

## **Semi-Annual Safeguards Monitoring Report: Environment & Social Safeguards**

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ADB Project Number: 48141  
ADB Loan Number: 3210-FIJ  
WB Project Number: 150028  
Reporting period: July – December 2023

## **FIJI: Transport Infrastructure Investment Sector Project**

**Prepared by**

**Fiji Roads Authority**



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**Document Revision**

<b>Action</b>	<b>Name</b>	<b>Revision</b>	<b>Date</b>
Prepared By:	Fiji Roads Authority	1	08/01/24
Reviewed By:	Asian Development Bank (ADB) World Bank (WB)	-	
Prepared By:	Fiji Roads Authority	2	10/04/24

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## ABBREVIATIONS

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

## 1. EXECUTIVE SUMMARY

1. Majority of the sub-projects (Road upgrade) have reached 90-99% completion stage with minor works that is yet to complete. QRUP (*Queens Road Upgrade*) B was given an extension of contract works due to additional works and areas that was identified by the team that requires immediate attention. KRUP (*Kings Road Upgrade*) A&B and SARP (*Suva Arterial Road Project*) 2 (Foster Road) is forecasted to complete in November and December respectively.

2. In this reporting period FRA undertook a Grievance Redress Committee Introductory Awareness Workshop with relevant stakeholders as part of ADB and WB's requirement. The establishment of this GRC will carry forward to next funding project which is the 40 priority bridges and 3 jetties.

3. In this reporting period, there was no formal consultation undertaken apart from KRUP A&B. The contractor facilitated consultations with the affected people regarding the project status. During their round of discussion most of the LOU members enquired about the stockpile and laydown area. The contractor has decommissioned stockpile and laydown area, FRA has emphasize on rehabilitating these sites to its original state before progressing to other activities.

4. The mission trip on November was a successful trip. ADB and WB together with FRA and respective contractors undertook joint inspections all throughout the sub-projects. ADB & WB reps identified some minor safeguard issues. Contractors and supervision consultants were advised to the address safeguard issues such as minor housekeeping, waste disposal, and health & safety incidents.

5. The 40 Bridges and 3 Jetties design that is currently undertaking by BECA International is also reaching its completion stage. The team undertook two consultations in the previous reporting period with relevant stakeholders on the proposed Marine structures. However, there were no consultation for this reporting period, second round of consultation is scheduled in the next reporting period earlier January.

6. The FRA Safeguards undertook water sampling for the Priority 1 Bridges and 3 Jetties to establish baseline for water quality assessment. All water samples were submitted to Water Authority of Fiji (*WAF*) for testing, all results are submitted to BECA for documentation and reporting.

7. Few Documents that were pending from the previous reporting periods has been completed. (Priority A LARDD Report, Communications and Consultation Strategy Plan- Grievances Procedure (*CCSP*) and Gender Action Plan.

## 2. INTRODUCTION

### 2.1 Description of the Project

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

**Table 1-1: Basic Project Information**

Parameters	Information
Contract No	FRA TIISP 16-01
ADB – Project No Loan No	48141–001 3210-FIJ
WB – Project No Loan No	P150028 8482-FJ
Description of works	-Drainage associated with road re-construction (e.g. clearing water channel, associated extension or possible replacement of substandard culverts and headwalls); Minor earthworks; -Guard rails, traffic signals; Kerb, channel and footpath improvements; Existing pavement upgrade and asphalt concrete finish.
Engineer/ Consultant	Dr. Charles Ward
Title of report	Semi-Annual Environmental and Social Safeguard Monitoring Report
Period covered by report	<b>July – December 2023</b>

**9. Project impact and outcome.** The impact of the Project will be improved access to markets, employment opportunities and social services. The outcome will be safer, efficient, resilient land and maritime transport infrastructure in the project area. There are two main outputs: (a) rehabilitated and climate resilient land and maritime transport infrastructure; and (b) efficient project management support and institutional strengthening. The second output is to ensure the capacity of Fiji transport agencies and related departments to manage bridge, road, and jetty assets is improved and strengthened to provide higher levels of accountability, improved levels of service and increased transparency in project implementation and delivery.

**10.** Project activities comprise physical works including new infrastructure and/or the upgrading, renewal, rehabilitation and/or repair of public roads in Fiji and non-physical activities such as institutional strengthening and capacity building within the transport sector. The project is being implemented following a sector loan modality. The nature of a sector project is that all

types of subprojects to be undertaken are known in general terms but only a small number of sub-projects are identified at the project preparation stage. A sector project provides for subprojects to be identified and prepared during implementation. Subprojects will be identified and prioritized following the agreed selection process which includes each subproject meeting a set of criteria. The Project Steering Committee will approve subprojects and the approved list will be forwarded to ADB and WB for no objection.

**11. Purpose of the report.** This semi-annual environmental & social monitoring report covers the period 01<sup>st</sup> July to 31<sup>st</sup> December 2023. It is prepared by the Safeguard Team (ST) in FRA. The report is prepared in accordance with the project's Environmental and Social Management Framework (ESMF) and the environmental monitoring and reporting requirements set out in the Project Administration Manual, Project Loan Agreement and Project Agreement as well as the ADB Safeguard Policy Statement 2009 (SPS) and World Bank Operational Policy (OP).<sup>1</sup>

### **3. IMPLEMENTATION STATUS UPDATE OF ESMF & LARF**

**12.** Overall roles and responsibilities for Environmental & Social management remain as per the ESMF & LARF. The FRA Safeguards team currently have five personnel who are currently managing and monitoring the safeguards component of the TIISP project. Earlier this reporting period ADB and WB recruited a Gender specialist to assist the team in documentation and implementation of the GAP (*Gender Action Plans*) targets.

**13.** In each, sub-project there is a supervision team (ETC) an independent consultant that is the contract administrator; the ETC continues to manage the construction works on ground and ensures that all works are in accordance to the approved Standard and design.

**14.** FRA Safeguard team manages safeguard issues and grievance; ensure stakeholder engagement and Community engagement. They also ensure that all proposed works complies with all National's legislation and ADB&WB Safeguard policies and requirement

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1. the environmental monitoring and reporting requirements set out in the Project Administration Manual, Project Loan Agreement and Project Agreement as well as the ADB Safeguard Policy Statement 2009 (SPS) and World Bank Operational Policy (OP)

#### **4. SUB-PROJECT SUMMARY.**

**15.** The sub-section below will provide all details regarding safeguard issues and grievances from each projects that was recorded in this reporting period including their corrective actions. The sub-project summary also provide details the stakeholder and community stakeholder engagement in this reporting period.

##### **3.1 QUEENS ROAD UPGRADE PROJECT (B) UPDATE.**

**Contractor:** China Railway Group 5 (CRG5)

**Supervision Team (ETC):** Sheladia Associations.

##### **a.) Environmental Safeguard and Health & Safety.**

**16.** All stockpile and disposal sites within the current work zone are approved by Department of Environment, since the sub-project has reached the 90-99% completion stage, all most stockpiles and disposal sites are rehabilitated to its original state. FRA has advised the contractor that all construction unused materials are to be removed from the site before decommissioned.

**17.** There was no major non-compliance of the CEMP. However, minor issues such as dust emission and poor housekeeping as anticipated is well maintained and managed at an acceptable level. For dust suppression the contractor ensures that there is water cart on standby and water is sprayed at every 20-30 minutes' interval, for poor house keeping issue is that the supervision consultant monitor all works and the contractor ensures that all waste materials are removed from site as soon as works are completed and disposed of at an approved designated dumping site. Contractor for the QRUP B has extended its contract to enable culvert replacement works.

**28.** Most of the issues identified had been addressed and summarized on the table below.

**Table 3.11** Highlight the summary of Environmental & Health and Safety Issue.

Date	Issue	Location	Mitigation Measures Implemented	Closed Out/Pending
20/09/2022	<ul style="list-style-type: none"> <li>A property owner had requested that he needs rehabilitation works at the slope near his property. This issue was raised with FRA during the safeguards meeting as backfilling this area could cause further Environmental risk if spoils gets washed off to the coast during heavy down pour.</li> </ul>	Heaven's Door Section 4B	<ul style="list-style-type: none"> <li>Site visitation with FRA team was carried out on 04.05.2023 to gauge the area of work.</li> <li>No actions were taken.</li> </ul>	Closed out on the 30/11/2023.
10/07/2023	<ul style="list-style-type: none"> <li>Refilling of hydraulic oil at the Navutu slip site causing spillage.</li> </ul>	Section 5 – Navutu Slip Area	<ul style="list-style-type: none"> <li>The spillage area was cleared and the contaminated soil was disposed at the disposal area.</li> </ul>	Closed out on the 10/07/2023
13/07/2023	<ul style="list-style-type: none"> <li>Trimmed of overhanging branches are not properly trimmed.</li> </ul>	Sections 4C and 4B.	<ul style="list-style-type: none"> <li>Contractor is required to use the chainsaw to properly trim the identified branches.</li> </ul>	Progressing-Scheduled to close off in the next reporting period.
11/09/2023	<ul style="list-style-type: none"> <li>Ponding observed at the Navutu culvert area. Very little water is flowing through the channel.</li> </ul>	Navutu	<ul style="list-style-type: none"> <li>The water channel/waterway will be dug out to allow for the free flow of the water.</li> </ul>	Closed Out on the 18/10/2023
29/09/2023	<ul style="list-style-type: none"> <li>Oil Leakage at the Navutu Culvert from an excavator machine.</li> </ul>	Navutu	<ul style="list-style-type: none"> <li>The oil leakage was covered with saw dust and sand.</li> </ul>	Closed Out on the 29/09/2023
17/10/2023	<ul style="list-style-type: none"> <li>Cracks/ scouring at the Navutu culvert replacement area slopes.</li> </ul>	Navutu- Section 5	<ul style="list-style-type: none"> <li>The identified area has been backfilled and stabilized.</li> </ul>	Progressing-Scheduled to close off in the next reporting period.
23/10/2023	<ul style="list-style-type: none"> <li>Improper disposal of waste materials.</li> </ul>	Vatukarasa Dumpsite	<ul style="list-style-type: none"> <li>Excavated materials needs to be cleared and levelled properly.</li> </ul>	Pending- This is scheduled to close off in the next reporting period. (January)
<b>5 Issues (4 closed out, 1 pending)</b>				

**b.) Social Safeguard (Land Access and Use).**

**19.** This reporting period, FRA has completed QRUP B Social Safeguards Screening and Due Diligence Investigations and Monitoring for all the road sections.

**20.** FRA confirms that there were no economic nor physical displacements of any individuals in the road sections selected for physical works. Access were not restricted to the public or any affected persons. This was reported through their respective LARP & LARDD Reports as per Table 3.12 below.

**Table 3.12** outlines the submission details for QRUP B LARP / LARDD Reports.

Road Projects	Completed Reports	Date Completed	Status
<b>QRUP B</b>			
QRUP B	1. Linking Section 7 and Section 8 Priority A LARDD Report	12/04/2023	Completed. 1. Initial submissions to Bank – 13/06/2023. 2. Approved Report from Bank – 20/06/2023. 3. Disclosed onto FRA Website – 18/07/2023.
	2. Linking Section 7 and Section 8 Priority A LARDD Report	12/04/2023	Completed. 1. Initial submissions to Bank – 13/06/2023. 2. Approved Report from Bank – 20/06/2023. 3. Disclosed onto FRA Website – 18/07/2023.

	3. Section 4A – 4C, 5 & 7 Priority B LARDD Report	18/09/2023	Completed. 1. Initial submissions to Bank – 18/09/2023. 2. Approved Report from Bank – 20/09/2023. 3. Disclosed onto FRA Website – 20/09/2023.
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**21.** In the entire QRUP B selected sections for physical works, there were 5 design changes; 2 of which required LARP reports (Vatukarasa Graveyard Relocation & Vatukarasa Septic Tank Relocation), 1 required Addendum to LARDD Report (Sec 5 Cross culvert) and 2 LARDD reports for new area (variations – (linking Sec 7 to Sec 8) and (Sec 5 extension area)).

**22.** In this reporting period, FRA has completed a total of 8 reports. 2 were LARP reports and 6 LARDD reports. Details of these reports are shown in FRA's LARP / LARDD Register for QRUP B above in table 3.12.

**23.** Apart from the 2 relocations (Graveyard and Septic Tank) there were no other permanent impacts and relocations of any persons for QRUP B. Section 8 had a few roadside stalls but they were outside road reserve and were not used on a full time basis. An access management plan was prepared by the Contractor to ensure access to these stalls if they were occupied. However, these stalls remain to be unoccupied during the short time of constructions works along the stall frontages.

**24.** The Sheladia & CR5 Safeguard teams had good community relationship. This was evident in the smooth flow in daily construction operations all throughout the sections having no disturbances from the community. Issues and concerns raised from time to time were resolved amicably and some logged into the GRM system if it involves concerns or requests that are either outside scope of work, or FRA Management approval or involving other stakeholders. These issues raised are being tracked through FRA Service Request system and resolved within reasonable response time. Details are discussed further in the GRM section below.

**25.** In this reporting period; feedback consultation was undertaken in selected villages and communities within these sections to get overall feedback of the impacts of this project on them. Selection of villages and communities were on those that had roadside activities. The communities that were consulted confirmed that this project brought about good changes to them in terms of safety with the provision of footpaths, humps, crossing and bus bays. They have experienced an increase in transportation opportunities enhancing mobility to the market, work, school, health services and town.

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

**27.** The addendum to the MOU identified 9 agreed action items to be addressed within the QRUP B sub-project social safeguards due diligences. In this reporting period FRA has completed all

agreed action items and achieves a total compliance to the MOU, this was fully addressed in the previous reporting period.

**28.** Overall, FRA has achieved completion of LARDD Reports for Priority (A) Areas for QRUP B. This reporting period, QRUP sub-project raised a total of 11 Grievances of which 1 grievance by Café Planet remains open from September 2022.

### **c.) Consultation and Stakeholder Engagement.**

**29.** During the reporting period there was an increase in the number of stakeholders reached through its information sharing activities. In addition, a total of 4 community consultations and a focus group session with women took place during the reporting period.

**30.** Engagement with stakeholders living in settlements along the QRUP sections had not been previously addressed through the subproject as focus has been on engagement with villagers. The Safeguards team resolved that through the FRA Divisional Liaison Officer and assistance of the District Office will bring to Project Management Unit's attention the concerns raised by settlements for consideration.

### **d.) Grievance Redress Mechanism (GRM).**

**31.** During this reporting period, the QRUP sub-project documented a total of 13 grievances, with 5 pending from the previous reporting period. Specifically, 6 grievances were reported in Quarter 3, and an additional 2 were registered in Quarter 4. Issues ranged from loss of land due to construction to works, flooding of property, disturbance of utility services and damage to personal property. The contractor took appropriate measures such as reinstating affected areas, reinstating of damaged property and rectifying disturbances promptly, resulting in satisfactory resolutions for the majority of complainants.

**32.** A particular point of note that among the registered grievances, one submitted by Café Planet has persisted without resolution since September 2022. The outstanding grievance has escalated to the point of requiring a financial payout, thus reaching the level four of the Grievance Redress Mechanism (GRM) process. Notably, the FRA safeguard Manager is currently overseeing the resolution of this matter.

**33.** For detailed information, please refer to the GRM register provided in Appendix C.

### **3.2 KINGS ROAD UPGRADE PROJECT (A&B) UPDATE.**

**Contractor:** Higgins

**Supervision Team (ETC):** SMEC

#### **a.) Environmental Safeguard and Health & Safety Update.**

**34.** The Delayed start on KRUP B has been undertaken by the contractor in lieu of the additional 6 months (180 days). The elapsed time includes the additional time awarded under KRUP A of 30 days extending the completion date to 11 January, 2023. A further Extension of Time (EOT) to 14 April was granted by the Employer for all deliverables. Two additional sectional EOTs have been requested namely section 2, section 10 to repair damages caused by heavy downpour, the extension was extended to 10 May, 2023.

**35.** The Second EOT is for joining site 2 and 3, the ADB “**NO OBJECTION**” was obtained for the second EOT request. Department of Environment approval for the updated CEMP was obtained on the 06<sup>th</sup> February, 2023 and the contractor proceeded work on the 21<sup>st</sup> March, 2023.

**36.** Due to the early site shut down Christmas, the Environmental monitoring was conducted on the 18<sup>th</sup> and 19<sup>th</sup> of December. The monitoring visit included:

- Millings left on the ground at site laydown area.
- Litter at site 3 laydown area.
- More monitoring required of KRUP A sites.

**37.** There was no major non-compliance of the CEMP. However, minor issues such as dust emission and poor housekeeping as anticipated is well maintained and managed at an acceptable level. For dust suppression the contractor ensures that there is water cart on standby and water is sprayed at every 20-30 minutes' interval, for poor house keeping issue is that the supervision consultant monitor all works and the contractor ensures that all waste materials are removed from site as soon as works are completed and disposed of at an approved designated dumping site.

#### **b.) Social Safeguard (Land Access and Use).**

**38.** This reporting period, FRA has completed KRUP Social Safeguards Screening and Due Diligence Investigations and Monitoring for all the road sections.

**39.** In the entire KRUP selected sections for physical works, a total of 4 LARDD Reports covered Social Safeguards Due Diligence as shown above in their separate road sections.

**40.** There were no permanent impacts nor relocations for the KRUP areas. The presence of roadside stalls was common; some were outside road reserve while those within the reserve having temporary tents, wooden shelves, adjoining empty drums for shelves setups. An access management plan was tailored by the contractors to suit the various concerned stalls to ensure that access is always available to them.

**41.** The SMEC & Higgins Environment, Social Safeguard teams had good community relationship. This was evident in the smooth flow in daily construction operations all throughout the sections having no disturbances from the community. Issues and concerns raised from time to time were resolved amicably and some logged into the GRM system if it involves concerns or requests that are either outside scope of work or FRA Management approval or involving other stakeholders. These issues raised are being tracked through FRA Service Request and resolved within reasonable response time. Details are discussed further in the GRM section below.

**42.** The road construction has also benefitted the society economically through the boosting of their food sales to construction workers. Many of the communities during the construction period enjoy operating food sales from the comfort of their home terraces catering morning tea, lunch and afternoon tea to construction workers as compared to travelling down to main town centers to do so.

**43.** In this reporting period; feedback consultation was undertaken in selected villages and communities within these sections to get overall feedback of the impacts of this project on them. Selection of villages and communities were on those that had roadside activities. The communities that were consulted confirmed that this project brought about good changes to them in terms of safety with the provision of footpaths, humps, crossing and bus bays. They have experienced an increase in transportation opportunities enhancing mobility to the market, work, school, health services and town.

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

**45.** The addendum to the MOU identified 9 agreed action items to be addressed within the KRUP sub-project social safeguards due diligences. In this reporting period FRA has completed all agreed action items and achieves a total compliance to the MOU, this was addressed in the previous reporting period.

**Table 3.22** outlines the submission details for KRUP A & B LARDD Reports.

Road Projects	Completed Reports	Date Completed	Status
<b>KRUP B</b>			
	3. Section 15A – 15F Priority B Areas	17/01/2024	Completed. 1. Initial submissions to Bank – 23/01/2024. 2. Comments from WB - 24/01/2024. 3. Revised Report Submitted - 28/01/2023. 4. Approved Report from Bank – 29/01/2024. 5. Disclosed onto FRA Website – 29/01/2024.

### **c.) Consultation & Stakeholder Engagement.**

**46.** Higgins continued to engage with the villages, businesses, and residents along the Kings Road upgrade using a one-on-one format. In liaising with villages through the Village Headman/*Turaga ni Koro*, Higgins was in this manner able to keep expectations manageable. A total of 130 one-on-one engagements took place at KRUP B.

**47.** Higgins were proactive in their addressing of issues such as theft, speeding incidents, removal of traffic management equipment by ensuring that neighbouring communities were also briefed to avoid future mishaps. Where villages took matters in their own hands to address speeding by motorists Higgins quickly addressed this with Police, District Officers to provide villagers more favourable options and awareness.

**48.** FRA led Village Consultations held in the second quarter to obtain overall feedback on the project and also to gather information from women through focus group discussions, showed that stakeholder engagement by Higgins was quite rigorous. However, obtaining women feedback on the project would still be vital for capturing in future.

### **d.) Grievance Redress Mechanism (GRM).**

**49.** Overall the KRUP sub-project, a total of 12 grievances were recorded with 9 registered through the contractor's GRM and 3 through FRA's SR (*Service Request*) system. It is crucial to underscore the contractor's due diligent efforts in addressing the all raised issues, resulting in the successful resolution of each concern. Detailed information regarding the individual sub-project sections is presented concurrently below to enhance clarity and documentation.

#### **KRUP A**

**50.** In the course of this reporting period, the KRUP A sub-project faced 2 grievances during Q3 and an additional 6 grievances in the Q4 2023 reporting period, resulting in a total of 11 grievances. Among these, 8 grievances were reported to the contractor, and 3 were raised through the FRA SR. It is important to highlight that the contractor efficiently addressed and resolved all 11 grievances within the designated timeframe. Summary of issues for KRUP A included concerns such as property damage, narrow driveways, culvert requests, road complaints, and drainage issues. Actions taken included backfilling scouring, constructing headwalls, installing culverts, and informing complainants about relevant programs or contacting appropriate authorities for issues beyond the project scope. Most of the grievances mentioned above is submitted directly to FRA by the complainants and from the ETC's GRM register

**51.** A matter requiring FRA's attention arose at Rabulu village concerning the accumulation of gravel along the creek. Upon thorough examination, it was determined that the issue was not directly related to the project. Consequently, the concern was escalated to the relevant stakeholders for resolution. Subsequent to collaborative efforts, the matter was successfully addressed and resolved in coordination with the Ministry of Waterways and Divisional officers.

**52.** It is important to highlight that the majority of communications documented in the GRM register by the ETC pertained to community requests and were not categorized as grievances, as per the definition outlined in ESMF Section VII (Paragraph 1, page 42).

#### **KRUP B**

**53.** Q3 2023, KRUP B recorded 1 grievance, which was raised through the contractor's GRM record. This grievance was effectively addressed and resolved at level 1, which falls within the

contractors' authority for resolution. Grievance related to broken concrete footpaths dumped on a complainant's property, which was promptly removed from the site by the contractor.

**54.** Table 30 serves as a comprehensive summary of all recorded grievances, revealing that only 1 grievance was reported during the Q3 2023 period. The successful resolution of these grievances underscores the effectiveness of the GRM system. This accomplishment reaffirms the commitment to promptly address community concerns and grievances, fostering positive community engagement and contributing to favorable project outcomes.

### **3.3 SUVA ARTERIAL ROAD UPGRADE PROJECT (FOSTER ROAD) UPDATE.**

**Contractor:** China Railway Group 5 (CRG5)

**Supervision Team (ETC):** WAPCOS

#### **a.) Environmental Safeguard and Health & Safety.**

**55.** This reporting period the sub-project has reached its completion stage, there were minor Environmental and Health & Safety issues that was non-significance and was maintained at acceptable level. However, during the mission trip in November ADB and WB identified some safety issues that was alarming. The safety issue was the traffic lights were not installed yet. However, the traffic is fully operational. The contractor and Engineer has assured the two banks that traffic lights will be operational as soon as possible.

**56.** This reporting period there were minor Environmental issues that were identified during FRA's monthly monitoring, one of the most common non-compliance is the poor housekeeping and waste management. Upon monthly monitoring, all Environmental issues are raised to the ETC (*Engineer to Contract*) through an NTC (*Notice to Contractor*).

**57.** The contractor has worked closely with the FRA safeguard to team to address issues such as health and safety, as well the concern of business owner and pedestrian regarding the construction works. The FRA Safeguard team has had discussions with the contractor to ensure that all Health & Safety risks is minimized at a satisfactory level by implementing measures such as business temporary access over open trenches, have water cart available on standby, remove all stockpile and waste materials immediately and cover all expose metals with a plastic caps.

**Table 3.31** Highlights a summary of Environmental and Health & Safety issues for this reporting period

Date	Issue	Location	Mitigation Measures Implemented	losed Out/Pending
27/10/2023	<ul style="list-style-type: none"> <li>No Parking Space - Avondale Business owner requested to remove the yellow line mark to allow customers to park in front of his business.</li> </ul>	Avondale Business.	<ul style="list-style-type: none"> <li>Yellow line was removed to provide allowance for parking (1 vehicle) in front of the business.</li> </ul>	Closed Out on the 30/10/2023
09/11/2023	<ul style="list-style-type: none"> <li>Poor Housekeeping and Waste Management. This issue was raised by ADB and WB during their site visit on the 09<sup>th</sup> November, 2023.</li> </ul>	All throughout the active construction section.	<ul style="list-style-type: none"> <li>All unused construction waste materials are to be removed from the site before project completion. However, the removal of sediment fence are schedule to be removed in the next reporting period and will be captured in QPR1 report.</li> </ul>	All construction waste materials was removed on 30/10/2023.
<b>2 Issues (1 closed out, 1 partially pending)</b>				

## b.) Social Safeguard (Land Access and Use)

**58.** This reporting period, FRA has been committed to complete all SARUP 2 Social Safeguards Screening and Due Diligence Investigations and Monitoring for all the road sections for SARUP 2.

**59.** Feedback consultations with commercial property owners fronting the sections of physical works for SARUP 2 is the last action item to be completed to enable FRA to complete its LARDD Report. After thorough analysis and discussions with the contractors and property owners; it's confirmed that these feedbacks are best collected through Questionnaires Forms; given the different schedules these commercial businesses have.

**60.** A feedback consultation helps to gather overall feedback from the communities. This platform will be used to address any social safeguards impacts about land use if being raised during the questionnaire interviews. This action is in keeping with the social safeguards policy outlined within the Project's Land Acquisition and Resettlement Framework.

**61.** FRA targets to complete LARDD report in the next reporting period.

**62.** The addendum to the MOU identified 9 social safeguards agreed actions to be undertaken for the SARUP 2 Foster Rd sub-project. **Table 3.42** below outlines the 9 social safeguards action items under the addendum to the MOU.

**Table 3.42** below outlines the SARUP 2 Foster Rd agreed action items.

No.	Agreed Actions	Due By	Action By	Remarks
11	Reporting on implementation of Social Safeguards requirements	Fortnightly from 1 November 2022	FRA Safeguards Manager and Social Safeguards Specialist	<p>1. Update on the social safeguards action items are provided above.</p> <p>2. Verified and Categorized sections / areas into Priority A &amp; B.</p> <p>3. LARDD report for SARUP 2 Priority A Areas is completed in this reporting period.</p> <p>4. FRA is committed to attend and complete the SARUP 2 LARDD Report for Priority B areas in the next reporting period.</p> <p>5. Addendum Reports to LARDD and LARP shall be attended to as design changes from time to time during constructions (Priority B Areas).</p>

**63.** Overall, FRA has achieved completion of LARDD Report for Priority (A) Areas for SARUP 2. The focus will now be on 1 pending LARDD Report for Priority (B) areas for SARUP 2.

FRA is aiming to complete this remaining 1 safeguards due diligence report within the next reporting period to ensure total compliance to the MOU.

**c.) Consultation & Stakeholder Engagement.**

**64.** There were considerable efforts made by China Railway 5 Group to increase engagement with stakeholders in the second and third quarter: The contractor approached business along Foster road and engaged with them by Information sharing activities (such as letter drop and one on one dialogue) reached not only stakeholders with frontage along Foster Road but adjacent blocks as well. This was a marked improvement in engagement with stakeholders as previously the information sharing was limited to stakeholders located at the specific section of works.

**65.** The following observations were derived from that joint exercise: The key issues identified by stakeholders includes: (1) Median – preventing a right-turn; (2) Long Traffic ques; (3) No Communication provided regarding works; 4) Appreciation for the project; (5) provisions of parking space; (6) Driveway cementing; (7) Loss of Customers. The time of the interviews coincided with the SARUP2 project pavement & rehabilitation works, therefore issues relating to driveway cementing had considerable attention.

**66.** Eighty percent of those interviewed indicated support for the project. Notable quotes were by Manager (Mobil on the Go), *“The road upgrade is very nice. 22 years in Mobil- this is the first time to see Walu Bay upgraded.”* Acting Station Officer, National Fire Authority *“Appreciate the work being done on the road because in one month we can spend so much time on maintenance to fix the springs of our trucks. Our trucks have a large carrying capacity of water and those potholes affects the springs.”*

#### d.) Grievance Redress Mechanism (GRM).

67. This reporting period four grievances were identified and all which have been successfully closed. These included reinstating a fire hydrant, resolving encroachment disputes, rectifying power disturbances, and addressing concerns about parking lots. Resolution discussions and inspections led to the successful mitigation of these issues.

#### 5. CAPACITY BUILDING/ TRAININGS & WORKSHOPS.

68. Introductory awareness Grievance Redress Committee (GRC) workshop was scheduled on the 12 July 2023, which involved relevant government departments and NGOs who provided technical assistance in resolution of subproject grievances.

69. Advanced Environmental Safeguard training course that was facilitated by ADB which FRA reps and contractor were invited to attend on the 28-30, November, 2023.

#### 6. HEALTH & SAFETY INCIDENTS & NEAR-MISS SUMMARY.

Subproject	End Jun 2023		Change from 01 Jan to 30 Jun	
	LTI / First Aid	Near Miss	LTI / First Aid	Near Miss
KRUP A	4	41	0	7
KRUP B	5	198	2	65
QRUP B	49	31	14	3
SARUP 2C	186	51	77	25
40 Critical Bridges	0	1	0	1

70. In this reporting period, there has been an increase of near-miss incidents and most of these incidents are not project related. However, for near-miss incidents identified above are mostly over speeding of oncoming vehicles within the project section. Contractor had implemented mitigation measures to help in reducing speed vehicles by providing temporary speed humps within the construction site, provided proper speed limit signs and safety signs.

71. Secondly, some of the near miss and First Aid incidents relates default machine operation and improper PPE wear. The Contractor has undertaken proper training occasionally and tool-box meeting everyday by discussing safety hazards and incidents topics, the contractor ensures that all there staff attends tool-box meeting with the close monitor of the FRA Health & Safety Officers.

**SARUP 2 (Foster Road): Photo Log**



**Figure 1: Foster Road Project road pavement works.**



**Figure 2: New Bus- Shelter and Bus Bay with appropriate signs.**



**Figure 3: New improved road at Foster Road.**



**Figure 4: Natural revegetation on exposed soil.**

**QRUP B: Photo Log.**



**Figure 5: Vetiver Grass for slope protection.**



**Figure 6: Slope Protection work at Navutu Section.**



**Figure 7: Culvert replacement work at Navo Section.**



**Figure 8: New Bus-Shelter at Yako Section.**

**KRUP A: Photo Log.**



**Figure 9: KRUP A Sign Board**



**Figure 10: Newly improved footpath adjacent to existing road side stalls.**



**Figure 11: Navutu Section of sedimentation build-up that was rectified.**



**Figure 12: Improved footpath and bus-bay.**

**KRUP B: Photo Log**



**Figure 13: KRUP B sign board.**



**Figure 14: Stockpile site at QRUP B section.**



**Figure 15: Resident at the vicinity of the project site.**



**Figure 16: Culverts at a decommissioned site.**

## 7. GRIEVANCE REDRESS MECHANISM SUMMARY

### QRUP B

NO.	Date	Status	Theme	Notes
1	20.09.2022	Closed 22.11.23	Loss of Land due to construction works Section 4B	Contractor has reinstated the affected area to the satisfactory of the AP
2	29/09/2022	PROGRESSING	Economic Loss Section 4, QRUP	CRFG has address the grievances accordingly
3	23/02/23	Closed 19.07.23	Flooding of their lawn, Section 5,	FRA closed out letter submitted to AP.
4	17.04.2023.	Closed 28.07.23	Pandanus Plant to be compensated	Compensation was be done by contractor
5	24.05.2023	Closed 26.08.23	Mr Gounder informed CRFG on disturbance to his property due to construction works, requesting for the disturbed area to be reinstated as it used for outdoor activities.	CRFG, has attended to the request for rectification measure works has been completed and all leveling work was done on the disturb area.
6	10.07.2023	Closed 27.08.23	Signboard displacement Section 4A Korotogo Village	CRFG has reinstated the signboard
7	13.08.2023	Closed 14.08.23	EFL like disturbance due to construction work Section 8 Yako Village	EFL was informed of the issues and ratification measure was taken by EFL for electricity restoration
8	21.08.23	Closed 26.08.23	Complaint Mr Gounder informed CRFG on disturbance to his property due to construction works, requesting for the disturbed area to be reinstated as it used for outdoor activities. Section 8 Yako Village	CRFG, has acknowledge the request and has attended to the request for rectification measure works has been completed and all leveling work was done on the disturb area.
9	26.08.23	Closed 27.08.23	EFL utilities was disturb due to construction work causing electrical disturbance along this section Section 5	EFL was informed of the issues and ratification measure was taken by EFL for electricity restoration on affected areas such as Lomawai and Maro
10	30.08.23	Closed 21.12.23	The utilities disturbance on 26.08.23 has affect few household electrical appliance Section 5	CRFG has attended to all complainant to assess and try and resolve the complaint for those that was able to be restored will be replace/compensated.
11	13.09.23	Closed 30.09.23	Bus shelter size is insignificant to the number of student utilizing the bus shelter this was raised by TNK	CRFG has attend to the grievance and TNK is satisfied with the resolution
12	04.10.2023	Closed 31.10.23	Mr Albis raised concern regarding storm water run-off into his compound causing flooding. The backflow is caused by the damaged headwall.	Contractor to rectify the issue on site by making adjust to the issues raised.
13	16.10.2023	Closed 23.10.23	Ms. Nand raised that her septic tank cover was damaged by an excavator Section 7&8 link	Contractor to rectify the issue on site by replacing the damaged septic cover
Total		13 (Closed 12 pending 1)		

## SARUP

NO.	Date	Status	Theme	Notes
1	13/01/23	Closed- 16/06/2023	Fire Hydrant reinstatement	Fire Hydrant reinstated
2	26/04/23	Closed – 21/07/2023	Encroachment into boundary	Resolution discussions underway between utilities & property owners
3	07/07/23	Closed- 07/08/2023	EFL power disturbance encountered at with Transport company after installation of new EFL lines.	CR5G Sub-contractor inspected and rectified the issue with the AP's meter box on 07.08.2023
4	21/09/23	Closed- 30/10/2023	Parts Parking lots concern from Avondale	FRA safeguard team meet with AP and has rectify the issues.
Total		4 (Closed 4 pending 0)		

## KRUP A

No.	Date	Status	Theme	Notes
1	14/07/23	Closed- 14/07/23	Site 10 Scouring at Rabulu Crossing	Scouring was backfilled by contractor
2	10/08/23	Closed- 16/12/23	Site 6-Damaged property fence due to construction works at Tagitagi area.	Rip rap was done in the affected area
3	04/10/23	Closed-12/10/23	Site 6 Narrow driveway due to construction works, AP requesting headwall	Headwall was constructed by contractors
4	03/10/23	Closed-20/10/23	Site 7 Request for culvert extension	Culvert was installed by contractor on the AP request
5	03/10/23	Closed- 12/10/23	Site 5 request for road humps with crossing	Complaint was approached and was informed on the program of humps and crossing installation
6	03/10/23	Closed- 12/10/23	Site 4 Request for culvert replacement	Request were not granted to the complainant, as it was not part of the scope of works.
7	03/10/23	Closed- 12/10/23	Site 2 Ba area - Road complain outside of the project boundary	AP was informed to contact FRA maintenance team as his request is not part of the project scope
8	03/10/23	Closed- 12/10/23	Site 2 Request for the road humps at Nataaicake village and Natunuku village	Complaint has been notify of the program for the installation on the request hump on the mentioned areas.
9	03/10/23	Closed- 12/10/23	Site 2&3 Request for drainage beyond project boundary	Complaint has been notify to raise his issue to respective ministry.
10	13/10/23	Closed- 13/10/23	Ba & Tavua Complaint against the temporary road humps being constructed along KRUP A sites between Ba & Tavua	Complaint has been notify of the program for the installation on the request hump on the mentioned areas
11	11/12/2023	Progressing- Scheduled to close out in January.	Site 3 Complaint regarding the section at the bridge after Sorokoba village at junction of Vatiyaka which has slightly sunk containing a lot of pot holes	Complaint has been notify of the program for the final pavement works.
Total		11 (Closed 11 Pending 0)		

## KRUP B

No.	Date	Status	Theme	Notes
1.	14/09/23	CLOSED 18.09.23	Broken concrete footpath dumped on complainant's property	Broken concrete footpath removed from site on 18/09/2023
Total		1 (Closed 1 Pending 0)		

### 8. OUTSTANDING ITEMS.

7x. Below is an outstanding item from the previous reporting period.

Sub-Project	Corrective Actions	Outstanding Items	Target Date
QRUP B	Compensation to the owner who has claimed that the project has caused an Economical loss to his business.	<b>Status – Progressing</b> Mr. Adrienne's claims has been submitted to FRA board for discussion and is awaiting for the board's decision.	TBC

### 9. OVERALL SUMMARY OF INCIDENTS AND NEAR MISS 2022-2023.

Subproject	End Dec 2022		End Jun 2023		Change from 01 Jan to 30 Jun	
	LTI / First Aid	Near Miss	LTI / First Aid	Near Miss	LTI / First Aid	Near Miss
KRUP A	5	34	4	41	0	7
KRUP B	3	133	5	198	2	65
QRUP B	35	28	49	31	14	3
SARUP 2C	109	26	186	51	77	25
40 Critical Bridges	0	0	0	1	0	1