CBD and vice-versa in the evenings. This would definitely reduce the traffic congestion and time travel for those commuting from outside of Suva into the CBD.
- KP mentioned that FRA is working on re-programming and coordinating the traffic light system known as the SCATS system. This is separate to the SARUP 1 & 2 project but it is in FRA's plans. The problem has been that the current lights systems are too old and

can only be manually programmed and they are not linked. There is a change to replace these.

### **Request to include HA Subdivision in Future Planning of Upgrade Works**

MS of HA stated that HA is currently developing an area off Adi Davila Road known as Davuilevu Housing. He requested that FRA take into consideration the 700 – 800 lots in future planning for upgrade works.

- KP responded that the TIA needs to be done and HA needs to discuss this with both the FRA and DTCP.

## **7. Provision for Cyclists**

Viliame Rigamoto (VR) of RFMF queries as to whether there is a provision for cyclists included in the upgrade works.

- Kamal mentioned that the roads will eventually be wide and smooth enough for cycling to ride within the carriage way with other vehicles but whether this will actually be used by cyclist, the safety issue is a concern. This is mainly due to driver behavior. As part of SARUP 1 & 2, there are no dedicated cycle lanes or paths. He went on to mention that FRA's 15-20 year Strategic Plan for the Greater Suva did identify the need to provide for a dedicated cycling lane but he could not confirm when this would take place. He said that this dedicated cycle lane was only in certain parts of Suva to Lami and not so much in the Nasinu Nausori areas as it was mainly along the foreshore and recreational areas.
- MD of LTA mentioned that they have received several applications to bring in “green” vehicles from China. LTA cannot register these vehicles with the current road conditions and driver behaviours. She further mentioned that if FRA did want to move into more ‘green’ vehicles on the road, including a bicycle lane it would allow for LTA to register these vehicles so that they could share this dedicated lanes.
- KP mentioned that the immediate need would be to sort out the network and the widening of footpaths before going on to including every vehicle on the road.

## **8. Construction Phasing Plan**

Seremaia Waqanisau(SW) of Commissioner Central's Office asked if there were alternative arrangements for parking for parents whilst taking their children to school during construction..

- KP mentioned that it will be the Contractor's job to have a Construction Phasing Plan. In that phasing plan, the Contractor would need to specify the sequence of works and

what measures would be implemented in order to provide safe walking zones, pick up and drop off zones and facilities to cater for schools nearby.

- JH mentioned that when Brewster, Amy and Brown Street are shutdown, a number of schools will be affected and therefore, good planning would definitely be required to ensure that there are no disruptions to the school operations.
- KP mentions that FRA is having a traffic count at the moment to assist with planning for this issue during the construction phase.

## **9. Overhead Crossing**

LTA asked if FRA had any plans for overhead crossings or overpasses for pedestrians in place in future especially for the busy areas.

- KP mentioned that whilst it was a good idea and also an option, the issue is not a matter of building the infrastructure but whether or not pedestrians would use it and how the FRA could get pedestrians to use it. He said with the current behavior of pedestrians even in Suva when they put railings particularly at the bus stand near the Suva Market, you still see people climbing over it or jumping over it to avoid having to walk to the opening to cross at a controlled point.
- JH further commented that it was a costly idea and it is likely that it would not be used. Particular pedestrians with bags of shopping would not walk up and down the stairs to enable them to cross the road, they prefer to dodge the traffic and then FRA would need to put in lifts for the disability requirements and this would just be too costly and likely become a white elephant that is not used.

## **10. Wider Footpaths**

Etuwate Dauniika of FEA requested FRA as to whether there was any consideration to put footpaths along Adi Lady Davila Road, as he said he had recently been working in the area installing a big sub-station and said he noticed how the drivers drove quite recklessly along that road and was concerned for the safety of the pedestrians especially the school children and residents that walk along that road daily. He said given the current population and also the new HA Davuilevu Housing project, it was something that FRA should seriously consider in future

- KP mentioned that FRA had major footpath construction projects coming up. He could not confirm whether the area mentioned was included in the footpath construction plan but that the FRA would construct 30km – 40km of footpaths in the Suva area.

### ***Lodgement of Concerns***

- J Hughes advised the public and stakeholders present that queries / issues to be addressed can be lodged via email to SCOPE so that it can be captured as part of the environmental assessment and FRA's social assessment in the due diligence process.

**With no further comments or questions from the stakeholders present, J Hughes thanked everyone who attended the meeting.**

**Meeting ended at 10.55am**

**2<sup>nd</sup> PUBLIC CONSULTATION Meeting  
MINUTES OF MEETING**

**N111 Lecture Theatre, the  
University of the South Pacific**

**Friday, 2<sup>nd</sup> February 2018**

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**Project Name:** SARUP (Suva Arterial Road Upgrade Project) 2 Due Diligence

**Project Number:** SP18001

**Facilitator:** SCOPE Pacific

**Presenter:** SCOPE Pacific

**Minutes:** SCOPE Pacific

**Place of Meeting:** N111 Lecture Theatre, the University of the South Pacific

**Meeting Date:** Friday 2<sup>nd</sup> Feb, 2018

**Meeting Time:** 9:00am

**Purpose of Meeting:**

- To provide an update of SARUP 1
- To discuss lessons learned in SARUP 1
- To present the proposed SARUP 2 project
- To describe the potential environmental and social impacts of the proposed road upgrade works
- To obtain stakeholder feedback on the proposed works

**Attendees:**

- |  |                                     |
|--|-------------------------------------|
| 1. Nike Yacalevu (Namosi Joint Venture)    | 7. (Retiree/Businessman)            |
| 2. Prit Chand (Telecom Fiji)               | 8. M. Drova (LTA)                   |
| 3. Phil Tombs (Flame Tree)                 | 9. Sharon. S (DoE)                  |
| 4. Anasa Vocea ( <i>Civil Engineer</i> )   | 10. Samuela. T (FRA)                |
| 5. Mosese Ratakele (MIOT Private Hospital) | 11. Bhavna Singh (Lands Department) |
| 6. Harvey Probert                          | 12. Dr. Abhash Panda (FRA)          |
|  | 12. Annie Kum Kee (W&G)             |

13. Daniel Whippy (Carpenters)
14. Paula Salabula (FRA)
15. Kamal Prasad (FRA)
16. Viliame Rigamoto (RFMF –  
Force Territorial Group)
17. Robert Smith (SPC)
18. Tarun Kumar (Fiji Police Force)
19. Cavu Vakamoce (Fiji Police  
Force)
20. Francis Lacanivalu (DTCP)
21. S. Waqanisa (Ministry of  
Rural & Maritime  
Development)
22. Savaira Raiyawa (SRLA)
23. Alisi V (Fiji Times)
24. Krishnal Swamy (SCC)

## **Meeting commences at 9.15am**

### **Introduction:**

Susan Vocea (SV) of SCOPE Pacific opened the meeting by thanking the stakeholders and community members for their attendance at the 1<sup>st</sup> Public Consultation Meeting.

A brief outline of the Transport Infrastructure Investment Sector Project funded through an ADB loan to the Fiji Government was provided together with a brief explanation of the ADB due diligence requirements.

### **Presentation:**

Jackie Hughes (JH) of SCOPE Pacific provided a background on the current SARUP 1 Project before briefly discussing some of the lessons learned from SARUP 1 in terms of environment and social safeguards.

JH then went on to discuss SARUP 2 and identified the 19 roads within the Suva Nausori Corridor that would be upgraded, the scope of works and the duration of the project noting FRA's intention to start this project by mid-2018. SV presented the potential environmental and social impacts that could occur during the construction phase and identified possible mitigation measures that could be used to minimise these impacts. Positive impacts of the proposed works were also identified and discussed.

SV briefed those in attendance the proposed consultation mechanisms that will be used as part of the due diligence of the project. She also highlighted the importance of community and stakeholder consultation and urged the stakeholders to participate and raise their concerns during these consultation platforms to ensure that these were captured into the Environmental and Social Management Plan for the project.

The floor was then opened to the stakeholders in attendance for any questions and concerns regarding the proposed works.

### **Issues / Concerns Raised and Responses:**

#### **1. Construction Delays & Weather Conditions**

Harvey Probert (Retiree) stated that the tender was awarded for SARUP 1 in 2016 and questioned why it took FRA so long to finish. HP said he wondered whether FRA took into consideration the weather conditions and patterns in Suva in terms of their construction

planning. He explained that there were only short periods of dry months where there was no rain or long periods of rain but those seem to be the months when the contractor is not working but working during the wet session and hence delaying the completion of the road.

- KP confirmed that once the tender has been awarded, FRA will require the successful contractor to provide a construction phasing plan and construction plan and really the go by that. He said that FRA did take into consideration the dry periods from Nov to April and HP stated that this where they are wrong. HP stated that they really need the engineers to look at the trends and get the contractor to plan accordingly.
- He mentioned that FRA expected for construction period to be focus in the mid-November to mid-April where there was most rain but HP interrupted and stated that that is where they are wrong as this is the period that is not suitable due to the Suva weather pattern during that period.

## **2. Advertising of the Public Meeting**

Anasa Vocea (Civil Engineer) requested why the notice for this meeting was not published in both newspapers as everyone did not read the Fiji Sun.

- JH stated that he had raised a good point which would be taken on board in future consultations but that SCOPE was aware that all Government projects was to use Fiji Sun to advertise which is what was done.

## **3. Construction Lighting (& Speed Camera Issue)**

HP commented on the current Contractors working along Edinburgh Drive stating that there appears to be no traffic management in place and very poor lighting. He said he was driving along Edinburgh Drive after 9pm and there were hardly any cones to guide the traffic and there was also no external lighting so he wondered how the workers could be doing a good job when they could not see the quality of their work properly. He said that he saw the contractor workers using the vehicle headlights to work in the evenings which he thought was poor practice and not very safe either.

HP also raised his concern of the non-operation of speed cameras in the area, particularly at the junction of Princes Road and Edinburgh Drive. He recommended that the Authorities use the speed cameras to penalise traffic infringements and noted that the cameras could be used for traffic counting purposes as well instead of using manual counters.

- JH points out that LTA manages the speed cameras and that this issue would be discussed with LTA and FRA at the focus group meetings.
- KP mentioned that the issues identified along Edinburgh Drive would be taken into consideration by FRA.

## **4. Focus Groups**

SW questioned FRA as to how the focus groups would be organized. He suggested that FRA use the existing consultation mechanisms that are in place with the DO's Office rather than reinventing the wheel.

- JH response – the focus groups would be formed prior to construction as part of this due diligence process. Dr. Pande of FRA will be responsible for the Social Due Diligence process and report will set up these focus groups and he will work together with Susan (SCOPE). They will look at each road identified for upgrade works in SARUP 2 and identify the key stakeholders who are likely to be affected, including infrastructure providers, schools, and businesses who may have specific concerns that need to be considered as part of the due diligence process in terms of the proposed construction works.

## **5. Disturbance**

SW questioned what plans would be in place to minimise disturbances to members of the public particularly those travelling from rural areas to the CBD for work and school. He wanted to know if these in the rural areas were being consulted as well.

JH commented that disruption is inevitable and that FRA is hoping to improve on how the disruption is better managed. The works are likely to be carried out in clustered rather than all at once so as not to cause disruption over a longer period of time. Unfortunately since the road upgrade works are located in several busy areas, there will no doubt be disruptions but the FRA will need to provide better public awareness on where and when the proposed works will occur in order to enable travellers to better plan their travel activities and movement into, through and around these areas.

JH pointed out that communication and awareness is part of FRA's plan to ensure that works have minimal effects on people's daily commute.

KP requested DO's office to advise FRA of its current stakeholder group mechanism so that it could be used for the formation of its focus groups.

## **6. Construction of MHCC Tower**

Daniel Whippy (DW) of Carpenters Fiji Limited advised the meeting that the construction of the MHCC tower along Thomson Street was underway and was scheduled to be completed in April 2019. He said that presently the contractors had their cranes stationed on the Thomson Street side so they would prefer that the planned upgrade works along Thomson Street, as part of SARUP 2, be done after their construction had been completed.

## **7. Infrastructure Providers - Coordination of Works**

Mr Ratakele of MIOT Private Hospital enquired what consultation had been undertaken with the utility providers to minimise disruption of services during the construction phase of the road upgrades.

- JH responded stating that FRA has an existing committee with all the utility providers and they generally work together and communicate with one another on what they are doing and their future plans. KP of FRA confirmed on SARUP 2, the service infrastructure upgrade within the road corridor will occur during road construction phase and this will be done by the same contractor.
- KP confirmed that the utility providers committee are in discussions for all services to have their own corridors (ie. service realignment) as currently certain utility providers have issues with locating underground services as they don't have any existing as-built plans and the services seem to run all over the place within the road reserve.
- KP also mentioned that disruptions to services will occur during the construction period and FRA requests that the public work with FRA.

## **8. Hotline Complaint Lodgement**

HP stated that he was aware that FRA had a hotline number to raise issues and concerns which was Hotline #5720. He said that he had raised several complaints to FRA on road matters and issues and that he would also appreciate KP's email address to ensure that he would raise further issues that was still outstanding. He encouraged others to do the same. KP confirmed he would be happy to share his contact with HP.

## **9. Contractor's Construction Programme & Traffic Congestion**

HP commented that a ramp up ramp down policy should be used similar to that what was used in past road upgrade projects. In the past contractors ensured that at the end of each shift a determined effort would be made to ramp down so vehicles could drive over the road surface the next day.

Mr Probert also mentioned that there are a limited number of entry and exit points to the Suva CBD and that there are a number of choke points. When one choke point is taken care of, another erupts further down. He recommended that rather than focusing on individual

sections, FRA should look at total traffic flow. He further commented that entry and exist points need to be smoothed out and that traffic lights need to be timed.

Mr Whippy also mentioned that the timing of the lights between Westpac and ANZ House needed to be altered.

- KP indicated that a new SCATS system was being developed to better synchronise the lights.
- KP indicated that the FRA would be running a Traffic Management course for their staff and Contractors in early March 2018 in order to better manage traffic around ongoing construction sites.

#### **10. Relocation of Services**

Prit Chand (PC) of Telecom Fiji Limited queried as to whether FRA had allocated in their budget funds to pay utility providers for the relocation of services and to also cover the cost of the supervision of works as he said some of the areas being upgraded had not been identified for any upgrades by the service providers.

KP replied that there was no budget for this and that it was hoped that the utility providers would work together with the FRA to have the services appropriately relocated within the road reserve. He said the services had been in FRA's road reserves without FRA charging any lease or cost for putting their services in FRA's reserves and therefore, these service providers have been charging people for their services and can recover the relocation cost but FRA cannot do so as it does not charge road users or service providers for using the road reserves. He requested the service providers cooperation in the upgrade works so that service disruptions could be kept to a minimum.

#### **11. Sustainable Aggregate Supply for Road Construction**

Robert Smith (RS) of SPC commented that there would be a large amount of aggregate required for this project. He queried as to what quality assurance FRA had to ensure that the sourcing of this material is done in a sustainable manner and from an approved source.

- KP mentions that FRA only buys aggregate from licensed suppliers and that they have to ensure that the aggregate is to be to Australian and New Zealand grade standards.
- RS mentioned that suppliers are not always forthcoming and that construction could get held back if suppliers cannot meeting the project demand for aggregate on time. RS

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queried FRA on what initiatives they had taken to ensure aggregate supply was secured for these road upgrade works.

- KP mentioned that as part of tender submission contractors were required to nominate the suppliers for materials and provide proof of licensing, consents, etc. KP also indicated that the FRA was trying to acquire all the former Department of National Road's quarry pits as FRA are quite aware of the shortage of aggregates to NZ grade standards.

## **12. Contract Management**

AV questioned as to who would be supervising the works and whether FRA had the technical knowledge to manage the project particularly since FRA historically relied solely their previous consultants MWH, to design and manage all infrastructure projects.

- KP responded that FRA has an in-house team that have the technical knowledge to do this.

## ***13. Advertising of Detailed Construction Program***

JH mentions that a detailed construction program would be advertised once the contract was awarded.

## ***14. Lodgement of Concerns***

- JH advised the public and stakeholders present that should those in attendance have any further queries, complaints and issues to be addressed they could either lodge with directly with FRA through their hotline or email addresses or email SCOPE so that these could be included into the due diligence process.

**With no further comments or questions from the stakeholders present, JH thanked everyone who attended the meeting and brought the meeting to a close.**

**Meeting ended at 10.45am**

**SARUP 2  
HARE KRISHNA TEMPLE, BREWSTER STREET  
MINUTES OF MEETING  
Wednesday , 21st February 2018**

**Project Name:** SARUP (Suva Arterial Road Upgrade Project) 2 Due Diligence  
**Project Number:** SP18001  
**Facilitator:** SCOPE Pacific  
**Presenter:** SCOPE Pacific  
**Minutes:** SCOPE Pacific  
**Place of Meeting:** Hare Krishna Temple, Brewster Street  
**Meeting Date:** 21/02/ 2018 **Meeting Time:** 9:00am

**Purpose of Meeting:**

- To present the proposed SARUP 2 project
- To describe the potential environmental and social impacts of the proposed road upgrade works
- To obtain stakeholder feedback on the proposed works

**Attendees:**

1. Manhar Narsey (Gujarat Education Society)
2. Nehla Desay
3. Deven Sharma
4. Ajitesh Singh (MIOT)
5. Jignash Patel(Resident)
6. Avinay A Kumar(Resident)
7. Sandhay Deo (Resident)
8. Sumintra
9. Chandra Wati (Hare Krishna)
10. Mela Dilagi
11. Anasa Vocea ( QVSOB)
12. Dr. Abhash Panda (FRA)
13. Robert Sen (FRA)
14. Nemaia Koto (FRA)
15. Swastika Chand (FRA)
16. Kamal Prasad (FRA)
17. Zubed Kumar (Hare Krishna)
18. Susan Vocea (SPL)
19. Samuela Tawakedrau (FRA)

## **Meeting commences at 9.15am**

### **Introduction:**

Kamal Prasad (KP) of Fiji Roads Authority opened the meeting by thanking the stakeholders and community members for their attendance at meeting

The evacuation procedures were outlined and amenities pointed out.

### **SARUP 2:**

KP provided an outline of the SARUP 2 Project and highlighted the 19 roads that would be upgraded as part of the project. The proposed scope of works for Brewster Street, Brewster Street 1 and Augustus Street were outlined to the attendees.

### **SOCIAL SAFEGUARDS:**

Dr Abhash Panda (AP) of FRA discussed the social aspects of the project. It is anticipated that no land acquisition will be required and no communities or assets are expected to be displaced.  
AP

AP mentioned that any comments received during the consultation will be incorporated into the Environmental and Social Management Plan (ESMP). AP outlined the potential social impacts that are likely to occur because of the SARUP 2 works. Anticipated social benefits would include improved access to markets and social services, easing of road congestion by providing footpaths and underground cabling of electric poles, creating employment opportunities for the local residents (men and women) and providing equal opportunities for women for participation in public consultation and decision making. The lessons learned from the implementation of SARUP 1 were also briefly discussed.

### **ENVIRONMENTAL SAFEGUARDS:**

Susan Vocea (SV) of SCOPE Pacific discussed how feedback and issues raised at stakeholder consultation sessions will be used to inform the scope of works and ESMP.

SV presented the potential environmental and social impacts that could occur during the construction phase and identified possible mitigation measures that could be used to minimise these impacts. Positive impacts of the proposed works were also identified and discussed.

SV briefed those in attendance the proposed consultation mechanisms that will be used as part of the due diligence of the project. She also highlighted the importance of community and stakeholder consultation and urged the stakeholders to participate and raise their concerns during

these consultation platforms to ensure that these were captured into the Environmental and Social Management Plan for the project.

The floor was then opened to the stakeholders in attendance for any questions and concerns regarding the proposed works.

### **Issues / Concerns Raised and Responses:**

#### **1. Proposed Width of Brewster Street**

67. Anasa Vocea (QVSOB) enquired whether the existing width of Brewster Street would be maintained and just new footpaths installed. QVSOB are planning to construct a 10 storey building on their property. They have applied to have their property rezoned to Commercial. The new building will comprise of office spaces and possibly accommodation. The proposed development is likely to begin in 2020.

68. KP indicated that they would look at how wide the road could be within the existing road reserve. KP asked whether a TIA had been undertaken for the development to which AV replied that they had yet to engage someone to prepare the TIA.

69. KP mentioned that it was good to know about the development so that it could be incorporated into the design of the upgrade. He also confirmed that the FRA would get in touch with the QVSOB when the design for Brewster Street was being finalised.

#### **2. Connecting Brewster Street and Brewster Street 2**

70. AV enquired whether there were any plans to connect Brewster Street to Augustus Street. In the past access was possible but now there is only a walkway.

71. KP indicated that at the moment there are no plans to connect Brewster Street to Augustus Street.

#### **3. Timing of Works and Liaison with Service Providers**

72. Nehla Desay enquired when works were expected to start and will it be done piecemeal. ND also enquired as to whether FRA was liaising with service providers like WAF so as to avoid a new road up to repair / replace pipes.

73. KP mentioned that the contract is expected to be awarded by the end of July 2018 and the FRA will be working with the Contractor to develop a staging programme for the works. KP also confirmed that there had been discussions with service providers so any service upgrades will be undertaken in parallel with the road upgrade.

#### **4. Amy Street**

74. AV enquired as to whether Amy Street would be widened.

75. KP stated that FRA was looking to have two 3.5m wide lanes with 2m wide parking bays throughout the street wherever it can be accommodated. He mentioned that surveyors were currently in the field marking the extent of the road reserve.

#### **5. Brewster Street 2**

76. Deven Sharma expressed concern that the car park of the Hare Krishna property. He also enquired as to whether the FRA would cover the costs of upgrading or reinstating driveways.

77. KP mentioned that the road level was a design issue that could be managed. FRA will reinstate any driveways / properties to their original condition or better.

78. DS asked whether it would be possible to provide input during the design phase to which KP confirmed that it was possible to provide input during the design phase.

79. DS suggested the installation of railings and additional streetlights along Brewster Street 2.

#### **6. Drainage**

80. Jignasha Patel indicated that drainage was an issue on the existing road and during periods of heavy rainfall water runs over the road.

81. KP mentioned that this information would be noted.

#### **7. Brewster Street 2 Connection to Vunivalu Road**

82. ND asked if there were any plans to connect Brewster Street 2 with Vunivalu Road. A number of people present at the meeting were agreeable to this suggestion. Hansa Patel indicated that the connection with Vunivalu Road would make it easier for devotees to travel to the Hare Krishna temple. It would make it possible for buses to travel to the temple. HP mentioned that pedestrians currently take a shortcut from Vunivalu Street to access the temple.

83. KP indicated that there are currently no plans to connect the two roads but FRA could possibly look into it as part of a separate project. It would also depend on the land ownership of the land between the two roads.

#### **8. Connection of Brewster Streets**

84. Manhar Narsey mentioned how people occasionally park on Brewster Street 1 and as a result often block parts of the road. It is also often to exit Brewster Street onto Amy Street.

He also highlighted how the road is currently in a terrible state. Since traffic volumes on Brewster Street is significantly higher than the volumes on Brewster Street 2, MN suggested that a single lane bridge be installed to connect Augustus Street to Brewster Street. He also suggested that upper Brewster Street be made one way so that vehicles only travel towards Amy Street. This would help alleviate traffic congestion on Brewster Street.

#### **9. Design of Rehabilitated Road**

85. MN asked what the design life of the new roads will be.

86. KP confirmed that the road pavements have a design life of 20 years.

87. MN also asked why after heavy rainfall events, potholes appear in the newest of roads. This does not happen overseas so why does it occur in Fiji.

88. KP mentioned that contractors have to use local materials and comply with local legislation with regards to aggregate extraction.

89. MN enquired as to whether it was possible to relocate manholes in the road way. KP indicated that attempts were being made to realign services. KP discussed how all the stakeholders meet as part of the PCP meeting to discuss upgrade plans. KP highlighted that new services will be laid and the old service lines decommissioned.

#### **10. Drop Off Zones**

90. ND highlighted that there are a number of schools in the area so provision would need to be made for drop off zones and relief strips.

91. ND enquired if there are any plans to have traffic lights or measures to alleviate congestion on Amy Street.

92. KP replied that FRA is looking at plans for traffic management around the Suva Peninsular. They are also looking to coordinate traffic light signals. He mentioned that it would take 1 to 2 years to implement.

#### **14. *Lodgement of Concerns***

93. KP advised the stakeholders present that should those in attendance have any further queries, complaints and issues to be addressed they could be sent to the email addresses on the handouts circulated at the beginning of the meeting.

**With no further comments or questions from the stakeholders present, JH thanked everyone who attended the meeting and brought the meeting to a close.**

**Meeting ended at 10.25am**



**SARUP 2  
DRAIBA PRIMARY SCHOOL  
RATU SUKUNA ROAD CONSULTATION  
MINUTES OF MEETING  
Saturday, 24<sup>TH</sup> February 2018**

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**Project Name:** SARUP (Suva Arterial Road Upgrade Project) 2 Due Diligence  
**Project Number:** SP18001  
**Facilitator:** SCOPE Pacific  
**Presenter:** SCOPE Pacific  
**Minutes:** SCOPE Pacific  
**Place of Meeting:** Draiba Primary School, Ratu Sukuna Road  
**Meeting Date:** 24/02/ 2018 **Meeting Time:** 9:30am

**Purpose of Meeting:**

- To present the proposed SARUP 2 project
- To describe the potential environmental and social impacts of the proposed road upgrade works
- To obtain stakeholder feedback on the proposed works

**Attendees:**

1. Eileen Tui
2. Wayne O Connor
3. Morgan Tui
4. Peter Sinclair
5. Jackie Hughes
6. Laisiasa Tuiriri (Draiba Primary)
7. Arnold Chand
8. Aruna Chand
9. Arvind Chand
10. Siobhan Sinclair
11. Dr. Abhash Panda (FRA)
12. Swastika Chand (FRA)
13. Kamal Prasad (FRA)
14. Susan Vocea (SPL)
15. Samuela Tawakedrau (FRA)

## **Meeting commences at 9.30am**

### **Introduction:**

Kamal Prasad (KP) of Fiji Roads Authority opened the meeting by thanking the community members for their attendance at meeting

The evacuation procedures were outlined and amenities pointed out.

### **SARUP 2:**

KP provided an outline of the SARUP 2 Project and highlighted the 19 roads that would be upgraded as part of the project. As part of this project, services within the road reserve will also be upgraded and realigned. Once the 19 sites have been upgraded, FRA will work on traffic management measures to help alleviate congestion. In terms of staging, Thomson Street will be the last road to be upgraded in order to cater for the ongoing construction works at MHCC.

KP mentioned that since this project is being funded by the ADB, environmental and social due diligence reporting is required. This community consultation will help inform the due diligence reporting.

KP stated that this is a loan funded project and as a result it would have to be paid back using tax dollars.

### **SOCIAL SAFEGUARDS:**

Dr Abhash Panda (AP) of FRA outlined the ADB's social and environmental framework. Public consultation is an important part of the due diligence process and it is an ongoing process that will occur through all stages of the project, pre-construction, construction and operation. This meeting is an opportunity to discuss the social aspects of the project.

AP discussed the social aspects of the project. It is anticipated that no land acquisition will be required and no communities or assets are expected to be displaced. There is a possibility that during construction land may be required on a temporary basis for a lay down area.

AP mentioned that any comments received during the consultation will be incorporated into the Environmental and Social Management Plan (ESMP). AP outlined the potential social impacts that are likely to occur because of the SARUP 2 works. Anticipated social benefits would include improved access to markets and social services, easing of road congestion by providing footpaths and underground cabling of electric poles, creating employment opportunities for the local residents (men and women) and providing equal opportunities for women for participation in public

consultation and decision making. The lessons learned from the implementation of SARUP 1 were also briefly discussed.

AP indicated that quarterly monitoring reports would be submitted to the ADB and World Bank.

### **ENVIRONMENTAL SAFEGUARDS:**

Samu Tawakedrau (ST) of FRA a few points covered by Dr Panda such as there being no requirement for land acquisition or the relocation of people. The community will be able to lodge any concerns through the Grievance Redress Mechanism (GRM).

An Environmental and Social Management Plan (ESMP) is being prepared as part of the ADB due diligence process. FRA is also required to abide by the National Safeguards which is the Environmental Management Act 2015.

ST presented the potential environmental impacts that could occur during the construction phase and identified possible mitigation measures that could be used to minimise these impacts. Potential operational impacts of the proposed works were also identified and discussed.

KP pointed out that because the project is being funded by a ADB / World Bank loan, it will have to be paid back using tax payer dollars so FRA wants to use the money well.

KP confirmed that surveyors are currently in the field demarcating the extent of the road reserve. If properties are found to be encroaching on the road reserve then the FRA will have discussions with the property owners to find a way forward.

The floor was then opened to the stakeholders in attendance for any questions and concerns regarding the proposed works.

### **Issues / Concerns Raised and Responses:**

#### **11. Project Commencement**

94. Wayne O Connor (WC) asked what the proposed start date was for the project.

95. KP responded that it was anticipated that the contract would be awarded in July with mobilisation occurring 3 months after. This contract will be a Design & Build one.

96. WC also asked if the works will start at Nasese.

97. KP indicated that the programme will be aligned with works on Queen Elizabeth Drive so that any detours will be via a sealed road. There are also plans to upgrade Turners Bridge. Works will likely commence along Ratu Sukuna Road by September 2018.

98. For SARUP 2, the Contractor will be required to develop a construction phasing plan to outline the staging of the construction works.

#### **12. Upgrade of Queen Elizabeth Drive and Surrounding Roads**

99. Jackie Hughes (JH) enquired as to whether the design for the Queen Elizabeth Drive upgrade had been completed?

100. HP mentioned that the design was being finalised. He indicated that it was likely that the contract for Queen Elizabeth Drive would be awarded at the same time as that for SARUP 2.

101. JH also enquired whether Muanikau Road and Service Street would be part of the upgrade works as they were in a poor state particularly Muanikau Road.

102. KP indicated that Muanikau Road and Service Street would be part of a larger maintenance project.

103. KP also indicated that driveways would be an issue on Ratu Sukuna Road. The contractor will need to ensure that driveways are reinstated and that there is an easy transition between the road and the driveway.

#### **13. Maintenance of Marau Road and Ratu Sukuna Road Intersection**

104. Morgan Tui (MT) mentioned that the intersection of Ratu Sukuna Road and Marau Road had recently been upgraded. Why was only this small section repaired and not the entire road.

105. KP confirmed that the small section of road was repaired as it was the worst portion of road. The repairs were holding works and only meant to last until the road upgrade works occur.

#### **14. Drainage and Stormwater Control**

106. Peter Sinclair (PS) asked whether drainage would be part of the project and will the existing open drains be retained.

107. KP confirmed that the drainage network would be upgraded as part of the project. He mentioned that the road could lose some of the greenery as footpaths would be installed on both sides of the road and concrete drains will be installed.

108. MT stated that drainage is a problem on Ratu Sukuna Road. There is a drainage reserve behind the properties along the creek. WAF have installed a sewer line along this drainage reserve that has yet to be commissioned. Residents signed an agreement to allow WAF access to the drainage reserve. When the sewer line was constructed, sediment control measures were not properly implemented and as a result the creek silted up.
109. JH pointed out that if the road side drains connect to the drainage at the back of the properties, it may exacerbate the current drainage issues.

### **15. Design Life of Road**

110. JH mentioned that the Department of Town & Country Planning is reviewing its density provisions and may increase them. Utility providers need to factor this in along with current population growth trends when designing upgrading works. This will prevent service providers from having to re-upgrade services after a few years.

### **16. Review of Design**

111. JH expressed concern that the proposed upgrade design will not be conducive to the existing road and community. She asked if the residents/community would be given the opportunity to review the proposed design before works commence.
112. KP mentioned that there was allowance for this to occur and thanked JH for raising this point. He confirmed that the design would be presented to the residents once it had been developed.
113. JH stated that at the next meeting, the contractor can present the proposed design, proposed lay down area, proposed lunch area, etc

### **17. Drainage and Stormwater Flows**

114. WC seconded the idea of presenting the proposed design to residents and suggested that the Contractor walk the entire length of road and observe how water drains / flows during rainfall events.
115. KP noted that kerbs and channels would be installed on both sides of the road so water will not run off the road onto properties.
116. JH reiterated that the Contractor will need to fully grasp the volume of stormwater as well as the direction and location of flows particularly low points. For example water tends to pool at a section of road, near Domain Road. Students walking along the road often get splashed when cars speed through the water.

### **18. Side Roads and Access Ways**

117. MT and JH enquired whether there were plans to upgrade / treat side roads to Ratu Sukuna Road. There is a gravel access road opposite Vuya Road that services eight properties. The gravel is loose and when it rains, gravels runs onto the main road, causing a safety hazard to traffic. The road is comprised of a series of access easements and residents have been liaising with Suva City Council and the FRA to investigate ways in which the road can be treated and maintained. Residents have been liaising with authorities on the possibility of paying for the upgrade themselves before handing the road over to the FRA. Residents have signed consent forms for their easements to be transferred to the FRA
118. MT suggested the possibility of using the same contractor who will be upgrading Ratu Sukuna Road to upgrade this access road.
119. KP mentioned that he could look into various options including, FRA acquiring the land and upgrading it as part of the SARUP 2 project. KP will discuss it with the FRA CEO and then get in contact with the residents.

#### **19. Bus Bays**

120. JH asked if bus bays were going to be installed and if they would be recessed. Currently buses just stop wherever they want and often block traffic.
121. KP confirmed that parking bays and bus bays would be installed along the entire length of Ratu Sukuna Road (wherever possible).
122. JH suggested that more parking spaces be provided near FIRCA and the retail shops.

#### **20. Use of Ratu Sukuna Road for Healthy Living Initiatives**

123. ET was mentioned that the Queen Elizabeth Drive /Laucala Bay / Ratu Sukuna loop is quite popular for health living initiatives and enthusiasts. There are always people walking, cycling, running, etc.
124. JH requested that the footpaths be made wide enough to accommodate walkers, pets, etc.
125. KP confirmed that the installation of footpaths is proposed for both sides of the road but this will be determined by the level of encroachment onto the road reserve and drainage considerations.
126. KP indicated that they were also looking at installing cycle lanes along Ratu Sukuna Road and Queen Elizabeth Drive.

127. Peter Sinclair (PS) indicated that he would be happy to liaise with the FRA regarding designated cycling lanes as he is the current President of the Fiji Cycling Association.
128. JH asked if road calming measures (not road humps) could be included as part of the upgrade works. She also suggested that designers look at accident statistics as a number of accidents have occurred along Ratu Sukuna Road.
129. JH asked if there were any plans for landscaping as part of the road upgrade works
130. KP mentioned that if any trees need to be removed, more trees will be planted to compensate.

## **21. Master Plan**

131. MT highlighted the importance of the project connecting to or being compatible with other services in the area. He enquired if there was a Master Plan somewhere for Suva.
132. KP raised how previously everything was looked after by Government so there was some sort of coordination. Now that things have been decentralised there is no coordination.

## **22. PCP Meeting**

133. KP mentioned that once a month, all the services and utility providers meet to discuss their strategic plans and proposed upgrades.
134. JH asked whether NFA were part of the PCP meeting as the location of hydrants is important.
135. KP indicated that As Built Drawings would be sent to the NFA to confirm the location of hydrants.

## **23. Friendship Garden**

136. Siobhan Sinclair (SS) mentioned that houses in her area received a letter regarding the development of a friendship garden at the children's park (Rhagwan Park) next to the Forum Secretariat. The concept drawings show a 6 lane highway next to a development consisting of office buildings, parking facilities.
137. KP indicated that FRA was not aware of the Friendship Garden Concept. He requested that PS forward him a copy of the concept plan.
138. SS stated that they were against using the park as a laydown or camp area. The park is used by children for playing as well as an evacuation meeting point for schools during tsunami alerts.
139. KP mentioned that it was likely that the helipad area near the bowling club would be used as the lay down area.

## **24. Night Works**

140. JH requested that since works were likely to occur at night, workers should be reminded about appropriate behaviour. She mentioned that plant noise could be tolerated but things such as workers yelling to each other, walking through properties and using inappropriate language could be an extreme nuisance to residents.
141. KP mentioned that this point would be taken on board and addressed by the new road supervisor.
142. PS asked if there would be a cut off period for night works or would the Contractor work through the night.
143. KP indicated that since the project has a tight timeframe, works would be through the night. He noted that if residents have concerns they can raise them and FRA will look at how they can accommodate them.
144. JH also requested that the Contractor look at proper traffic management and signage to ensure minimal traffic disruption. She also suggested that workers be more proactive with regards to assisting the flow of vehicles and pedestrians through or around the upgrade works.

## **25. Contractor**

145. JH asked whether the same contractor who was responsible for undertaking the road upgrade works would also be responsible for the service / utility upgrade works.
146. KP confirmed that one contractor would be awarded the Contractor for the works and that they would then sub-contract the services upgrade component.

## **26. Concerns of Draiba Primary School**

147. Laisiasa Tuiiri (LT) asked that the FRA / Contractor take into account arrival and departure times of students when planning the work.
148. LT also mentioned that students would be sitting for external exams in July.
149. LT requested that bus stops be installed on both sides of the road in front of the school.

## **27. Reckless Drivers**

150. JH mentioned that drag races often race down Ratu Sukuna Road and Vuya Road on Saturday and Sunday afternoons. JH asked who is responsible for monitoring this.
151. KP suggested that residents take down any offending license plates and either send it to FRA or report it directly to the Police.
152. MT suggested that taxi drivers be asked to assist with monitoring of reckless drivers since they are the most active motorists.

153. Eileen Tui (ET) mentioned that Government vehicles are also guilty of speeding and reckless driving along the roads.

**28. Lodgement of Concerns**

154. KP advised the stakeholders present that should those in attendance have any further queries, complaints and issues to be addressed they could be sent to the email addresses on the handouts circulated at the beginning of the meeting.

**With no further comments or questions from the stakeholders present, KP thanked everyone who attended the meeting and brought the meeting to a close.**

**Meeting ended at 11.50am**

**SARUP 2  
DAV GIRLS COLLEGE, KULA STREET SAMABULA  
MINUTES OF MEETING  
Saturday, 24<sup>TH</sup> February 2018**

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**Project Name:** SARUP (Suva Arterial Road Upgrade Project) 2 Due Diligence  
**Project Number:** SP18001  
**Facilitator:** SCOPE Pacific  
**Presenter:** SCOPE Pacific  
**Minutes:** SCOPE Pacific  
**Place of Meeting:** D.A.V Girls College, Kula Street  
**Meeting Date:** 24/02/ 2018 **Meeting Time:** 2:00PM

**Purpose of Meeting:**

- To present the proposed SARUP 2 project
- To describe the potential environmental and social impacts of the proposed road upgrade works
- To obtain stakeholder feedback on the proposed works

**Attendees:**

1. Salote Qalo
2. Hussain
3. Sheik
4. Pramthana Deo
5. Abhishek Sharma
6. Shiu Singh
7. Bimal Raj Singh
8. Vincent Mckenzie
9. Orlando Turner
10. Joseph Mow
11. Dr. Abhash Panda (FRA)
12. Swastika Chand (FRA)
13. Kamal Prasad (FRA)
14. Susan Vocea (SPL)
15. Samuela Tawakedrau (FRA)

## **Meeting commences at 2:00PM**

### **Introduction:**

Kamal Prasad (KP) of Fiji Roads Authority opened the meeting by thanking the community members for their attendance at meeting

The evacuation procedures were outlined and amenities pointed out.

KP mentioned that while this consultation was organised to discuss SARUP 2, any concerns regarding FRA assets is welcome and will be recorded.

### **SARUP 2:**

KP provided an outline of the SARUP 2 Project and highlighted the 19 roads that would be upgraded as part of the project. As part of this project, services within the road reserve will also be upgraded and realigned. All services will be underground. Once the 19 sites have been upgraded, FRA will work on traffic management measures to help alleviate congestion. In terms of staging, Thomson Street will be the last road to be upgraded in order to cater for the ongoing construction works at MHCC.

KP mentioned that since this project is being funded by the ADB, environmental and social due diligence reporting is required. This community consultation will help inform the due diligence reporting.

KP mentioned that the tender would likely be awarded in July with mobilisation to occur 3 months later.

### **SOCIAL SAFEGUARDS:**

Dr Abhash Panda (AP) of FRA outlined the ADB's social and environmental framework. Public consultation is an important part of the due diligence process and it is an ongoing process that will occur through all stages of the project, pre-construction, construction and operation. This meeting is an opportunity to discuss the social aspects of the project.

AP discussed the social aspects of the project. It is anticipated that no land acquisition will be required and no communities or assets are expected to be displaced. There is a possibility that during construction land may be required on a temporary basis for a lay down area.

AP mentioned that any comments received during the consultation will be incorporated into the Environmental and Social Management Plan (ESMP). AP outlined the potential social impacts

that are likely to occur because of the SARUP 2 works. Anticipated social benefits would include improved access to markets and social services, easing of road congestion by providing footpaths and underground cabling of electric poles, creating employment opportunities for the local residents (men and women) and providing equal opportunities for women for participation in public consultation and decision making. The lessons learned from the implementation of SARUP 1 were also briefly discussed.

AB outlined the potential social impacts that are likely to occur because of the SARUP 2 works. The lessons learned from the implementation of SARUP 1 were briefly discussed.

AP indicated that quarterly progress report and bi-annual social monitoring report would be submitted to the ADB and World Bank.

## **ENVIRONMENTAL SAFEGUARDS:**

Samu Tawakedrau (ST) of FRA presented the potential environmental impacts that could occur during the construction phase and identified possible mitigation measures that could be used to minimise these impacts. Potential operational impacts of the proposed works were also identified and discussed.

An Environmental and Social Management Plan (ESMP) is being prepared as part of the ADB due diligence process. FRA is also required to abide by the National Safeguards which is the Environmental Management Act 2015.

KP mentioned that the Contractor would not be able to undertake works during peak hours so works will not occur from 6AM to 9AM and 3PM and 7PM.

The community will be able to lodge any concerns through the Grievance Redress Mechanism (GRM). KP mentioned that if the Contractor does not address and/or pass on complaints from the public, they will immediately be in breach of contract.

The floor was then opened to the stakeholders in attendance for any questions and concerns regarding the proposed works.

## **Issues / Concerns Raised and Responses:**

### **29. Project Commencement**

155. Salote Qalo (SQ) asked if FRA regularly check is the contractor is adhering to the contract. Often people call to lodge complaints but no action is taken.

156. KP mentioned that in the past FRA monitoring has not been up to standard but they are now actively working towards improving their monitoring and supervision practices. KP mentioned that he is putting together an experienced team to work on SARUP 2 and training sessions will be conducted for FRA staff and contractors on issues such as Health & Safety, traffic management and general construction management.

157. SQ noted that on paper submissions to the ADB, appropriate measures and plans may be outlined but this does not necessarily mean that this is happening on the ground.

### **30. Road Maintenance**

158. Vincent Mckenzie (VM) stated that he had seen a segment on tv that mentioned FRA conducting consultation but no specific areas were mentioned. He and two of his neighbours who live in Tamavua have come to this consultation to air their grievances.
159. VM mentioned that the newly upgraded sections of the Kings Road from Hansens supermarket and Nakasi is well constructed and pleasant to drive on but the road is not kept clean and rubbish can be seen on the side of the road and in the drains.
160. KP replied that he would pass on this concern to the maintenance team so that the rubbish can be removed.

### **31. Staff and Contractor Training**

161. VM asked if WAF staff could be invited to be part of the FRA staff training previously mentioned. WAF are continuously digging trenches on Kaba Road to repair and / or replace pipes.
162. Joseph Mow (JM) suggested that FRA liaise with WAF as water was continuously leaking on Kula Street and WAF were regularly undertaking repair works.
163. KP confirmed that all services within the road reserve would be upgraded and realigned as part of the road upgrade works. The pavement will have a design life of 25 years.

### **32. Funding of Services Upgrade**

164. Abhishek Sharma (AS) asked whether the utility owners had allocated funding for the relocation and upgrading of services.
165. KP confirmed that all upgrade costs would be covered by FRA. FRA has decided to proactively upgrade the road and services so that there will not be a need to dig up the road soon after construction due to damaged pipes.
166. SQ enquired as to whether the FRA was liaising with utility providers
167. KP mentioned that once a month, all the services and utility providers meet to discuss their strategic plans and proposed upgrades as part of the PCP Committee.

168. KP mentioned that ground truthing is currently occurring to confirm the location of services.

### **33. Post Construction Impacts**

169. SQ asked if there would be any monitoring once the upgrade works are complete.

170. KP confirmed that monitoring would continue throughout the Defects Liability Period. He mentioned that landscaping would occur and unsealed portions would be sealed so as to minimise dust and improve aesthetics.

171. The FRA is working with LTA and the Fiji Police to combat overloaded vehicles on the road.

172. In terms of post construction impacts such as vibrations, the FRA would need to assess if the impacts/issue raised are classified as "a nuisance" or "damage"

173. SQ asked what other measures were going to be adopted to combat speeding since driver education had not proved very effective.

174. KP indicated that FRA was looking at new measures such as average speed cameras and are also actively working with the LTA and Fiji Police as previously mentioned.

175. Orlando Turner (OT) asked how closely FRA is working with LTA.

176. KP confirmed that LTA was part of the monthly PCP meetings that are chaired by the Ministry of Economy.

### **34. Project Commencement**

177. OT asked when the works were expected to commence

178. KP mentioned that FRA was looking to award the Contract in July with mobilisation set to occur 3 months after that. He suggested that Ratu Mara Road would only commence once upgrade works on Waimanu Road have been completed.

179. OT asked if between now and when works start, people could email with questions or concerns. KP indicated that this was possible.

### **35. Road Safety**

180. AS asked if there would be improvements to road safety as part of the upgrade works.

181. KP confirmed that road safety audits would form part of the work. The upgrades are aimed at achieving 3 star roads. He noted though that they could only achieve 2 star rating for Kula and Kaka Streets.

### **36. Princes Road**

182. Shiu Singh (SS) asked when Princes Road will be upgraded.
183. KP mentioned that FRA is waiting on land acquisition.
184. SS also asked if the services along Princes Road would be underground.
185. KP replied that the services would remain as they are on Princes Road.

### **37. Selection of Roads**

186. SQ enquired how the roads were selected for SARUP 2.
187. KP mentioned that roads were selected using a multi criteria analysis that looked at factors such as maintenance costs, connectivity, regularity of maintenance, population served, traffic flows and presence of surrounding public infrastructure.

### **38. Bus Bays**

188. Bimal Raj Singh (BRS) asked if the upgrade works were definitely going to happen and if the design has been completed.
189. KP confirmed that they just have a concept at this stage. The contractor will be responsible for the design.
190. BRS asked if residents could see the designs before works commence.
191. KP confirmed that this was possible.

### **39. Lodgement of Concerns**

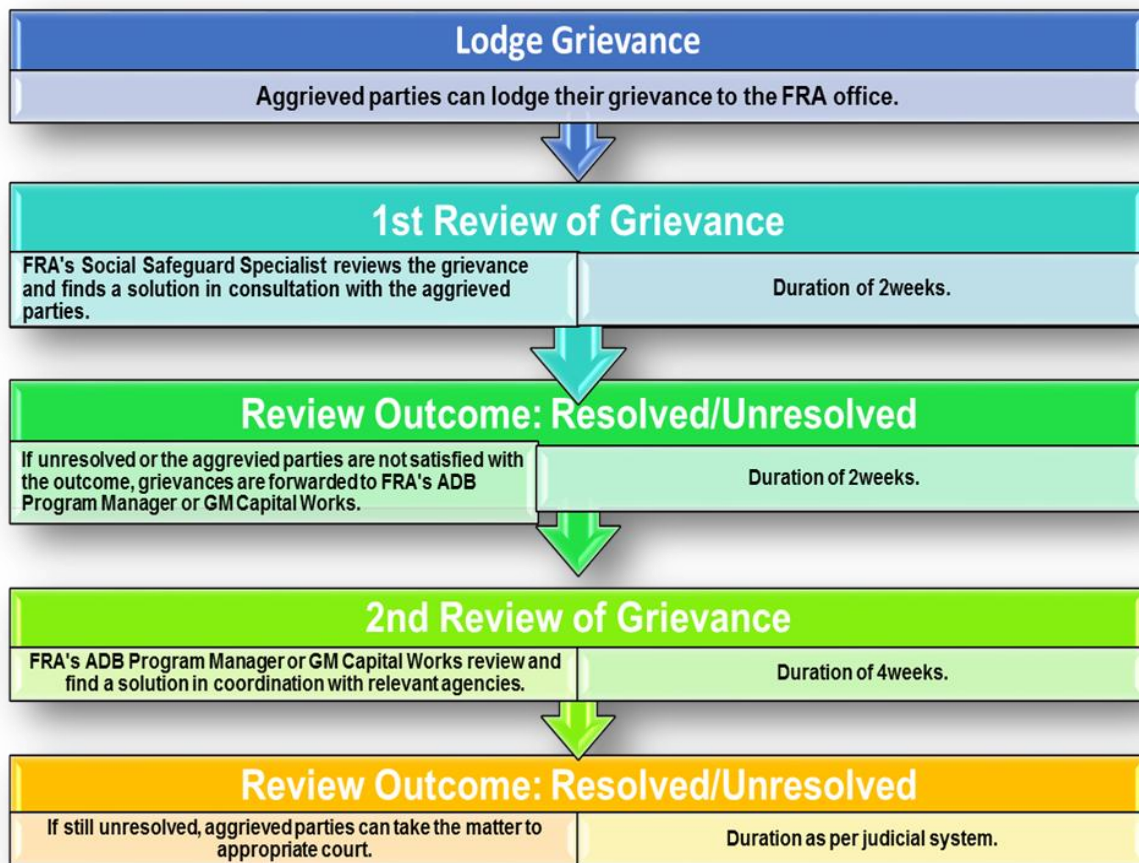
192. KP advised the stakeholders present that should those in attendance have any further queries, complaints and issues to be addressed they could be sent to the email addresses on the handouts circulated at the beginning of the meeting.

**With no further comments or questions from the stakeholders present, KP thanked everyone who attended the meeting and brought the meeting to a close.**

**Meeting ended at 4.30pm**

## 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><b>i. Poverty and Social Analysis and Strategy</b></p>	
<p><b>A. Links to the National Poverty Reduction and Inclusive Growth Strategy and Country Partnership Strategy</b></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>SARUP 2 will help to provide quality infrastructure.</p> <p>SARUP 2 will install two new bus bays, to encourage the use of public transport.</p>
<p><b>B. Results from the Poverty and Social Analysis during Project Preparation or Due Diligence</b></p> <p><b>1. Key poverty and social issues.</b> 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 SARUP 2 project primarily benefits urban areas, specifically people that live and work in and around the GSA.</p> <p>SARUP 2 will lead to improved access to markets within the GSA including the Suva Central Business District.</p> <p>The construction of SARUP 2 will utilize local workers, providing employment opportunities.</p>

Project Requirements	Sub-Project Details
<p><b>2. Beneficiaries.</b> 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><b>3. Impact channels.</b> 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><b>4. Other social and poverty issues.</b> 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><b>5. Design features.</b> 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>SARUP 2 sites have been selected based on those sites with the greatest need of repair. They serve the most populated areas within Fiji.</p>
<p><b>ii. Participation and Empowering the Poor</b></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 nearby selected bridge sites at Narata and Matawale in the Sigatoka Valley. Community consultation meetings were held in four villages, and key informant interviews were conducted with village leaders; staff from health, education, and agricultural extension services; provincial council leaders; district officials; farmers; and public transport drivers. Extensive consultations were also held with officials from national ministries, and provincial and local governments.</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 SARUP 2 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><b>iii. Gender and Development</b></p>	
<p><b>A. Key issues.</b> 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>B. Key actions.</b> 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 SARUP 2 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.	
<b>iv. Addressing Social Safeguard Issues</b>	
<p><b>A) Involuntary Resettlement</b></p> <p><b>1. Key impacts.</b> 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><b>2. Strategy to address the impacts.</b> 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><b>3. Plan or Other Actions.</b> Resettlement Plan. Resettlement Framework.</p> <p><b>B) Indigenous Peoples</b></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 SARUP 2.</p> <p>A LARP is not required for this sub-project.</p>
<b>v. Addressing Other Social Risks</b>	
<p><b>A) Risks in the Labour Market.</b></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>B) Affordability</b></p> <p>The project is likely to lower the cost of transport. No affordability impacts anticipated.</p> <p><b>C) Communicable Disease and Other Social Risks</b></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>SARUP 2 is to be let by international competitive bidding. The tender process encourages the employment of local people.</p> <p>SARUP 2 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>
<b>vi. Monitoring and Evaluation</b>	
<p><b>1. Targets and indicators:</b> (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><b>2. Required human resources:</b> 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><b>3. Information in project administration manual:</b> 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><b>4. Monitoring tools:</b> Monitoring and evaluation surveys at inception and for baselines; midterm, completion, and project evaluation reports.</p>	<p>SARUP 2 will improve access to the GSA, including to businesses, schools, churches and public health facilities.</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 eight sections of sealed road in the Greater Suva Area (GSA) with a total length of 9.45 km. Involves approximately 120,000 m<sup>2</sup> of road pavement upgrades within the existing carriageway, kerb to kerb, and the resurfacing and lane realignment at two major roundabouts. Works will include the repair of damaged kerbs and footpaths, installation of new speed indication signage, construction new traffic islands, and installation of a pedestrian refuge and two bus bays.</p>	<ul style="list-style-type: none"> <li>• Ensure selection of bridge, road and jetty subprojects include prioritizing women's access to social services, such as education, health facilities and market access</li> <li>• Ensure standardized designs for reconstructed bridges include measures to remove physical barriers to, and constraints on, access by women and children.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Ensure females are represented on GRC</li> <li>• 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)</li> <li>• Where possible, include provisions in bidding documents to encourage women's involvement in labour-based work during construction, including at least 20% women.</li> <li>• Ensure equal pay for equal work between male and female workers, and payment for women is directly to them.</li> <li>• Provide HIV/AIDS, STIs, gender, and road safety awareness training for all construction workers and neighboring community members.</li> </ul>	<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</p> <p>FRA, Contractor</p> <p>FRA, Contractor</p>	<p>SARUP 2 rehabilitates 9.45km of road. This will improve access to education facilities, health facilities and markets.</p> <p>NA</p> <p>NA</p> <p>NA</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).</p> <p>Unknown. Pay levels are not disclosed as part of the tender process.</p> <p>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>
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<b>Output 2: Efficient project management support and institutional strengthening</b>			
None	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Provide gender awareness training to FRA staff, ministries, and provincial/district offices.</li> <li>• Develop a project performance system that includes indicators measuring the implementation and progress of the gender action plan.</li> <li>• Ensure the inclusion of sex-disaggregated data in the baseline studies and progress, monitoring and evaluation reports.</li> <li>• Ensure regular progress reports include the progress of GAP implementation and sex-disaggregated statistics for relevant performance indicators.</li> </ul>	FRA  FRA  FRA  FRA  FRA	<p>As of January 2016, the FRA has employed a Social Safeguards Specialist for the Project. 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>
<b>Implementation Arrangements</b>			
<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 has a full-time Social Safeguards Specialist in PST who deals with GAP also.</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.