

# LAND ACQUISITION & RESETTLEMENT DUE DILIGENCE REPORT

## Fiji: Transport Infrastructure Investment Sector Project

TC Yasa and Ana Rehabilitation Program: Priority B



ADB Project Number: 48141  
ADB Loan Number: 3210-FIJ  
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Prepared by Fiji Roads Authority for the Asian Development Bank and World Bank.

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## Abbreviations

ADB	-	Asian Development Bank
CR5	-	China Railway
GOF	-	Government of Fiji
GSA	-	Greater Suva Area
HQ	-	Headquarters
LARDD	-	Land Acquisition and Resettlement Due Diligence
LARF	-	Land Acquisition and Resettlement Framework
LARP	-	Land Acquisition Resettlement Plan
KRRP	-	Kings Rd Rehabilitation Project
TIISP	-	Transport Infrastructure Investment Sector Project
WB	-	World Bank
TC	-	Tropical Cyclone
CPA	-	Coastal Protection Areas

## 1.0 INTRODUCTION

### 1.1 Project Overview and Report Rationale

1. With loan funding from the Asian Development Bank (ADB) and World Bank (WB), together with funding from the Government of Fiji (GOF), the Fiji Roads Authority (FRA) are implementing the Transport Infrastructure Investment Sector Project (TIISP). TIISP will improve access to socio-economic opportunities by upgrading and rehabilitating land and maritime transport infrastructure across the Fiji Islands (ADB, 2015a). The overall objectives of the Project are improved access to markets, employment opportunities, and social services. The outcome will be improved safety and resilience of land and maritime transport infrastructure for users of project roads, bridges and rural jetties and wharves.

2. One of the sub-projects proposed under this package is the Emergency Works that was needed after Tropical Cyclone (TC) Ana and Yasa. This sub-project involves the rehabilitation and upgrade of seventy-six of damaged Crossing, Roads and Coastal Protection Areas for the Northern, Eastern and Western Divisions in Fiji. The sub- project involves removing excessive spoils from coastal banks, Backfill and compact shoulder and verges, instate rock protection along scouring area sections, Repair bitumen seal and road approaches on both side from the scouring section.

3. The objective of the sub-project are to repair and upgrade damaged Crossing, Roads, rehabilitate Coastal Area Protection to improve the safety of road users (drivers and pedestrians) and improve the travel comfort of road users. Other outcomes expected from the sub- project will be lower road user costs through reduced damage to vehicles. This will be achieved by rehabilitating the existing road pavements that have reached the end of their serviceable life.

4. There was no LARDD Report was done before these emergency works, therefore there is a need to screen these areas for Social Safeguard Impacts, revisiting them to identify if there were any displacements that might have occurred during rehabilitation works.

5. No involuntary temporary or permanent land acquisition and resettlement impacts were identified during the rehabilitation period. Involuntary economic or physical displacement was not required for the completion of physical works in the screened road sections. Physical works were not deemed to block access to any affected persons.

6. This TC Ana and Yasa Rehabilitation LARDD Report is prepared and is submitted for ADB and WB no objection. The disclosure of this LARDD confirms the road sections adhere to the Land Acquisition and Resettlement Framework (LARF, 2016<sup>1</sup>) prepared for the Project (ADB, 2015b).

### 1.2 Methodology

7. The preparation of this LARDD report included a review of existing reports and information on all the rehabilitation works from the 3 divisions. This included before and after inspections reports and photo logs.

8. Officers in charge for the 3 divisions (Northern, Eastern & Western Division); from their inspections after TC Yasa and Ana; had identified high risk areas that needs emergency remedial works. Geographical Positions of these road sections were captured and corresponding works were planned out. All these remedial works were on the existing road infrastructure thus all were within road reserve.

9. Field verification was carried out by FRA safeguards team accompanied by the Officers in charge for the different divisions. This was initially done before start of works to verify if works will be done outside road reserve or would require land acquisition and temporary or permanent displacements.

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<sup>1</sup> <https://www.fijiroads.org/wp-content/uploads/2022/10/Land-Acquisition-and-Resettlement-Framework-May-2016.pdf>

10. A final round of inspections was conducted later between July – December 2023 to confirm all works were within road reserves.

11. FRA customer services registers for all the 3 divisions was also used to track down any issues and concerns that may have been raised during the remedial works. This platform is also used for analysis to identify if there were any physical and economical displacements either temporary or permanently since screening for these areas were done after 2 years of completion of works.

12. Pocket consultations and random interviews with communities along these sections of remedial works was done to gather general feedbacks of any permanent displacements.

## 2.0 DESCRIPTION OF PROPOSED WORK

### 2.1 Site Location

13. Tropical Cyclone Yasa and Ana has caused damages to some of FRA's assets in the Province of Cakaudrove, Macuata and Bua for the Northern Division; the Lomaiviti province in the Eastern Division; and the province of Ra, Ba, Nadroga and Navosa in the Western Division. Table 1 below shows the remedial works done in the various locations within the 3 divisions.

Table 1 – Locations of remedial works for TC Yasa and Ana in the 3 divisions

<b>Divisions</b>	<b>Location</b>
Northern	<p><b><u>Coastal Area Protection</u></b> – Malau, Solevu, Vuinadi, Urata, Malaga, Waica, Waitavala</p> <p><b><u>Rural Road Upgrade</u></b> – Naduna, Sibera, Namoli, Wainikoro, Nabouwalu Road S1 – S4, Buca, Savudrodoro, Natewa, Taveuni South Coast Road, Rabi Coast Road</p>
Eastern	<p><b><u>Coastal Area Protection</u></b> – Ovalau Circular Road, Namoli Stretch, Nubu S1 – 2, Nasinu Village frontage, Bunika bridge approaches, Kuvukakuvu, Naikorokoro village frontage, Nukutocia Village frontage, Ucuinaseva Blind Bend, Vuma Village frontage, Vuma Cementry frontage, resort frontage, Toki &amp; Vatukalo, Toki village frontage, Lawakitoki Flats, Nasuku Frontage, Vatukalo Vill frontage, Cawaci School frontage, cawaci quarters frontage</p>
Western	<p><b><u>Crossing</u></b> – Kabisi, Legalega, Marasa, Lewa 2, Navala 1, Burewai, Mataso, Nakorovou</p> <p><b><u>Roads</u></b> – Balenabelo , Bakajura, Nasivikoso, Valley, Tubeinasolo, Bukuya, Uto, Nasesevia, Vagadra, Nawaqadamu, Nadarivatu, Namonamo, Naocobau, Nabukadra, Nayavutoka, Nakorotubu, Vakuru, Toki Draunaleka, Lau Settlement, Nabalasere, Dravuni</p> <p><b><u>Coastal Protection</u></b> – Namatakula, Tagaqe, Malevu, Tore, Cuvu</p>

14. Locations for these remedial works were the existing FRA infrastructures (Crossing & Roads); thus they are all within road reserve.

## 2.2 Scope of Work

15. General Scope of works for TC Yasa & Ana recover works included the following:

- Removing excessive spoils from coastal banks
- Backfilling and compacting shoulder and verges
- Instate rock protection along scouring area sections
- Repairing bitumen seal and road approaches on both side from the scouring section.
- Rip rap works

16. Most of these road sections both inland and those near coastal areas were main links to the urban centers thus works were needed to be done so that the related population can continue with their daily access for essential services and urban centers.

17. Many of these road and crossing were badly affected by TC Yasa and Ana; Divisional FRA Offices did remedial works and got these sections ready to be used by the public. Figures 1 – 9 shows some of the works done in the 3 Divisions.

Figure 1 – Ovalau Frontage, Eastern Division



Figure 2 – Buniika Bridge approaches, Eastern Division



Figure 3 – Natokalau Village Frontage, Eastern Division



Figure 4 – Mataso Crossing, Western Division



Figure 5 – Nakorotubu Road, Western Division



Figure 6 – Saioko Village Road, Western Division



Figure 7 – Malau Coastal Protection, Northern Division



Figure 8 – Taveuni Waica, Northern Division

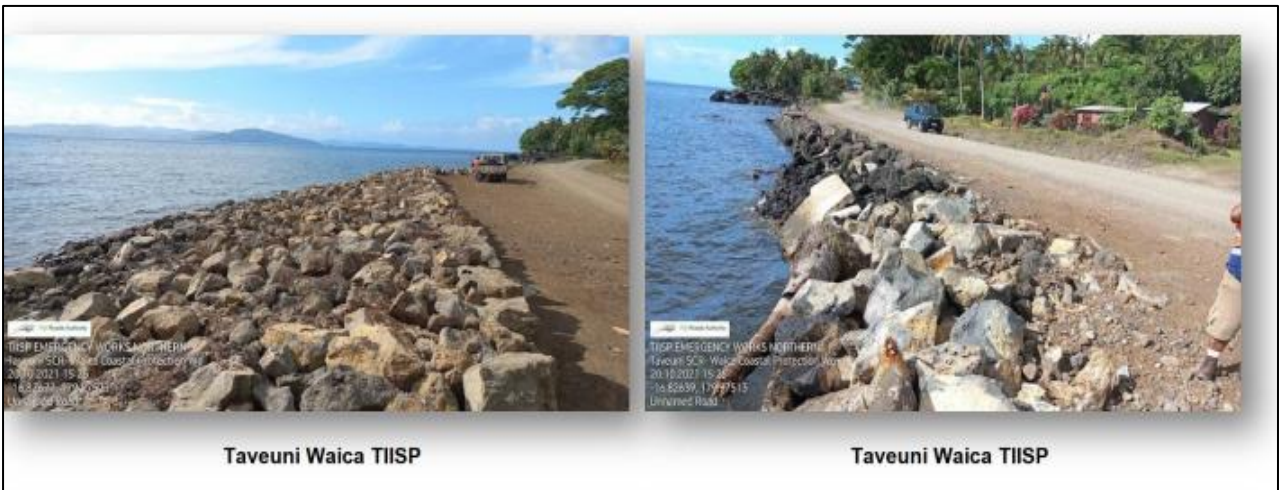


Figure 9 – Vunivutu Road & Nalebaleba Road, Northern Division



### 3.0 LAND ACQUISITION AND INVOLUNTRY RESETTLEMENT

18. The remedial works involved the rehabilitation of existing roads within the Northern, Western and Eastern Division and there is no new route.

#### 3.1 Land Ownership

19. All scope of works on maintenance of crossings and road sections that were damaged by TC Yasa and Ana were all within road reserve. There is no extra land needed for these maintenance and scope of work; and there is no need to permanently acquire any private land.

20. Table 2 below shows the 3 Divisions and respective province they cover with adjacent land ownership.

Table 2 – Division, Province and Adjacent Land Ownership

<b>Divisions</b>	<b>Province</b>	<b>Adjacent Landownership</b>
Northern	Cakaudrove Macuata Bua	- Communally owned Itaukei Land, beside Villages - Crown land leasehold - Itaukei land leasehold - Freehold land
Eastern	Ovalau	- Communally owned itaukei land, beside Villages - Freehold land
Western	Ra Ba Nadroga Navosa	- Communally owned itaukei land (beside villages) - Crown land leasehold - Itaukei land leasehold - Freehold land

21. These land ownerships were not affected as all works were within road reserve.

#### 3.2 Land Use

22. The road sections identified in the 3 Divisions for emergency works were mainly located in the interiors of the rural areas, away from urban centers.

23. The Northern, Western and Eastern Divisions Road sections needing remedial works are adjacent to Itaukei Land that is communally owned, some itaukei lease and some crown lease some freehold; however, mostly used for Agricultural purposes. All works was undertaken within the existing road reserve, and all these land titles were not impacted by the works.

24. The divisions used the current depots for stockpile areas and laydown areas during the remedial works; thus there was no temporary use of any private land.

25. Given the degree of damages in all the selected roads & crossings together with the importance of them being the main link from the rural areas to the urban centers; works were done as soon as possible; however roads were not closed off but a Traffic Management Plan was in place which allowed smooth flow of traffic.

#### **4.0 INFORMATION DISCLOSURE CONSULTATION & PARTICIPATION**

26. Public consultations and information disclosure is an integral part of the environmental and social assessment process.

#### **4.1 Consultation Undertaken**

27. Given the major emergency works that needed to be done; the community surrounding each critical Crossings and Road all around the 3 Divisions was well aware and also eager to have the authorities get to the remedial works straight away. The communities were consulted by the field team allocated for each section of the work schedules.

28. The time these remedial works was undertaken; it was on emergency basis; thus there wasn't any public consultations held for all the 76 locations; however only pocket consultations by the field team was done with the village headman for areas near Villages. Adjacent property owners were consulted as they worked on each section. Table 3 shows the statistics of the summary of works.

Table 3 – Summary of remedial works

Zones	Northern			Eastern			Western		
	Coastal Protection Works	Rural Road Recovery Works	Crossing	Coastal Protection Works	Rural Road Recovery Works	Crossing	Coastal Protection Works	Rural Road Recovery Works	Crossing
1	1	4	0	22	0	0	5	4	1
2	1	4						6	1
3	2	3						1	2
4	3	2						11	3
Division Total	20			22			34		
<b>Overall</b>	<b>76</b>								

29. Apart from these pocket consultations, informative signage of timing and traffic management plans was used as visible as possible for the adjacent community.

#### **4.2 Information Disclosure**

30. The remedial works EIA reports, monitoring reports and progressive reports are uploaded on the FRA Websites (<https://www.fijiroads.org/adb-project/adb-documents/>) and available for public's information.

#### **5.0 CONCLUSION**

31. After undertaking inspections, interview and screening; It has therefore been determined that there are no directly affected persons (APs) by the remedial works.

32. There is no other displacement/resettlement impacts (either physical or economic) nor any land acquisition or resettlement identified. Remedial works had already been completed.

### Annex 1: Screening Form

Project Title: <b><u>Fiji: Transport Infrastructure Investment Project</u></b>		Loan No: <b><u>ADB 3210-FJ</u></b>	
Subproject: <b><u>TC Yasa &amp; Ana Remedial Works</u></b>		Date: <b><u>21/08/2023 to 22/12/2023</u></b>	
Location and impact area: <b><u>Western, Eastern &amp; Northern Division</u></b>			
<i>Answer below with tick or cross in yes, no or not known column, do not place NA in the columns.</i>			
Probable Land Acquisition/Resettlement Effects	Yes	No	Not Known
<b>Temporary Use of Land</b>			
Will the subproject need land for a diversion, camp, work yard or other requirement during construction period?		X	Works done within road reserve
Will the temporary use of land require removal of crops and/or trees?		X	No removal of crops or trees.
Will the temporary use of land create partial or full impacts on a main structure (house or commercial building)?		X	No Structures affected.
Will the temporary use of land create impacts on livelihoods or income generating assets?		X	No impacts on income livelihood for temporary use of land.
<b>Acquisition of Land</b>			
1. Will there be land acquisition?		X	Within Road Reserve.
2. Is the site for land acquisition known?	X		Within Road Reserve.
3. Is the ownership status and current usage of land to be acquired known?	X		Within Road Reserve.
4. Will easement be utilized within an existing Right of Way (ROW)?	X		Within Road Reserve.
5. Will there be loss of shelter and residential land due to land acquisition?		X	
6. Will there be loss of agricultural and other productive assets due to land acquisition?		X	
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		X	
8. Will there be loss of businesses or enterprises due to land acquisition?		X	
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		X	
<b>Restrictions on land use or on access</b>			
10. Will people lose access to natural resources, communal facilities and services?		X	
11. If land use is changed, will it have an adverse impact on social and economic activities?		X	
12. Will access to land and resources owned communally or by the state be restricted?		X	
<b>Information on Displaced Persons: There will be no Displacements of any Persons</b>			
Any estimate of the likely number of persons that will be affected by temporary use of land during construction period? [ ]			
No [ ] Yes			
If yes, approximately how many? _____			
Any estimate of the likely number of persons that will be displaced by the Project? [ ] No [ ] Yes			
If yes, approximately how many? _____			
Category for resettlement impacts <sup>1</sup> : A [ ] B [ ] C [ ]			
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [ ] No [ ] Yes			
Are any displaced persons from indigenous or ethnic minority groups? [ ] No [ ] Yes			

