

Draft Resettlement Plan

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Fiji: Critical Bridges Resilience Project

Land Acquisition and Resettlement Plan -

Contract Package A

Prepared by Fiji Roads Authority

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Abbreviations

ADB	Asian Development Bank	
CBRP	Critical Bridges Resilience Project	Financed by ADB and WB
CESMF	Country environmental and social management framework	
CESMP	Construction environmental and social management plan	Developed and implemented by the contractor
CLO	Community liaison officer	
COEP	Codes of Environmental Practice	Part of the CSS
CRVA	Climate risk vulnerability assessment	Included as ESIA Volume 2 – Annex A
CSC	Construction supervision consultant	To support FRA's PMU
DMR	Detailed measurement survey	Conducted as part of LARP update and finalization
DRA	Disaster risk assessment	Included as ESIA Volume 2 – Annex A
DOE	Department of Environment	Under Office of the Prime Minister
DOF	Department of Fisheries	
DOL	Department of Lands	Division of MLMR
EFL	Energy Fiji Limited	
EIA	Environmental impact assessment	Requirements of Fiji's CSS
EMA	Environment Management Act 2005	Part of CSS, implemented by the DOE
ESCP	Environmental and social commitment plan	Requirement under the ESF
ESF	Environmental and Social Framework	Of World Bank Group, applied to the CBRP
ESIA	Environmental and social impact assessment	
ESM	Environmental and social management	
ESMP	Environmental and social management plan	Part of ESIA and separate three-volume report
ESS	Environmental and social standard	Of the ESF, which comprises 10 ESS
FIA	Fisheries impact assessment	Conducted by DOF and TLFC
FBS	Fiji Bureau of Statistics	
FGD	Focus group discussion	
FSC	Fiji Sugar Corporation	
GOF	Government of Fiji	
GRM	Grievance redress mechanism	To be established for the project
GSA	Greater Suva area	Conurbation of Lami, Suva, Nasinu and Nausori
IOL	Inventory of losses	
LMMA	Locally managed marine area	
LWRM	Land and Water Resources Management	Section of Department of Agriculture, MOAW
MHMS	Ministry of Health and Medical Services	
MIA	Ministry of iTaukei Affairs	Includes TLTB and TLFC
MLMR	Ministry of Lands and Mineral Resources	
MOAW	Ministry of Agriculture and Waterways	
MOF	Ministry of Finance, Strategic Planning, National Development and Statistics	Executing agency
MRD	Mineral Resources Department	Within MLMR

PAM	Project administration manual	Part of project documents package for ADB
PIC	Pacific Island countries	
PMU	Project Management Unit	Within FRA
POM	Project operations manual	Part of project documents package for WB
QPR	Quarterly progress report	Prepared by the PMU
SEAH	Sexual exploitation, abuse, and harassment	
SEP	Stakeholder engagement plan	Prepared for the project (see ESMP Vol1)
SESMR	Semi-annual ESM monitoring report	Prepared by the PMU
SPS	Safeguard Policy Statement 2009	ADB policy document 2009
TFL	Telecom Fiji Ltd	
TLFC	iTaukei Lands & Fisheries Commission	
TLTB	iTaukei Lands Trust Board	
WAF	Water Authority of Fiji	
WB	World Bank	
WRD	Water Resources Division	Within MLMR

Glossary

Term	Definition
Affected person	Any person living in the project impact zone whether they are land owning, tenants, or without title to land.
Compensation	Refers to payment in cash or in-kind for an asset or resource that is acquired or affected by the Project at the time the asset needs to be replaced. All compensation is based on the principle of replacement cost, which is the method of valuing assets to replace the loss at current market rates, plus any transaction costs such as administrative charges, taxes, registration and titling costs.
Country safeguards system	The legal and institutional framework of Fiji, and it consists of its national, sub-national, or sectoral implementing institutions and relevant laws, regulations, rules, and procedures that pertain to the policy areas of social safeguards (social and environmental).
Cut-off Date	Refers to the date set to determine eligibility for compensation and assistance under the project. The cut-off date for this project is the date that the Inventory of Losses (IOL) for all affected land and assets of individuals/households within the project's area and the socio-economic survey of all affected households is completed by FRA. The cut-off-date will be announced publicly by FRA together with the local authorities and posted in the accessible public places. Anyone who settles or, for example, plants crops in the project area after the cut-off date will not be entitled to compensation and assistance under the project.
Displaced persons	In the context of involuntary resettlement, displaced persons are those who are physically displaced (relocation, loss of residential land, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Economic displacement	Loss of land, assets, access to assets, income sources, or means of livelihoods as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Eligibility	Refers to any person who has settled in the project area before the cut-off date that suffers from (i) loss of shelter, (ii) loss of assets (land, space above and below the surface of the land, buildings, plant, and objects related to the land) and/or or ability to access such assets, permanently or temporarily, or (iii) other losses that can be appraised such as transaction costs, interest, on loss of residual land, loss of income sources or livelihood regardless of relocation, profession shift, and other types of loss stated by the assignor, will be entitled to compensation and/or assistance.
Entitlement	Refers to a range of measures comprising compensation, relocation cost, income rehabilitation assistance, transfer assistance, income substitution/business restoration, etc. which are due to the affected persons, depending on the type and severity of their losses, and are sufficient to restore their economic and social base.
Gender mainstreaming	The process of ensuring that gender concerns and women's needs and perspectives are explicitly considered in projects and

Term	Definition
	programs, and that women participate in the decision-making processes associated with development-based activities.
Indigenous peoples (as per ESF-ESS7)	This is a generic term used to refer to a distinct, social and cultural group possessing the following characteristics in varying degrees: (i) self-identification as members of a distinct indigenous cultural group and recognition of this identity by other groups; (ii) collective attachment to geographically distinct habitats or ancestral territories in the project area and natural resources in these habitats and territories; (iii) customary cultural, economic, social, or political institutions separate from those of the dominant society and culture; and (iv) a distinct language, often different from the official language of the country or region. In Fiji the iTaukei, the indigenous Fijians, remain the majority and do not suffer specific discrimination or disadvantage.
Inventory of Losses	This is the process where all fixed assets (i.e., land used for residence, commerce, agriculture, including ponds; dwelling units; stalls and shops; secondary structures, such as fences, tombs, wells; trees with commercial value; etc.) and sources of income and livelihood inside the Project's area are identified, measured, their owners identified, their exact location pinpointed, and their replacement costs estimated. Additionally, the severity of impact to the affected assets and the livelihood and productive capacity of affected persons will be determined.
Involuntary resettlement (as per ESF-ESS5)	Project-related land acquisition or restrictions on land use may cause physical displacement (relocation, loss of residential land or loss of shelter), economic displacement (loss of land, assets or access to assets, including those that lead to loss of income sources or other means of livelihood), or both. The term "involuntary resettlement" refers to these impacts. Resettlement is considered involuntary when affected persons or communities do not have the right to refuse land acquisition or restrictions on land use that result in displacement.
iTaukei	Indigenous Fijian people. iTaukei land is customarily owned
Koro	Village. Koro Makawa or Yavu is a site of old village or old foundation
Livelihood (defined as per WB ESS5)	Livelihood refers to the full range of means that individuals, families and communities utilize to make a living, such as wage-based income, agriculture, fishing, foraging, other natural resource-based livelihoods, petty trade and bartering.
Mataqali	Subclan of Yavusa, recognized as the landowning unit by TLTB
Meaningful consultation	A process that (i) begins early in the project preparatory stage and is carried out on an ongoing basis throughout the project cycle; (ii) provides timely disclosure of relevant and adequate information that is understandable and readily accessible to affected people; (iii) is undertaken in an atmosphere free of intimidation or coercion; (iv) is gender inclusive and responsive, and tailored to the needs of disadvantaged and vulnerable groups; and (v) enables the incorporation of all relevant views of affected people and other stakeholders into decision-making, such as project design, mitigation measures, the sharing of development benefits and opportunities, and implementation measures. This follows the principles of free, prior, and informed consultation (FPIC).

Term	Definition
Persons with disabilities	The United Nations Convention on the Rights of Persons with Disabilities defines persons with disabilities as including: "...those who have long-term physical, mental, intellectual or sensory impairments which in interaction with various barriers may hinder their full and effective participation in society on an equal basis with others."
Physical displacement	This means relocation, loss of residential land, or loss of shelter as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Qoliqoli	Customary fishing rights/grounds held as communal property
Rehabilitation	Assistance provided in cash or in-kind to project affected persons (especially the severely and vulnerable affected persons) due to the loss of productive assets, incomes, employment or sources of living, to supplement payment of compensation for acquired assets, in order to achieve, at a minimum, full restoration of living standards and quality of life.
Relocation	The physical displacement of an affected person from her/his pre-project place of residence and/or business.
Replacement cost	Replacement cost involves replacing an asset, including land, at a cost prevailing at the time of its acquisition. This includes fair market value, transaction costs, interest accrued, transitional and restoration costs, and any other applicable payments, if any. Depreciation of assets and structures should not be considered for replacement cost. Where there are no active market conditions, the affected persons and host populations will be consulted with to obtain adequate information about recent land transactions, land value by types, land titles, land use, cropping patterns and crop production, availability of land in the project area and region, and other related information. This will also include collecting baseline data on housing, house types, and construction materials.
Significant impact	The loss of 10% or more of productive assets (income generation) or physical displacement and/or both.
Temporary use, lease, or access	Land or waterways required to facilitate the works such as for a diversion. The land will be occupied/used by the contractor on a temporary basis. The contractor will pay rent for the use of the land and will pay compensation for any associated impacts.
Tikina	District
Tokatoka	Family group within a subclan
Turaga ni Koro	Administrative leader of the village, referred to as Village Headman (can be female)
Universal access	Unimpeded access for people of all ages and abilities, which should be incorporated into project design for new facilities and reviewed for existing facilities.
Vulnerable individuals or groups	Disadvantaged or vulnerable individuals who, by virtue of their age, gender, ethnicity, religion, physical, mental or other disability, social, civic or health status, sexual orientation, gender identify, economic disadvantages or indigenous status, and /or dependence on unique natural resources, may be more likely to be adversely affected by the project impacts and/or more limited than others in their ability to take advantage of project benefits.
Yavusa	Clan

Executive Summary

Background

- 1. Rationale for the project.** In 2014 and 2015 respectively, the Asian Development Bank (ADB) and the World Bank (WB) approved a US\$150.0 million investment to the government of Fiji (GOF) as the Transport Infrastructure Investment Sector Project (TIISP) for ADB and the Transport Infrastructure Investment Project (TISP) for the WB. Overall the projects seek to improve the resilience and safety of land and maritime transport infrastructure through repairing, rehabilitating, reconstructing or upgrading selected roads, bridges and rural jetties and aims to improve access to socioeconomic opportunities by supporting the government to upgrade and rehabilitate land and maritime transport infrastructure. With financing through the projects, the FRA contracted a consulting firm to prepare feasibility studies, engineering designs, due diligence, and bidding documents for the rehabilitation and/or reconstruction of 40 bridges and three jetties.
- 2. The Project.** Through a process of existing condition and vulnerability assessment the FRA identified ten priority bridges with severe structural issues and in critical need of replacement, these bridges are located on the ring road of Viti Levu, Fiji's largest island and home to the greatest proportion of the country's population. Through further investigation and prioritization studies, out of the ten, four bridges were selected to be packaged for replacement under the ensuing Critical Bridges Resilience Project (CBRP) to be financed by the ADB and the WB, with the remaining bridges to potentially be proposed for ADB and WB financing in the future.
- 3. Implementation arrangements.** The Ministry of Finance, Strategic Planning, National Development and Statistics (MOF) is the executing agency, and the FRA is the implementing agency for the CBRP. Following project approval, early in project implementation the FRA will establish a project management unit (PMU) which will be supported by a construction supervision consultant (CSC) including safeguards specialists and an engineer as employer's representative.
- 4. The Shared Approach.** The *Shared Approach for Management of Environmental and Social Risks and Impacts* ('Shared Approach'), published by the Pacific Region Infrastructure Facility (PRIF), has been endorsed by the development partner members of PRIF. ADB and the WB have agreed with FRA that the Shared Approach would be applicable for project environmental and social risk management as it complies with both Banks' policies for safeguards and will provide maximum flexibility to FRA for seeking financing of other packages of bridges and jetties by other development partners.
- 5.** For the CBRP, the decision was taken to apply the WB's environmental and social framework (ESF) as the most recent best practice approach to environmental and social management (ESM). While the ESF is the standard applied to the project. It has been agreed with WB that for the assessment of critical habitat, additional requirements (pertaining to socio-economic use of resources by indigenous communities, and presence of existing or proposed protected areas) from ADB's Safeguard Policy Statement 2009 (SPS) will also apply.

6. **Due diligence.** The CBRP has been split into two contract packages. Early in the pre-feasibility stage, the four bridges were screened as having potential risks or impacts. An environmental and social impact assessment (ESIA) and land acquisition and resettlement plan (LARP) have been prepared for each contract package.

7. The project documentation for the bridges includes specific covenants and requirements for the loan and grant agreements, project administration manual (PAM) and project operations manual (POM) for ADB and WB respectively. The bridge replacement works may only proceed after: (i) the ESIA's have been completed, reviewed, and cleared by FRA, Department of Environment (DOE) and ADB/WB, and (ii) the approved LARPs have been fully implemented, and the implementation has been verified through a resettlement completion report.

8. The WB requires approval of an environmental and social commitment plan (ESCP) which outlines a number of actions that must be implemented by the MOF and FRA following approval of the project.

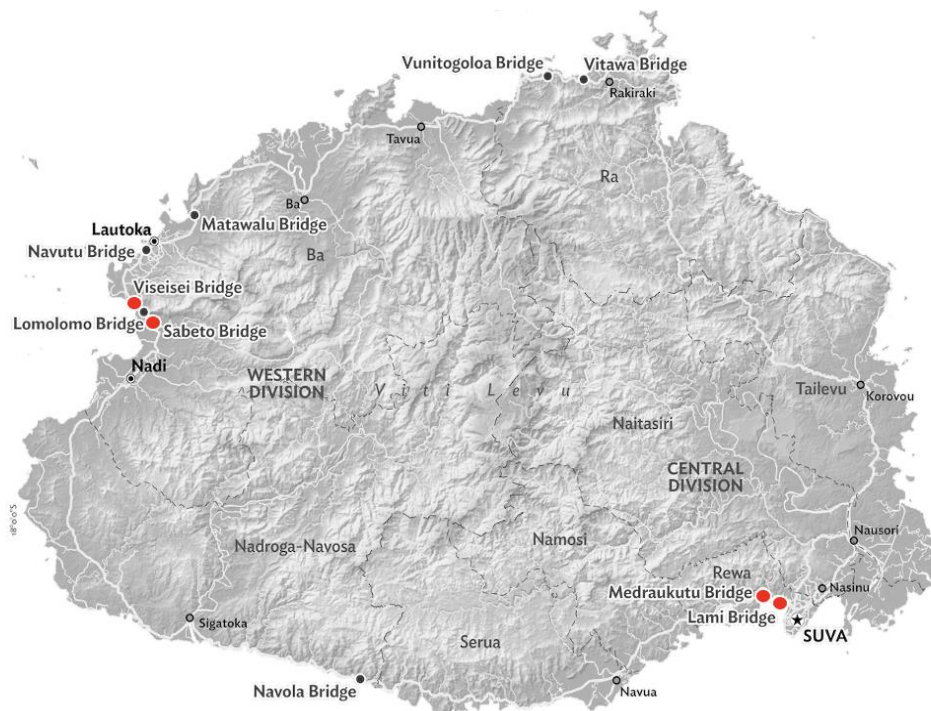
9. This LARP for the two bridges in contract package A has been carried out for the project under the requirements of the ESF and the country safeguard system (CSS) of Fiji. The Draft LARP is to be publicly disclosed on the websites of ADB and WB and FRA following review and concurrence.

Project Description

10. Most broadly the CBRP influence area is the Viti Levu circumferential road network and the four bridge catchments (Figure ES1.1). The Medraukutu and Lami bridges are located 7km and 4km, respectively, west of Suva and includes the upstream and downstream areas as well as the urban and peri-urban areas of Lami town which traverses a stretch of coast to the west of Suva.

11. **Medraukutu bridge.** The bridge is located in an urban area approximately 7km west from Suva where Queens Road crosses a tidal channel next to the Pacific Cement plant. The bridge is approximately 65m long and the approach roads are low-lying. There are no nearby alternative routes if Medraukutu Bridge is closed.

12. **Lami bridge.** This bridge is located in an urban area approximately 4km west from Suva where Queens Road crosses the Lami River between Suvavou Village and Lami. The bridge is approximately 52m long and the approach roads are low-lying. There are no nearby alternative routes if Lami Bridge is closed.

Figure ES1.1: Location of four bridges in the CBRP

Source: ADB (May 2024)

13. **Project cost.** The total project cost, including environmental mitigation, monitoring and offsetting measures is estimated to be US\$170 million. This is excluding taxes, cost of interest during construction and financing charges.

14. **Climate change and disaster risk.** Climate and disaster risk assessments have been prepared for project specific locations and have identified measures to increase the climate and disaster resilience of the bridges. The project costs includes an estimated for climate change adaptation and resilience measures at each bridge. There is also additional grants to be provided as technical assistance to undertake studies to prepare a comprehensive upstream, sector-wide multi-hazard vulnerability assessments (including due diligence, engineering designs, and required procurement support).

15. The identified investments include innovative solutions to build the resilience of the poorest and most vulnerable populations, such as coastal protection works, realignment of certain road segments, elevated crossings, drainage improvements, stabilization of earth and retaining walls, etc. The government requested that the grant also cover measures to enhance the capacity of the government to manage a more resilient road network, including a bridge inspection program.

Project risks and impacts

16. **Environmental and social.** The ESIA documents the environmental and social (including community) risks and impacts expected during pre-construction, construction and operation stages of the project cycle and include an environmental and social management plan (ESMP) to address these risks. A table included as part of the ESMP, sets out the various roles and responsibilities of the parties in implementing the environmental and social management requirements.

17. **Land and asset acquisition.** Where possible, works at the existing bridge sites will be confined to the established road corridor, however some land acquisition and resettlement (LAR) is required. While the project will not involve significant economic and/or physical displacement it will require acquisition of land, temporary loss of access to land, and relocation of structures.

18. There are 22 LAR impacts at Medraukutu Bridge affecting eight AHs (37 APs) and four business entities (including DOL and Fiji Ports). Impacts include loss of structures including total loss of two houses and partial loss of three market stalls, permanent loss of land (5,117m²) over four lots and temporary loss of use of land (4,152m²) over three lots, and loss of crops and trees (184m²).

19. In terms of LAR impacts, the proposed Lami Bridge and associated construction activities are situated on state, freehold, and iTaukei land. No dwellings need to be relocated or will be physically affected as a result of the temporary or permanent works. There are 23 AHs (including 21 business entities, two village councils and the LTC) impacted by the works at Lami Bridge. Impacts include loss of structures including loss of buildings and structures (413m²) which includes loss of recreational facilities at Tikaram Park, permanent loss of land (4,504m²) over five lots and temporary loss of use of land (1,269m²) over nine lots, loss of trees (404m² including from Tikaram Park).

20. This LARP has been prepared for contract package A in accordance with the requirements of ESF to guide the management of land acquisition and resettlement impacts associated with the bridges. As per the ESCP, the LARPs will be fully implemented, and implementation verified, prior to start of any physical works. The LARP will need to be updated (finalized) based on detailed measurement survey and updating of the budget tables.

21. **Stakeholder engagement plan.** A stakeholder engagement plan (SEP) has been developed for the project. The SEP will be updated early in implementation, and then as required. Consultation and information disclosure will continue during subsequent project stages as per the SEP—that is, during detailed design, again immediately before the start of the civil works, and then during construction.

22. **Grievance redress mechanism.** The FRA established a grievance redress mechanism (GRM) in 2014 and has been managing the mechanism well. The FRA has supported contractors to establish site level GRM and report back to the FRA. The GRM will be adapted as required to be applicable to the new project. During the construction phase an affected person or complainant may have specific concerns about the construction activities. The contractor will be required to include a section in their CESMP as to how they will implement the construction related elements of the GRM including that they will set up a site-specific process so that members of the public have a clear and direct ability to comment on the way the project is impacting upon them.

23. Through the disclosure of the cut-off date and during the ongoing consultation process raising awareness of the project, FRA will advise members of the community of the GRM process. Once the contractor is appointed and as part of their mobilisation process, they will also need to meet with the community and any specific APs, with disclosure of the GRM process. The PMU will be responsible for recording the complaint, assessing the validity of the complaint and identifying actions to address the complaint. This may require escalation of the complaint to more senior members of the contractor organisation (e.g. supervisor or project manager) and must be formally advised to the PMU which will have overall responsibility for the project level GRM.

24. Any complaints that cannot be resolved by the contractor will be elevated to the PMU, who, depending on the nature of the complaint, may need to involve expertise of other agencies.

25. **Information disclosure.** Project information and documentation will be disclosed in accordance with CSS and ESF requirements. This includes disclosing salient features of the LARP to APs and communities. Both ADB and WB have information disclosure policies; Access to Information Policy 2018 and WB Policy: Access to Information 2015, respectively both of which apply to the project. The draft LARPs and ESIA's will be disclosed publicly on the project and lender websites. The SEP will also be disclosed prior to the start of civil works in order for stakeholders to be made aware of the communication and grievance procedures to be established upon project implementation. Noting that the GRM for the project is already being implemented.

Conclusions

26. The replacement of the two bridges (as integral components of the CBRP) is considered necessary to address issues of critical sections of the road network having inadequate capacity and being in poor condition. Many of these bridges are damaged, including suffering from collapsed embankments, eroded slope protection, collapsed bridge approaches and clogged drainage structures. Most of the areas where these bridges are located are at high risk from disasters and climate change, such as floods, landslides, sea level rise, storm surges, damaging winds, etc. These risks are set to increase with changes in natural hazard patterns due to climate change and increase in exposure of people and assets due to public settlement in flood-prone riverine and low-lying areas. The project will address these risks through new infrastructure that can withstand the impacts of climate change and disaster.

27. Stakeholders were consulted during preparation of the project and invited to express any environmental and social concerns they had regarding the project. No significant environmental and social concerns were raised, and all stakeholders consulted, strongly support the project and are looking forward to improved access and resilience. Following update and finalisation, the LARP will be made available at public locations and will be disclosed to a wider audience via the ADB and WB websites. The consultation process will be continued during project implementation to ensure that stakeholders are fully engaged in the project and have the opportunity to participate in its development and implementation.

2. Current condition of transport infrastructure. The continuous economic development of Fiji has brought along an increase in transport traffic, but the quality of its infrastructure continues to lag significantly behind. The poor state of Fiji's infrastructure is attributed to some historical factors including (i) insufficient infrastructure investment, (ii) inadequate or incomplete infrastructure plans, (iii) limited access to international expertise, and (iv) reduced sustainability due to lack of resources for operation and maintenance. Less than optimal infrastructure leads to higher economic cost which, in turn, undermines business potential and economic opportunities. Some impacts on the transportation systems are traffic disruptions due to flooding, an increase in maintenance requirements due to more frequent washouts, and the inundation of bridge structures.
3. The road network of Viti Levu is characterized by spine or circumferential main roads (Queen's Road and King's Road) and feeder roads with few alternative routes. It is prone to disruption caused by heavy rainfall and flooding, which is often exacerbated by tropical cyclones. The significant increase in heavy truck traffic on the road network has led to the accelerated deterioration of its aging highway, resulting in the imposition of load restriction on some bridges. These restrictions have caused substantial losses in time and opportune ties for businesses. The inadequate load bearing capacity of the existing bridges is one of the factors contributing to the inefficiency of the road network.
4. **Impacts of climate change and disasters.** The transport infrastructure, especially roads and bridges, faces the brunt of impacts from disasters and climate change. Most of the areas where these bridges are located are at high risk from disasters and climate change, such as floods, landslides, sea level rise, storm surges, damaging winds, etc. These risks are set to increase with changes in natural hazard patterns due to climate change and increase in exposure of people and assets due to public settlement in flood-prone riverine and low-lying areas. New infrastructure that can withstand the impacts of climate change and disasters needs to be built.
5. While the FRA is responsible for planning, design, construction, and maintenance of infrastructure, the capacity of FRA to assess climate risk and disaster and incorporate adaptation and mitigation into planning, design, and asset management is very limited and needs to be strengthened. In addition, women's access to technical and management roles in the transport sector is still limited.
6. The project. The project's objective is to improve rural and urban transport connectivity in Fiji by addressing the aforementioned issues, by providing access to transportation through an efficient, sustainable, and improved transport network. The outcome of the project will be strengthened transport domestic connectivity in Fiji improved with climate and disaster resilient infrastructure. The location of the four bridges is shown in Figure 1.2.
7. The CBRP will deliver the following outputs:
 - Rural and urban bridges replaced with new resilient bridges – ten rural and urban bridges replaced with newly constructed bridges to withstand the impacts of climate change and disasters by 2030. Bridges and their approach roads upgraded with adequate space for sidewalks and road safety elements. Access provided in the bridges for pedestrians including people living with disabilities, children, elders, and women
 - Climate solutions identified and prepared – an upstream, sector-wide multi-hazard social and gender vulnerability assessments and investment roadmap with climate adaptation considerations approved by FRA's Board by 2030, and

- Gender policy action plan implemented - gender policy and action plan for FRA approved by FRA's Board by 2030. At least 30 FRA staff received gender-related training covering prevention, and raising awareness, of sexual exploitation, abuse, and harassment (SEAH) at the workplace.

Figure 1.2: Location of four priority bridges on Viti Levu



8. Supporting Fiji's effort to adapt to the impacts of climate change and disaster, the project will support the preparation of transformational upstream, sector-wide social and gender vulnerability assessment addressing climate change and multi-hazard risks. The project will prepare an investment roadmap and a transport project with innovative solutions to build resilience of the poorest and most vulnerable population. Recognizing the need for inclusivity, the project will play a pivotal role in addressing gender disparities within the transport sector and the FRA. It will develop and implement a robust gender policy action plan for the FRA, encompassing policies and training to promote gender equality. Moreover, the project will actively support the recruitment and retention of women in more responsible and technical roles through on-the-job training and internship programs.

1.2 Overview of the Due Diligence

9. **Due diligence for the project.** The four bridges identified to be of top priority for replacement will be delivered as the CBRP and have been grouped into two contract packages as shown in Table 1.1. For the environmental and social management (ESM) due diligence, an environmental and social impact assessment (ESIA) and land acquisition and resettlement plan (LARP) have been prepared for each of contract packages.¹
10. The risks and impacts related to land access, temporary loss of use of land, and acquisition are covered in the LARP prepared for each contract package. This LARP is prepared for contract package A covering the Medraukutu and Lami bridges.

Table 1.1: Priority bridges per contract packages and due diligence requirements

Contract package*	Bridge	Risk/impact category	Due diligence prepared	
A	B02 Lami Bridge	B/substantial	ESIA for contract package A	LARP for contract package A
	B01 Medraukutu Bridge	B/substantial		
B	B05 Viseisei Bridge	B/substantial	ESIA for contract package B	LARP for contract package B
	B09 Sabeto Bridge	B/substantial		

Note: * not associated in any way with the risk/impact category

11. **Purpose and scope of the LARP.** The purpose and key objective of this LARP is to provide an effective and practical guideline to the land acquisition process and mitigation measures to affected assets or economic loss (land and non-land) resulting from the bridge replacement works, in compliance with planning principles and requirements of current laws, policies, and practices of the GOF, ADB, and the WB.
12. To meet the relevant objectives, this LARP reflects how involuntary resettlement has been minimised/mitigated or managed through consultation, screening, and the design process. However, where the works will impact customary lands or private properties, including non-land assets such as dwellings, market stalls, fences, pig pens, crops, and trees, and other secondary structures, even within FRA road corridors, impact mitigation measures and compensation, where applicable, are discussed in the Sections 3-5 of this report.
13. This LARP has been prepared based on the final detailed design of the preferred bridge alignment selected by FRA, following site investigations, prefeasibility assessments through a multi-criteria assessment process, environmental and social assessments, stakeholder and community consultation meetings, social surveys and socio-economic surveys with affected persons (APs). The LARP is prepared as a draft due to pending required information from FRA's Land Team with regards to land and crop valuation assessments, as well as the detailed measurement survey (DMS) being undertaken and also confirmation of transitional costs and losses for commercial businesses.

¹ According to the WB's Environmental and Social Framework risk is rated as low, medium, substantial or high, and according to the ADB's Safeguard Policy Statement risk is categorized as C (no or low risk), B (medium or substantial risk) or A (high risk). Following the ecological assessment which confirmed that biological risks and impacts would not affect endangered or critically endangered species and the impacts on biodiversity could be effectively managed and mitigated, ADB recategorized the project from its preliminary classification of A to B.

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14. The LARP is also pending a Fisheries Impact Assessment (FIA) by Ministry of Fisheries to determine the compensation values to the registered Qoliqoli fisheries resource users. The LARP will be updated and finalised based on the final survey information, FIA compensation values, replacement cost valuations, further consultations and disclosures by FRA's project team, and submitted to ADB and WB for review and clearance prior to the award of the contract works.
 15. The LARP is expected to be updated and redisclosed prior to start of civil works.
 16. **Minimizing land acquisition.** Due considerations have been given during the alignment selection and engineering design process to minimise the adverse impacts of land acquisition and involuntary resettlement by avoiding impact where possible.
 17. The design process of the bridges has proceeded in a number of concurrent phases. Throughout each of the phases, the environmental and social safeguards team have provided input and advice to assist with the design options to avoid and mitigate potential impacts.
 18. Priority was given in all instances where impact on property and people could be avoided or was likely to be minimal and the alignment was contained within the existing road corridor. As the bridges are located on main arterial routes for Viti Levu, each new bridge that maintains the existing alignment, requires a temporary diversion route and/or with a temporary bridge. Accordingly, avoidance of impacts for land access is generally impossible.
 19. It was expected that in the majority of the bridge locations, some impact outside of the existing road footprint would occur as the new bridges and approach alignments are longer and wider than existing. Where property is affected, preference is given to alignment options that require land temporarily and that is able to be returned once the permanent alignment was completed.
 20. If land was likely to be required, alignment options that minimise impact on economic activities, such as productive crops, was preferred. Options that affect dwellings and require resettlement were the least preferred and significant community consultation was identified as likely before these options were considered as feasible. Options that require involuntary resettlement were to be avoided, where possible.
 21. The extent of affected property, existing development, and the cadastral survey boundaries, where available, were considered for each option to assist in the assessment of property impacts.
 22. The impact on state owned property that may be affected by the alignment was considered, especially where the asset is difficult or likely expensive to relocate such as substantial buildings, pump stations, substations, and other major utilities. Or where those services and facilities have a community benefit, such as parks and reserves.
 23. **Structure of this document.** This is the LARP prepared for contract package A of the CBRP and is structured around ten sections and appendices. The sections of this LARP are:
 - Section 1 introduces the project providing an overview of the project and the key areas of concern that will be addressed in the LARP. This section also defines the project area, provides a brief description of the project and defines the different types of land tenure in Fiji
 - Section 2 sets out the legal, administrative and policy framework that has defined the need and approach to the LARP. It discusses both the requirements of the country environmental and social management (ESM) framework as well as the requirements of the ADB and WB and sets out the gaps and gap-filling measures
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- Section 3 describes the socio-economic characteristics of the affected persons (APs) and affected households (AHs)
- Section 4 provides the details of the land acquisition and resettlement (LAR) impacts anticipated to be created at each bridge site
- Section 5 sets out the entitlements, assistance and benefits and the eligibility of different APs and AHs. This section establishes the cut-off date and includes the entitlement matrix
- Section 6 discusses the consultations with APs and AHs carried out for the project. This section also sets out the requirements for information disclosure
- Section 7 establishes the project's requirements for relocation, income restoration and rehabilitation to ensure that the requirements of the ADB and WB are met
- Section 8 contains the resettlement budget and financing plan
- Section 9 provides the implementation schedule for the activities, including the finalization, implementation and verification of implementation, of the plan
- Section 10 outlines the requirements for monitoring and reporting, and
- Annexes contain supporting information and additional details not included in the body of the report.

1.3 Definition of Project Area and Project Description

24. Appendix A provides the analysis of alternatives to the current proposed designs, including the measures taken to minimize land acquisition risks and impacts at the two bridge sites.

1.3.1 Project area

25. Fiji is divided administratively into four divisions, which are split by geographic location, being western, central, eastern, and northern divisions. Viti Levu comprises the western and central divisions, two of the four bridges (Viseisei and Sabeto) are located in western division and two (Medraukutu and Lami) in the central division.

28. Most broadly the CBRP influence areas include the north-western and south-eastern areas of the Viti Levu circumferential road network and the four bridge catchments. The four project bridges are located along the 470km ring road, known as Queens Road (between Lautoka to Suva) and Kings Road (between Suva and Lautoka), that encircles Viti Levu.

26. The Medraukutu and Lami bridges are located 7km and 4km, respectively, west of Suva and includes the upstream and downstream areas as well as the urban and peri-urban areas of Lami town which traverses a stretch of coast to the west of Suva.

27. **Medraukutu bridge.** The bridge is located in the Rewa province of the Central Division, in an urban area approximately 7km west from Suva and located approximately 2.3km west of Lami town, where Queens Road crosses a tidal channel (Figure 1.3). The bridge is on the northern boundary of Draunibota Bay and is fronted by shallow mud sand intertidal flats. The bridge is protected from offshore waves but is potentially exposed to wind waves generated over 3-4km

fetch within the bay. The bridge crosses a tidal channel that has a catchment area of 5.5km² which outlets into the Vueti Navakavu Locally Managed Marine Area (LMMA).

28. The bridge is approximately 65m long and the approach roads are low-lying. The bridge site is relatively flat with mangroves on the downstream and moderately dense grass and shrubs banks, and mangroves upstream. Directly north of the bridge are the Pacific Cement factory and Tengy Cement factory, while the Fiji Fisheries base and jetty are on the southeast side. There is also a boat access point on the southwest side.
29. The existing bridge is a steel-composite 3-span bridge approximately 60.9m long. The 9.9m wide bridge accommodates two traffic-lanes and two narrow footpaths.
30. There are no nearby alternative routes if Medraukutu Bridge is closed.

Figure 1.3: Project influence area for Medraukutu Bridge



31. **Lami Bridge.** This bridge is located in in the Rewa province of the Central Division, in an urban area approximately 4km west from Suva where Queens Road crosses the Lami River between Suvavou Village and Lami (Figure 1.4). The existing bridge carries Queens Road over the Lami River between Suvavou Village and Lami town. The bridge provides only vehicular and pedestrian crossing between Suva and Lami and a wider area from Suva towards Nadi.
32. The bridge is on the boundary of Suva Harbour and is fronted by shallow mud sand intertidal flats on the fringe of the deeper harbour. The bridge is located directly in line with the navigable entrance to Suva Harbour. Offshore waves are only able to reach the bridge during high tides and will be depth limited by the intertidal flats. The bridge crosses Lami River which has a catchment area of 20.8km² and is tidal at the bridge site.
33. The existing bridge is 49m long and comprises four spans. The approach roads are low-lying. The width of Queens Road is significantly reduced at the bridge due to its narrow width (6m between kerbs and 0.8m footpaths).
34. There are no nearby alternative routes if Lami Bridge is closed.

Figure 1.4: Project influence area for Lami Bridge



35. Table 1.2 provides a general site description of each bridge site and surrounding area.

Table 1.2: General descriptions of bridge sites

Bridge	Existing site description	Baseline environmental and social conditions
Medraukutu Bridge	<p>The existing Medraukutu Bridge is located approximately 2.3km West of Lami town, in Central Division. The bridge carries Queens Road over the 62m wide tidal channel mouth of the Medramata River, which flows from Mount Korobaba and discharges into the estuary directly downstream of the bridge. The bridge site is relatively flat with mangroves on the downstream and moderately dense grass, shrubs, and mangroves upstream. Directly North of the bridge are the Pacific Cement factory and Tengy Cement factory, while the Fiji Fisheries Base and Jetty are on the Southeast side, which includes an industrial barge ramp and site which is proposed for further development by Fiji Ports on the downstream Suva side and by Victoria Marine on the downstream Nadi side of the existing bridge where there is also a boat access point on the Southwest side for local fishing boats.</p> <p>The existing bridge is a steel-composite 3-span bridge approximately 60.9m long. The 9.9m wide bridge accommodates two traffic-lanes and two narrow footpaths. There are no nearby alternative routes if Medraukutu Bridge is closed.</p>	<p>On the Suva approach on the downstream side, there is an industrial barge ramp and site used by barge operators and contractors as well as nearby Tengy Cement and Pacific Cement factories. This industrial area is owned and operated by Fiji Ports who have future plans for development of this site. There are also mangroves located along the roadside of this industrial site which will need to be removed.</p> <p>On the upstream Nadi approach side of the bridge there are informal settlers living within state foreshore/mangrove areas. Five households are likely to be temporarily affected during the construction phase, however, the project will implement measures to ensure that safety is maintained and that these households have secure and safe access to their properties throughout the construction period. There are three market stall structures within the road reserve that belong to three households, which will be required to be relocated. Business to the kava stall and cake sales, is also likely to be temporarily disrupted during construction.</p> <p>On the Nadi approach on the downstream side, there are two households who has lived there for more 18 years residing within the Old Queens Road Reserve and foreshore mangrove who will need to be relocated permanently. Arrangements to relocate these AHs is being managed by the foreshore development lease holders Victoria Marine who plan to develop the area into a commercial/industrial subdivision. The arrangements by Victoria Marine to date have been to build two homes for these AHs on Native Reserve land provided by the traditional qoliqoli and land owners as part of their agreement to getting the qoliqoli waiver form signed, that all the informal settlers within the foreshore area be relocated. FRA is currently waiting on confirmation from Victoria Marine on the value of homes and transportation costs assigned to the two AHs as well as a letter from the qoliqoli and land owners confirming that they have provided the land for these AHs to relocate to. FRA valuation assessment for the AHs has factored in a comparison of FRA's valuation and Victoria Marina's compensation package for the AHs. FRA has also considered the additional further assistance requested from the two AHs including relocation to farm lease land in Naitasiri plus transportation/transitional costs and relocation into the road reserve area across the road plus loss of business for boat rental and transitional costs. Consultations with both AHs have been thorough to ensure that their preferences and needs are addressed, including considerations for site suitability, access to resources, and minimizing disruptions to livelihoods. The relocation support includes transportation and transitional costs as well as compensation for any business income loss related to the relocation, particularly for the boat rental</p>

Bridge	Existing site description	Baseline environmental and social conditions
		<p>operations affected. The selected sites aim to preserve access to resources and livelihood continuity, ensuring that the new locations meet the requirements of both AHs effectively.</p> <p>The following existing utilities are affected by the works and require to be modified and/or relocated:</p> <ul style="list-style-type: none"> • Telecom Fiji Limited (TFL) underground ducts. • Energy Fiji Limited (EFL) overhead power lines and underground ducts. • Water Authority Fiji (WAF) underground pipeline.
Lami Bridge	<p>The existing Lami Bridge carries Queens Road over the Lami River in an urban area approximately 4km west from Suva between Suvavou/Lami Villages and Lami Town, in the Rewa Province of the Central Division.</p> <p>The bridge is on the boundary of Suva Harbour and is fronted by shallow mud sand intertidal flats on the fringe of the deeper harbour. The bridge provides only vehicular and pedestrian crossing between Suva and Lami and a wider area from Suva towards Nadi. The bridge is approximately 52m long and the approach roads are low-lying.</p> <p>The existing bridge is 49m long and comprises four spans. The width of Queens Road is significantly reduced at the bridge due to its narrow width (6m between kerbs and 0.8m footpaths). There are no nearby alternative routes if Lami Bridge is closed.</p>	<p>On the upstream side of the existing bridge, RB Harbour Point Commercial Centre is located on the Suva approach together with nearby Suvavou and Lami Village RB Patel is a supermarket chain listed on the Fiji Stock Exchange. Its Supermarket is the anchor tenants at this complex which also includes their new business of convention and events centre for conferences and weddings. Other tenants include various other retail tenants such as ANZ bank, Value City Second Hand Clothing Store, Hot Bread Kitchen. Medical Centre, Money Exchange, and various eateries. Also on the downstream side is a Water Authority water pipeline which will need to be considered. On the downstream Lami approach is Tikaram Park which is well used particularly in the afternoons and on weekends by the local community, especially the youths and elderly. Tikaram Park is managed by Lami Town Council and generates income through the hiring out the Podium facility for church and family events at least 2-3 times a week. There is also a volleyball court and a kiosk building along with some park benches and recreational huts that will be affected.</p> <p>On the upstream side of the existing Lami bridge, there is significant mangrove cover on the Suva approach along with common trees, palms and grass that is also adjacent to three households who are within Suvavou Village reserve land whilst Lami Village is also immediately adjacent. Also on the upstream side on the Lami approach is Prakash Motors/Shreedar Motors car dealership who recently faced a fire which destroyed their building and which has since been rebuilt. Boat access under the bridge by the local communities upstream for fishing and transportation is also noted as well as tying up boats on the upstream Suva side amongst the mangrove that are proposed to be removed. The youth also swim and jump off the bridge beside the Park.</p> <p>The local community report the river upstream as shallow though they are still able to take boats up the creek to nearby local communities, they are concerned that the upstream areas are draining their stormwater into the river causing extreme sedimentation. During heavy rainfall periods and high tide, the creek becomes full of sediment and carries a lot of debris, causing flooding to low lying areas along the river upstream. The existing pedestrian footpath on the bridge</p>

Bridge	Existing site description	Baseline environmental and social conditions
		poses a road safety risk due to the poor condition of the structure and the narrowness of the footpath for the number of people that use it.

1.3.2 Approach to project design

36. **Preparation of the project.** The ADB and WB have been supporting the GOF to development the transport sector since the 1990s. The largest investment was made in 2014 and 2015 through the TIISP and TISP. With financing through those projects, the FRA contracted a consulting firm (Beca International Consultants Limited – New Zealand) to prepare a program of bridge rehabilitation (engineering designs, due diligence, and bidding documents) for 40 bridges and three jetties. The 40 bridges were grouped by FRA into four different levels of priority replacement based on their current condition and access restrictions (i.e. urgency for repair or replacement). The bridges were determined by FRA as having inadequate capacity and being in poor condition. Many of these bridges are damaged, including suffering from collapsed embankments, eroded slope protection, collapsed bridge approaches and clogged drainage structures. The structures are also prone to further deterioration from the impact of climate change and natural disasters.
37. The FRA identified ten priority bridges with severe structural issues and in critical need of replacement. .These bridges are located on the ring road of Viti Levu, Fiji's largest island and home to the greatest proportion of the country's population. Through further investigation and prioritization studies, out of the ten, four bridges were selected to be packaged for replacement under the ensuing CBRP to be financed by the ADB and the WB, with the remaining bridges to potentially be proposed for ADB and WB financing in the future.
38. **Bridge design.** The new permanent bridges have been designed to meet the general bridge requirements as agreed with FRA and set out in the detailed design reports which also provide the individual specific design criteria for each bridge. A general design criteria and requirements are set out in the engineering and detailed design reports (Beca 2024).
39. **Topographical and geotechnical surveys.** Topographical surveys that identify and map the contours of any given piece of land and any features that exist above or below ground, such as buildings, services, roads and vegetation, and are sufficient for design purposes at each of the bridge replacement sites was undertaken by FRA.
40. Geotechnical investigation for the bridges has been undertaken and geotechnical inputs to the design of the replacement bridge and approach formations are described within separate geotechnical design reports prepared for each bridge.
41. **Climate risk vulnerability and disaster risk assessments.** The climate risk vulnerability assessment CRVA and disaster risk assessment (DRA) were undertaken for the 40 bridges and three jetties, including assessments for individual bridge replacements covered by stand-alone reports. The SLR and sea storm surge identified in the noted reports were considered during estimation of flood levels.
42. **Hydraulic assessment.** Hydrological and hydraulic modelling was used to calculate flood levels and velocities to inform the detailed design. Seven of the ten bridges are either on the coast or on tidally affected rivers, which means that water levels at these bridges are, or will be, affected by daily tidal fluctuations high tides, climate change induced sea level rise (SLR), and storm surge events. Therefore, the designs considered the effect of sea level on the hydraulic performance of these bridges and flooding, as the bridges and any raised approaches or embankments will affect the ability of water to flow downstream. An increase in sea level of

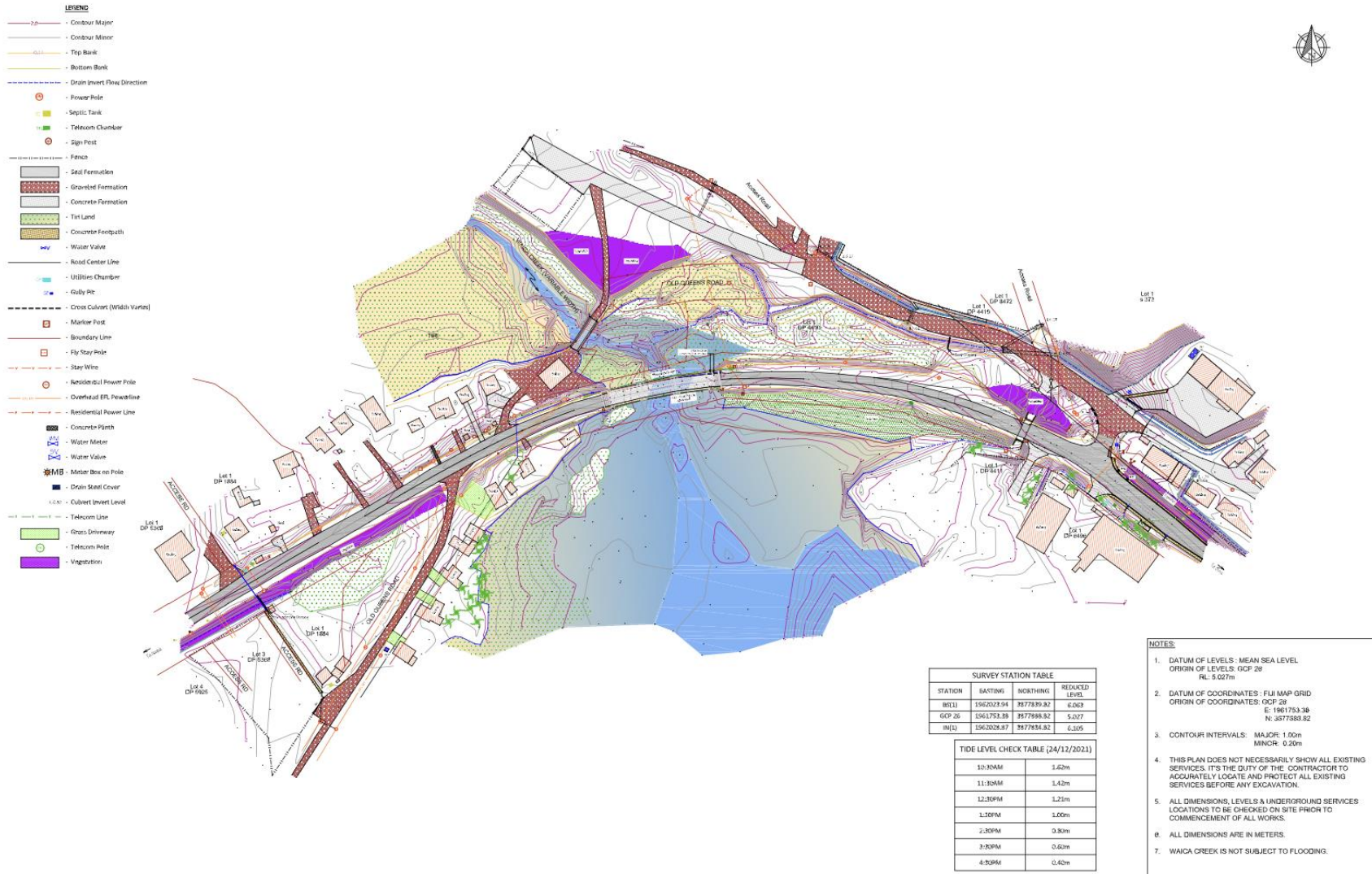
0.73m due to climate change have been included in the modelling of the design bridge. As well as an increase in rainfall of 10%.

43. **Services and utilities.** Details of the existing utilities, proposed changes to alignments, and proposed service ducts are shown on the drawings in the appendices of the Detailed Design Reports and have been confirmed by each utility company. Investigation trenches will be completed prior to construction works to identify the exact locations and potential unknown utilities. The utility companies have provided utility relocation and future duct requirements. Where ducts or pipes larger than 75mm are required, these will be suspended between and along bridge girders. Oversize sleeves will be provided in the backwall or abutments to allow for service penetrations.
44. **Social dimensions.** The project will directly benefit poor, low-income, rural, and women-led households by replacing bridges that are essential to the domestic transport network improving access to social services, social activities, and livelihood opportunities. Due diligence has included a poverty, social, and gender analysis to assess socioeconomic and vulnerability factors (household surveys) and conduct due diligence related to land acquisition and resettlement to ensure availability of land for construction and avoid or reduce impacts prior to commencement of works.
45. **Gender aspects.** There is still a significant gender gap in Fiji. Women's labor force participation rate is low (38%) compared with the rate for men (75%) (age 15 and above). Women's engagement in the formal and non-traditional sectors including transport and other male-dominated sectors is an ongoing challenge in Fiji. Women are mostly concentrated in low paid and vulnerable occupations. The country is also challenged with a high incidence of gender-based violence (GBV) at 64% compared with the global average of 35%, about one-third (31%) of Fijian women have experienced physical and/or sexual non-partner violence.
46. The proposed project will ensure women's engagement throughout the project's life cycle through community consultations and capacity building activities. Under the project a gender policy and action plan will be developed for FRA and contractors, which will include (i) improved capacity in creating gender friendly workplace while preventing SEAH both at FRA and contractor level; (ii) pro-gender human resources policies at FRA for increased recruitment (and retention) of women into more responsible roles through on-the-job training and internship programs; and (iii) the ESIA requiring implementation of gender awareness training and codes of conduct to prevent the risk of SEAH or GBV incidents.

1.3.3 Project description

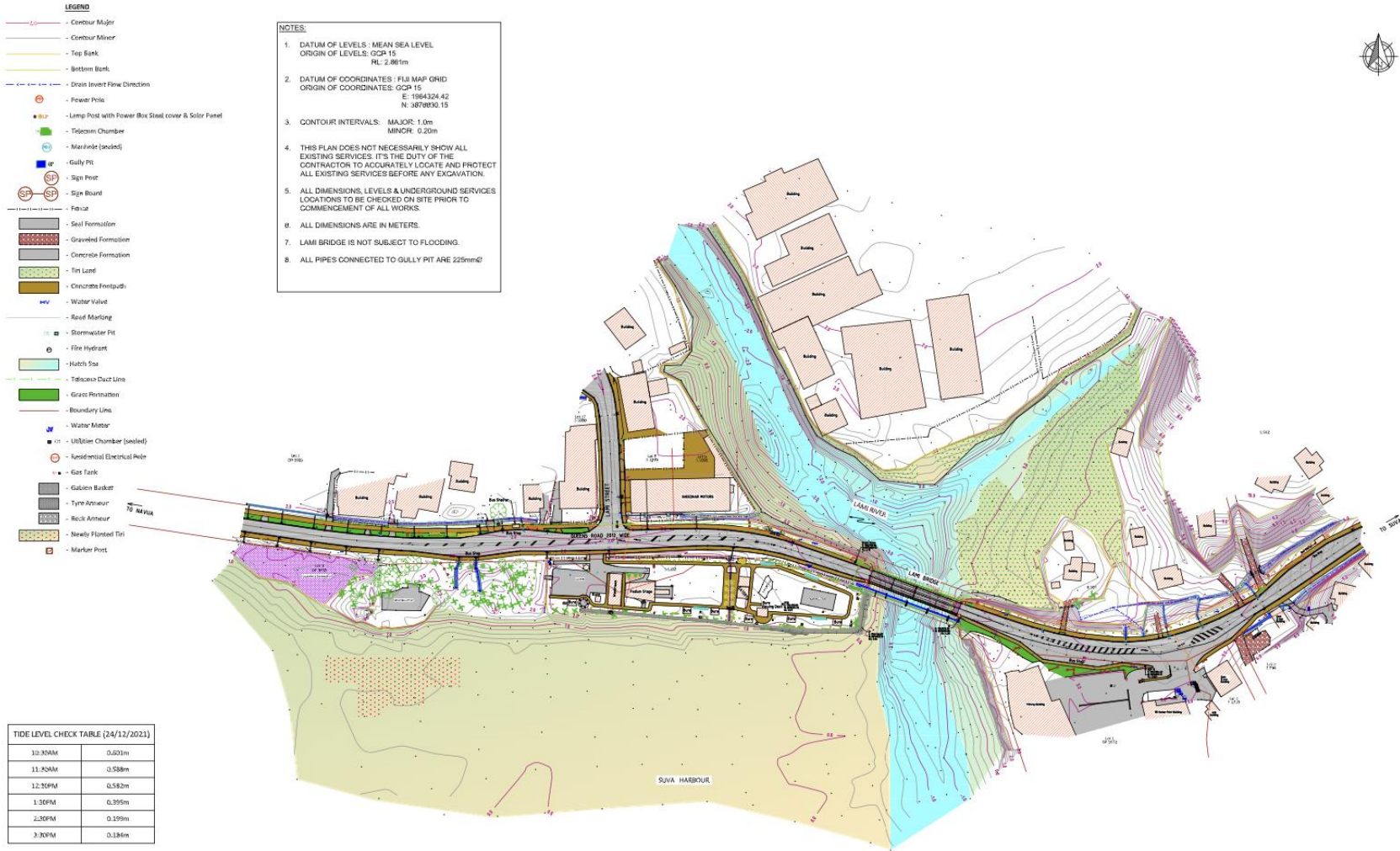
47. The following summarises each site of the two priority bridges covered in this LARP, including permanent bridge replacement descriptions, a list of existing utilities that will be affected by the works that require modifications or relocations, finished road and bridge soffit levels, substructure/ foundation and ground improvement details, scour protection, and any other site-specific elements. The full detailed design information may be found in the Detailed Design Report for each bridge (Beca, 2024).
48. Figures 1.5 and 1.6 presents the topographical surveys of each bridge.

Figure 1.5: Medraukutu Bridge detailed topographical survey



Source: CRVA (Beca, 2024)

Figure 1.6: Lami Bridge detailed topographical survey



Source: CRVA (Beca, 2024)

1. Medraukutu Bridge

49. **Existing structure.** The existing bridge was originally constructed in 1975 and is a steel-composite 3-span bridge approximately 60.9m long. The 9.9m wide bridge has two traffic-lanes and two narrow footpaths (Figure 1.7). The superstructure consists of steel girders supporting a cast-in-place concrete deck with asphalt overlay. Limited information is available for the existing bridge piles. There are raked piles beneath the abutment and pier capping beams.
50. The length of the existing piles is unknown, and the diameter is not specified; piles may be around 400 mm dia. The abutments have been strengthened, with widening work and additional small diameter piles being added (circa 1979).
51. The 2022 average annual daily traffic (AADT) (total both directions) was 10,200 vehicles per day.

Figure 1.7: Medraukutu Bridge aerial



Source: CRVA and Detailed Design Report (Beca, 2024)

52. **Key design features.** During concept design, the bridge form was changed due to concerns about the new bridge adversely affecting the integrity of the existing structure. To mitigate these effects, a 109m, six-span bridge was adopted to allow the abutments of the proposed bridge to be offset at a greater distance from the existing structure. The new six-span bridge is to be built off-line so the existing bridge could remain operational during construction.
53. Due to the raised bridge levels to meet flood design criteria, the new bridge and approaches must be offset from the existing road alignment to avoid significantly spilling onto existing road approaches during construction.
54. Where sufficient offset distances cannot be achieved, temporary retaining of the new embankment fill and/or temporary widening of the existing road alignment, by around 3m, will be

required. This will permit the existing road to remain operable during construction of new road alignment. As the proposed bridge will be built off-line, the existing bridge will be able to remain operational and no temporary bridge will be required.

55. For further description and design methodology of individual bridge replacement components refer to the *Detailed Design Report for Medraukutu Bridge* and the related appendices and referenced documents in that report. Figure 1.8 shows the design features which in summary include:

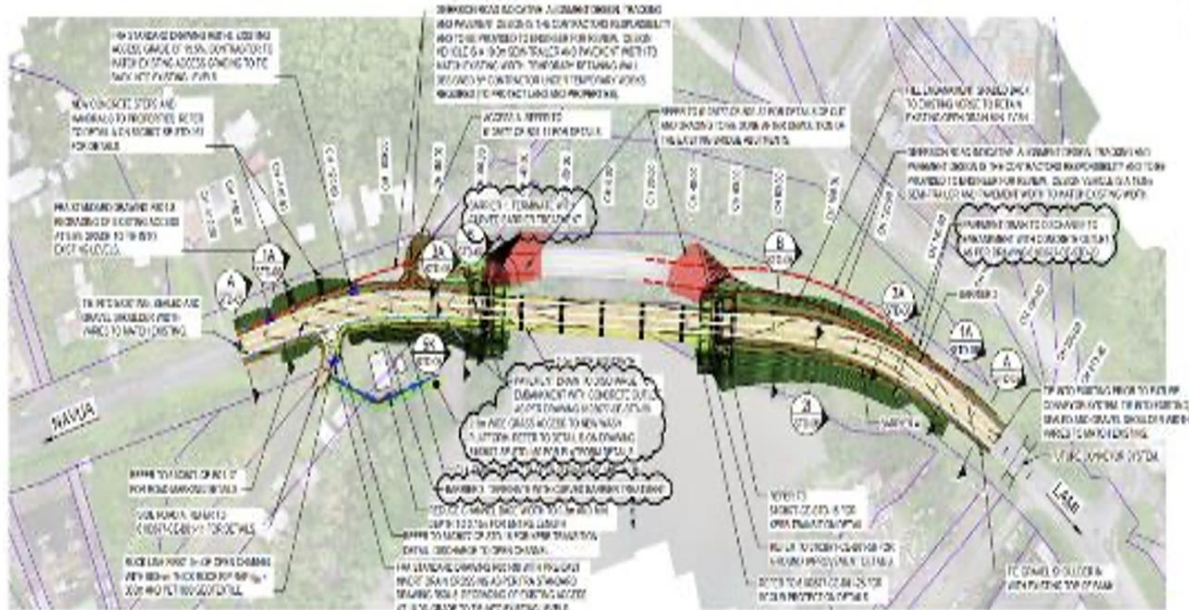
- The bridge will be replaced off-line on the seaward side from the existing bridge.
- The replacement bridge will carry two traffic lanes and one footpath.
- The finished road level at the bridge will be lifted by 0.1m compared to the centre of the existing bridge to achieve a desired clearance to flood levels. Approximately 100m long tie-in is required on each side of the bridge.
- All utilities on the existing bridge will be relocated to the new alignment.
- The bridge will have six spans, will be 109.4m long and its structure will comprise an in-situ concrete deck, 0.65m deep precast prestressed hollow-core girders, concrete abutments and piers supported on 0.75m diameter driven piles.
- A lattice type ground improvement is specified at abutments to provide resilience in the event of seismic shaking.
- Grading at abutments and approaches on the seaward side will be protected with rock bags.
- A long term and significant vertical consolidation of approach formations is expected due to weak and deep soft sediments. Re-paving of approaches post construction will be required to level up approach formation to the bridge deck level at abutments. Replacement or re-levelling of approach barriers, and likely utility repairs will be required due to the consolidation distortion of these linear features.

56. **Existing utilities.** Existing utilities are affected by the works and require to be modified and/or relocated including: TFL underground ducts; EFL overhead powerlines and underground ducts; and WAF underground pipeline.

57. The presence and location of the existing utilities for this bridge site have been confirmed by each utility company. Trial trenches will be completed prior to construction to identify the location and any potential unknown utilities.

58. The utility companies have provided utility relocation and future duct requirements, the proposed utility design as per their requests has been shared with each for confirmation and approval.

Figure 1.8: Features of Medraukutu Bridge reconstruction



Source: Detailed Design Report (Beca, 2024)

59. **Approach roads.** As the new bridge is to be constructed to the south of the existing bridge, closer to the estuary, additional earthworks are also required to form the approaches. Approximately 150m long approaches are proposed on either side of the new bridge to tie-in to existing road. Where encroachment from new approach formation onto existing road is unavoidable, temporary retaining measures shall be provided during construction. The design level for the Navua abutment is 4.8m RL and requires a maximum fill height of around 2.9m above the existing ground level. Similarly, the design level for the Suva abutment is around 4.9m RL and requires a maximum fill height of around 3.5m above the existing ground level. The embankment slopes are proposed to be 3H:1V and causes the footprint of the embankment to extend into the estuary and over the approach to the existing bridge.
60. The existing horizontal alignment will be shifted downstream (south) of the existing bridge structure. The existing road level will be raised to provide adequate waterway opening, to set the bridge above the critical flood event including sea level rise and to provide debris zone freeboard.
61. Stormwater from the bridge deck will be directed towards the barrier face or footpath kerb due to the bridge crossfall. Drainage slots are provided at barrier and footpath joints to drain stormwater off the edges of the bridge. Any remaining stormwater will be diverted off the side of the road down the embankment, and flow to the river, no swales are necessary as the natural ground flows to the river. To avoid impact on an adjacent property, the kerb and channel have been extended (along south-western side of the western approach). This flow is diverted into an open channel, with the entry being rock lined, which follows the grass access to discharge at the river.

2. Lami Bridge

62. **Existing structure.** The existing bridge road level is higher than the road approaches and surrounding land, which is developed for a mixture of commercial, light industrial, and residential uses. The aerial view of the existing bridge is shown in Figure 1.9.

63. Average Annual Daily Traffic (total both directions) in 2022 of 12,800 vehicles per day.

Figure 1.9: Lami Bridge aerial



Source: CRVA and Detailed Design Report (Beca, 2024)

64. **Key design features.** Initially the proposed Lami Bridge replacement was positioned upstream of the existing bridge. However, due to the significant depth to bedrock (~60m) and the likelihood of the western end being situated within a fault zone, an alternative alignment was considered. At the downstream location, shallower rock was encountered in two boreholes and the rock stratigraphy indicated that the abutment would be situated further from the fault zone. In addition, a four-lane option was considered in addition to a two-lane replacement.

65. The existing horizontal alignment will be shifted south of the existing bridge structure. The existing road level will be raised to provide adequate waterway opening, to set the bridge above the critical flood event including sea level rise and to provide debris zone freeboard. As the result a transition zone of approximately 330m is required to the west and 220m is required to the east at each bridge end to lift the existing alignment onto the proposed bridge replacement as well as tie back into the existing horizontal geometry.

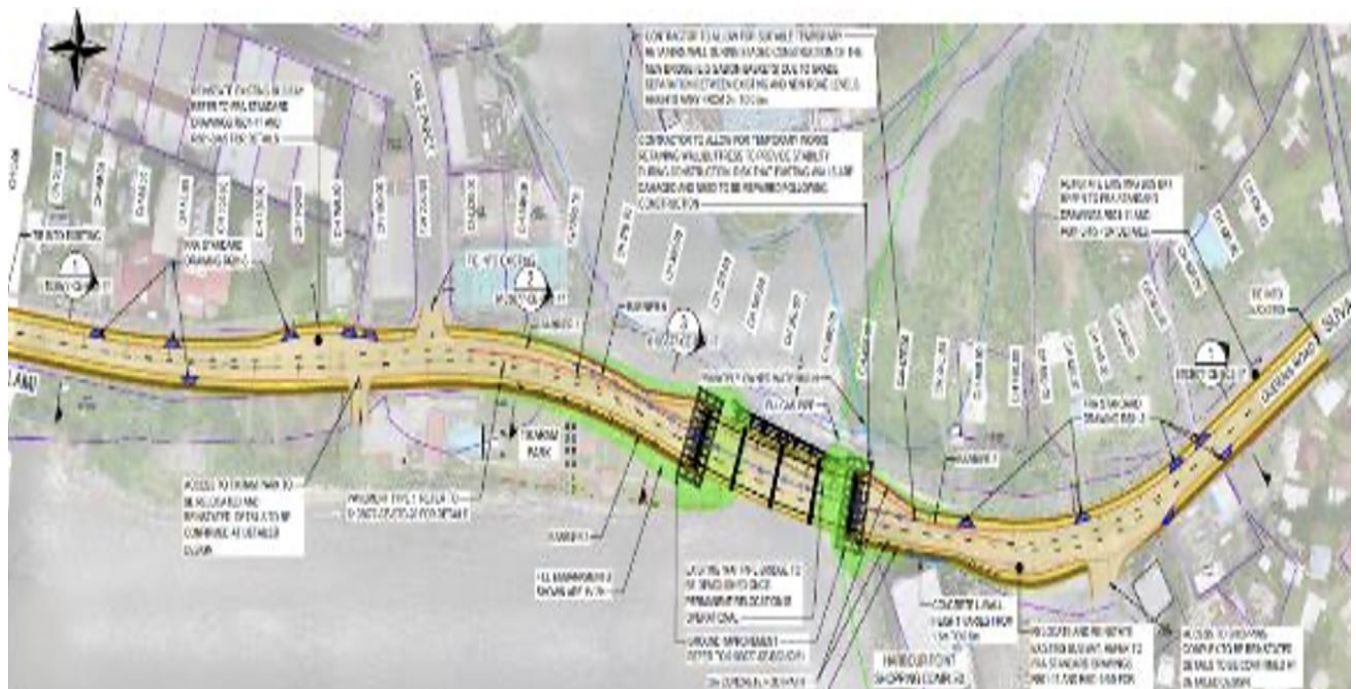
66. Key aspects of the bridge replacement (Figure 1.10) are summarised below, the replacement bridge will carry four traffic lanes and two footpaths and includes:

- The bridge will be replaced in halves. Traffic will remain on the existing bridge during construction of the first half, which will be off-line to the seaward side from the existing

bridge. Traffic will then be diverted to the new structure, the existing bridge demolished, and the second half of the new bridge constructed

- The finished road level at the bridge will be lifted by 0.9m compared to the level at the existing bridge abutments to achieve a desired clearance to flood levels. Approximately 200m long tie-in is required on each side of the bridge
- Utility modifications such as relocations, replacements and/or additions are required
- The bridge has four spans, is 72.5m long and its structure comprises an in-situ concrete deck, 0.65m deep precast prestressed hollow-core girders, concrete abutments and piers supported on 0.9m diameter bored piles
- A lattice type ground improvement is specified at abutments to provide resilience in seismic shaking
- Grading at abutments and approaches on the seaward side will be protected with rock bags
- A long term and significant vertical consolidation of the Lami side approach formations is expected due to weak and deep soft sediments. Re-paving of approaches post construction will be required to level up approach formation to the bridge deck level at abutments. Replacement or re-leveling of approach barriers, and likely utility repairs will be required due to the consolidation distortion of these linear features.

Figure 1.10: Key features of Lami Bridge replacement

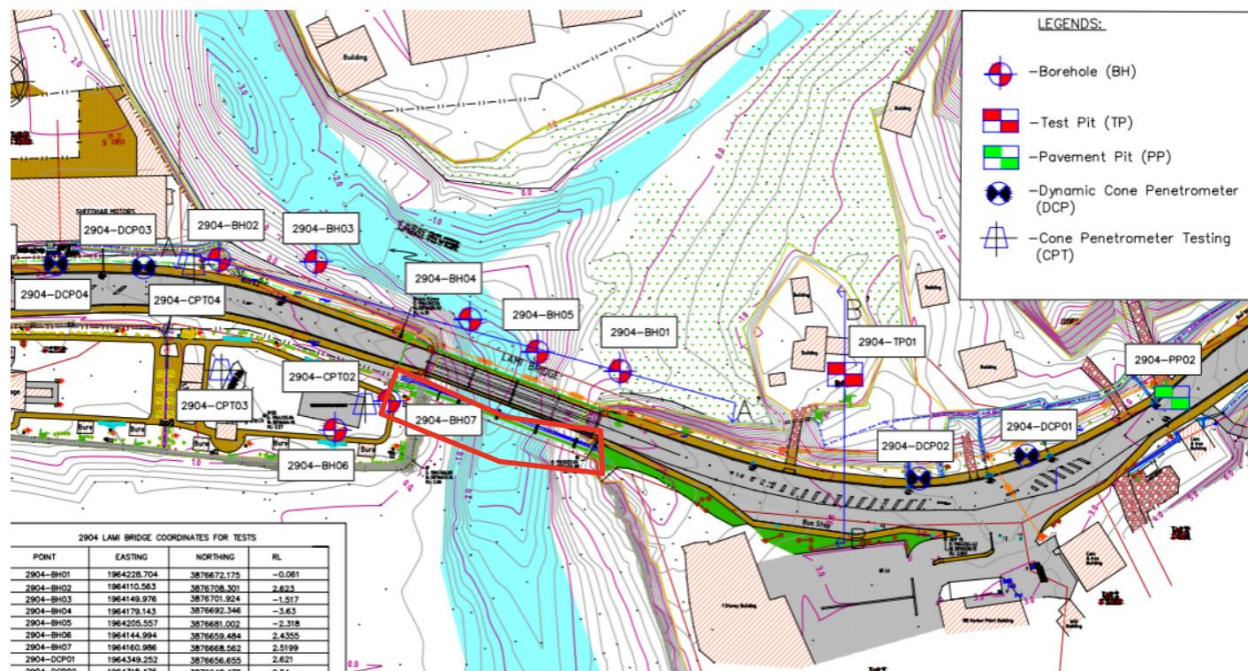


Source: Detailed Design Report (Beca, 2024)

67. The proposed bridge is a four-lane bridge. A two-lane approach road has been designed to the southern two lanes of the new four-lane bridge structure and tie back into the existing two-lane Queens Road at project extents. The bridge alignment has been designed to enable the future

four-lane upgrade of Queens Road, allowing the approaches to the bridge to comply with geometric standards. The position of the new bridge is shown in Figure 1.11.

Figure 1.11: Location plan of indicative four lane bridge (shown in red)



Source: Lami Bridge Design Report (Beca, 2024)

68. The approach at the Harbour Point shopping building is retained by a 1m high retaining wall. Clearance between the retaining wall and the building is circa 3m, this allows for access and placement of the buried WAF pipes. The Lami Street junction will be retained at its existing location and aligned to the new approach road. Right turn bays have been allowed for at the Lami Street Junction and the entrance to the shopping complex to match the existing arrangement.
69. The access to Tikaram Park (south of the eastern approach) will be relocated east of its existing location. The bridge approaches will have an asphalt finish. The concrete bridge deck will not be paved (an additional abrasion cover to reinforcement of 25mm will be provided).
70. Stormwater from the bridge deck surface will be drained to the underside of the bridge through vertical downpipes cast through the deck at regular intervals along bridge kerbs, and the bridge ends will drain to open drains and catchpits while running along the approach roads. Catchpits have been specified at existing locations.

-
71. **Existing utilities.** The new utilities are indicative only and the Contractor is to confirm the designs with the relevant utility authorities for approval prior to procurement, fabrication, installation, and commencement of construction work on site. Investigation trenches must be done prior to any construction works to confirm the depth, size and location all existing utilities. Refer to Section 7.1 for the new relocations and/or upgrade requirements received from the relevant utility authorities. The bridge approaches have inclusion of a service corridor outside of the sealed shoulder on the northern and southern sides to allow for utilities.
 72. Both sides of the southern approach have been designed to include a 2.0-meter-wide services corridor under the new footpath and an additional utility services trench of 1.2m on the northern side and 1.8m on the southern side when no barrier is present and 1.0m when a barrier is present behind the footpath.
 73. **Approach roads.** The approach formation will be around 2.5m high above to the existing ground level at the western approach (at Tikaram Park, Lami side) and 1m high at the eastern approach immediately behind bridge abutments and reducing towards tie-ins. The approach formation incorporates nominal batter slopes of 2H:1V.
 74. Construction of the new approach embankments may require undercutting to remove poor material, topsoil and other highly organic material prior to filling. The approach embankment requires construction with quality engineered well graded aggregate.
 75. To minimize the impact of settlement occurring from construction of the approach embankment, preloading with surcharge could be undertaken. To minimize the impact of preloading on the construction programme, preloading could incorporate wick drains beneath the embankment to increase the speed of consolidation and reduce the preload durations. At the eastern abutment the underlying alluvial/marine soils are predominantly coarse grained (sands and gravels) and likely to experience immediate settlement during construction with very little long-term consolidation and secondary settlement thereafter.

2 Administrative, Legal and Policy Framework

76. This section provides an overview of institutional arrangements, laws, plans and policies for ESM in Fiji. The project will require the implementation of all national ESM legislation, regulations and policies which comprise the country environmental and social management framework (CESMF) of Fiji, and, as described in Section 2.3, will also comply with the performance requirements and standards as set out in the WB's environmental and social framework (ESF) and any additional requirements of ADB's Safeguard Policy Statement 2009 (SPS).

2.1 Administrative Framework and Institutional Strengthening

2.1.1 Executing and implementing agencies

77. **Executing agency.** This project will be executed by the Ministry of Finance, Strategic Planning, National Development and Statistics (MOF). The vision of the MOF is a sustainable, progressive and inclusive Fiji and to this end its mission is to build Fiji through robust and forward-looking policies grounded in the principles of sustainability, stability, efficiency and good governance.
78. The primary role of the MOF is to support the government in the efficient and effective management of the national economy consistent with the sustainable achievement of the government's vision for the nation. To achieve this, the MOF will ensure that prudent fiscal policies and practices are in place in order to strengthen financial and macro-economic stability. The MOF will continue in its efforts to spearhead the financial management reform that will help government improve the delivery of public goods and services, thereby contributing to economic growth and improving the living standards of the people of Fiji.
79. **Implementing agency.** The implementing agency will be the FRA which will establish a project management unit (PMU) to help deliver the project. The PMU will include a construction supervision consultant (CSC).
80. The FRA is a statutory body responsible for planning, developing, managing, and maintaining the nation's FJ\$1.1 billion roads, bridges and related infrastructure. The infrastructure primarily consists of approximately 6,377km of road, 1,200 bridges, 9,000+ streetlights, and 47 jetties.
81. Its core values include building safe, sustainable and modern infrastructure in an effort to link communities and services together by providing reasonable access to transportation. FRA's mission is a better land transport network for Fiji and its vision is a sustainable, resilient and safe network of roads, bridges and jetties. The primary function of the FRA, as set out in Section 6 of the FRA Act 2012, is to be responsible for all matters pertaining to construction, maintenance and development of land transport infrastructure in Fiji, including but not limited to the following—
- managing (land provision, network planning, designing, constructing, maintaining, renewing and generally managing the use of) all roads
 - traffic management (including road design, traffic signs and markings)
 - road safety (relating to provision and management of the road)
 - issuing of over-width, height and length vehicle limits
 - planning and management of road survey and design, and

- providing advice, programme management services, design, supervision services for the capital works programme.

82. **Staffing.** The FRA, as of quarter 1 2024, comprised approximately 175 staff across its various departments. The FRA has a total of seven safeguards officers and as it conducts its operations division-wise FRA has designated ESM officers to each of the division offices as shown in Table 2.1.

Table 2.1: FRA ESM staff by operations division

Division	No. of safeguards staff	
	Environment	Social
Central	2	3
Western	1	-
Eastern	Covered by Central Division staff	
Northern	1	-
Total	4	3

Source: FRA safeguards staff (Feb 2024)

83. **Construction supervision consultant.** The FRA's PMU will be supported by a construction supervision consultant (CSC) will include international and national specialists to implement the safeguard tasks as required by the LARP. This will include: (i) social safeguard/resettlement specialist - international; and (ii) safeguards specialist - national. The CSC will be headed by a team leader. General safeguards responsibilities of the CSC include:

- Ensuring that project's environmental and social management (ESM) requirements are implemented as set out in the ESIs and LARPs, and other instruments
- Undertaking additional and remaining assessments including validation of compensation and market rates for LARP finalization, and
- Supervising and reporting on the implementation of the ESM instruments, including implementation of relevant LARP activities.

84. The CSC will include national and international social safeguard specialists to support finalization and implementation of the LARP, prior to any civil works commencing. Who will have specific responsibilities for implementation of the LARP. Their duties include:

- Early in implementation, brief the PMU and CSC team on the LARP (and other ESM instruments) that need to be implemented during the project
- With the MLMR (DOL), District Office and Provincial Council arrange public consultation to advise affected communities of the scope and scheduling of activities, to raise awareness within the communities of the likely phasing of events that will occur within their boundaries and assist in information dissemination and outreach about LARP-specific activities
- Support FRA and DOL-Valuation Unit to obtain current market rates for land, trees, crops and structures to ensure the final LARP is up to date and contains accurate costs. Update and finalize the LARP

- Following the award of the contract and prior to submission of the construction provide social safeguards induction for the contractor (if required).
- Ensure that the updated LARP is disclosed
- Implement the LARP and assist in preparing the LARP implementation validation report, prior to any civil works commencing
- Advise the contractor of their responsibilities to mitigate social impacts and issues associated with construction activities, and
- Prepare reports of site visits and compliance checks at least every two months, contribute to the quarterly progress reports (summary of compliance reports and contractor's monthly reports and ESM activities including training seminars or workshops and the like), and prepare inputs to the semi-annual ESM monitoring reports.

2.1.2 Regulatory agencies

85. **Department of Lands.** The DOL is responsible for the effective and efficient administration, development and management of all state land in Fiji. Activities under this mandate include surveying, mapping, land valuation, development and maintenance of state land and geographic information system.
86. Additionally, the DOL coordinates the work of the new Land Use Division which was established to implement the government's land reform initiative that will pave the way for improved socio-economic growth with a focus on equitable returns to landowners and security of tenure for the tenants.
87. The major objective is to Facilitate the Development and Management of Land Resources for Sustainable Socio-Economic Development. We are working towards the Critical Government Outputs of Land Register and Land Reform.
88. The Director-DOL, assisted by Assistant Directors, manage the six divisions including state land administration; corporate services; survey; valuation; land use; and geospatial information management.
89. **Ministry of iTaukei Affairs.** The Ministry of iTaukei Affairs (MIA) provides a link to iTaukei Institutions which include the iTaukei Affairs Board that directly manages the administration and affairs of the fourteen Provincial Offices as stipulated under the iTaukei Affairs Act (see Section 2.2.3 ii)). The MIA's core business is to develop, implement and monitor policies and programs for the good governance and well-being of the iTaukei.
90. The MIA has various responsibilities mandate through a number of pieces of legislation: iTaukei Affairs Act (Cap 120); iTaukei Lands Act (Cap 133); iTaukei Lands Trust Act (Cap 134); iTaukei Development Fund Act (Cap 121); and, iTaukei Trust Fund Act 2004.
91. The MIA is tasked with the resolution of disputes regarding land ownership, fishing rights and customary chiefly positions as set out in the iTaukei Lands Act. The MIA comprises the following institutions.
92. **iTaukei Land Trust Board.** The iTaukei Land Trust Board (TLTB) is established under the iTaukei Land Trust Act (see Section 2.2.3 ii). Amongst other activities, the TLTB defines land title boundaries on the ground. In most cases, these boundaries have been surveyed. The rights of owners of iTaukei land over the parcels of native land allocated to the members are equal to rights of owners of freeholders. These include: (i) the right to occupy their land; (ii) the right to

use their own land for their maintenance or support; (iii) the right to lease land to others and determine the terms and conditions of such leases acceptable to willing lessee; and, (iv) the right of reversion, after the lease is determined at the end of its term.

93. The TLTB has the ultimate power to control and administer iTaukei land as it reasonably sees fit within the terms of the iTaukei Land Trust Act, for the benefit of landowners. The TLTB may only grant a lease (or licence) if the land is not occupied by iTaukei owners or required for their own use by the owners. The maximum term of lease that the Board may grant is 99 years, and for agricultural leases a maximum term of 50 years is prescribed.
94. The consent of the TLTB is required for any dealings in iTaukei leases, so if you are sub-leasing land or assigning a lease, where that land is the subject of an iTaukei lease, consent of the Board would be required for any such sub lease or assignment.
95. The Reserves Commission was set up at TLTB in 1995 and commenced enquiries into claims over Schedule A and Schedule B land. Former state Schedule A and B lands² were transferred to the TLTB on passing of the iTaukei Land Act and iTaukei Land Trust (including amendments).
96. **iTaukei Lands and Fisheries Commission.** The iTaukei Lands and Fisheries Commission (TLFC) is constituted under the iTaukei Lands Act and the Fisheries Act. The Commission adjudicates on disputes of lands, fishing grounds and customary leadership titles. The TLFC is custodian to various culturally significant registers which are maintained and updated from time to time; these registers facilitate the resolution of disputes. A record of the members of each landowning unit is kept by the TLFC in accordance with the provisions of the iTaukei Land Act.
97. The TLFC maintain the records of mapped *qoliqoli* (customary fishing grounds and community marine tenure, i.e. the right to own or control an inshore area and is also involved in the process of conducting fisheries impact assessment (FIA) undertaken by DOF to determine compensation for impacts on qoliqoli. The Fisheries Act recognises the usufructuary rights that are held on a communal basis in favour of the traditional iTaukei groups known as Yavusa (loosely meaning tribes) and equate to rights to harvest fish for subsistence purposes.
98. **iTaukei Lands Appeals Tribunal.** The iTaukei Lands Appeals Tribunal makes rulings over Appeal cases that challenge the decision of the Commission on land ownership, boundary, fishing rights and customary chiefly titles.
99. **Department of Environment.** In 2018 the Department of Environment migrated to the then Ministry of Waterways and Environment³, and in 2022 the DOE was transferred to the Office of the Prime Minister. The mandate of the DOE is to promote the sustainable use and development of Fiji's environment and efficient implementation of policies, legislation and programs. To fulfill Fiji's obligation under regional and international environment related conventions and treaties. The DOE comprises a number of units:
100. There are only nine EIA officers in the EIA Unit: five EIA officers covering the Central and Eastern Divisions, and two EIA officers in each of the Western and Northern Divisions. Consultations with EIA Unit and other DOE staff identify this as a key constraint given the number of EIA applications that need to be reviewed and recommendations made. For example in 2023, DOE received and assessed 350 EIA applications. DOE has not implemented any new procedures or guidance, recently however, DOE has revived the process of circulating an EIA

² Schedule A covers extinct mataqali land (some 844 land parcels covering 90,480ha) and Schedule B covers iTaukei land unclaimed at the first Reserve Commission sittings (some 260 land parcels covering 34,727ha).

³ This ministry is now the Ministry of Agriculture and Waterways (MOAW).

TOR to relevant stakeholders (depending on the nature of the development) for input, review and comment.

101. **Department of Mineral Resources.** The Department of Mineral Resources (DMR) is one of the two departments, along with Department of Lands (DOL), administered through the portfolio of the Ministry of Lands and Mineral Resources (MLMR). The DMR has four divisions namely: geological services; geological survey; environment and mines; and, geoscience support services. It has statutory functions through the Environment and Mines Division that regulates the mineral sector which includes all minerals whether of high or low value. This also covers whether the minerals are terrestrial or offshore and extractive activities like quarrying. In addition to this, the DOE assists in regulatory functions associated and mandated under the sustainable development policies of government such as the Green Growth Framework.
102. The DMR also manages the effective development of groundwater resources and the provision of clean safe drinking water through its reticulation programs. With support from ADB the DMR is preparing a Groundwater Management and Development Policy. Through the initiative of the government, the DMR in 2016 extended its groundwater development work to reticulation of groundwater from the borehole to the households. Through its geological survey division, mapping and geoscience/geospatial information is collated pertaining to mineral tenements and prospective sites around Fiji.

2.1.3 Institutional strengthening and capacity development

103. Capacity of FRA and government agencies involved in land acquisition is still lacking in the areas of safeguards and will be strengthened under the project.⁴ FRA's safeguards manager will provide training to staff of FRA and relevant government agencies such as DOL and TLTB, mainly in the form of on-the-job training, but also through special workshops to enhance their institutional capacity and improve safeguard practice in Fiji. Based on the experience of training together, working groups can be established to ensure interdepartmental coordination.
104. An initial workshop will be held for all staff involved in land acquisition in the early stages of the Project, followed by mentoring and on-the-job training. Further workshops on specific topics will be organized, as needed, once implementation is underway, particularly to ensure that monitoring activities are undertaken according to the LARP.
105. **Role of other organisations: civil society and women's groups:** There are few local NGOs or women's groups involved in the planning and management of any land acquisition or resettlement activities, except for groups of the landowning *Yavusa*. Local groups and leaders will be consulted when identifying any particularly vulnerable people.

2.2 Land Tenure in Fiji

106. Land in the Fiji Islands is managed through three systems: iTaukei Land (commonly referred to as native land), freehold land, and state land. Freehold land can be bought and sold. iTaukei Land and State Land on the other hand cannot be bought and sold but is available on a leasehold

⁴ FRA currently has one Lands Liaison Officer and three Valuers. They have knowledge and experience on the local context, but have not had formal training on ADB and WB safeguard requirements. Other Fijian government organisations at both central and provincial level are familiar with Fijian legislation and regulations for acquiring land and paying compensation according to the law, but also lack staff with specific training or knowledge of ADB and WB safeguards and resettlement issues

only basis. Leasehold land can be developed on a long-term lease basis (often 99 years). Each type of land tenure has different implications for the development and planning processes.

107. **iTaukei land.** About 90% of land in Fiji is iTaukei Land. All iTaukei land belongs to iTaukei communal groups or 'land-owning units'. Typically a portion of each land area is set aside for the site of the village, and the rest is iTaukei reserve. Land within iTaukei reserve may be made available for use and development by others through short-term or long-term lease after a process known as de-reservation.
108. The total land area of reserve Land in Fiji is 505,429.75 hectares. This includes the 119,523.5 hectare of land from the reverted Schedule A and B State Lands and land being de-reserved for lease as of date is 27,393.30 hectares. Therefore, percentage of land within reserve is 60% of the total iTaukei land area.
109. The tenure of iTaukei Lands or how ownership of iTaukei Lands are held is as summarized at Section 3 of the iTaukei Lands Act Cap 133 which reads: "*iTaukei Lands shall be held by iTaukei according to iTaukei custom as evidenced by usage and tradition ...such lands may be cultivated, allotted and dealt with by iTaukei Fijians, as amongst themselves according to their iTaukei customs and subject to any regulation made by the iTaukei Affairs Board*".
110. In order for development to take place on iTaukei land, the developer must obtain a lease offered through the TLTB, a statutory authority which administers all such lands on behalf of the iTaukei owners.
111. **Freehold land.** Approximately 6% of land in Fiji is freehold land registered under the Torrens System of land registration, by which titles to land are guaranteed. Freehold land can be purchased, transferred, or leased, subject to the conditions of the Land Sales Act 1974, which among other things restricts the quantity of land which can be purchased by individuals who are not resident in Fiji, and by companies not wholly owned by Fiji citizens.
112. **State land.** Approximately 4% of land in Fiji is state land, administered by the Department of Lands (DOL). In addition, all foreshore lands below mean high water mark, the soil under Fiji waters and the beds of navigable rivers and streams are state land. State land is not sold outright but some is available on a leasehold basis. State leases are granted and managed by the Director of Lands.
113. There are a number of types of state land which are as follows:
- State freehold land – state lands with current freehold titles
 - State land without title – state lands where freehold titles have been cancelled
 - State foreshore - all land below high water mark.
114. Two types of state land, Schedule A and Schedule B, were transferred to the TLTB by legislation in 2002 and this is now iTaukei Land. The Director of lands administers leases over the state foreshore and the state freehold lands including state lands without title. State lands may be claimed and proclaimed as iTaukei Reserve under Section 18 of the iTaukei Land Trust Act Cap 134. The Reserves Commission carries out the investigation into such claims and makes recommendations to the Board⁵.
115. State land used for public purposes such as roads, bridges etc. does not usually go through the standard operating procedures for state leases as there is a long practising agreement in place from the days of the Department of Public Works, whereby the land (without leases) is released by the state to FRA for the development, this potentially includes State foreshore areas

as well, provided the Qoliqoli waiver and compensation to the qoliqoli resource users are identified and confirmed as required by the Director of Lands in consultation with TLFC and Department of Fisheries.

2.3 Legal Framework

116. The key components of the CESMF for land ownership, use and access include: the Constitution; iTaukei Lands Act 1905; iTaukei Lands Trust Act 1940; iTaukei Affairs Act 1944; Land Use Decree 2010; State Lands Act 1978 (Amended 1997). Agricultural Landlord and Tenant Act 1978 (ALTA); State Land Acquisition Act 1940 (SALA); and Town Planning Act 1978.
117. **Constitution of the Republic of Fiji.** The Constitution is the supreme law of the country (Article 2) and establishes Fiji as a secular, sovereign democratic State (Articles 1 and 4).⁶
118. The Constitution establishes a federal parliament as the legislature (Chapter 3), a Cabinet as the executive (Chapter 4) and various courts as the judiciary (Chapter 5). Section 27 provides for protection of private property against arbitrary expropriation.
119. The Constitution includes specific provisions recognising the indigenous people and their ownership of customary land and relating to protection of the environment. Specifically, the preamble states that: “...*the people of Fiji, recognising the indigenous people or the iTaukei, their ownership of iTaukei lands, their unique culture, customs, traditions and language; recognising the indigenous people or the Rotuman from the island of Rotuma, their ownership of Rotuman lands, their unique culture, customs, traditions and language...*”
120. The Constitution provides for protection of private property against arbitrary expropriation. The Constitution states that iTaukei land cannot be permanently alienated except for the public purpose. It requires just compensation for all land or rights acquired by the government.

1. iTaukei law

121. **iTaukei systems.** Fiji continues to operate under a traditional *iTaukei* system of law and governance in addition to the western elements of law. The cession of Fiji to Britain in 1874 resulted in the Crown taking ownership over some natural resources, which included marine resources due to the common law doctrine of public trust. Customary owners retained customary ownership over land, but over marine resources, they have only restricted customary rights. The Constitution recognises customary ownership over iTaukei, Banaban and Rotuma land (Articles 28-29). A number of statutes have been passed to support the iTaukei system of law.
122. iTaukei land is communally owned and cannot be bought or sold except to the state for public purpose. The TLTB is a statutory body with responsibility to administer, develop and manage this land on behalf of its owners and for their benefit according to the iTaukei Land Trust Board Act. The TLTB identifies the land required for use by traditional Fijian communities and makes the remainder available for leasing. The TLTB, not the actual owners, issues legally binding leases or agreements over land that can be for agricultural, commercial, industrial or other uses.

⁶ In 1970, Fiji created its first Constitution as an independent sovereign State as set out in the Schedule to the *Fiji Independence Order 1970*. The 1970 Constitution was abrogated in 1987 by the *Fiji Constitution (Abrogation) Military Government and Finance Decree 1987*. In 1990, a new Constitution was created by the *Constitution of the Sovereign Democratic Republic of Fiji (Promulgation) Decree 1990*. Amendments were made in 1997. The most current *Constitution of the Republic of Fiji (Constitution)* was created in 2013

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123. All farmers on iTaukei land are either landowners or tenants farming with the permission of the landowning clan. Some of these may have formalised their status by leasing the land legally through the TLTB. Other tenants will have arranged informal (*vakavanua*) agreements with the landowning *mataqali*.
124. **iTaukei Lands Act.** This act recognizes to maintain customary ownership of iTaukei lands and provides a legal basis for traditional communal decision-making about land use and management of terrestrial resources. Decisions about occupation, use and management of land are made primarily at the *mataqali* level, within traditional decision-making structures and processes. and amendments recognizes customary land ownership is not transferable through land sales, but user rights can be transferred via land leases and licenses issued by the TLTB.
125. Furthermore, since the TLTB, not the landowning units, issues the legally binding leases or agreements, which can be for agricultural, commercial, industrial, or other uses, TLTB decisions may take precedence over community-level land use decisions.
126. **iTaukei Lands Trust Act.** This Act establishes the TLTB and allows the TLTB to enter into leases and licenses on behalf of traditional landowners. Leases and licenses must only be granted with the consent of the majority of landowners. The TLTB is the statutory body with the responsibility to administer, develop and manage customary land on behalf of its landowners (*mataqali*) and for their benefit under the Act. The TLTB identifies reserve land for use of traditional iTaukei communities and non-reserve land available for leasing.
127. The TLTB issues the leases directly with the lessor and equally distribute the rental payment (or royalties) directly to registered members of the *mataqali*. All farmers of customary land are either tenants under a lease (formal agreement) or have permission of the *mataqali* (informal agreement).
128. Under the Act, iTaukei landowners have surrendered their rights to control and administer their own land and vested these in the TLTB on their behalf. However, to ensure that their rights are protected, the Act includes various safety provisions:
- The TLTB is charged with a duty to control and administer their land for their benefit. This means that the TLTB in controlling and administering native land must not make decisions that are detrimental to the interests and benefits of the landowning unit
 - The TLTB is not empowered to sell native land outright, except to the state but that the land that is the subject of such a sale would be used solely for public purpose
 - The TLTB is not empowered to deal with native land except as provided for under the provisions of the iTaukei Land Trust Act. Section 7 provides that no iTaukei land shall be sold, leased or otherwise disposed of and no licence in respect of iTaukei land granted save under and in accordance with the provisions of this Act
 - For iTaukei land outside reserve, subject to the provisions of Section 9, Section 8 empowers the TLTB to grant leases and licences and renewals as may be prescribed by the TLTB
 - Section 9 prohibits the TLTB from granting a lease or licence over iTaukei land outside reserve, which is beneficially occupied by the iTaukei owners. Further, this section prohibits the TLTB from granting a lease or licence over iTaukei land outside iTaukei reserve unless the TLTB is satisfied that such land will not be required by the iTaukei owners for their own use, maintenance or support during the term of the proposed lease or licence

- All leases granted must be surveyed and registered in the Register of iTaukei Leases kept by the Registrar of Titles, and
 - The consent to any dealing shall be at the absolute discretion of the TLTB and any dealing without the consent of the TLTB shall be invalid.
129. The above powers and prohibitions contained in the provisions of the iTaukei Land Trust Act in as far as the control and administration of iTaukei land outside iTaukei reserve vested in the TLTB. In other words, the above provisions contain the terms and conditions of a Land Management contract between the iTaukei landowner and the TLTB for the right to control and administer communally owned.
130. The purpose of Section 15 is to allow the TLTB to retain a portion of their land as iTaukei reserve. Section 15 (1) provides for the TLTB, by notice in the Gazette, to set aside any portion of iTaukei land as iTaukei reserve while clause (2) requires every such notice in the Gazette to also be published in a Fijian language newspaper and circulating in Fiji.
131. **iTaukei Affairs Act.** Provides for the regulation of iTaukei affairs and land (including registration of land), provincial councils, Tikina councils and village councils, and by-laws. Key provisions include Sections 3-9 which establishes a Great Council of Chiefs, an iTaukei Affairs Board and a system of provincial councils.
132. Section 7 which states that provincial councils have the power to make “by-laws for the health, welfare and good government of ... Fijians residing in or being members of the community of the province”, and Sections 16-19 which establishes the system of Tikina courts and provincial courts.
133. **iTaukei Land Trust (Gravel) (Amendment) Regulation 2013.** The TLTB Board set the rates for materials extraction on 1 June 2019 and current rates are expected to be reviewed in 2024 (Table 2.2). Any gravel or sand extraction from the river goes through MLMR for the approval of licence. TLTB only grant licences for pits on land.

Table 2.2: Royalty rates for mineral/material resources

Materials resource	Royalty rate per m ³ (FJ\$)
Sand and gravel	\$10.40
Clay and soil	\$6.50
Rock	\$5.21
Top-soil	\$38.99
River spalls	\$7.80

Source: TLTB (2019)

134. **Qoliqoli Bill 2006.** This bill provides for the transfer of the proprietary ownership of qoliqoli areas from the state to the qoliqoli owners, for the establishment of the qoliqoli commission with its powers and functions and for the regulation and management of fisheries resources within qoliqoli areas and for related matters. The bill has not been enacted but resurfaces during discussions on associated matters and issues.
135. The bill defines some important terms including:
- "qoliqoli area" means any area of seabed or soil under the waters, sand, reef, mangrove swamp, river, stream or wetland or any other area, recognised and determined within customary fishing grounds under the Fisheries Act or as clarified in accordance with the bill, and includes any customary fishing grounds reclaimed before or any qoliqoli area reclaimed after commencement of the bill, once enacted.
 - "qoliqoli owner" means the owning unit of a qoliqoli area duly registered in the Register, and
 - "qoliqoli rights" means the customary qoliqoli rights, usages, rules and practices in relation to fisheries resources determined and practiced by the qoliqoli owners in accordance with their respective tradition and custom.
136. These traditional fishing grounds cover foreshore areas, vary in size, but generally extend from the high tide mark to the outer edges of the Fringing reefs. The Fisheries Act recognises the usufructuary rights that are held on a communal basis in favour of the traditional iTaukei groups known as Yavusa (loosely meaning tribes) and equate to rights to harvest fish for subsistence purposes.

2. Land and planning matters

137. **Land Use Decree.** The Agricultural Landlord and Tenant Act has been supplemented by this decree because it was recognized that the requirement for tenants to vacate land once the fixed lease and grace period have expired, causes both social and economic hardship. The government sought to amend land laws to increase the flexibility of leases and to facilitate leasing of land which was idle or unutilized. The decree provides for longer tenure leases (up to 99 years) for agricultural and commercial development.
138. **State Lands Act.** This act relates to the control, administration development, and disposal of state land in Fiji. Key provisions include: Section 3 which mandates that state land is only to be alienated in accordance with this act (subject to other Acts including the iTaukei Land Trust Act, the Mining Act, the Oil Mines Act and the Forest Act). Section 4 Crown can acquire or lease land pursuant to the Land Transfer Act.
139. Under Section 6 and Part IV the Minister and the Director of Lands may make grants or leases of state land. Part V lists special provisions in relation to foreshore land and soil under the waters of Fiji. Subsidiary legislation under this act includes the State Land Leases and Licences Regulation.
140. **Land Conservation and Improvement Act 1953.** Which is an act to make provision for the conservation and improvement of the land and water resources of Fiji. Sections 4-5 establishes a Land Conservation Board to supervise land and water resources and to promote public interest in conserving and improving land and water resources.
141. **State Land Acquisition Act.** Land acquisition in Fiji is governed under the SALA. Under the Act, all types of land can be acquired for public purposes. The law provides that in cases of land acquired for public purposes, legal titleholders have a right to compensation. The SALA also

- provides for the right of landowners to legal proceedings for solving disputes and grievances. The customary rights of indigenous peoples without formal title are also protected.
142. Section 3 enables an acquiring authority to acquire land for a public purpose in return for payment of consideration or compensation. The SALA regulates the acquisition of land by the state for 'public purposes' which are defined under the act as "...the utilization of land necessary or expedient in the interest of defence, public safety, public order, public morality, public health, town planning, or the utilization of any property in such a manner as to promote public benefit."
143. Sections 6 to 7 also allow an acquiring authority to compulsorily acquire land subject to court authorisation and the payment of compensation. The SALA guarantees compensation to those with recognised legal rights or interests in land. Compensation is paid at market values effective from the date at which notice of the State's intention to acquire the land is given. Structures, however, are compensated only at book/depreciated values. Compensation includes for land, crops and trees, damage to portions of land not acquired (if any), changes in use and restrictions on use of any non-acquired portions, and any reasonable expenses associated with necessary changes of residence or places of business.
144. In 1998, minor amendments were made to the act. All types of land can be acquired for public purpose under this act. It provides that legal title holders have a right to compensation and a right to legal proceedings for solving disputes and grievances.
145. The customary rights of iTaukei without formal title are also protected. However, persons without customary rights and without formal land title are not provided for under the act. All costs of land acquisition are borne by the initiating agency. Compensation is paid at market values effective from the date of notification of the government's intention to acquire the land. Compensation includes for land, crops, trees, relocation allowance and any damage to non-acquired land, as well as land use change or restrictions on non-acquired land. Structures are compensated at depreciated values.
146. **Agricultural Landlord and Tenant Act.** The ALTA governs all agricultural leases of more than one hectare and the relations between landlords and agricultural tenants. The lease period is for a minimum of 30-years or maximum of 99-years with no right of renewal. In practice, most leases are for 30 years. In the event of non-renewal, the tenant must vacate the land after a grace period.
147. The maximum annual rental is 6% of the unimproved capital value. In theory, the rental rate is reviewed every five years. The tenant can claim compensation for all development and improvements of the property with claims determined by the Agricultural Tribunal. Tenants can, however, only be compensated for improvements if the TLTB has granted prior approval to these improvements. In practice, there is a fixed schedule of lease rental rates under the ALTA, which has not been updated since 1997. Any improvements to the property made by the tenant must be approved by the TLTB in order to receive any compensation for them. The Agricultural Tribunal determines compensation claim for all development and improvements made to the property. The TLTB, however, has introduced a lump sum payment to induce landowners to lease their land for an additional 30-year period, but this "new lease consideration" has been applied mostly only to Indo-Fijian tenants, less often to iTaukei farmers.
148. The ALTA was supplemented by the 2009 Land Use Decree No.36 (2010) in recognition that the requirement for tenants to vacate land once the fixed lease and grace period have expired causes both social and economic hardship.
149. Government therefore amended the land laws to increase the flexibility of leases and to facilitate leasing of lands, which are currently idle or unutilised, under terms and conditions intended to be attractive to both the landowners and tenants. The decree provides for longer

tenure leases (up to 99 years) for agricultural and commercial development. Reserve land is not leased, but reserved by mataqali or GOF for future use.

150. **Town Planning Act.** This act establishes the tools and processes for the planning, restriction and approval of development across the country. The different parts of act establish the scope and key facets of the planning system, including that any development in the coastal zone above the highwater mark is subjected to town planning requirements. Under the act, each city/town has a town planning scheme that sets out development provisions specific to land within the municipal boundary. For any development, the landowners or the lease holders must apply to their local authority for development permission, and proposals for development must comply (as appropriate) with the requirements of the relevant scheme, or with the general provisions. Land is designated within a zone and the town planning requirements set out what types of development are appropriate in each zone, and the standards and guidelines that apply.
151. A development application is required where earthworks, building, removals of large trees or changing the use of a site or building is proposed. The construction of infrastructure under the project will involve vegetation clearance as well as construction of new, and retrofitting/modifying existing, structures and therefore a development application for approval of engineering plans will be required.

3. Other relevant laws and codes

152. **Rivers and Streams Act 1985** defines public rights in the rivers and streams of Fiji. It includes regulations on pollution and use of water. Where any planned development will interfere with the public right to access a river or stream, an application for a licence must be submitted to the DOL. Section 7 and 11 sets out the requirement and procedure to obtain either special purpose water rights or a licence to use the water way.
153. Private owners or lessees of land adjacent to rivers are required to apply for a licence from the Director of Lands prior to the construction of any structure within or adjacent to a river which may restrict public access. This may include a wharf, pier, landing place, building or other permanent structure.
154. The act also provides the definition of a 'river' as a waterway where canoes and traditional *takias* can be used. The Act confirms the riverbank (riparian area) is state land easement for public purpose. It is defined as 20 feet or 6.1 metres width from maximum water level in the wet season or normal water level in the dry season, except for Town Planning areas governed under the Town Planning Act [Cap 139].
155. **Social Justice Act 2001.** This act aims to implement the social justice provisions of the Constitution by establishing programmes of affirmative action, meaning "State policies to assist groups or categories of persons who are disadvantaged, so as to enable them to achieve equality of access with groups or categories who are not disadvantaged" (section 3(1)).
156. Section 3(3) makes it clear that any programme or measure relating to access to land and housing is not to be construed as providing equality of access to any existing rights, interest or entitlement to ownership of land.
157. The act repeats the Constitution's monitoring provisions (performance indicators, regular monitoring, annual reports to parliament). Section 8 declares that all affirmative action programmes listed in the schedule to the act existing at the commencement of the act, are deemed to be in compliance with section 44 of the Constitution.
158. **Codes of Environmental Practice.** The Codes of Environmental Practice (COEP), initially prepared for the Department of National Roads under the Act, set out procedures to ensure that

minimum environmental standards are met, and appropriate procedures are undertaken to reduce the environmental impact of activities related to the planning, design construction and maintenance stages of road construction, upgrading and reconstruction in Fiji. The COEP are relevant to any civil works and as such will apply to the CBRP. Two of the COEP are relevant to the land access requirements for the project.

- **Consultation.** It is essential that consultation with all stakeholders takes place at all stages of the project. Dialogue and meaningful participation with stakeholders should include a discussion of the potential effects of the project on the communities. Consultation will continue throughout project implementation in accordance with the project's stakeholder and engagement plan (SEP).
- **Land acquisition and compensation.** The objective is to minimise land acquisition. When unavoidable, land acquisition shall be carried out in such a manner so as to minimise the adverse impacts on the affected people. It is essential that those affected understand the necessary mechanisms and procedures for systematic resolution of land acquisition, compensation or other land related issues. It will be necessary to facilitate better understanding of legal and land acquisition procedures between the various stakeholders involved in planning, design, construction and operation and maintenance of Fiji roads.

159. **Land and Water Resources Management Bill 2016.** The Bill has been tabled in Parliament but not yet passed, the bill seeks to replace the Land Conservation and Improvement Act 1953 which is deemed by government to be outdated. The purpose of the Bill is to make provision for the management, conservation and improvement of land and water resources and for other related matters. It also seeks to establish a Land and Water Resources Board which will oversee the general supervision of land and water resources in the country.

2.4 Financier's Environmental and Social Management Requirements

2.4.1 The Shared Approach

160. The *Shared Approach for Management of Environmental and Social Risks and Impacts on Pacific Island Countries* ('Shared Approach') published by the Pacific Region Infrastructure Facility (PRIF) has been endorsed by the development partner members of PRIF as a collaborative effort to propose a shared approach to, and standard methods and procedures for, addressing ESM issues that are common in the delivery of projects in Pacific island countries (PICs).⁷

161. The Shared Approach sets out methods and procedures for implementing ESM policies and requirements in a manner suitable to the PICs, recognizing a number of challenges and conditions unique to the Pacific. Further, it provides for standard, consistent and Pacific-appropriate approaches to ESM issues commonly encountered in the preparation and implementation of projects in the PICs.

162. The approach is intended to benefit the PICs through supporting and strengthening country safeguard/ESM systems and encouraging (i) more efficient and effective project preparation and

⁷ The Shared Approach is not an interpretation of existing safeguard/ environmental and social policies nor does it propose to amend, revise or change the existing policies of the PRIF development partners. The Shared Approach recognizes that PRIF development partners may have specific policy requirements that are applicable for certain projects, and that these will continue to be applied where relevant.

implementation by employing methods and procedures that are common among PRIF development partners and appropriate to a number of unique conditions in the PICs; (ii) use of the same terminology for environmental and social documents that are used by PRIF development partners and counterparts; and (iii) an improved counterpart understanding of development partner processes. In addition, the Shared Approach seeks to strengthen and assist the PICs to apply their CSS.

163. It is hoped that the Shared Approach will increase efficiency for PICs to manage the environmental and social risks of infrastructure projects through a harmonized approach. As such it assists development partners to converge on an approach to ESM that is shared and improves project-level safeguard performance.

2.4.2 The ESF and applicable standards

164. In accordance with the Shared Approach, for the CBRP, the decision was taken to apply the WB's ESF as the most recent best practice approach to ESM and the ESF and its ten environmental and social standards (ESS) are applied to the project. It has been further agreed with WB that for the assessment of critical habitat, additional principles and requirements (pertaining to socio-economic use of resources by indigenous communities and presence of designated or proposed protected areas) from ADB's SPS will also apply.

165. An environmental and social commitment plan (ESCP) is required by the ESF, this is an agreement between the borrower/grant recipient (in this case the GOF) and the WB. The ESCP includes all of the conditions and requirements (current and future) that the MOF and FRA must comply with during implementation of the project.

166. In WB-assisted projects, borrowers are expected to take all feasible measures to avoid or minimize adverse impacts from land acquisition and restrictions on land use associated with project development. The fundamental objective of ESS5 is to ensure that, if physical or economic displacement cannot be avoided, displaced persons (as defined below) are compensated at the replacement cost for land and other assets, and otherwise assisted as necessary to improve or at least restore their incomes and living standards.

167. Other ESS5 objectives include:

- To avoid forced eviction
- To improve living conditions of poor or vulnerable persons who are physically displaced, through provision of adequate housing, access to services and facilities, and security of tenure
- To conceive and execute resettlement activities as sustainable development programs, providing sufficient investment resources to enable displaced persons to benefit directly from the project, as the nature of the project warrants
- To ensure that resettlement activities are planned and implemented with appropriate disclosure of information, meaningful consultation, and the informed participation of those affected.

168. Displaced persons (ESS5, para. 10) are defined as any persons subjected to project-related adverse impacts who (a) have formal legal rights to land or assets; (b) have a claim to land or assets that is recognized or recognizable under national law; or (c) who have no recognizable legal right or claim to the land or assets they occupy or use. The term incorporates all potential categories of persons affected by land acquisition and associated impacts; all of those adversely

affected are considered “displaced” under this definition regardless of whether any relocation is necessary.

169. Replacement cost (ESS5, para. 2, footnote 6) is defined as a method of valuation yielding compensation sufficient to replace assets, plus necessary transaction costs associated with asset replacement. Where functioning markets exist, replacement cost is the market value as established through independent and competent real estate valuation, plus transaction costs. Where functioning markets do not exist, replacement cost may be determined through alternative means, such as calculation of output value for land or productive assets, or the undepreciated value of replacement materials and labour for construction of structures or other fixed assets, plus all transaction costs associated with asset replacement.
170. In all instances where physical displacement results in loss of substandard shelter, replacement cost must at least be sufficient to enable purchase or construction of housing that meets minimum community standards of quality and safety.
171. ESS5 also establishes key principles to be followed in resettlement planning and implementation. These include:
- i. All displaced persons are entitled to compensation for land and attached assets, or to alternative but equivalent forms of assistance in lieu of compensation; lack of legal rights to the assets lost will not bar displaced persons from entitlement to such compensation or alternative forms of assistance.
 - ii. Compensation rates refer to amounts to be paid in full to the eligible owner(s) or user(s) of the lost asset, without depreciation or deduction for fees, taxes, or any other purpose.
 - iii. Compensation for land, structures, unharvested crops, and all other fixed assets should be paid prior to the time of impact or dispossession.
 - iv. When cultivated land is to be taken for project purposes, the [name of implementing agency] seeks to provide replacement land of equivalent productive value if that is the preference of the displaced persons.
 - v. Community services and facilities will be repaired or restored if affected by the project.
 - vi. Displaced persons should be consulted during preparation of the RP, so that their preferences are solicited and considered.
 - vii. The RP (in draft and final versions) is publicly disclosed in a manner accessible to displaced persons.
 - viii. A grievance mechanism by which displaced persons can pursue grievances will be established and operated in a responsive manner.
 - ix. Negotiated settlement processes are acceptable as an alternative for legal expropriation if appropriately implemented and documented⁸.
 - x. Land donation is acceptable only if conducted in a wholly voluntary manner and appropriately documented.⁹
 - xi. The [name of implementing agency] bears official responsibility for meeting all costs associated with obtaining project sites, including compensation and other considerations due displaced persons. The RP includes an estimated budget for all

⁸ As described in ESS5, Paras. 33–36.

⁹ As described in ESS5, Paras. 26–32.

costs, including contingencies for price inflation and unforeseen costs, as well as organizational arrangements for meeting financial contingencies.

- xii. Monitoring arrangements will be specified in the RP, to assess the status and effectiveness of RP implementation.

2.5 Gaps and Gap-filing Measures

172. **Compensation and eligibility.** The SALA recognizes physical displacement but does not recognize economic displacement.
173. The SALA and its regulations do not require compensation payments to affected persons who have no recognized legal right or interest in the land, and only require compensation on a depreciated/book value basis for structures. Sharecroppers and squatters (non-titled) are, therefore, not entitled to any kind of compensation for the land they use. However, to comply fully with ADB and WB requirements, any non-titled people affected by the Project at the time of the land survey to determine the cut-off date for eligibility for compensation and rehabilitation assistance, will be entitled to compensation for loss of structures, crops, trees, or income they derived from the land, regardless of whether they have formal title to the land or not. All compensation, including for structures, will be at replacement cost without any deduction of depreciation.
174. **Relocation and assistance.** The SALA does not provide relocation sites (in the case of physical displacement and need for relocation) and there is no provision for assistance for the rehabilitation of adversely affected people. Therefore, the project aims to avoid resettlement where possible and otherwise minimize through alternative project designs. In the case resettlement cannot be avoided, mitigation measures to restore livelihoods and standards of APs to pre-project levels are required including how resettlement should be conceived and executed with the need for APs to be meaningfully consulted and involved in the planning and implementation of project resettlement plan.
175. The country ESM framework does not require identification of, or provision of special assistance for, vulnerable groups (including the poor) of those adversely affected, but it does not prevent the GOF from providing project assistance to adversely affected people including vulnerable groups in order to improve their standard of living. For example, ADB/WB encouraged the designs of the bridges to include stairs on the side of the bridge to access the waterways, washing platforms and, also boat mooring areas at the foot of the bridge for ease of boat access and shelter to sustain their livelihoods, wider and inclusion of footpaths.
176. **Compensation required under other instruments.** The State Lands Act includes foreshore as land and Section 22 requires that “Every lease of any part of the foreshore or of any soil under the waters of Fiji shall specify the purposes for which such foreshore or soil is required, and shall vest the same in the lessee free and discharged from all public rights and privileges which may have existed or may be claimed in or over every such foreshore...”. Subsection (3) requires that in the event of any alienated or iTaukei land abutting upon or adjoining any foreshore leased under the provisions of the Act, the lessee shall pay to the owner of such land compensation for any rights that may be infringed and, in the event of any dispute as to the amount of such compensation, compensation shall be determined in the manner provided in the SALA.
177. The MLMR has confirmed via a letter to FRA dated 26-Feb-24 that the Ministry of Fisheries has determined that a fisheries impact assessment (FIA) is required for four of the CBRP bridges (i.e.. Medraukutu, Lami, Viseisei, and Sabeto) to determine the compensation to be paid to the

qoliqoli fishing rights users. The FIAs will be undertaken following the TLFC's ratification of the fishing rights waiver form that is required to be signed by the registered customary fishing rights signatories.

178. **Summary.** Table 2.3 provides an analysis of gaps between ADB and WB requirements and the CESMF and gap filling measures on land acquisition and resettlement.

Table 2.3: Gaps and gap-filling measures

ADB + WBG requirements	Country ESM framework	Gaps	Gap-filling measures
Avoid and/or minimize involuntary resettlement wherever possible by exploring project and design alternatives.	The Constitution and the State Acquisition of Land Act (SALA) set out the conditions under which land may be compulsory acquired. The property can only be acquired for the public good, and with the payment of reasonable compensation.	No explicit reference to the need for minimizing resettlement impacts by exploring alternatives.	The LARP includes measures on avoiding/minimizing land acquisition and resettlement impacts. It provides principles on compensation and entitlements.
Enhance, or at least restore, the livelihoods of all APs/DPs in real terms relative to pre-project levels. Particular attention to be paid to the needs of vulnerable groups among those displaced who may not be protected through national land compensation legislation	General principles of compensation for land and assets are set out in the Constitution and SALA.	FIJI Laws do not prescribe measures to restore/ improve standard of living.	The LARP includes measures on compensation at replacement cost for affected land/assets and to minimize and mitigate adverse social and economic impacts. It is recommended for the GOF to undertake a social assessment of the impacts, particularly for the poor and vulnerable groups.
Screen the project early on to identify past, present, and future involuntary resettlement impacts and risks. Determine the scope of resettlement planning through a survey and/or census of APs/DPs, including a gender analysis, specifically related to resettlement impacts and risks.	SALA sets out the process for land investigation which includes identification of affected landowners and their assets.	No specific requirements for census, cut-off date, impact assessment and scoping of resettlement planning.	The LARP includes measures on survey/census, cut-off-date, assessment of impacts and resettlement planning.
Carry out meaningful consultations with APs/DPs, host communities, and concerned NGOs. Inform all displaced persons of their entitlements and resettlement options. Ensure their participation in planning, implementation, and monitoring and evaluation of resettlement programs. Pay particular attention to the needs of vulnerable groups, especially those below the poverty line, the landless, the elderly, women and children, and Indigenous Peoples, and those without legal title to land, and ensure their participation in consultations.	SALA sets out the process of notification of the land acquisition.	No specific provisions for preparing and implementing LARP based on meaningful consultations with APs/DPs, including the poor, the landless, elderly, women, and other vulnerable groups	The LARP includes measures on consultations with APs, including vulnerable groups, during preparation and implementation of LARPs. The concerns of women will be identified based on sex- disaggregated socio-economic data, separate discussions on women's concerns, and ensuring adequate measures and budgetary allocations in the resettlement plan to compensate and resettle them in a manner that does not disadvantage them. In this effort the assistance of national NGOs currently engaged in women's welfare will be sought;

ADB + WBG requirements	Country ESM framework	Gaps	Gap-filling measures
Establish a GRM to receive and facilitate resolution of the affected persons' concerns. Support the social and cultural institutions of APs/DPs and their host population.	SALA provides for appeal against a declaration of public purpose for compulsory acquisition and amount of compensation.	No requirements for a project specific GRM	The LARP includes measures on project specific GRM
Improve, or at least restore, the livelihoods of APs/DPs through (i) land-based resettlement strategies when affected livelihoods are land based where possible or cash compensation at replacement value for land when the loss of land does not undermine livelihoods, (ii) prompt replacement of assets with access to assets of equal or higher value, (iii) prompt compensation at full replacement cost for assets that cannot be restored, and (iv) additional revenues and services through benefit sharing schemes where possible.	SALA sets out the process that any person who claims to be entitled to an interest in compulsory acquired land may make a claim for compensation (within 3 months). SALA also sets out the requirements for payment and the provisions for assessing compensation.	No specific requirement for land-based resettlement, replacement of assets, compensation at replacement cost, and benefit sharing.	The LARP includes measures of on-site relocation, replacement of affected structures, compensation at replacement cost and priority of project employment to APs and local communities. Additionally, it provides for lost net income during the transition period, compensation for the costs associated with the transfer and reinstallation of plant, machinery, or other equipment, and support for re-establishing commercial activities. Affected employees will receive assistance for any temporary loss of wages and, if necessary, support in identifying alternative employment opportunities. These provisions will also be covered in the gap matrix to ensure comprehensive assistance during implementation
Develop procedures in a transparent, consistent, and equitable manner if land acquisition is through negotiated settlement to ensure that those people who enter negotiated settlements will maintain the same or better income and livelihood status.	DOL has Procedures for land acquisition through negotiated settlement or purchase.	No provision of maintaining the same or better income and livelihood status for APs/DPs.	The LARP describes measures on maintaining or improving livelihoods of APs through paying compensation at replacement cost and other assistance.
Provide physically and economically APs/DPs with needed assistance, including the following: (i) if there is relocation, secured tenure to relocation land, better housing at resettlement sites with comparable access to employment and production opportunities, integration of APs/DPs	No equivalent provision.	FIJI laws have no specific provisions on relocation, transitional support and civic infrastructure and services.	The LARP includes measures on-site relocation of affected structures, transitional allowances and restoration of civic infrastructure.

ADB + WBG requirements	Country ESM framework	Gaps	Gap-filling measures
economically and socially into their host communities, and extension of project benefits to host communities; (ii) transitional support and development assistance, such as land development, credit facilities, training, or employment opportunities; and (iii) civic infrastructure and community services, as required.			
Ensure that APs/DPs without titles to land or any recognizable legal rights to land are eligible for resettlement assistance and compensation for loss of non-land assets	Customary rights for Fijian people/ Indigenous People stipulate that individuals without formal title are also protected.	There is nothing in the Fiji Laws to address the issue of displaced persons without land title or legal land rights.	The entitlement matrix for the project provides for resettlement assistance and compensation for non-land assets to non-titled APs as well.
Prepare a resettlement plan elaborating on AP's/DP's' entitlements, the income and livelihood restoration strategy, institutional arrangements, monitoring and reporting framework, budget, and time-bound implementation schedule.	No equivalent provision.	Fiji Laws have no provision of preparing LARP.	A LARP is prepared for the project to address and mitigate land acquisition and project land use related impacts. The LARP will be updated prior to the award of civil works contracts. Remedial measures include compensation for affected structures at replacement cost, transportation assistance to cover moving expenses, and transitional assistance for a smooth relocation. Additionally, special provisions will be made for physically displaced APs who are landless.
Disclose a draft resettlement plan, including documentation of the consultation process in a timely manner, before project appraisal, in an accessible place and a form and language(s) understandable to APs/DPs and other stakeholders. Disclose the final resettlement plan and its updates to affected persons and other stakeholders.	SALA sets procedures in notification of landowners at different stages of land acquisition steps.	No requirements on disclosure of an LARP.	The LARP includes disclosure measures, including posting of documents on website as well as providing information to APs.
Conceive and execute involuntary resettlement as part of a development project or program. Include the full costs of resettlement in the presentation of project's costs and benefits. For a	No explicit provision	No requirements on involuntary resettlement and its inclusion in a LARP.	Land acquisition / resettlement costs will be included and financed through the FRA project cost through MOF

ADB + WBG requirements	Country ESM framework	Gaps	Gap-filling measures
project with significant involuntary resettlement impacts, consider implementing the involuntary resettlement component of the project as a stand-alone operation.			
Pay compensation and provide other resettlement entitlements before physical or economic displacement. Implement the resettlement plan under close supervision throughout project implementation.	SALA sets timing for payment of compensation.	SALA states within 30 days of notification but does not specifically state before displacement. DOL Procedure provides for 75% before construction and 25% after construction.	The LARP includes measures on full payment of compensation (100%) for affected assets before start of civil works on affected land.
Compensation for affected land and non-land assets is to be at full replacement cost. Compensate lost incomes directly related to land acquisition and restricted access.	SALA sets out the requirements for compensation for replacement cost payment and the provisions for assessing compensation.	SALA does not have provisions for lost incomes directly related to land acquisition and restricted access.	Compensation for affected land, structures, trees and crops will be at full replacement cost based on valuation of a qualified appraiser to be valid at the time of compensation. Compensation for productive trees will take into consideration the age and productive value of the trees. For crops, compensation will be based on the market value of the mature crop. Impacts on incomes directly related to land acquisition and restricted access will be assessed and compensated if they cannot be otherwise mitigated.
Monitor and assess resettlement outcomes, their impacts on standards of living of APs, and whether the objectives of the resettlement plan have been achieved by taking into account the baseline conditions and the results of resettlement monitoring. Disclose monitoring reports.	No equivalent provision	SALA does not have provisions for a resettlement plan or assessing and monitoring resettlement outcomes and progress. .	The LARP includes monitoring requirements (incl. semi-annual safeguard monitoring reports). Arrangements for monitoring of resettlement activities will be done by FRA, supplemented by independent consultant if sub-project is considered high risk

3 Socio-economic Profile of Affected People

179. The following provides an overview of the social assessment and socio-economic survey (SES) results carried out for project APs¹⁰ and AHs. Demographics for each of the settlements have been provided by the Fiji Bureau of Statistics (FBS) based on the 2017 Census of Population and Housing. Appendix B provides additional information from the socio-economic baseline presented in the ESIA.
180. Individual SES were undertaken by the project team to gather information on all APs, including commercial entities and businesses. The methodology for undertaking the SES included identification of the APs and AHs, confirming these with FRA and discussing with the wider community to ensure no APs were unidentified, in-person visits with each AP or AH where the SES were completed. If APs were unable to meet in person, phone calls were arranged to complete the SES. Overall, 75 socioeconomic surveys were completed for the CBRP.

3.1 Demographic Features of Project Area

181. **Land tenure.** In the Central Division, iTaukei land accounts for 72% of land tenure within the Greater Suva area (GSA), which stretches from Deuba in the west to Korovou Town in the east, while 28% is either freehold or state land. The iTaukei land tenure is predominant in underdeveloped and undeveloped peri-urban and rural areas. In urban areas where growth is evident, freehold and state land are strategically located. Within the GSA, 23.2% of land is under iTaukei Reserve set aside for the usage of the traditional iTaukei land owning units and unleased iTaukei land accounts for 23.9%, which can be leased to investors. Agricultural use accounts for 10.2%, while residential, commercial, and industrial lease are all below 2%. Forestry covers 6.6% of land use distribution within the GSA.

3.1.1 Medraukutu Bridge

182. The Medraukutu Bridge is also partly situated on iTaukei land (Census, 2017).
183. Settlements that surround the Medraukutu Bridge are known as; The Wailekutu Uduya Squatter Settlement, Uduya Road Community and the Waica Settlement, located on opposite ends of the western approach. These areas make up the local settlement demographics. However, the Qoliqoli Resource Owners for the area, known as the Vanua Waiganake, reside in the village of Waiganake where the first consultation meeting was held.

¹⁰ Affected persons (APs) is the collective terms for all people directly affected by LAR impacts and includes displaced persons (DPs) affected by physical displacement and requiring relocation. The sub-group of DPs are identified in Section 4.

Table 3-1: Demographics of communities near Medraukutu Bridge

Community / settlement	Total population	No. of males	No. of females	Total pop. aged 0-19 years	Total pop. aged 20-54 years	Total pop. aged 55+ years
Uduya	204	99	105	82	102	20
Uduya Point Road	173	93	80	57	87	29
Waica	44	18	26	23	18	3
TOTAL	421	210	211	162	207	52

Source: GOF-FBS (2017)

184. **Uduya squatter settlement.** Wailekutu Uduya squatter settlement is located along Uduya Point Road, adjacent to the western approach of the Medraukutu Bridge (coastal side). In addition, there are 106 economically active people in the Wailekutu squatter settlement, with 94 of them currently employed. Of the employed population, eight people work only for subsistence and a total of 41 residents are classified as unpaid workers. Twelve locals are unemployed while one resident lives with a functioning challenge. In terms of educational attainment, 182 people have had some level of formal study. A total of 37 locals completed primary school, 99 completed secondary school while 35 residents obtained post-secondary and tertiary qualifications. The settlement has a total of 29 households with the majority of 27 under leases from the Housing Authority of Fiji. Additionally, two houses occupy freehold land (Fiji General Census, 2017).

185. **Uduya Point Road.** Uduya Point is a residential community off the main Uduya Point Road, adjacent to the squatter settlement. The residential area consists of middle to high class homes and luxury apartments. The total labour force of the locality is made up of 126 residents with 98 economically active and 97 employed. Of the total employed population, seven work only for subsistence and 18 are unpaid workers. They make up the non-money economy.

186. Additionally, there are three retired residents, and no one has individual have reported any disabilities challenges. In terms of the highest educational attainment, a total of 133 people completed school. Twenty residents completed primary school, 69 completed secondary school and 36 people obtained post-secondary and tertiary qualifications. The Uduya Road community has a total of 32 households in which the majority of 18 occupy freehold land, eight occupy iTaukei land under informal arrangements while an additional home is on a registered lease from TLTB. In addition, two households are on state lease land while another two are on leases from the Housing Authority of Fiji and one home occupies land under the traditional Mataqali owners (iTaukei land).

187. **Waica settlement.** Waica Settlement is situated along the Queens Road, adjacent to the western approach of the Medraukutu Bridge (inland side). A total of 21 people are deemed economically active and all of them are employed. Two residents work only for subsistence while six workers are unpaid. No one in the settlement is unemployed nor living with a functioning challenge. Forty-two people have attained various levels of formal education, with a total of 12 locals having completed primary school and 21 having completed secondary school. A further six residents obtained post-secondary and tertiary qualifications. In addition, there are only nine households altogether within the Wailekutu Waica Settlement and all of them occupy iTaukei land either through informal arrangements or formal tenancy agreements from the landowners.

3.1.2 Lami Bridge

188. The Lami Bridge lies within the Province of Rewa and in the Town of Lami and on each side of the Suva approach sits Suvavou Village on the South-eastern side and Lami Village on the North-eastern side of the bridge.

Table 3.2: Demographics of communities near Lami Bridge

Community / settlement	Total population	No. of males	No. of females	Total pop. aged 0-19 years	Total pop. aged 20-54 years	Total pop. aged 55+ years
Suvavou Village	900	457	443	356	420	124
Lami Village	939	453	487	382	458	100
TOTAL	1839	910	930	738	878	224

Source: GOF-FBS (2017)

189. **Suvavou Village.** The village has a total of 458 economically active people in the village, with 92 doing farming for subsistence purposes, 106 are unpaid workers or volunteers, while 4 are unemployed. In addition, 13 villagers are retired and three people in the village are functionally challenged. Moreover, a total of 773 villagers have attained at least some level of formal education with 138 completing up to primary school, 415 completing up to secondary school and 177 graduated with post-secondary qualifications including tertiary. There are 160 households in the village and the majority of them (86) are situated on iTaukei land under the traditional ownership of the “Mataqali” (landowning clan) and 55 homes occupying traditional village reserve and a further ten households are on iTaukei land but under informal arrangements. Additionally, seven homes are under registered leases from TLTB, and one household occupies land without any formal legal arrangement (Census, 2017).

190. **Lami Village..** A total of 354 residents are economically active with 333 currently employed, 58 undertaking subsistence farming, 16 engaging in unpaid activities and 21 unemployed. There are six people in the village who have at least one functional challenge. In addition, 817 residents had obtained some level of education with 144 completing up to primary school, 508 up to high school and 58 having formal post-secondary education. Moreover 74 villagers had tertiary qualifications. Lami village has a total of 174 households of the total, four residents on freehold land and two are located on state lease land. The majority (86) houses are on traditional village reserve situated within the village boundary and 53 homes are in traditional ownership (Census, 2017).

3.1.3 Access to services and utilities

191. **Housing and access to utilities.** The standard of living of the residents can also be measured by the condition of their housing, water supply, sanitation, and access to electricity and phone networks. During the initial surveys that were handed out to the participants in Suvavou Village for the Lami Bridge, it was noted that all of their households are connected to the Energy Fiji Limited (EFL) main grid line. Additionally, all surveyed households are connected to the Water Authority of Fiji’s main public reticulation line.

192. The majority of participants dispose of their solid waste in the council skip bin that is provided to them, while others use their waste for pigs’ food. For the Medraukutu Bridge, most of the households in the surveyed areas are connected to EFLs grid system. However, there

are a few homes that rely on solar, kerosene lamps, and candles as sources of light and energy.

193. With regards to water supply, almost all households are connected to WAFs public reticulation. However, one household did indicate that they use water from the Waica Creek. Most homes also dispose of their solid waste in the council supplied rubbish bin, or they burn it at home..
194. **Public services.** Due to its close proximity to Suva City, Suvavou and Lami Village, including the communities near the Medraukutu Bridge, have good access to public services. Local Public buses service the area many times a day. There is also the inter-city transport that stops in Lami Town. Additionally, Lami town also has a taxi station, a market and several supermarkets. The villagers of Navola usually travel by minivan and bus. Since the village is located along the coral coast and is quite far from urban areas, modes of transportation can vary depending on what is available at the time of day. Hitchhiking is also common along the coast.
195. **Education and health.** Communities in the Lami and Medraukutu areas have access to seven schools within the Lami area which include kindergartens, private and high schools. Due to its close proximity to the Greater Suva, children in this area can also access schools in the Greater Suva Area via public transportation and private transport.
196. There are four medical centres in Lami. The main hospital for the Central region is the Colonial War Memorial Hospital in Suva..

3.2 Socio-economic Information of Affected People

197. The following tables summarise the socio-economic information of the APs and AHs gathered from the socioeconomic survey (SES). In the table below affected households include business entities but it is made clear which AHs are businesses.

3.2.1 Medraukutu Bridge

198. There are eight AHs at Medraukutu Bridge. Five AHs are iTaukei, one is Rotuman and another is Indian Fijian. One respondent did not answer this question. Two AHs are headed by women. Four of the AHs do not have a lease for the land, but all AHs stated they owned the main structure.

Table 3.x: Socioeconomic information of affected households

Ethnicity	HH size	No. of females in HH	Type of land	Land use	Ownership of structure	Tenure of land
Rotuman	3	2	State	Residential	Own	No lease
iTaukei	3	2	State	Residential,	Own	No Lease
iTaukei	4	2	State	Residential,	Own	No Lease
iTaukei	6	3	State	Residential	Own	No Lease
iTaukei	8	3	State	Residential	Own	No lease
iTaukei	4	4	State	Residential	Own	No lease
I-taukei	9	6	State	Residential	Own	No Lease

Indo-Fijian	1	0	State	Residential	Own	No lease
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Source: CBRP Socio-economic Survey (2024)

199. On the western upstream approach side of the bridge there are informal settlers living within state foreshore/mangrove areas. Five households are likely to be temporarily affected during the construction phase due to their access and safety. There are three market stall structures within the road reserve that belong to three households, which will be required to be relocated. Business to the kava stall and cake sales, is also likely to be temporarily disrupted during construction. On the western approach on the downstream side, there are two affected households living residing within the Old Queens Road reserve and on the state foreshore mangrove area. The households are part of the Uduya squatter settlement. These affected households have lived there for more than 18 years. There is also a boat access point and makeshift jetty located on the southwest side operated by one of the AHs.
200. Six of the AHs (26 APs in total) are considered vulnerable: an elderly couple and their granddaughter; a person with disability living by themselves; a widow and her two children; two single parent households, and, an older couple one of whom is in a wheelchair and the other suffers from kidney disease.
201. Two of the AHs also use their property for commercial purposes; one as a bakery and one as a kava shop.
202. Primary occupations stated include driving, captaining boats, selling kava, selling baked goods, engineering and undertaking odd jobs. One respondent noted they were retired.
203. All of the AHs have reticulated water and electricity to their house.

3.2.2 Lami Bridge

204. There are 19 AHs at Lami including two households and 17 business entities. The Lami SES did not record any female heads of household, vulnerable households or households with members with disability or challenges. Of the households, one of the AHs owns a currently unoccupied house and another is a single-person household. One is retired and the other is self-employed. Both are iTaukei. Of the business entities most are Indian Fijian, one is recorded as a Solomon Islander and another is Chinese. There were four non-responses to this question.
205. Most of the AHs noted they lease the land with one AH stating they owned the land (iTaukei).

Table 3.x: Socio-economic information of AHs

Ethnicity	Land use	Tenure	Type of land
iTaukei	Residential	Own	iTaukei
iTaukei	Residential	Lease	Itaukei
Indo Fijian	Commercial	Lease	iTaukei
Indo Fijian	Commercial	Lease	Freehold
Indo Fijian	Commercial	Lease	Freehold

Ethnicity	Land use	Tenure	Type of land
iTaukei	Commercial	Lease	Freehold
Solomon Islands	Commercial	Lease	Freehold
Indo Fijian	Commercial	Lease	Freehold
Indo Fijian	Commercial	Lease	Freehold
Indo Fijian	Commercial	Lease	Freehold
Chinese	Commercial	Lease	Freehold
iTaukei	Commercial	Lease	Freehold
Indo Fijian	Commercial	Lease	Freehold
Indo Fijian	Commercial	Lease	Freehold
Indo Fijian	Commercial	Lease	Freehold
Indo Fijian	Commercial	Lease	Freehold
Indo Fijian	Commercial	Lease	Freehold
Indo Fijian	Commercial	Lease	Freehold
Indo Fijian	Commercial	Lease	Freehold
Indo Fijian	Commercial	Lease	State

Source: CBRP Socio-economic Survey (2024)

3.3 Gender Aspects

206. Women at the project sites indicated during the consultation that they do not expect the land acquisition process to have any negative impacts on them. It is important to ensure payment of compensation monies does not exacerbate existing gender inequalities, such payments will be provided to both men and women in communities.
207. Males in rural areas of Fiji tend to dominate membership of village-level organisations, apart from the churches, which support women's groups. While women confirm that men are considered to be household heads and clan leaders, women still exert considerable influence, and welcome the opportunity to have their voices heard with regards to local decisions and village-based project implementation. Women are mindful of the social risks that improved transport infrastructure may bring, such as, children staying out late at night due to improved accessibility to public transport, stairs and washing platform areas for teenagers to hang out at night and drink at, but overall it is generally considered that the bridge improvements are a positive development activity, where any risks can be managed by the village/community leaders.
208. The project's gender action plan (GAP) addresses the project's gender issues in detail. Though temporary, opportunities for women to sell food and refreshments to workers during the construction phase as a source of income was deemed as exciting.

4 Scope of Land Acquisition and Resettlement Impacts

209. This chapter provides a description of the project's anticipated permanent and temporary impacts on land and assets based on the initial inventory of losses (IOL). Compensation and rehabilitation measures have been worked out based on assessment of these impacts.

4.1 Methodology

210. The assessment of impacts was undertaken initially based on a desktop review of detailed design engineering reports and drawings. FRA provided topographical surveys that identified Fijian Land Information System property boundaries. The bridge designs were overlaid on these to identify the affected land parcels and impacted areas. Field visits of affected areas and consultations meetings were completed. This was initially through household surveys completed with the communities with the assistance of the Turaga-ni-Koro's at each village during the first round of consultation meetings in September and October 2021. The SES was completed with each identified AH in March 2024 in order to understand the land use of the affected areas, types of trees and crops planted within the affected areas by the affected persons/households, and socio-economic condition and livelihoods of those specifically affected.

211. An IOL was conducted by FRA in coordination with DOL who provided copies of relevant and related land sales for land in and around, each of the bridges. This allowed FRA to undertake a comparison of the sales to determine current market values against impacted areas during their valuation assessments. In addition, FRA conducted one-on-one interviews with the AP/AHs between March and April 2024 in order to obtain information on the affected land, structures, crops, trees and vegetation, (types, conditions, age, replacement costs and costs of improvements, if any. These site inspections and interviews marked the beginning of FRA's negotiations with the AP/AHs prior to finalising and signing of the sales and purchases agreements.

212. Temporary impacts on land will be created by need for access and areas required by the contractor, such as land for storage yards, laydown areas, disposal areas and the like.

213. For the foreshore areas, qoliqoli fishing rights waiver and payment of compensation have been identified as required by DOL and Ministry of Fisheries at both Medraukutu Bridge and Lami Bridge. A fisheries impact assessment (FIA) will be conducted to determine the impact and compensation required. FRA has been compiling the signatures of the registered customary qoliqoli owners which then needs to be ratified by the TLFC once the Roko Tui's have endorsed it. The identified compensation requirements will be included in the updated LARP, following completion of the FIA.

214. A detailed measurement survey (DMS) will be completed to confirm the site boundaries and that land acquisition and impacts are accurate. FRA have confirmed that the DMS will be completed following the preparation of sale and purchase agreements with APs. Once

completed, FRA will need to update and finalise the summary of losses for inclusion by FRA into the final LARP.

4.2 Land Acquisition Impacts and Temporary Effects

4.2.1 Households affected

215. Overall, ten households, 16 business entities, the Lami Town Council (LTC) and two qoliqoli are affected by LAR impacts at the Medraukutu and Lami bridge sites. Figures 4.1 and 4.2 present the areas impacted and a description of the impacts.

216. At Medraukutu there will be impacts on two lots leased to Victoria Marine, a lot leased by Fiji Ports Corporation, an area leased to FRA which includes three structures belonging to two AHs, one lot leased to General Machinery Group, one lot leased to and used as market stalls by three households. At Lami, three separate lots leased to RB Patel (Harbour Point), two lots leased to N Prakash Motors, and three lots leased to LTC (including Tikaram Park – see below) are affected.

217. Four AHs (two AHs at each bridge site) are impacted by land acquisition and four AHs (also two AHs at each bridge site) are impacted by loss of income generating assets. Eleven AHs (two at Medraukutu and nine at Lami) will experience marginal and/or temporary impacts, including need to relocate market stalls until after completion of works.

Table 4.1: Affected households by permanent and marginal LAR impacts

Bridge	Loss of land		Loss of income generating assets		Marginal impacts		Total ¹	
	No. of AHs	No. of APs	No. of AHs	No. of APs	No. of AHs	No. of APs	No. of AHs	No. of APs
Medraukutu	2	12	2	14	2	12	6	38
Lami	2	0	2		9	14	13	14
Total	4	12	4	14	11	26	19	52

Notes: ¹ The total number of AHs and APs includes those experiencing multiple impacts.

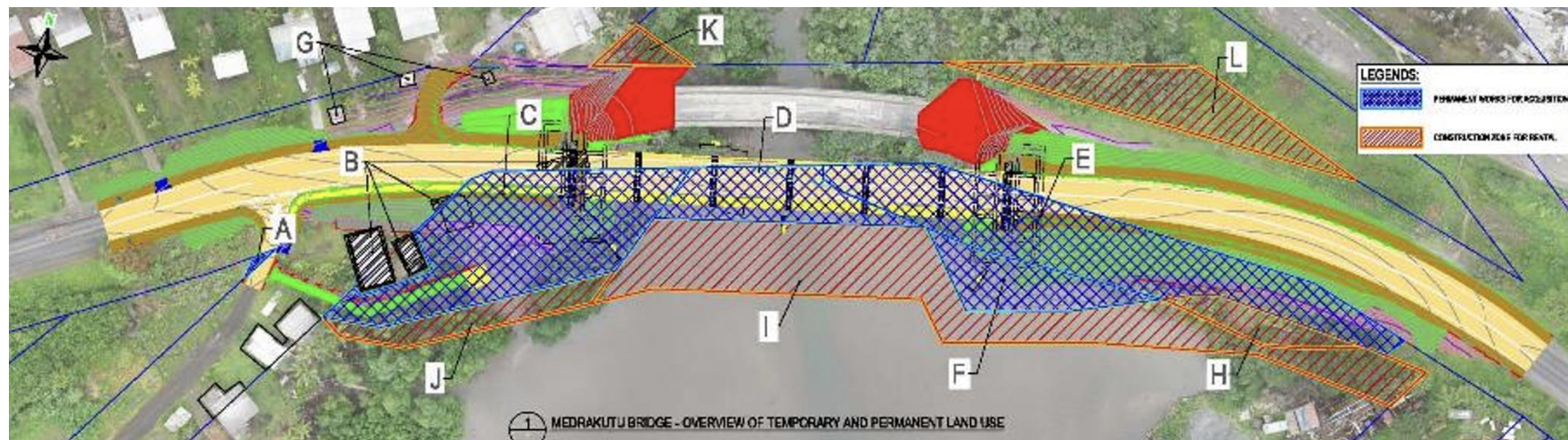
Source: CBRP IOL (2024)

4.2.2 Impacts on land

218. **Permanent impacts.** Together the two bridges impact iTaukei, state and freehold land. Only Lami Bridge creates permanent impacts on iTaukei land (258m²). Impacted state land includes 235m² of road reserve and 2,978m² of foreshore at Medraukutu and 3,738m² of foreshore at Lami (Table 4.2).

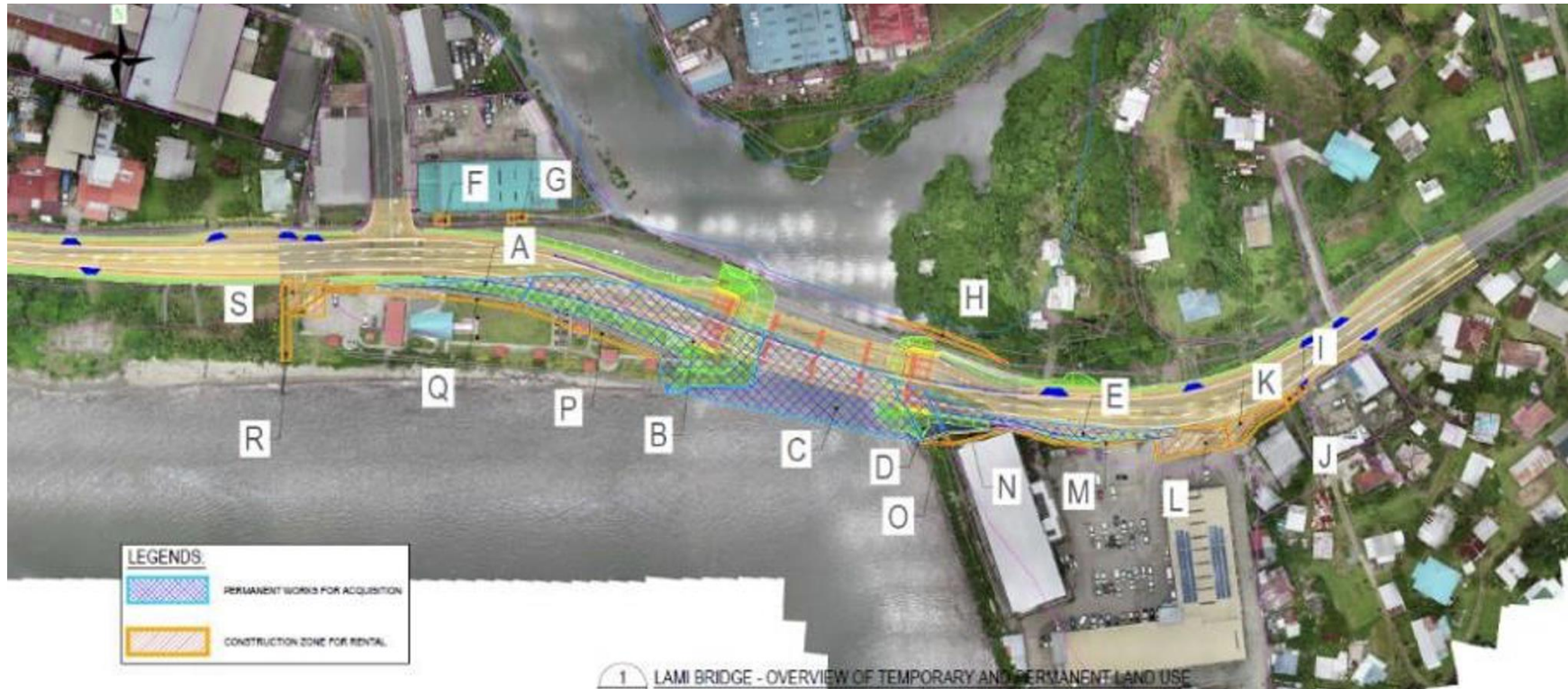
219. At Medraukutu Bridge land in four lots belonging to two AHs (comprising three APs and nine APs) will be permanently impacted. At Lami Bridge land in five lots belonging to two AHs being a business entity (RB Patel) and the LTC Tikaram Park (see also Section 4.2.4) are impacted by land acquisition (permanent impacts).

Figure 4.1: LAR impacts at Medraukutu Bridge



Ref	LAR impact	Land type	Land description	Area (m ²)	Comments
A	Acquisition	Freehold	Lot 1 DP 1884 CT7992	11.39	Vacant land and part of existing road carriageway
B	Acquisition	State	Road reserve / foreshore	235.28	Fiji Roads Authority old road/ provides access to houses + 3 structures (2 AHs)
C	Acquisition	State	Foreshore	1822.38	Victoria Marine holds foreshore development lease for five years
D	Acquisition	State	Foreshore	637.499	DOL Foreshore Unit
E	Acquisition	State	LOT 1 SO4411 (AN1137)	1892.17	Fiji Ports Corporation Ltd
F	Acquisition	State	Foreshore	518.756	DOL Foreshore Unit
G	Acquisition	State	Road reserve	12	2 market stalls and 1 kava stall (2m x2m each)
H	Temporary	State	LOT 1 SO4411 (AN1137)	264.38	Fiji Ports Corporation Ltd
I	Temporary	State	Foreshore	2474.96	DOL Foreshore Unit
J	Temporary	State	Foreshore	412.405	Victoria Marine hold a foreshore development lease for five years
K	Temporary	State	Foreshore	123.56	DOL Foreshore Unit
L	Temporary	State	LOT 1 SO 4410	876.78	General Machinery Group, subject to state lease being issued. Currently vacant land but propose to develop a conveyer system from Lami jetty.

Figure 4.2: LAR impacts at Lami Bridge



Ref.	LAR impact	Land type	Land description	Area (m ²)	Comment
A	Acquisition	iTaukei	Lot 10 S1102 NL10806	258.35	LTC – footpaths, buildings, concrete car-park
B	Acquisition	State	Un-surveyed	1928.87	DOL Foreshore Unit, LTC park land, volleyball court, play equipment
C	For Acquisition	State	Foreshore	1,600	DOL Foreshore Unit
D	For Acquisition	State	Foreshore	199.95	DOL Foreshore Unit
E	For Acquisition	Freehold	Lot 1 DP9672 CT39150	517.22	RB Patel Harbor Point – front yard area
F	For Rental	Native Land	Lot 8 S 1080 Sec 12	16.44	Prakash Motors Ltd - newly built commercial building. TLTB Ref 16/2053

Ref.	LAR impact	Land type	Land description	Area (m ²)	Comment
G	Temporary	iTaukei	Lot 9 S 1080 Sec 12	19.75	N Prakash Motors Ltd. Commercial building recently burnt down.
H	Temporary	State	Foreshore	81.46	DOL Foreshore Unit
I	Temporary	iTaukei	Lot 2 S984 (NL8970)	3.86	Shop owner
J	Temporary	iTaukei	NLC1007	18.25	Suvavou Village access
K	Temporary	iTaukei	Lot 1 S1320 (NLC1007)	159.68	Front yard of home, access to RB Harbor Point. Lease expired
L	Temporary	Freehold	Lot 1 DP9672 CT39150	240.87	RB Harbor Point
M	Temporary	Freehold	Lot 1 DP9672 CT39150	32.45	RB Harbor Point
N	Temporary	Freehold	Lot 1 DP9672 CT39150	83.97	RB Harbor Point
O	Temporary	State	Foreshore	21.5	DOL Foreshore Unit
P	Temporary	State	Foreshore	177.45	DOL Foreshore Unit
Q	Temporary	iTaukei	Lot 10 S1102 (NL10806)	164.36	LTC - Concrete footpaths/buildings/concrete car-park
R	Temporary	State	Foreshore	114.08	DOL Foreshore Unit
S	Temporary	State	Foreshore	135.07	DOL Foreshore Unit

220. **Temporary effects.** Temporary impacts include loss of use of land or loss/reduced access to land. At Medraukutu Bridge three AHs, being business entities and qoliqoli, are affected by temporary loss of land (three lots and 4,152m²).

221. At Lami Bridge some 1,269m² of land over nine lots is temporarily affected. This land belongs to one AH (comprising one AP), three business entities (RB Patel, Prakesh Motors and East Wind Supplies) and an area of the Tikaram Park owned by the LTC (see also Section 4.2.4).

Table 4.2: Area of land by type with permanent and temporary impacts

Bridge	iTaukei		Freehold		State		Total	
	m2	No. of lots	m2	No. of lots	m2	No. of lots	m2	No. of lots
<i>Permanent impacts</i>								
Medraukutu	0	0	11.39	1	5106.09	3	5117.48	4
Lami	258.35	1	517.22	1	3728.82	3	4504.39	5
Subtotal	258.35	1	528.61	2	8834.91	6	9621.87	9
<i>Temporary impacts</i>								
Medraukutu					4152.08	3	4152.08	3
Lami	382.34	5	357.29	1	529.56	3	1269.19	9
Subtotal	382.34	5	357.29	1	4,681.64	6	5421.27	12
Total	640.69	6	885.90	3	13,516.55	12	15,043.14	21

Source: CBRP IOL (2024)

4.2.3 Impacts on non-land assets

222. **Impacts on structures.** At Medraukutu Bridge primary structures including two houses (on two lots) belonging to two AHs (being AHs comprising three APs and nine APs) are impacted. The houses will require complete removal and therefore the households will need to be relocated.

223. Secondary structures affected at Medraukutu Bridge include three market stalls belonging to three AHs and located on one lot. The three AHs comprise a total of 14 APs (being AHs comprising five APs, three APs and six APs). At Lami Bridge there are three signboards affected, belonging to two business entities (ANZ and RB Patel) and the LTC and a kiosk belonging to a business entity on another lot.

224. **Impacts on income generating assets** At Medraukutu, while no impact from permanent loss of employment is anticipated, there will be economic displacement for three AHs, during bridge construction activities, they will experience temporary loss of business during the relocation of their stalls. It is also anticipated that there will be intermittent disruption to pedestrian/vehicular access for the cake business, kava business and vegetable stalls of three AHs.

225. At Lami, the LTC and one AH (a tenant) are expected to experience substantial loss of income generating assets. In addition, at the RB Patel Harbor Point, it is anticipated that 12 entities will experience substantial loss of income during the construction period. For the Hot Bread Kitchen, the supervisor noted that they expect to suffer a loss of income from their Harbor Point branch but that their customers will go to their Lami Town branch. The RB Patel

development (Harbour Point) will experience both acquisition and temporary impacts (on the Suva approach downstream side) affecting access to parking and the close proximity of works to the existing commercial buildings.

226. FRA is in the process of finalising a Business Impact Policy that will set out the process and procedures that FRA will follow to address any impacts on businesses due to roading projects. This Business Impact Policy will be finalised and disclosed to all APs prior to civil works commencing. As a minimum it will include the following:

- Access to all businesses, although it may be modified during and after construction, will be maintained at all times, except where it is unsafe to do so. In the event that access to a business must be shut, FRA will provide one week notice (seven (7) days) to the affected business.
- Where a business that is impacted is a roadside stall, it shall be relocated outside of the construction area for the duration of construction. Following construction, the roadside stall shall be reinstated to a safe space, in an area agreed with the AP.
- During construction, FRA will assist any affected businesses by providing appropriate signage indicating safe access directions to the business, with details on opening hours visible to public.
- The project GRM shall be disclosed to all affected businesses prior to works commencing.
- Additional in-kind support may be provided by FRA in agreement with the affected business proportionate to the impact. This may include assistance with development of social media campaigns, reinstatement of parking areas, cleaning of windows and premises affected by dust, and vouchers for contractors working nearby to use at affected businesses.

227. For this project, assumptions about potential loss of business and employment have been included in this LARP. The main assumption is that access to all businesses will be maintained so that any indirect losses during construction are expected to be minimal. A process for compensation will be included in the FRA Business Impact Policy, which will require businesses to provide proof of any losses through the provision of tax receipts over the period they are impacted compared to the preceding 12-month period. Entitlements for permanent and temporary loss of income, wages and/or employment for employees will need to be included in the entitlement matrix during the update and finalization of the LARP.

228. **Impacts on trees and crops.** At Medraukutu some 99m² of trees belonging to three AHs (comprising six APs, three APs, and one AP) and 85m² of crops (in one lot) belonging to three AHs and 15 APs (being AHs of eight APs, six APs, and one AP) will be removed.

229. At Lami Bridge an 404m² area of trees and shrubs over four lots will be affected, belonging to one AH (of one AP), a business entity (RB Patel) and the LTC. No crops are affected by the works at Lami Bridge.

230. Compensation for the affected crops and trees will be determined based on a detailed crop count, which will be conducted prior to any civil works. This process ensures that all affected parties are compensated fairly according to the actual number of trees and crops removed, rather than the area impacted.

4.2.4 Impacts on community assets

231. **Tikaram Park:** Project impacts on Tikaram Park include the permanent loss of land and various community and recreational assets, such as sports facilities, a café, shelters, parking spaces, and event spaces. Given the park's significant role in the community, mitigation efforts will be guided by a social survey assessing usage patterns, social values, user demographics, and other relevant factors. Based on these findings, options for relocating or reconstructing assets in nearby areas have been outlined. Earthworks at these alternative locations will ensure that the spaces meet the community's needs in a sustainable, fit-for-purpose manner.
232. **Compensation and Relocation:** FRA will provide compensation to the Lami Town Council (LTC) for the land loss, while also facilitating the relocation of critical facilities. This includes redistributing the volleyball court, children's play equipment, and other park assets across Johnny Singh Park and the designated Suvavou Village foreshore playground, with permission from Turaga na Tui-Suva. These options, and other options since considered suitable by the LTC and community members were discussed during LTC and Suvavou Village meetings. Discussions between FRA, DOL and LTC to determine the most practicable option have been ongoing.
233. **Alternative Land and Facility Arrangements:** To address park losses, options include:
- Expanding or enhancing other nearby public spaces to accommodate displaced activities, ensuring uninterrupted access to recreational facilities for community members.
 - Temporarily renting adjacent freehold land for the displaced volleyball court, children's play area, and other amenities during the anticipated five-year construction period.
 - Keeping unaffected sections of Tikaram Park open for continued public use, particularly the podium, carpark, and surrounding grounds, which are vital to the local community.
234. **Ongoing Stakeholder Consultation:** FRA, LTC, the Department of Lands (DOL), community members, and other stakeholders will continue consultations to finalize and implement the most feasible mitigation options, with community feedback informing the final mitigation and management plans.
235. The following action plan outlines each mitigation activity's timeline, all of which must be completed before any civil works begin on the Lami Bridge. This requirement is essential to ensure that replacement facilities are in place prior to construction, minimizing disruption to the community.

Table 4.3: Time bound Action Plan for Tikaram Park Mitigations

Activity	Description	Target Completion Date	Responsible Party	Notes
Social Survey	Conduct social survey to assess park usage, social values, and demographics	Dec 1 2024	FRA / Consultant	Results will inform relocation site selection and community needs assessment.
Stakeholder Consultation	Hold meetings with LTC, DOL, Suvavou Village, and key stakeholders to finalize mitigation options	Dec 5 2024	FRA / LTC	Engage community members to gather input on proposed options and incorporate feedback.
Site Assessment and Earthworks Planning	Assess alternative sites (Johnny Singh Park, Suvavou Village foreshore) for relocation suitability and plan earthworks	Dec 10 2024	FRA	Earthworks design to ensure new locations are sustainable and fit-for-purpose.
Relocation of Assets	Relocate volleyball court, children’s play equipment, and other assets to selected sites	Jan 5 2024	FRA / Contractor	Ensure facilities are operational before civil works commence.
Temporary Land Rental Agreements	Finalize temporary rental agreements for adjacent land to accommodate displaced park activities during construction	Jan 5 2024	LTC	Rental period estimated at five years to cover construction timeframe.
Completion of Replacement Facilities	Complete construction or installation of replacement facilities at new locations	Jan 15 2024	FRA / Contractor	Facilities must be ready for community use prior to any civil works on the Lami Bridge.
Final Community Review and Feedback Session	Conduct final review with community members to confirm readiness and address any concerns	Jan 18 2024	FRA / LTC	Final adjustments based on community feedback before initiating civil works.

236. **Qoliqoli impacts.** As shown in Table 4.3, at Medraukutu there will be impacts on two lots of qoliqoli areas including 4,233m² of area experiencing permanent impacts and 3,887m² of area experiencing temporary impacts. There will also be fisheries impacts at Lami Bridge with 3,782m² and 529m² (over three lots) of the qoliqoli area being affected on a permanent and temporary basis respectively.
237. For any impacts upon state foreshore and mangrove areas, foreshore qoliqoli fishing rights waiver and compensation (determined through the FIA process) are also required. Foreshore qoliqoli fishing rights waiver and compensation have been identified as being required by DOL and DOF at Medraukutu and Lami bridges. The DOF and TLFC will proceed to undertake a FIA at each site.
238. The FIA process requires FRA to obtain the registered customary resource owners signatures of the Yavusa Heads on the fishing rights waiver to be ratified by the TLFC to ratify. Once the waiver forms have been ratified, the DOF will be able to undertake the FIA and confirm the compensation value.
239. If agreed to by the customary resource owners, the compensation payment will then be made by FRA to the DOL who will forward it to the TLFC on behalf of the fishing rights users. The fishing rights users will then need to apply to TLFC to use the compensation money for various village projects by providing three quotations and a formal request. These village projects can include the purchasing of a boat or building of a village hall etc.

Table 4.4: Impacts on qoliqoli areas

Bridge	Permanent impacts		Temporary impacts		Total impacted area	
	m ²	No. of lots	m ²	No. of lots	m ²	No. of lots
Medraukutu	4,233.30	2	3,887.71	2	3,887.71	4
Lami	3,728.82	3	529.56	3	529.56	6
Total						

Source: CBRP IOL (2024)

4.2.5 Summary of impacts

240. There are 22 LAR impacts at Medraukutu Bridge affecting eight AHs (37 APs) and four business entities (including DOL and Fiji Ports). Impacts include loss of structures including total loss of two houses and partial loss of three market stalls, permanent loss of land (5,117m²) over four lots and temporary loss of use of land (4,152m²) over three lots, and loss of crops and trees (184m²). Refer to Table 4.4.

Table 4.5: Summary of LAR impacts at Medraukutu Bridge

Impact	No. of impacts on AHs	No. of APs	Area of land affected (m ²)	Area of structure affected (m ²)
Acquisition of land - state	5	NA	5,106.09	48
Acquisition of land - freehold	1	NA	11.39	49
Entire loss - house	2	12	2380.59	104.6
Partial loss - market stall	3	12	462.0	48.8
Loss of crops and trees	4	18	184.6	NA
Economic displacement	2	13	NA	462.0
Temporary loss of use of land	5	37	4,152.08	NA
Total	22	43	10,368.7	153.4

Source: CBRP IOL (2024)

241. In terms of LAR impacts, the proposed Lami Bridge and associated construction activities are situated on state, freehold, and iTaukei land. No dwellings need to be relocated or will be physically affected as a result of the temporary or permanent works. There are 23 AHs (including 21 business entities, two village councils and the LTC) impacted by the works at Lami Bridge.

242. Impacts include loss of structures including loss of buildings and structures (413m²) which includes loss of recreational facilities at Tikaram Park, permanent loss of land (4,504m²) over five lots and temporary loss of use of land (1,269m²) over nine lots, loss of trees (404m²) including from Tikaram Park), refer to Table 4.5.

Table 4.6: Summary of LAR impacts at Lami Bridge

Impact	No. of AH	Area of land affected (m ²)	Area of structure affected (m ²)
Acquisition of land - state	3	3,728.7	97
Acquisition of land - iTaukei lease	3	258.3	73.9
Acquisition of land - freehold	1	517.2	40.0
Entire loss - buildings/structures*	2	NA	413.6
Loss of crops and trees*	2	404	NA
Temporary loss of use of land	5	1,269.0	NA
Total	12	8,873.9	413.6

Note: * same AHs that are affected by acquisition of land (excluded from total)

Source: CBRP IOL (2024)

243. Further detail is provided in tables in Appendix C.

5 Entitlements, Assistance and Benefits

5.1 Establishment of the Cut-off Date

244. The cut-off date for entitlement eligibility will be the date the final census is completed, after which the entitlement matrix will be updated and included in the final LARP. FRA in coordination with community leaders and representatives from the DOL and TLTB will inform the affected parties, in advance of intent to acquire land and will respond to all compensation related inquiries.
245. **NEED TO NOTE WHEN CUT-OFF DATE IS.** The cut-off date for entitlement to compensation under the Fiji: Critical Bridges Resilience Project is set as **31st October 2024**. Any improvements or additions made within the project area after this date will not be eligible for compensation.

5.2 Entitlement Matrix

246. It is noted that AHs losing freehold and state lease land will be compensated through replacement market values and these valuation assessments have been carried out by FRA's lands acquisition team and their assessments are to be vetted by DOL's Valuation Unit. Freehold and state land to be acquired will not be replaced with alternate land unless it is available and agreed by all parties but must be completed prior to start of civil works.
247. AHs losing iTaukei land (Lami only) are to be compensated (at replacement value) via payment to the *mataqali/yavusa* to enable them to relocate to land within their own communally owned area. The reallocation of land among *Yavusa* members will be undertaken by *Yavusa* leaders/heads.
248. Table 5.1 summarizes eligibility and entitlements for the different impacts and losses at the bridge sites.

Table 5.1: Entitlement matrix

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
Loss of land	Acquisition - permanent loss	Owner of land	Compensation at market value including cost for re-registration of the remaining land plot (where applicable).
		Leaseholder	Compensation for the loss of the right to use the land plot at market value or granting the right to lease an equivalent land plot. Compensation at full replacement cost, or new lease for alternative land, at no cost to APs for relinquishing original lease and processing alternative lease
		Non-titled users	No compensation for land. Compensation for the removal structures will be provided at full replacement cost. Compensation for trees or crops to be removed, at replacement cost, as determined by detailed assessment. In-kind compensation may also be an option, depending on the preferences of the APs. The use of market rates for trees and crops will only be considered when they accurately reflect the replacement cost.
	Temporary loss	Owners or leaseholders	Lease / rental of land (to be paid by the contractor) as negotiated with landowners. All temporary use of land will be through written agreement with the landowner/leaseholder and land will be returned to the landowners after rehabilitation to original or better condition. Compensation (to be paid by the contractor) at full replacement cost for any permanent damages within land used for project, if not rehabilitated to original or better condition. FRA to provide clearance approval to contractor for all temporary leases and commercial agreements, with the condition that rehabilitation is carried out in accordance with the landowners' preferences and requirements. Guarantee of access to land and structures located on remaining land.
Loss of productive trees and/or crops	Income generating crops and productive trees	Owner(s) of crops or trees irrespective of legal status of land	Compensation at market cost as determined by the Ministry of Forestry for timber trees and the Ministry of Agriculture for crops or productive plants/trees. The public notice regarding cut-off date will also inform APs within the road right of way about the timeframe to harvest their resources. A three-month advance notice will be provided to allow sufficient time for harvesting activities. For any unharvested crops, compensation will be provided at market rate.
Loss of non-productive trees	Unproductive trees loss	Owner(s) of crops or trees irrespective of legal status of land	Compensation based on market value of the wood volume and type of tree
	Ornamental tree loss		Compensation at market value
Impacts on livelihoods (loss of access, relocation of market)	Temporary or permanent impacts on income generating	Owner of business/activity irrespective of legal status of land use.	In case of any unavoidable loss of access, APs will be provided compensation for their losses at replacement/market cost.

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
stalls, construction causing inconvenience etc)	activities (market stalls, production and sale of goods etc)		<p>For APs whose business income is temporarily lost due to the project, a disruption allowance will be given based on the temporary projected business income lost.</p> <p>For structures requiring to be relocated outside of the area, relocation costs will be paid to the landowners or the relocation will be undertaken by the contractor outside of the construction zones. i.e. market stall within road reserve)</p> <p>For undocumented business incomes, FRA will make an assessment of the income based on best available information (for example verifiable business expenses and consultations) and in consultation with the affected persons, but estimated amounts are to be not less than the minimum wage for affected persons.</p>
Loss of house (residential building)	Full and permanent loss	Owner of structure with legal rights to land	<p>Compensation at replacement cost for land and structures free of depreciation and value of any salvaged materials; and</p> <p>(i) assistance for site preparation such as levelling, and drainage</p> <p>(ii) Shifting allowance for relocating household. The shifting/relocation allowance will be agreed between FRA and the AH on a case-by case basis. The shifting allowance will be adequate to cover dismantling of the structure; transport of structure/housing materials salvaged and all household effects.</p> <p>(iii) costs of temporary accommodation, if required, while the structure is being re-built.</p> <p>(iv) cash assistance for utility connection.</p> <p>(v) cash assistance for permitting costs such as building permit, land/house registration, etc.</p> <p>(vi) assistance in locating suitable alternative housing.</p> <p>(vii) for those not eligible for compensation for affected land sufficient to purchase alternative land and without suitable alternative land available, cash assistance to purchase a residential plot of land with adequate access OR provision of residential plot with adequate access with secure tenure acceptable to the AP's, OR arrangement of a long-term lease of a residential plot with secure tenure acceptable to the AP.</p>
		Owner of the structure without legal rights to land:	<p>Compensation at replacement cost for structures and improvements free of depreciation and value of any salvaged materials, and</p> <p>(i) Provision of security of tenure at a suitable alternative location, if they do not have suitable alternative land.</p> <p>(ii) Assistance for site preparation such as levelling and drainage.</p>

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
			<p>(iii) Shifting allowance for relocating household. The shifting/relocation allowance will be agreed between FRA and the AH on a case-by-case basis. It will cover dismantling of the structure, transportation of housing materials salvaged, and all household effects.</p> <p>(iv) Costs of alternative accommodation, if required, while the structure is being re-built.</p> <p>(v) Cash assistance for utility connection.</p> <p>(vi) Cash assistance for permitting costs such as building permits, land/house registration, etc.</p> <p>(vii) Assistance in locating suitable alternative housing.</p>
	Temporary loss	Owner of structure irrespective of legal status of land	Provision of transitional assistance, will include transportation of goods/construction materials utility connection costs, payment of utility service fees, and costs for temporary alternative accommodation
	Partial loss (where residual portion is structurally viable and usable)	Owner of structure irrespective of legal status of land	For partially affected structures, where the residual portion is structurally viable and usable, compensation will be provided for the affected portion at replacement cost, along with compensation to repair the residual structure to original standard, free of depreciation and salvaged materials + transaction costs.
Loss of non-residential buildings	All AHs regardless of their legal status	Owner of structure irrespective of legal status of land	Compensation at replacement cost free of depreciation and salvaged materials + transaction costs
	Temporary or partial impact	Owner of structure irrespective of legal status of land	Restoration / rehabilitation of lost structures / assets in coordination with the municipality / authorized state agency, without deductions for any materials salvaged. Assistance with dismantling and reconstructing non-land assets.
Impacts or disruption to business)	Permanent business loss	Owner of business irrespective of legal status of land	<p>Compensation for lost income equal to one year income, if the loss is permanent and:</p> <ul style="list-style-type: none"> (i) Cash compensation for affected business assets (ii) Cash assistance for transportation costs of stock and business equipment (i) For businesses renting space or using public land: Assistance from FRA and village council to identify suitable replacement site to rent plus rental assistance for a period of 6 months. (ii) For displaced roadside stalls: Cash assistance to relocate stalls to an alternative agreed site; or Assistance from FRA and village council to identify suitable replacement site.

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
	Temporarily affected business		<p>Compensation for lost income for the period of disruption</p> <p>- If anticipated period of stoppage is significant (6 months or more) the following will be provided:</p> <p>+ For businesses operating from light structures: (i) assistance to identify alternative operating site; (ii) site renting costs (if applicable) for period of temporary relocation; (iii) shifting allowance adequate to cover dismantling of the structure, transport of structure materials salvaged and all commercial goods, and repair and reconstruction costs (or in-kind assistance), including additional materials as needed.</p> <p>+ For businesses operating from solid structures: (i) assistance to identify alternative temporary premises; (ii) rental assistance for alternative premises; (iii) transportation allowance to move business goods and equipment.</p> <p>Compensation at replacement cost free of depreciation and salvaged materials for affected structures and business assets plus and assistance in locating suitable alternative commercial building during the temporary use of the land and during reconstruction of the structure following completion of the temporary use.</p> <p>-</p> <p>For businesses claiming reduced business income due to project works but that are not displaced (e.g. restricted access) they will be assessed through the GRM and be reasonably compensated and/or assisted (in-kind or other) in a manner aimed at offsetting the loss of income.</p>
Loss of employment	Permanent loss of employment	Contracted workers and unofficial employees	<p>Indemnity for lost wages for four months of verified salary (formal employees) or three months of minimum national salary (informal employees.)</p> <p>Compensation directly disbursed to APs.</p>
	Temporary loss of employment	Contracted workers and unofficial employees	<p>For officially registered employees - compensation for loss of employment (employment) in the amount of wages for up to four months, For</p>

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
			unemployed employees - compensation for loss of employment (employment) in the amount of the minimum national salary for up to three months. Compensation is paid directly to persons who lost their jobs.
Allowances for severe Impacts	Severe impacts on farming incomes and relocation of housing	AHs experiencing 10% or more loss of productive land AHs required to permanently relocate, including informal settlers ('squatters')	(i) For severe loss of productive land (loss of 10% or more): One additional crop compensation covering one year yield for AHs affected by severe agricultural income losses. (ii) For relocation of housing: A rehabilitation allowance of six months at minimum national salary for relocated AHs.
Loss of Mangroves	Permanent loss	All registered affected Qoliqoli users as determined by FIA and all AHs and local community members that rely on the mangroves for their livelihood	FRA to work with DOL and MOFF to implement mangrove replanting programmes which stipulates that for every mangrove that is removed, ten more mangroves are planted.
Any impacts on vulnerable APs		AHs below poverty line/headed by women/elderly people or receiving the government social benefits.	In addition to any other entitlement the following shall apply where applicable: <ul style="list-style-type: none"> If vulnerable AP households experience relocation or livelihood impacts, cash assistance equivalent to two months minimum wage per household
Unforeseen LAR impacts, if any	Any person affected by land acquisition, land clearance, and restricted access not covered elsewhere:	Any AHs	Entitlement for any unforeseen impacts affecting person or households that are not covered under the existing entitlements will be addressed on case-by-case basis, in accordance with the ESS5, SPS and applicable laws of Fiji. To be agreed to in advance by ADB and WB. The GRC may propose new forms of entitlements for any unanticipated impacts, which are to be agreed in advance with the FRA, ADB, and WB.

5.3 Other Project Benefits

249. There are a number of other benefits that local communities and APs may be able to leverage as a result of this Project as the Contractor shall demonstrate within their bidding responses how they will use local personal, resources, and businesses during the construction period. These could include:

- There will be opportunities to provide a range of goods and services, e.g. catering or supply of materials to outside bridge construction workers that will enhance the local economy because such workers will generally have greater purchasing power than local villagers not in paid work.
- Improvements to overall crossing design, and changes to bridge approach alignments will improve road safety standards and render non-motorised users' safer than hitherto has been possible.

6 Consultation, Information Disclosure and Grievance Redress

250. The purpose of consultation is to ensure that the project stakeholders are well informed and given the opportunity to be consulted and engaged. Consultation has been undertaken in accordance with the stakeholder engagement plan (SEP) developed for the project which follows the requirements of Fijian laws and the ESF-ESS10.

6.1 Approach to the Consultations

251. Consultation has followed an inclusive and meaningful process in order to inform the design and decision-making. It has encouraged support and understanding for the project through timely and accurate dissemination of information. While different parties have inputs at different stages, it is the FRA which has overall responsibility for consultation and participation of stakeholders, particularly the affected persons, throughout the project.

252. Stakeholder engagement is being undertaken over several rounds including public and community meetings and more focused discussions with directly affected people. The purpose of the consultation was to provide stakeholders with project information, including options for pre-feasibility alignments for temporary bridge options, replacement of existing bridge and/or new bridge alignment options, the potential positive and possible negative impacts, and future land acquisition and resettlement processes, and receive feedback and suggestions on the foregoing.

253. The stakeholders identified and consulted during preparation of the project to date include:

- Communities affected by the project, directly and indirectly, including customary landowners and leaseholders of land at each of the subproject bridge sites whose land may be acquired or temporarily used (rented or leased) as part of the works.
- National and local government stakeholders including FRA, local council, provincial offices, DOL, Department of Fisheries, and TLTB
- Civil society groups including local businesses
- Transport users, including pedestrians and schools that may require access across the waterways, and
- Service providers, such as FSC, WAF, EFL, and TFL.

254. Consultations were conducted at all ten bridges initially prioritized during September and October 2021, in total there were 303 attendees at the first consultations, of which there were 127 female participants (41%). The second round of consultation was undertaken in January – March 2024. The total number of people attending the second round of public consultation meetings is 334 which comprised 31% female participants.

255. The results of the general consultations have also been documented in the ESIA's. The information presented here pertains to the LAR-related discussions and meetings.

6.1.1 Consultation process adopted

256. A stakeholder engagement plan (SEP) has been prepared for the project and this will be updated by FRA-PMU early in implementation. The civil works contractor(s) will also address how they will implement the relevant (construction level) activities in their construction ESMP (CESMP). The key parties involved in facilitating and managing the participation, consultation and disclosure for the land acquisition, resettlement, and compensation process are set out below. The FRA have overall responsibility for consultation and participation of stakeholders, particularly the affected persons. A designated FRA staff will facilitate community liaison activities during implementation.

257. The activities required to ensure full and meaningful consultation on the LAR matters will include the following:

- FRA lands team receive instruction from CEO / GM: Capital Maintenance via email or letter with drawings illustrating areas impact
- FRA lands team request design and technical team to verify that the AP(s) is the legal owner through title searches and confirmation with DOL and TLTB
- Preparation of site-specific acquisition diagrams of the affected or land-take area
- FRA initiate consultation and serve the Notice of Intention to Acquire based on the design land acquisition plans
- For iTaukei reserve land/lease land, consent of the customary landowners will be required with the assistance of the Turaga ni Koros and the Rokos whereby at least 60% of the names/signatories registered in the Vola Ni Kawabula register will need to be obtained by FRA
- FRA undertake analysis of similar recent market sales near the subject area in consultation with DOL and determine compensation based on impact from information provided by the APs through IOL interviews and site visits by FRA
- FRA land analysis and compensation assessment is submitted to Chief Valuer within the Valuation Section of MLMR for vetting and approval
- On approval by MLMR, FRA draw up Sales and Purchases Agreement and undertake negotiations with the legal owner(s)
- FRA will dispatch the Sales and Purchases Agreement to the legal owner(s) of the land to sign in front of a Commissioner of Oath
- If it is iTaukei land then TLTB Board of Trustees will also sign before the acquiring authority, with DOL to endorse.
- Upon receipt of the signed Sales and Purchase Agreement, FRA shall make a 100% payment of the agreed compensation to the legal owner(s) before works commence.
- Following payment, FRA shall undertake detailed measurement surveys prior to and on completion of the project to determine whether any adjustment of land compensation is required
- FRA shall confirm with DOL the preparation of land transfer, lease surrender, or freehold dedication documents and registration of titles, and

- For any land that will be vested as road reserve, FRA shall surrender the acquired area to the state via DOL.

258. The safeguards specialists at FRA, supported by the CSC, will ensure that consultation occurs as planned, and that information is disclosed in a timely way. They will be responsible for preparing an information brochure and disseminating it widely to affected communities and local authorities.

259. The DOL Valuation Division works with FRA land officers in (a) village consultation meetings; (b) all initial valuations; (c) identification of freehold owners and leaseholders and (d) negotiations with landowners for purchase of land. Their role is an important one in terms of informing APs/DPs of the value of their assets.

260. The TLTB (through the various Provincial Councils) which represents and negotiates on behalf of the mataqali/yavusa landowners, will sign agreements on their behalf and is responsible for securing the consent of mataqali/yavusa members prior to making such agreements.

261. The Provincial Council and the District Officers/Advisory Councillors facilitates discussions around land acquisition, between the project's safeguard specialists and communities.

6.1.2 Participation of women

262. To ensure the participation of women during the community consultation meetings undertaken as part of the Project, the project team undertook a number of tasks and activities.

263. During requests for the confirmation of meeting dates with the respective Roko Tuis for the areas and the Turaga ni Koros for each of the villages, the project team explained that there was a requirement equal participation from women from the community to be present at the meetings.

264. Upon arrival at the community meeting venues, the project team emphasized the importance of having 50% of women in attendance and the Turaga ni Koro proceeded to go and make announcements and calls for the women to come and attend the meetings.

265. Refreshments were provided by FRA to ensure that the women would be able to attend the meeting and not feel obliged to provide the refreshments and thus being occupied in the kitchen during the meeting. However, in some of the meetings, the Turaga ni Koros or the Chiefs had the women prepare additional meals/refreshments, which kept the women occupied. In these instances, a women representative would attend the meeting and then share the information with the women who were in the kitchen after the meeting.

266. Where there was a low representation of women at the meetings, the project team would leave the presentation handouts with the women representative or the Turaga ni Koro to be shared with the rest of the women in the village at their next women's group meeting. If they had any further issues or concerns, they were advised to call the project team or let the Turaga ni Koro know to advise the project team of their issues of concerns.

267. The project team members were very conscious of engaging and ensuring participation of the women in attendance so that their issues, concerns, and comments were documented and addressed. The presentation leader was mindful of their inclusion and attempted to create safe spaces for discussion as well as encouraged them to speak up.

268. For example, while most women tended to sit at the back, the project team would allow space for them to have their small discussions during the refreshment times before directly asking the women for their further inputs. Alternatively, the project team would sit with the women after the meeting to further discuss and learn if the women had understood the drawings and the information on the presentations. After these targeted engagements, most women appreciated the information and expressed their happiness and gratitude for being included and informed.
269. It was noted by the project team that several of the issues that were originally raised in the first meeting by women regarding concerns such as washing platforms, children pedestrian safety, and bus shelter provisions were followed up by other male community members in the second consultation meeting to ensure that they had been addressed.
270. Women who were present also expressed their concerns about unemployment in the village for their men and youth and asked if there would be any employment opportunities with the contractors to which they were advised to work with the Turaga ni Koro to put a list together of the men and women available to work with the names, skills and contact details. This list could then be shared with the contractor on their visit to the site, prior to mobilization of works. The women in the villages were also advised of the opportunity for them to prepare and sell food, drinks and/or other refreshments to the contractors and construction workers. This opportunity for business by the women was well received in most villages and created an excitement amongst the women for the Project.
271. Moreover, women were encouraged to assist with monitoring the contractor during the project and informed that, through the FRA GRM, if they observed any issues or concerns—particularly with regards to safety and the environment—they were to report the issue to the Turaga ni Koro or call 5720 to log their complaint.

6.2 Activities Disseminating Project LAR Information

272. The consultation and disclosure with project stakeholders including APs are:
- Key informant interviews/community meetings with community leaders and government staff (such as Turaga ni Koros, Turaga ni Yavusas, council officials, provincial officers and church /community leaders) and informal discussions with passers-by and road users near the bridge in the first round of consultations.
 - Second round of public community consultation meetings in which the community was advised on the detailed design bridge alignment and encouraged to express their comments and concerns on this bridge design.
 - To further encourage participation in the community meetings, public notices were put out in the Fiji Times and Fiji Sun newspapers, the public notice was announced on the radio in English, iTaukei, and Hindi, and emails and text messages were sent out to APs to provide notice of the consultation meetings and confirm attendance.
 - One-to-one household interviews with the APs to obtain socioeconomic data was conducted by Safeguards Team, FRA's land acquisition team and Valuation Unit from the MLMR team during the second round of consultations.

273. Consultation with DOL, TLFC and Ministry of Fisheries on the potential impacts to qoliqoli fishing rights users. It has been confirmed that Lami and Medraukutu Bridges require a FIA. FRA are in the process of obtaining the consent signatories of the registered customary Qoliqoli Fishing Rights Users on the fishing rights waiver form, upon which the signed waiver form will be submitted to the TLFC by DOL. Once the Qoliqoli signed waiver forms have been endorsed by TLFC then the MOF will issue their fees for undertaken the FIA accordingly. Once the FIA report has been completed and issued to DOL with the compensation values determined, another round of consultations by FRA and DOL will be undertaken to present the compensation values back to the qoliqoli and if they are happy with the compensation value, payment will be made by FRA to DOL, who will then pay it to TLFC who will administer the money on behalf of the Qoliqoli Resource Users. If the Qoliqoli resource users are not happy with the compensation value, then there will be room for negotiation and agreement with Department of Fisheries, DOL and FRA before the final amount of compensation is agreed.

6.3 Results of Consultation

274. A variety of consultation and participation mechanisms have been used to prepare this LARP. The overarching purpose of consultation has been to ensure that the stakeholders of this project are well informed and given the appropriate opportunity to be consulted and engaged. The consultation has followed an inclusive and meaningful process in order to inform the design and decision-making. It has encouraged support and understanding for the Project through timely and accurate dissemination of information, enabling safety and respect throughout the project by complying the requirements of the country ESM framework and ESF and following local customs.

275. In general, stakeholder engagement for the bridges has occurred in two key rounds for all bridges. In addition, site specific consultation with affected stakeholders has been undertaken for each bridge as part of both the design and LARP processes over the course of the project. The site specific consultation included affected person/household socioeconomic surveys and an IOL, where applicable.

276. An IOL has been undertaken by the FRA safeguards team to assess the impacts of the bridges on all fixed assets (i.e. land used for residence, commerce, agriculture, including ponds; dwelling units; stalls and shops; secondary structures, such as fences, tombs, wells; trees with commercial value; etc.) and sources of income and livelihood to determine the impact. This information has enabled the impact assessment on APs to be undertaken, including the severity of impact to the affected assets and the livelihood and productive capacity of APs has been outlined in the LARP. and appropriate mitigation, which is set out in the LARP documents for the three contract packages.

277. At each meeting the subproject (bridge reconstruction) was discussed and questions were targeted at identifying any particular values and uses of the sites and to gain an understanding of the surrounding land uses and economic and social environment. This process enabled the information collected to be considered in the design of the bridge.

278. Between the first round of consultation and conclusion of detailed designs, the project's safeguards team, along with representatives from FRA, the bridge design team, DOL, TLTB, and local government, engaged via in-person meetings, emails, phone calls, and letters, with multiple potentially affected landowners.

279. Following the completion of the detailed designs for each bridge, a second round of consultation occurred with affected persons and the communities located in close proximity of each bridge subproject. The purpose of the second round of consultation was to provide an update to the stakeholders regarding the project, summary of site investigations and data gathered, and present finalised detailed design considerations and analysis, for further feedback and concerns. During this consultation the engagement team described how comments raised during the first round of consultation were considered during design and a discussion on impacts and mitigation measures was held.

280. This section sets out the main issues, concerns and observations raised during the consultations for the two bridges and a summary of the overall consultation results and responses. Summaries of the concerns and issues raised and the responses from FRA are presented in Appendix 4.

6.3.1 Medraukutu Bridge

281. The first public meeting was held on 05-Oct-21 at the Waiqanake Village Hall. There were a total of 21 people, of which women accounted for 23%. The presentation included a detailed introduction to the project, the grievance redress mechanism process, project timeframes, and contact details. Once the presentation concluded the meeting was opened for discussion. The main issues raised by the community were as follows:

- Request that the bridge name should be changed to Medramata (as that the community's name for the bridge)
- Query regarding relocation and who would be responsible for facilitating this relocation
- Request for employment opportunities for local community members during the construction phase
- Query regarding the protection of the mangroves and marine life during the short term (construction phase) and long term
- Concern for impacts to the other current developments for that area including
 - Cruz Holding-New barge landing
 - Swire Shipping-Delivery/offload of Clinker to the nearby cement factory
 - Castle Properties-Development at Draunibota Island
 - Victoria Marine-Lease of Mangrove next to bridge
- Query regarding the forecasted traffic flow after construction
- FRA to be aware of the Vanua Navakavu's Blue Economic Zone and the Navakavu Strategic Plan 2018-2022 in terms of future development of their qoliqoli area and iTaukei land.

282. A second public meeting was held on 23-Jan-24 at the Waiqanake Village Hall. There were a total of 41 people, of which women accounted for 22%. An update on the project was provided to the community members and relevant stakeholders in attendance. The main issues raised by the community were as follows:

- Villages around the area of Waiqanake face water problems. The WAF representative explained that WAF is currently working on plans to get water to the village and neighbouring communities
- A qoliqoli owner of Navakavu asked a question about compensation for damages to their foreshore, and wanted FRA to note that an area of land currently being developed has been given to Victoria Marine by the landowners. It was also noted that Victoria Marine and FRA have been in talks and they are willing to give up the leased land for FRA development
- Victoria Marine has already undertaken to relocate two affected households under their fishing rights waiver agreement for the five-year development lease. Victoria Marine asked FRA to confirm if FRA have offered the two affected households' compensation. This needs to be resolved to facilitate relocation of Victoria Marine and compensation for the two affected households
- It was queried why the new bridge alignment was not on the existing alignment. To which Beca on behalf of FRA responded that there would be no alternative bridge or road for traffic if it the existing alignment was used.

283. The community requested that FRA carefully check the geometry of the proposed final design. The community is represented by a qualified engineer who questioned whether the design fully takes into account traffic safety or adequate road geometry because the design appears to still be on a bend and therefore does not improve the current alignment.

6.3.2 Lami Bridge

284. A public consultation meeting was held on 05 Oct-21 at the Lami Police Station Bure. There were a total of 25 people, of which females accounted for 28%. During the initial community engagement the people from surrounding villages stated that they fish and catch crabs in the project area, including within the adjacent mangroves. The community also use the area to moor their boats, and require continued access to the sea under the bridge.

285. The community noted their concerns with the existing footpath, which they consider is narrow and dangerous and has resulted in injuries in the past. As a result, the community has requested a wider footpath across the bridge. The design addressed this concern by including a 2.0m wide footpath on both sides of the new bridge alignment. Due to speeding vehicles through Suvavou Village, the community has requested if speed bumps can be established in this location to improve safety. FRA is requested to consider whether this is to be included in the design.

286. An issue was raised about the existing stormwater runoff along this road corridor, particularly near the Harbour Point commercial complex entrance, which currently results in pooling of water during heavy rainfall events. The design of the stormwater infrastructure to support the new alignment of the bridge and road will address runoff from the new bridge and road alignment.

287. However, this may not address the concerns of flooding raised by the community and FRA should consider if anything further can be done in this area to resolve this issue if the design does not rectify the wider flooding issues along this corridor.

288. A community member noted that during heavy rainfall events, debris washed downstream gets stuck at the bridge, which results in flooding of upstream settlements. The community

also raised a concern that the river upstream of the bridge around the industrial area was shallow. Therefore, they requested the river be dredged as there was a build-up of sediment in the river caused by erosion upstream along the riverbanks. As has previously been stated by FRA with similar requests, dredging is not included as part of the project's works.

289. During consultation, the LTC and community noted Tikaram Park is used daily by the community for recreation and social gatherings. While the LTC confirmed they fully supported the proposed bridge replacement, they are concerned about access and the loss of park land. At a meeting on Tuesday 31-Oct-23, the LTC confirmed that they will consider the potential impacts of the 4-lane alignment by undertaking a review of current uses and how these may continue within the reduced park area.

290. A second public consultation meeting was held Thursday 28-Mar-24 at the Suvavou Village Hall. There was a total of 32 people, of which women accounted for 19%. While the project team had provided refreshments for the consultation meeting the Tui Suva requested food to be prepared for the meeting as well, which contributed to the lower participation of women during the meeting. However, a women's representative was present during the meeting who indicated that she would inform the women who were unable to attend.

291. An update on the project was provided to the community members and relevant stakeholders in attendance including a background of the project, description of the process and progress to date, the grievance redress mechanism process, the land acquisition process, project timeframes, and contact details. Five options were initially considered during the pre-feasibility stage. FRA requested BICL design a 4-lane bridge replacement option to futureproof 4-laning of the Suva to Lami Road corridor. The 4-lane bridge will be constructed in two stages. The preferred bridge alignment will be constructed on the downstream side of the existing bridge which will cut through the Tikaram Park on the Lami Town side and also parts of the RB Patel lot on the Suva side. Traffic will continue on the existing bridge during construction of the new bridge. Once the presentation concluded the meeting was opened for a discussion session.

292. As noted in Section 4, in respect of Tikaram Park, subsequent discussions between LTC, FRA, community members and park users have been held. In August 2024 FRA reported that an arrangement has been agreed as follows:

- FRA will pay compensation to the LTC for the land to be lost from Tikaram Park
- The Park will be reconfigured and rationalized, at its existing location, to accommodate the smaller area available for recreation and other uses, and
- As compensation for the facilities lost (volleyball court, bure, children's play equipment) at Tikaram Park, FRA will pay for play equipment and other facilities at two other parks in Lami Town.

293. Concerns were raised regarding the loss of boat access for the boat users during the bridge construction as approximately 5-6 villages/settlements from upstream dock their boats under the bridge and/or go out to sea from the opening at the bridge. The project team confirmed that there will be allocations for areas downstream for boats to moor and questioned where the boats currently dock and if it would be a good option to dock downstream if the boats do not have access to go upstream during bridge construction. A village member stated that for dwellers downstream it would be ok but for those who live further inland and use the boats to travel to their villages/settlements it would be too far for them to walk in from the bridge.

294. A village member asked about compensation if the house close the road in Tamavua-i-wai and Lami had to be relocated. The project team explained the determining factors for relocation and compensation. The project team also advised that there would be a Fisheries Impact Assessment that would assess the level of compensation for the acquisition required for the new bridge.
295. A discussion was had regarding the option for relocating the Volleyball court to behind the RB Patel carpark including the benefits such as usage and safety, as well as concerns about public access. The Tui Suva suggested that 2-3 courts be built to cater for both Lami and Suvavou youths
296. A Lami village member enquired about the total permanent acquisition and temporary land rental and corresponding compensation. He asked if the area to be acquired for the park and sports area could be shifted to the foreshore area. The project team stated that valuation is currently being carried out by FRA for the areas and they do not have any valuation numbers of the approximate areas at present.
297. The project team explained that LTC has been advised by DOL that they had a foreshore development lease for 17ha which can provide for the reclamation of additional park area within the foreshore area. However, their foreshore lease has expired and LTC has to go through the process of renewal.
298. A village member (Lami) questioned the design, type of materials used, strength and durability of the bridge. He also questioned the weight limit of the new bridge and the safety of the community members. The project team bridge engineer stated that the weight limits across the current bridge will be removed and added that the design loading for the new bridge is the same as for motorways in New Zealand. He further added that there will be no restrictions on the use except for one off enormous loads (like the EFL generators) as it is not feasible to design every bridge to take that loading. The community were advised that the bridge was being designed to last 100 years and the maximum load of 48 tonnes.
299. A community member present stated that they had a quarry in the area that had all materials and rocks certified as compliance for size and strength and if FRA or the contractors were looking for rock and aggregate materials, the name of their quarry was known as Quantum Quarry. This was noted by the design team and FRA.

6.4 Information Disclosure

300. All due diligence documents are subject to disclosure, and therefore will be made available to the public. Following clearance of project documents, these will be made available through FRA's offices and on ADB and WB websites.
301. Project documents will be disclosed as per national requirements, ESS10, and the ADB and WB public communication policies; *Access to Information Policy (2018)* of ADB and *Access to Information Policy (2015)* of the WB. The draft ESIA and LARP will be made available to stakeholders, including affected persons, and the wider community as part of information disclosure. During project implementation, each contractor will provide a site office through which people will be able to get more information about the nature and timing of works. The contractor is also required to communicate to the public, through meetings, information brochures or flyers, and notice boards will provide information in English and Fijian languages.

302. The contractor(s) will also be required to implement the relevant aspects of the grievance redress mechanism (GRM), which is explained in more detail in Section 6.5.

6.4.1 LARP disclosure

303. The salient features of the draft LARP have been disclosed to APs and stakeholders during public consultation and will be disclosed again by FRA during the signing of the Sales & Purchases Agreement with APs for land acquisition, and an information booklet will be available in English and Fijian, summarizing the entitlements and other relevant information.

304. The LARP will be uploaded to the FRA, ADB and WB websites upon submission by the FRA of an agreed LARP. A summary of the LARP (translated in English, iTaukei and Hindi) will be prepared and distributed to Provincial Council, District Office, DOL and TLTB. The FRA, the Provincial Council, District Office, Department of Lands and the TLTB will continue to consult and engage with landowners and tenants prior to and throughout project implementation in compliance with policies of ADB and WB. Both policies require of clear, timely, and appropriate disclosure, contains principles and exceptions to information sharing with external stakeholders. Formal consultation with APs will take place throughout implementation.

305. The cut-off date for entitlement eligibility for compensation and assistance under the project is the 31st of October 2024 for all affected land and assets of individuals/households within the project's area and the socio-economic survey of all affected households is completed by FRA. The cut-off-date will be announced publicly by FRA together with the local authorities and posted in the accessible public places. Anyone who settles or, for example, plants crops in the project area after the cut-off date will not be entitled to compensation and assistance under the project. FRA in coordination with community leaders and representatives from the DOL and TLTB will inform the affected parties, in advance of GOF intent to acquire land and will respond to all compensation related inquiries.

6.4.2 Ongoing process for consultation and disclosure

306. Consultation and information disclosure will continue during subsequent project stages as per the SEP—that is, during detailed design, again immediately before the start of the civil works, and then during construction. Early in project implementation (pre-construction stage) the FRA, supported by its PMU, will update the SEP, to elaborate the key messages and information to be disclosed to stakeholders. The contractor(s) will also be responsible for addressing key construction stage elements of the SEP which will be reflected in their CESMP.

307. The most significant activities to occur over the coming months and into early implementation are listed in Table 6.1 in their expected order of occurrence.

Table 6.1: Consultation and information disclosure activities

Timeframe	Activity	Activity led by	Participants
Prior to project appraisal	Establishment of LARP cut-off dates at each bridge location	FRA	DOL, TLTB
	Disclose finalized entitlement matrix, LARPs, consultations with APs, participatory IOL and DMS,. The LARPs will also be posted on the ADB and WB websites and distributed to community (government/community liaison officers).	FRA, DOL, TLTB	APs as identified in RP
	Public awareness and consultation meeting(s) to present and receive comments on draft ESIA and LARP. Finalize the LARPs and ESIAs	FRA, financiers	DOE Stakeholders, APs
Prior to contract award	Public awareness and consultation with landowners and residents whose non-land assets may be affected	FRA, DOL, TLTB	FRA, DOL APs as identified in RP
	Negotiate arrangements for moving, replacing, or compensating non-land assets.	FRA	FRA APs as identified in RP
	Public meetings for development consent application and issue (updated ESMP, ESIA + LARP)	FRA, DOE	Affected communities + stakeholders
Prior to works commencing	Undertaking of FIA (Lami, Medraukutu, Sabeto, Viseisei & Matawalu bridges), identify and pay compensation as required	DOL DOF	FRA, Qoliqoli
	Pay compensation for all affected land and assets. Payments should be made at a group meeting of APs in order to insure transparency. 100% payment of compensation required before works begin.	FRA, DOL, TLTB	APs as identified in RP
	Public notice to quit project area. Notice by public radio, print, television, and signs	FRA, DOL, TLTB	General public
	Notice updating community and stakeholders re contractor(s) selected and commencement of works	MOWE-PMU	General public
	CESMP including GRM, SEP activities and timeframe (prepared by contractor(s) and reviewed and cleared by FRA and financiers, provided to DOE for information)	Contractors, FRA	DOE General public
	Completion of remaining baselines	FRA, contractor(s) as required	Sensitive receptors
	Clearance and disclosure of Compensation Completion Report (verification of payment of compensation for all affected lands, crops, structures)	FRA, ADB, WB	3 rd party validator
During construction	Public awareness and consultation meeting(s) to present draft plans (for mitigating noise, dust, traffic congestion, and pedestrian safety risks, community health and safety etc)	Contractors) DOE	Affected communities + stakeholders
	Updates, as required, to communities about specific construction activities, anticipated risks and management measures	Contractor(s)	Affected communities + stakeholders

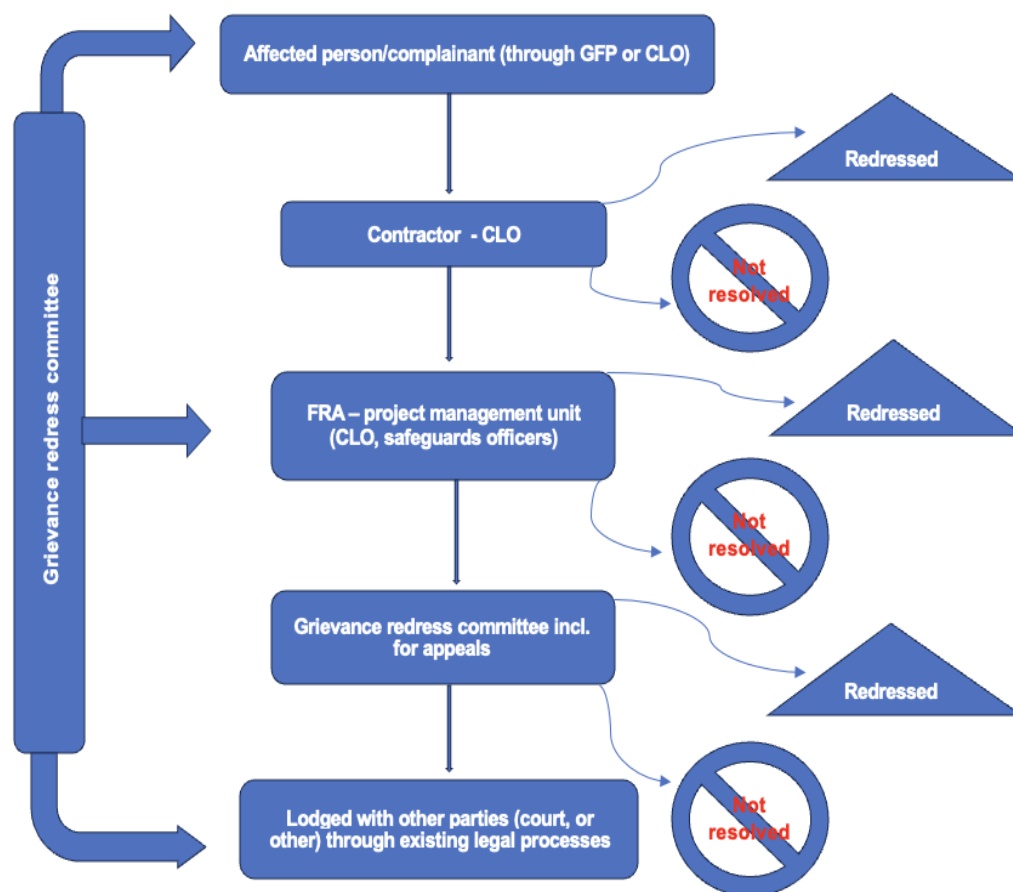
6.5 Grievance Redress Mechanism

6.5.1 Overview

308. Every project should, and is required by the ESF and good practice, to implement, as early as possible, a project-specific GRM to receive and facilitate resolution of any concerns or grievances that arise during the course from project initiation through implementation and operation. A single project GRM is used for both social and environmental grievances, however a separate mechanism will be required to handle any SEAH or GBV associated complaints or issues (Figure 6.1).

309. Since all the proposed project works would be carried out by or under the guidance and authority of FRA and its PMU, the FRA will establish a system for receiving and dealing with any project-related grievances. This will be based on the GRM process implemented successfully by FRA for the previous project, adapted as required to reflect lessons learned.

Figure 6.1: Simplified flow chart of the grievance redress mechanism



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310. In order to receive and facilitate the resolution of APs' concerns, complaints, or grievances about the project's safeguards performance, FRA's established GRM procedures will be adapted as required for the overall project applicable to each bridge site. This is also detailed in the ESIA's which provide details about how the contractor(s) will respond to the SEP and GRM requirements for construction stage activities, and address this in their CESMP(s).
311. The grievance procedures consist of four key steps including:
- Proper documentation of all grievances including recording, categorizing, and prioritizing, and
 - A discussion mechanism for hearing and resolving the grievances in consultation with the complainant(s) and other stakeholders, and,
 - Informing the aggrieved parties about the solutions, and
 - Provisions for appeals to higher authorities in the event of dissatisfaction by any affected persons.
312. FRA has established a GRM for the TIISP and TIIP as developed as part of the associated Communications Strategy dated August 2023, conflict resolution procedure, and is experienced with implementing GRM through various other projects. The objective of the GRM is to systematically address grievances that may arise through or as a result of the project in order to ensure or maximise project implementation and effectiveness while reducing negative ramifications to the widest group of stakeholders. It does so by providing a forum for stakeholders who may believe that they are affected by the subproject to report grievances and seek satisfactory resolution as they arise, without fear of retribution.
313. The key functions of the GRM are to (i) record, categorize and prioritize the grievances; (ii) settle the grievances in consultation with complainant(s) and other stakeholders; (iii) inform the aggrieved parties about the solutions; and (iv) forward the unresolved cases to higher authorities.
314. The FRA safeguard staff will be the grievance focal point to receive, review and address project related concerns and to resolve land related disputes in coordination with the government authorities. APs are to be made fully aware of their rights during consultations about land requirements. For anybody making a complaint should be aware that no costs will be charged: they will be exempted from any fees associated with resolving the grievance, unless it reaches the judiciary process.
315. Complaints will be recorded and investigated by the FRA's safeguards manager, working with relevant staff of the individual subproject. The FRA will be immediately informed/updated of any complaints from APs by FRA's safeguards manager. A complaints register will be maintained which will show the details and nature of the complaint, the complainant, the date and actions taken as a result of the investigation. It will also cross-reference any non-compliance report and/or corrective action report or other relevant documentation.
316. When subproject implementation starts, a sign will be erected at all sites providing the public with updated project information and contact details of relevant person to contact in case of complaints. All corrective actions and complaints responses carried out on site will be reported back to the FRA. FRA will include information from the complaints register and corrective actions/responses in its progress reports to the ADB and WB.

6.5.2 Steps of the GRM process

317. At any time during the assessment and design of the Project, a grievance / concern can be raised. The following list outlines the process to be followed in the event a complaint, concern or grievance. Any person can take a grievance or lodge a complaint, in any form (either in person, telephone, written or address it to FRA's customer service on toll free line 5720 and email address info@fijiroads.org), to the FRA (as the recipient). FRA will designate a member of the PMU (supported by the CSC) to be responsible for the GRM.
318. On receipt of a complaint, the FRA will log the details in a grievance or complaints register and fill in the grievance report form. If the complainant raise their complaints through FRA's customer service a SR (Service Request) number will be issued to them upon the receipt of their complaint whether it is through toll free number or email address.
319. The register will record complaints by date, name, contact address and / or phone number if available, and reason for the complaint and the relevant stakeholder if the complaint is escalated to the GRC. If the complainant desires, their identity may be kept anonymous if requested, but the nature of their concern should still be recorded.
320. The register will show who is dealing with the complaint and whether it is being referred to other parties, the date the complaint was made, the date when the complainant was informed of the decision, and how the decision was conveyed to the complainant.
321. A duplicate copy of the entry can be given to the person making the complaint for their record at the time of registering the complaint. The duplicate copy or a complaint number will be given to the complainant together with an explanation of the procedure that will be followed in assessing the concern or complaint.
322. FRA will review and find a solution to the problem. For straight forward grievances, the recipient can make an on-the spot determination with relevant parties such as contractor and supervision engineer to resolve the issue within 24 hours.
323. For more difficult grievances, the recipient will report back the outcome of the review to the complainant within one week and will make a determination to close out the grievance or complaint within two weeks. This decision will be undertaken in consultation with the complainant, PMU and CSC, FRA may engage other relevant local agencies (or the representative group known as the GRM Committee which will be set up after the civil works contract is awarded and prior to the work commencing on site).
324. If the complainant is dissatisfied with the resolution, or no advice has been received in the allotted time period, he or she can take the grievance to the FRA CEO. The FRA CEO, in coordination with the relevant national agency, will review and report back to the complainant about the outcome.
325. If unresolved, or at any time the complainant is not satisfied, he or she can take the matter to the appropriate court. Both successfully addressed complaints and non-responsive issues will be reported to the development partners by FRA.
326. If a complaint is received through the project or GRM relating to SEAH, then the complainant is referred to a specialist service provider (currently WCCC) considering privacy and the survivor centred approach. For more information, please refer to the WB ESIRT guidelines and the ADB *Good Practice Note* April 2023.
327. Table 6.2 sets out the process to resolve any project related grievances.

Table 6-2: Grievance redress process and timeline for actions

No.	Step	Duration
1	Complainant or person on behalf of complainant lodges complaint to FRA PMU (the recipient) and records it in their Grievance Register and logs a grievance/complaint number (unique identifier)	Any time
2	Recipient receiving complaint (via email, phone, in writing or in person) completes grievance report form (including the grievance/complaint number)	On receipt, 1 day
3	Recipient reviews and finds solution to the problem in consultation with aggrieved person, village head or traditional chief and/or design team and relevant agencies (known as the GRM Committee).	2 weeks
4	Recipient reports back an outcome to complainant.	1 week
5	If unresolved or not satisfied with the outcome by the Recipient, the complainant can take his/her grievance to FRA CEO. Within 2 weeks of receipt of decision in Step 4.	2 weeks
6	FRA CEO reviews and finds a solution in coordination with relevant agencies.	4 weeks
7	FRA CEO reports back the solution/decision to Complainant. If unresolved or at any stage if Aggrieved Person is not satisfied, the complainant can take the matter to appropriate court as per judicial system.	1 week
	Note: If a complaint is received through the project or GRM relating to SEAH, then the complainant is referred to a specialist service provider (currently WCCC) considering privacy and the survivor centred approach. For more information, please refer to the WB ESIRT guidelines and the ADB SEAH GPN.	Referred immediately when a complaint is received

328. Project-specific contact details for lodging a complaint. Specific contact details and information will be provided to all stakeholders prior to any works commencing. This will allow them to request further information about the Project, and to lodge a complaint or raise a concern or grievance about the study. The contact details will include an FRA focal and a designated member of the PMU (or CSC).

FRA Safeguards Team

- Safeguards Team, Fiji Roads Authority, Email: info@fijiroads.org
- Toll Free Customer Services / Complaint Line
- Dial #5720 operational weekdays, 8am to 5pm – once logged the stakeholder will be given an SR# to enable you to follow up your complaint.
- Note: This SR number will be issued to the FRA Safeguards Team and the CSC Safeguards Specialist (the Recipient), who will contact the stakeholder and fill out the Grievance Form with the nature and details of the grievance or complaint.

SEAH Referral Contacts

- Dial Fiji Women's Crisis Centre on Domestic Violence Helpline Number: 1560
- Or Phone: 3313300 (24 hours) or Mobile: 9209470 (24 Hours)
- Dial 917 for Police Emergency Services
- Dial 911 for Emergency Ambulance Services
- Dial 910 National Fire Authority

6.5.3 Communicating the GRM to stakeholders

329. The PMU (supported by the CSC) must ensure that the project stakeholders and the wider community are made aware of the project, how to get information, make suggestions and raise concerns. This has been done throughout the design and LARP and ESIA development phase and includes field assessments and investigations, public notices in the newspapers and on radio, stakeholder / community meetings, questionnaires and data gathering.
330. In addition, it is important for the project team to communicate information about the FRA's GRM procedures for the project to all stakeholders so that if required, parties may lodge a complaint or raise concerns regarding the project, project process or project team through the appropriate GRM mechanisms to have their grievances and concerns addressed.
331. The GRM process has been explained in the first and second round of stakeholder consultation meetings, as part of the power-point presentations. It should also be advertised on the FRA website and social media pages and also will need to be published in the papers over the course of the construction phase. It should also be readily advertised at each bridge construction site for the general public and local communities to see and use when the need arises.

7 Relocation of Housing

332. Based on the IOL results, there are two AHs (consisting of a total of 12 APs) at Medraukutu Bridge who have houses that will be affected in their entirety, resulting in permanent relocation.
333. Through consultation it is known that the AHs have been offered relocation by Victoria Marine as part of the settlement agreement for a recently obtained foreshore development lease issued by the DOL. However, the AHs have advised FRA that neither the site nor the housing proposed is suitable (the houses are too close to one another). One AH (retired) advised that he has the option to move to his farm in Naitasiri. He is currently remaining in the area to represent the other settlers who are taking Victoria Marine to court. The court ruling, expected at the end of March, 2024, has been deferred to a later date.
334. The retired AH has indicated to FRA that they would prefer to receive replacement cost for their structures plus relocation and transportation costs (including any costs associated with reconnecting to utilities). The other AH has stated a preference to be relocated to the foreshore area across the road, the preference being to stay in the area for their livelihood and to provide consistency for the children.
335. Due to the full impacts on their houses and the need to permanently relocate, the AHs are entitled to compensation at current market value at replacement cost free of depreciation and deduction of value of any salvaged materials and the following:
- The cost is estimated at FJD\$14,047.00 (based on FRA valuation of \$1100 per m²). This will be finalised in the updated LARP based on FRA's land market assessment and consultations with the APs.
 - assistance for site preparation such as site establishment, earthworks, levelling, and drainage
 - shifting allowance for relocating household. The shifting/relocation allowance will be agreed between FRA and the AH on a case-by case basis. The shifting allowance will be adequate to cover dismantling of the structure; transport of structure/housing materials salvaged and all household effects.
 - costs of alternative accommodation, if required, while the structure is being re-built.
 - transportation allowance sufficient to relocate household belongings and salvaged materials to new site up to a maximum of FJD\$350 per household.
 - cash assistance for utility connection.
 - cash assistance for permitting costs such as building permit, land/house registration, etc.
 - assistance in locating suitable alternative housing.
 - There are no house owners affected who have tenants.

336. The two AHs will be informed by FRA at least six months in advance of the land acquisition by the project so that they have enough time to find another place to relocate. Compensation and assistance will be provided in full before physical relocation is undertaken.

337. Full details of the resettlement arrangements will be updated and confirmed in the updated LARP.

8 Livelihood Restoration and Rehabilitation

8.1 Impacts on Livelihoods

338. There is a total of nine AHs with affected livelihoods comprising five displaced small-scale businesses operated at or adjacent to homes; one displaced restaurant; four disrupted businesses due to restricted access. None of these AHs include employees and there are no AHs losing productive land under cultivation.

339. Impacts on livelihoods along with mitigation and income restoration are summarized in Table 8.1.

Table 8.1: Livelihood and income impacts and mitigations

Impacts	No. of Ahs / Entities	Location	Comment	Mitigation
Displaced small-scale businesses operated from home	1	Medraukutu	Temporary impact.	Compensation for affected business assets Compensation for lost income for a period of six months. Cash assistance equivalent to transportation costs of stock and business equipment. Assistance from FRA and village council to identify suitable replacement site to rent plus rental assistance for a period of six months.
Displaced roadside stalls	3	Medraukutu	Existing roadside stalls in the road reserve will need to be relocated temporarily during construction. Can be re-established in an appropriate location following construction.	Implementation of TMP to provide access to business during construction. Cash assistance to relocated stalls to alternative site; or Compensation for structures if they cannot be viably relocated. Assistance from FRA and village council to identify suitable replacement site. Transportation assistance to move stock Compensation for lost income for period of disruption, or if stoppage is permanent compensation for lost income equivalent to six months income.
Displaced restaurant – permanent impact	1	Lami	Displaced kiosk from Tikaram Park during construction.	Compensation for structure. Assistance from FRA and village council to identify suitable replacement site

Impacts	No. of Ahs / Entities	Location	Comment	Mitigation
				Site rental assistance equivalent to three months. Transportation assistance to move stock. Compensation for lost income for period of disruption (if can relocate within area), or compensation for lost income equivalent to six months income.
Temporary disruption of businesses at Harbour Point during construction	18	Lami	Disrupted access during construction	Implementation of TMP to provide access to business during construction. Compensation and/or assistance to offset reduced income during period of disruption to be assessed under the GRM to be agreed by ADB and WB. Amount of reduced income to be assessed by FRA.
Reduced fishing income	5	Lami (2); Medraukutu (3)	Impact on qoliqoli Pending FIA	Compensation for lost income from fishing as assessed by FIA.

340. The mitigation measures set out above will be updated in the finalized LARP based on consultations with AHS, village councils and other stakeholders.

341. Affected AHs will be informed six months in advance of the land acquisition by the Project so that they have enough time to find another place to relocate. Compensation for non-land assets, lost income and other assistance (including to identify alternative sites) will be provided in full before any displacement. Compensation for reduced incomes for disrupted businesses will be provided on an ongoing basis during the period of disruption.

9 Resettlement Budget and Financing Plan

9.1 LAR Budget

342. The budget to implement the LARP for the two Contract Package A bridges is estimated to be FJD\$**1,429,180.07**.

343. The budgets include compensation for affected land, primary and secondary structures, and other non-land assets (such as trees and crops), and limited required transitional assistance and allowances needed to enable affected persons to at least restore their living standards.

344. This does not currently comprise agreed or advised compensation for impacts on qoliqoli fisheries resources (for Lami and Medraukutu) which will only be known after the FIA have been completed. A provisional sum has been included in Table 9.1.

345. Compensation is based on the principle of full replacement cost at market value to be validated at the time of disbursement of compensation. The compensation rates in this budget are estimated based on market rates ranging from (\$42/m² to \$350/m² as indicated by FRA and temporary rental rates of \$250/ month).

346. The compensation rates for structures and non-land assets will be updated in the final LARP based on the final engineering designs, the DMS to be undertaken by FRA at each bridge site as well as valuations by a qualified valuer to determine replacement costs.

347. The costs of updating (finalizing) and implementation of the LARP are covered in the Table 9.1. This includes:

- The requirement to complete the DMS,
- Construction supervision consultant (CSC) international safeguard specialist support to be provided to FRA. The estimated budget for this is based on being 5% of the total budget.
- Evaluation, monitoring, and reporting.
- A 10% contingency.

Table 9.1: Estimated LAR Costs

Item	No. of AHs (incl. business entities)	No. of lots	Area (m ²)	Cost (FJD\$)
A. Compensation for losses				
Land -compensation for permanent impacts	9	8	19,016.75	\$1,044,769.00
Land - compensation for temporary impacts	11	13	11,355.80	\$90,720.00
Compensation for crops and trees	1		1606.75	\$779,23.00
- Crops	4			19.29
- Fruit trees	4			96.32
- Timber trees (none)	0		NA	0
Compensation for structures (Medraukutu only)	2			\$43,000
Compensation for structures (Lami Bridge)	1	1		\$56,900
Qoliqoli impacts – (provisional sum with amount to be updated based on FIA)	2	2		\$93,156.42
Subtotal A				\$1,192,504.61
10% Contingency				\$119,250.46
B. Assistance				
Transportation assistance (relocation)	2	2		\$2,000.00
Site preparation for replacement land	2	2		\$1,000
Utility connection costs	2	2		\$500.00
Associated permit costs for relocation	1			\$300.00
Transportation assistance - businesses	2	2		\$300.00
Compensation for lost income (permanent)	2	2		\$3,200.00
Compensation for lost income (temporary)	3			\$750.00
Support for vulnerable APs	2			\$0.00
Subtotal B				\$6,750.00

Item	No. of AHs (incl. business entities)	No. of lots	Area (m ²)	Cost (FJD\$)
10% Contingency				\$675.00
C. LARP Updating and Implementation Costs				
Staff training				\$20,000.00
FRA activities - updating LARP				\$20,000.00
FRA activities - implementing LARP				\$40,000.00
Monitoring and evaluation				\$10,000.00
Training, administration and DMS costs				\$10,000.00
Subtotal C				\$100,000.00
10% Contingency				\$10,000.00
Contingencies 10% (A+B+C)				\$129,925.46
A+B+C				\$1,299,254.61
Total FJD\$				\$1,429,180.07

348. **Justification and rationale for rates.** The budget is estimated based on available information. Compensation rates have not yet been finalized; the final rates will be confirmed based on replacement cost calculated by FRA and endorsed by a registered valuer and approved by the head of the Valuation Division of the DOL.

349. However, the calculation of these rates will also need to take into account the opinions of APs (including their private Valuer, if any), especially if they can demonstrate rates based on recent land transactions of equivalent value in their village or nearby villages.

9.2 Sources of Funding

350. The GOF will finance all land acquisition and compensation activities. ADB/WB will finance the cost of the safeguards/resettlement consultant services to oversee the land acquisition/resettlement activities during design and implementation of the LARP, and monitoring and evaluation of these land acquisition and resettlement activities.

351. The CSC will include E&S specialists providing support to FRA for LARP implementation oversight and this should be covered under the loan.

9.3 Flow of Funds

352. The FRA will be responsible for all payments (subject to budgetary funding from MOF), including any 'top-up' payments, in coordination with landowners, DOL and TLTB.

353. Funds for compensation are paid by FRA from the GOF counterpart contribution to this Project. The FRA will prepare the funds for disbursement based on advice from the DOL (Valuation Division) and TLTB. FRA's annual budgets will show the cost of the land acquisition / resettlement according to scheduled project activities.

354. Payment for any temporary use of land will be facilitated by FRA but paid directly by the selected contractor to the AHs, based on agreement and negotiation between the two parties as to the actual amount, though this should be verified and agreed to by FRA for fairness. The amounts paid are not to be less than the minimum reasonable costs set by FRA. This will not

involve the DOL or other parties unless the APs are dissatisfied with the amount offered by the contractor. However, it is important that FRA facilitates the process and keeps records of agreements and transactions. These agreements need to include remediation agreements with FRA doing final inspection.

355. Consideration should be given to requiring a bond or penalty for non-remediation needs to be included given lessons learned in similar infrastructure development projects where the costs are borne by FRA rather than the contractor. The contractor shall provide templates for rental agreements for temporary use of land during construction to FRA for approval prior to agreements being made with APs. The templates shall incorporate the requirements as stipulated in the LARP.

10 Implementation Schedule

356. An indicative implementation schedule for land acquisition and resettlement activities to (i) update the LARP; (ii) implement the LARP; and (iii) monitor activities, is presented in Table 10.1. This will be updated with detailed and specific target dates during the LARP finalization.

Table 10.1: Implementation schedule

No.	Task / Activity	Responsible entity	Schedule	Progress / Comment
1.	FRA to obtain letter from DOL confirming historical which does not require application for foreshore development leases	FRA and DOL	Month 1	Complete (refer letter dated 27/10/23 and email FRA email 30/10/23). Confirmed no foreshore lease or license is required for developments where public are beneficiaries, such as the case for these bridges (Cabinet Paper – CP (78) 185, Part 2).
2.	Prepare draft letter of intent for the APs/DPs.	Beca / FRA	Month 1	Beca issued final draft to FRA 29/11/23. FRA to share issued Letters of Intent
3.	Issue Land Acquisition Plans outlining permanent and temporary areas required outside of existing road reserve based on detailed engineering design.	Beca to issue to Planit	Month 1	All plans issued before 8 April 2024.
4.	Confirm land ownership, areas, and tenure (iTaukei, leased, or freehold).	Planit	Month 1 & Month 3	All plans issued before 8 April 2024.
5.	Verify and approve Land Acquisition Plans and issue to DOL and TLTB identifying areas (permanent and temporary) to be acquired.	FRA	Month 1 & Month 3	All plans issued before 8 April 2024.
6.	Conduct titles/leases search titles registration office for affected land ownership. DOL to issue titles to FRA for records and compensation discussions.	DOL / Registrar of Titles and FRA	Month 1 & 3	FRA to provide confirmation.

7.	Determine numbers in <i>mataqali</i> group, landowners and users affected (APs), and identify any other vulnerable households	FRA, DOL, TLTB	Month 1 & 3	FRA to provide confirmation.
8.	Update budget table in draft LARP with FIA compensation	TLTC FRA DOL	Month 3	FIAs to be included in LARP (as annex)
9.	Prepare individual Letters of Intent for each AP.	FRA	Month 1 & 3	FRA to provide all issued letters of intent.
10.	Attend second round of community consultation.	Beca / Planit FRA / DOL / TLTB / DOF / iTLFC Provincial Office & District Office	Month 2 & 3	All completed by 28 March 2024.
12	Issue individual Letters of Intent to the APs.	FRA	Month 2 & 3	FRA to provide copies of all issued letters of intent.
13	Obtain consent of Mataqali landowners (minimum of 60% signatories registered in the Vola Ni Kaubula (VKV) from iTaukei owners	FRA, TLTB & Rokos at Provincial Offices	Month 2 to 4	FRA to provide copies of all signed consents.
14	Obtain signatures for the customary Qoliqoli Resource Users for endorsement by TLFC	FRA	Month 2 to 4	Need to expedite endorsement from ITLFC within 1 week of submitting to DoL
15	Undertake Fisheries Impact Assessment & Ratification	DOL/Dept of Fisheries	Month 5	Awaiting results of FIA from MOF once MOF receives Obtain consent of Mataqali landowners (minimum of 60% signatories registered in the VKV from owners from FRA (item 13)
16	Cadastral pre-survey of land.	FRA	Month 4	Topographical surveys are completed. FRA to undertake DMS / Cadastral Land Surveys to confirm areas of impact. Post-survey (as-builts) to be completed to verify land acquisition areas following completion of construction.
17	Determine and mark areas for each land parcel required.	DOL and FRA	Month 4	FRA to complete.
18	Conduct inventory of losses – land, trees, crops and provide valuation for compensation.	FRA, Valuation Division DOL & MAFF	Month 3 & 4	FRA to provide copies of all inventory of losses at impacted sites for all APs.
19	Undertake disclosure of updated entitlements, GRM and LARP implementation arrangements to affected persons	FRA	Month 4 & 5	FRA to document all consultation meetings and telephone conversations for records purposes and update LARP
20	Undertake detailed consultations with relocating households on resettlement arrangements	FRA	Month 4 & 5	FRA to document all consultation meetings and telephone conversations for records purposes and update LARP
21	Undertake detailed consultations with APs with affected livelihoods on transitional support and	FRA	Month 4 & 5	FRA to document all consultation meetings and telephone conversations for records purposes and update LARP

	livelihood restoration arrangements.			
22	Negotiate compensation with landowners (freehold and <i>mataqali</i>), and holders of iTaukei and state Leases.	FRA DOL TLTB	Month 4 & 5	Confirm land acquisition via continued consultation and Sale and Purchase Agreement with APs
23	Negotiate with landowning unit consultation meetings.	FRA & TLTB	Month 4 & 5	FRA to engage with TLTB and issue the land plans. Obtain approvals. State land acquisitions will be via a bulk letter from FRA for each bridge.
24	Acquire state land from DOL.	FRA / DOL	Month 4 & 5	State Land acquisitions will be via a bulk letter from FRA for each bridge.
25	FRA submits updated (final) LARP for approval from ADB and WB.	FRA ADB / WB	Month 6	To be completed when all land acquisition processes confirmed.
26	Preparation of Sale and Purchase Agreement to issue to freehold owners and State lease and native lease holders to be endorsed by TLTB if iTaukei land before issued to APs.	FRA, DOL and TLTB	Month 5	FRA to complete.
27	Payment of compensation to the qoliqoli resource users via DOL & TLFC	FRA, DOL & TLFC	Month 5	FRA to complete.
28	Payment of compensation and allowances on the basis of 100% to the APs upon signing of the Sales & Purchases Agreement.	DOL, FRA and TLTB	Month 6	FRA to complete.
29	Clearance of work sites to be handed over to contractor on safeguards.	FRA	Month 9	FRA to complete.
30	Prepare LARP implementation verification reports for ADB and WB review and clearance.	FRA	Month 10	FRA to complete.
31	Commencement of civil works (FRA Contractor	Month 12	Contractor to commence.
32	Contractor to complete as-built surveys and FRA to verify and prepare final survey plans for registration	Contractor FRA	Month 30	Construction timeframes may vary depending on contractors methodology. Contractor to complete.
33	DOL completes land transfers & registration.	FRA/DOL	Months 30-34	Two months to finalize and approve survey plans. Title registration takes 3 months with RoT
34	FRA submits the Land Acquisition and Compensation Completion Report to ADB.	FRA	Month 35	FRA to complete.
35	FRA starts AP socio-economic monitoring.	FRA	Month 13	3 months from start date. FRA to complete.
36	FRA submits progress report to ADB and WB on implementation of the LARP.	FRA	Six –monthly	FRA to complete.
37	FRA conducts post-project survey and final monitoring report.	FRA	Month 36	FRA to complete.

11 Monitoring and Reporting

357. **General monitoring and reporting.** The implementation of the ESM instruments will be monitored along with general project progress. Different parties are required to prepare and submit to FRA and the financiers, regular reporting, including:

- Contractor to prepare and submit to FRA PMU and CSC monthly reports, this will contain a section on implementation of ESM measures in compliance with approved instruments
- The CSC will prepare and submit to the FRA PMU and ADB and WB a quarterly progress report (QPR) which will contain a section on implementation of ESM measures in compliance with approved instruments including consultations and engagement activities, GRM, and capacity development, and
- The PMU will prepare, with support from the CSC, will prepare and submit to FRA and ADB and WB the semi-annual ESM monitoring reports (summarizing the contractor's monthly reports and the QPR).

358. **Monitoring of LAR impacts and mitigations.** FRA will monitor all activities associated with land acquisition and payment of compensation to APs and the ability of AHs to restore their standard of living to pre-project levels. The scope of monitoring includes: (i) compliance with the agreed principles and procedures for land acquisition; (ii) implementation of the finalized LARP including prompt approval, allocation and disbursement of compensation payments to APs, including if necessary, supplemental compensation for additional and/or unforeseen losses; and, (iii) remedial actions, as required. The monitoring will include surveys, as required, to cover the social impacts of the bridge works and whether AHs are able to improve their pre-project living standards, incomes, and productive capacity. A set of possible monitoring and evaluation indicators are as follows (to be confirmed during inception):

Table11.1: LAR monitoring and evaluation indicators

Type of indicator	Indicator	Examples of parameters/variables
Process indicators	Staffing Consultation, participation, and grievance resolution Procedures in operation	Recruitment of FRA's safeguards specialists Engagement of safeguards staff and training No. of other agency officials available for tasks No. of consultation and participation events held with various stakeholders. No. of field visits by FRA's safeguards manager Percentage of women in community consultations and meetings. (Target 40%) Effectiveness of compensation/assistance delivery system (community satisfaction) Up to date monthly records of all GRM complaints received, resolved and corrective actions effectively and efficiently completed as well as feedbacks to be recorded and improvements implemented Coordination between FRA and other GOF agencies and civil society groups

Type of indicator	Indicator	Examples of parameters/variables
Output indicators	Households Land, economic trees & crops Assistance to APs	No. of households directly affected at each site No. of people receiving agreed compensation for land, trees and crops (sex disaggregated) No. of households that have participated in income restoration and livelihood enhancement measures (i.e. taking up employment in the project) No. of special assistance programs to vulnerable households
Impact indicators	Household earning capacity Special assistance to women Other livelihood indicators	Status of households having a formal job No. & percentage of women engaged as waged workers by the Project (Target 20%) Type of Project-related skills women received. Average wage of women employed on Project compared to that of men. Percentage of female participants in HIV/AIDS/gender awareness training Increased access to schooling and health services (No. of days lost in school attendance) Increase in visits by GOF service providers

359. The SES of households in affected villages conducted for this LARP will be used as the baseline to monitor and evaluate the above indicators. They will also be used in conjunction with monitoring and evaluation indicators prepared for both the GAP and the ESMP for these two bridges.

360. The FRA will also submit a subproject land acquisition completion (verification) report to ADB and WB when compensation has been paid and prior to any displacement or start of civil works. The verification report will confirm full and effective implementation of the LARP at each bridge site prior to land handover for civil works and ADB/WB review and clearance.

Appendix A: Analysis of Alternatives

A number of factors were considered in the evolving design process including offline or online reconstruction, deciding to include minor relocation or adjustment of bridge alignments in the designs, level of bridge deck above MSL etc. In considering alternatives the following are discussed:

- Factors considered during design
- Location and reconstruction options - are other sites/routes available, and
- No project.

A.1 Factors Considered in the Design

The feasibility study and design bridges assessed a number of factors at the existing crossing sites.

Climate change considerations

The CRVA and DRA included assessment of the level of sensitivity of the structure's location and components to climate variables such as temperature, rainfall and extreme sea levels. The screening also included natural hazards such as earthquakes, tsunamis, floods, droughts, and tropical cyclones.

Bridge replacement locations were selected that were either at the same location as the existing bridge or on one or other side of the existing bridge. The main natural hazards that pose risks to new bridge alignment options are:

- Coastal hazards - alignment options protected by a landmass from direct exposure to wave and storm surge impact and alignment options with a lesser risk of wave induced erosion are preferred
- Catchment-based flooding - the effect of a flood on new bridge alignment varies depending on the bridge opening, skew angle, ground topography and other aspects. Options that allow flexibility in the size of bridge opening and zero or low skew to the waterway are preferred. In addition, options with lesser risk of erosion, scour and debris blockage are favoured
- Earthquake - due to the proximity of bridge replacement alignment options at each site their exposure to earthquake is expected to be similar. However, at some sites geotechnical conditions may vary between options due to a steeply dipping rock face or other variations in ground conditions, and
- Alignments with more favourable ground conditions are preferred. This includes options with a lesser risk of earthquake induced settlement and lateral displacement.

Climate change impacts, in the form of increased river/stream flows due to more intense storms will be a common factor for all options but preference was given to options that reduce any

disturbance to the riverbed to minimise hydraulic effects, debris build-up, and scour during flooding or storm surge events. Consideration was given to those options which have the smallest carbon footprint, considering the quantity and nature of materials that would likely be required during construction.

A relative comparison of replacement options at each bridge was conducted and priority was given to instances where the impact of natural hazards and climate change on the new bridge alignment is low or where resilience requirements are expected to be met. The CRVA and DRA provided recommendations for detailed design.

Minimizing land acquisition and resettlement

Due considerations were given during the alignment selection and engineering design process to minimise the adverse impacts of land acquisition and involuntary resettlement. Efforts have been put to incorporate the best engineering solution in avoiding large scale land acquisition and resettlement.

The design process of the bridges proceeded in a number of concurrent phases. Throughout each of the phases, the environmental and social safeguards team provided input and advice to assist with the design options to avoid and mitigate potential land impacts.

Priority was given in all instances where impact on property and people was likely to be minimal and the alignment was contained within the existing road corridor.

It was expected that in the majority of the bridge locations, some impact outside of the existing road footprint would occur as the new bridges and approach alignments are longer and wider than existing. Where property is affected, preference is given to alignment options that require land temporarily and that is able to be returned once the permanent alignment was completed. If land was likely to be required, alignment options that minimise impact on economic activities, such as productive crops, was preferred.

Options that affect dwellings and require resettlement were the least preferred and significant community consultation was identified as being likely before these options were considered as feasible. Options that require involuntary resettlement were to be avoided, where possible.

The extent of affected property, existing development, and the cadastral survey boundaries where available were considered for each option to assist in the assessment of property impacts.

The impact on state-owned property that may be affected by the alignment was considered, especially where the asset is difficult or likely expensive to relocate such as substantial buildings, pump stations, substations, and other major utilities. Or where those services and facilities have a community benefit, such as parks and reserves.

Minimizing environmental and social impacts

Environmental impacts. The main potential environmental impacts of various potential options related to the degree of environmental disturbance (with regards to vegetation clearance, habitat impact and marine/freshwater environment). The following describes the key considerations for the high-level review of options in this phase.

Options that involve less piling and structures within the waterway are preferred to minimise and/or avoid increased sediment load in the water column during the construction phase, which could lead to a decline in water quality and potential impacts in instream fauna and flora.

Preference was given to options that would potentially reduce disturbance to existing well developed vegetation, trees, mangroves, and environmental features. Any impacts on endangered marine species or irreversible environmental impacts, where these species were documented, were regarded as a critical aspect and effectively eliminated the option. For bridges located within the coastal environment, the presence of mangroves and the degree of removal was a consideration, with options requiring the least disturbance of mangroves preferred given the important function mangroves provide as biodiversity habitats and for coastal protection. Protected areas and the removal of any significant/rare vegetation or habitats were avoided, where possible.

Impacts on mangrove areas of natural and/or critical habitat have been avoided and/or reduced as far as possible by realigning bridges and their approach roads. Small areas of mangroves will still need to be removed. At the Lami Bridge site this will result in the loss of land from the Tikaram Park.

Social impacts. Preference was given in all instances where impact on economic activities, indigenous peoples, areas of religious or community significance, burial grounds and women was identified as likely to be minimal. Any impacts on burial grounds or archaeological sites outside of the road reserve were regarded as a Critical Aspect and effectively eliminated the option.

New alignments that change the amenity or enjoyment of areas was also a consideration. Alignments that are within the existing road corridor were preferred unless alternative alignments would reduce existing noise/dust or air quality impacts on neighbouring properties/communities.

Where options may have an impact, the scale and degree of those impacts are considered, with a preference for the options that have minor, transient or temporary impacts. The basis for understanding those impacts was informed by a review of existing socio-economic information from census data and supplemented by community and household surveys.

Constructability, geometrics and safety, and utility impacts

Constructability. Bridge replacement options were either an 'off-line' or 'on-line' replacement. On-line replacements are typically technically more challenging over the off-line replacement due to the need to construct the temporary bridge, the related traffic staging and programme implications. Therefore, off-line replacements are typically preferred with respect to construction staging and buildability as they result in a simpler and faster construction and a lesser impact on the traffic management during construction.

Site topography and river alignment with respect to new road alignment and bridge position were considered. Options with lesser earthworks, lower bridge skew with respect to river, and potential for a shorter bridge were preferred.

An adequate clearance between construction activities and traffic or existing structures (often in poor condition) is preferred to reduce interference with construction activities and to minimise additional construction costs and risks to existing assets.

Ground conditions at the bridge sites can vary over short distances, depending on the geology and depositional environment. For the initial conceptual review prior to completing geotechnical investigations, where topography is 'flat' the ground is assumed to be broadly similar within the vicinity of the bridge, where there is variance in topography or geology a variance in ground conditions is assumed. Options with more favourable geotechnical conditions and lower geotechnical risks were preferred. In areas where settlement is likely to be significant and long

duration preload or land spans were likely required, utilising existing embankments and historically stabilised carriageway over consolidating new land was preferred.

Geometrics and safety. For both the construction staging and in the final alignment, the design and standards required a functional and safe project outcome. The preferred alignments were expected to improve the existing alignment and meet geometric and safety requirements documented in the Design Criteria – Bridges Report with respect to sight distances, achieved horizontal and vertical radii and the related design speeds, position of road barriers and other geometric and safety considerations.

Consideration was given to where the alignment effects intersections, side roads, driveways, bus stops, bus shelters and other roadside features.

An FSC railway track runs parallel to many road alignments and in some cases the bridges are mixed use. Preference was given to options where the FSC railway track was expected to remain undisturbed. Options that potentially effect the FSC train operations for a short period that could reasonably be completed outside of harvest season had no effect on the preference.

Utility impacts. Small diameter services such as water pipes that are present at some of the sites were typically ignored for the comparison of alignment options as relocation effort and cost will be similar and insignificant.

At the early project stage, identification of utilities such as large diameter water and waste pipes, high pressure oil pipelines, overhead power lines and telecommunication lines was on-going. Known utilities identified during an initial site walkover were considered. In addition, liaison with utility providers with respect to their requirements for ducting or future service allowance was ongoing and were considered in the subsequent design stages. Alignment options with lesser utility impacts are preferred.

Where utilities are supported on independent crossing support structures such as pipe bridges or adjacent sugar train bridges, the preference was to leave these undisturbed and preferred alignments avoided these.

A.2 Location and Reconstruction Options

At Medraukutu Bridge, the bridge replacement options were limited compared with other bridges. The pre-feasibility identified (i) off-line replacement on the downstream and (ii) off-line replacement on the upstream. Following consideration, the FRA requested to proceed with the downstream off-line replacement option to minimise land and environmental impacts. This alignment also improves geometrics and transition for potential four lane road widening in the future.

For Lami Bridge, a number of reconstruction options were feasible, these included:

- Option A: Off-line replacement on downstream
- Option B: Off-line replacement on upstream
- Option C: Off-line replacement on the downstream along foreshore
- Option B1: Off-line replacement on upstream (4-laning cross section), and
- Option D: On-line replacement with temporary bridge on downstream.

FRA initially selected to proceed into the concept design with Option B1 (off-line replacement upstream) to minimise safeguards impacts. Geotechnical investigation was undertaken on the selected upstream alignment. The geotechnical investigation encountered unfavourable conditions on the upstream alignment including over 60m depth to founding rock on the Lami side and the likely presence of a fault zone. Additional investigation was therefore carried out on the downstream alignment. Considering all available information and the long terms plan to eventually 4-lane the road corridor, FRA requested the design consultant to proceed with Option A (off-line replacement downstream) due to more favourable geotechnical conditions, a significantly shorter bridge and a lower cost than the other options.

Subsequently, FRA requested the design consultant to investigate a 4-lane bridge replacement option as part of 'futureproofing' the Suva to Lami Road corridor which will eventually be four lanes. The 4-lane bridge will be constructed in two main stages. Firstly, half of the proposed bridge carrying two lanes and footpath will be built downstream from the existing bridge. Throughout this stage, traffic will remain on the existing bridge. Secondly, traffic will be diverted onto the partially constructed two lane bridge, while the remaining upstream half of the proposed bridge continues to be constructed (after demolishing the existing bridge).

A.3 Without Project or No Upgrade Option

The "without project" or "no upgrade option" alternative is defined as a decision not to implement a project. The "without project" alternative means that the desired objectives of the project will not be achieved.

Without upgrade work to the bridges, the socioeconomic opportunities sought by the Government will not be realised. This could result in failure of the bridges, which means the key road connections around Viti Levu would be severely impacted and there would be periods of time where road users are unable to travel the road or result in long and costly detours.

This would severely impact livelihoods and access to critical lifeline infrastructure, such as central health and education services.

It should also be noted that simply diverting traffic from one area to another is not an option that would meet the project objectives or improve the flow of traffic on the main trunk route around Viti Levu. In most instances there is no practicable or reasonably alternative route and diversions around the bridge sites would only force traffic into smaller residential streets and areas. It is likely that such alternatives requiring a diversion would increase travel time by several hours more than the existing route. These 'diversion' alternatives are also over roads that are often poorly maintained and not designed for such large vehicle numbers as their intention and role in the network as for providing local access only.

Economic and social development of Fiji is dependent on this access remaining open and improved. Without the works, further development will be hampered and extremely difficult in the face of increasing impacts from climate change.

Overall, the 'no upgrade' option would see no improvement to the bridges and ongoing deterioration of the bridge and road conditions would continue and there would be no increase in resilience of critical sections of the Viti Levu coastal road.

Appendix B: Socio-economic Baseline of Project Area

This section presents an overview of the socio-economic baseline the project area, as presented in the Environmental and Social Impact Assessment

Fiji is classified as an upper middle-income country and, although it shares the constraints of a small population, remoteness, and vulnerability to natural disasters, it is relatively more developed and larger than most other Pacific Island countries. Fiji is an economic, political, and social leader across the South Pacific and, given its geographical location, an important hub for transport and many other services in the region.

B.1 Administration, governance, population and demography

Administration. Viti Levu is divided into Western and Central Divisions. As shown on previously in Figure 5.1, Central Division comprises five provinces (Naitisiri, Namosi, Rewa, Tailevu and Serua) and Western Division comprises three provinces (Ba, Nadroga-Navosa, and Ra). The provinces are further divided in districts (*tikina*), towns, villages and wards. There are 56 and 62 districts respectively in Central and Western Divisions with 331 and 319 villages.

Governance. Fiji has both contemporary and traditional system of governance. In parallel to the state run-government there is also a governance system for iTaukei Fijians. There are 1,175 villages (*koro*) across the country governed under the *iTaukei Affairs Act*, even if they reside within the municipal boundary. The functions of central government are decentralised at the provincial level. Each province has a Provincial Office which is staffed by government employees who have oversight of the functions of service provision to the population that reside in that province. The Provincial Office is headed by the *Roko Tui*.¹¹

Roko Tui is the title for the executive head of any one of Fiji's fourteen Provincial Councils. Each province (*yasana*) is administrated by a provincial council, which itself is subject to the iTaukei Affairs Board, variously considered the "guardian" of the traditional Fijian administration system, amongst many other aspects of modern Fijian culture. The name Roko Tui is derived from what was traditionally used as a title (in some regions) denoting the Paramount Chief (like the title *Roko Tui Dreketi*).

Most government functions are controlled at provincial level; though there are notable exceptions such as health care and educational provision which is decentralised to the division. The Provincial Council is comprised of iTaukei leaders with the paramount chief of the province as the head and the Roko Tui as secretary, linking the Provincial Council and the Provincial Office. The Provincial Council works with the Provincial Office to implement development programmes and address development issues within the province.

¹¹ Based on a decision in 2011, the Roko Tui is no longer necessarily a paramount chief; and is appointed by central government.

Population. The total population of Fiji was 884,887 persons in 2017 (latest census) made up of 448,595 males (50.7%) and 436,292 females (49.3%). The population is estimated to be 896,445 in 2020.¹² The population growth rate has been declining since the late 1980s due to lower birth rates and out-migration and was recorded as 0.6% from 2007-2017 and estimated to be 0.43% from 2010-2020 (Worldometers 2020). Of the total, population, 715,235 (80.8%) live across the western and central divisions.

Some 55.9% (494,252) of Fiji's population reside in urban areas, demonstrating an increase from the 50.7% of population in 2007. This is attributed to extension of town boundaries and also due to movement of people from rural to urban areas. The rural population of 390,635 accounts for 44.1 percent of Fiji's population, representing a decrease from 2007 when the rural population was 412,425 (and accounting for 49.3% of the population).

The median age in Fiji is 27.5 years, and 69% of Fiji's population is below the age of 40. While the proportion of males was higher below the age of 59 years, the female population was greater in age groups above 60, indicating greater female longevity.¹³

Ethnicity. In 2017, Fiji was recorded as having an ethnic composition of 62.7% iTaukei, 32.6% Indo-Fijian and 4.7% from other ethnic groups.. The towns in the wider project area--Ba, Naisinu, Nausori, Sigatoka, Rakiraki, Lami, Suva, Nadi--are multiracial with many of its inhabitants Asians, Indian or Indigenous Fijians, along with a large transient population of expats and foreign tourists.

Religion. Fiji is a mixed society religiously with most people being Christian (64.4%), Hindu (27.9%) and Muslim (6.3%). Religion tends to split along ethnic lines with most iTaukei Fijians are predominately Christian and Indo-Fijians are either Hindu or Muslim. The Indo-Fijian population is largest in Ba and Macuata Provinces.

Culture and kinship. *Bula vakavanua* refers to the iTaukei way of life and the interconnectedness of all things. It is supported by dialogue referred to as *talanoa* and kinship (*veiwekani*) through which traditional knowledge is passed and the foundation of social capital is maintained (Nainoca 2011). *Vanua* is an iTaukei term for the social concept of traditional iTaukei society in which the elements of people, spirits and place run through and unite the society.

Although the word *vanua* is often translated as 'land' in English, the iTaukei concept is much broader and encompasses both the physical (location, places) and psychospiritual (identity, values, kinship ties) aspects of Fijian life. Ravuvu (1983) defines *vanua* as: It does not mean only the land area one is identified with, and the vegetation, animal life and other objects on it, but it also includes the social and cultural system - the people, their traditions." From the *matanitu* (socio-political confederation), the *vanua* (socio-political federation) is further broken down into *yavusa* (clan), *mataqali* (subclan of the *yavusa*) and *tokatoka* (family group within a subclan).

Overall human development. Fiji has one of the lowest rates of extreme poverty and inequality in the Pacific.¹⁴ Fiji in 2018 was ranked 98 out of 189 countries on the UNDP Human Development Index, putting it in the High Human Development category.

¹² <https://www.worldometers.info/world-population/fiji-population/>

¹³ Fiji Bureau of Statistics. 2020. Population and Housing Census 2017.

¹⁴ United Nations Development Program. 2019. Human Development Report 2019, Inequalities in Human Development in the 21st Century: Briefing note for countries on the 2019 Human Development Report, Fiji.

The period 1990 to 2018 witnessed significant increases across the range of HDI indicators: life expectancy at birth increased by 2.0 years (to 73.1 years for women and 67.1 years for men); mean years of schooling increased by 2.5 years and expected years of schooling increased by 2.3 years; and GNI per capita increased by about 60.3%. In 2013, just 1.4% of people in Fiji lived in extreme poverty, or under the US\$1.90 per day (2011 purchasing power parity) poverty line. Inequality in Fiji is also among the lowest in the East Asia and Pacific region: the Gini Index, a measure of inequality, stood at 36.4 in 2013. However, the incidence of poverty in Fiji at 48.6% remains higher than that of most other upper middle-income countries.

Project Area

Of the four CBRP bridges, two are located in the western division and two are in the central division, the following demographic focus is on these two divisions on Viti Levu. Table B.1 and Figure B.1 provides population data for the two districts.

Central Division. The Central Division encompasses the eastern part of Viti Levu. The division consists of five provinces: Naitasiri, Namosi, Rewa, Serua, and Tailevu. The towns include, Navua, Lami, Nasinu, Nausori, and Fiji's capital, Suva City. It should be noted that Nausori is split across three provinces: Rewa, Tailevu and Naitasiri.

There are 378,284 people living within the Central Division, accounting for 42.7% of Fiji's total population. The population is made up of 190,024 males and 188,260 females. There are 143,096 children and youth between the ages of 0-19, 185,951 adults between the ages of 20-54, and 49,237 people 55 years and older.

The largest concentration of the population in the Western Division are located in Suva, with 93,870 residents (46,696 males and 47,174 females). This is closely followed by Nausori Town, which has 57,882 residents (28,750 males and 29,132 females). The rest of the urban population is broadly spread between the towns of Suva, Nasinu, Lami, Navua.

There are 36,583 people (aged 5 years and above) who have at least one functioning challenge (disability). 45.1% are males and 54.1% are females.

In total, there are 76,408 households, the majority of these are located in the towns: Suva comprises 19,698 households, Nasinu consists of 19,151 households, and there are 12,621 households in Nausori. The majority of the homes are single-family houses that are detached from any other structures. There are 12,393 informal houses mainly distributed throughout Lami, Suva and Nasinu (Fiji Bureau of Statistics, 2018). The average mean household size is 4.8 persons per household, and it is the highest when compared to other divisions. The majority (78%) of households within the Central Division are headed by males.

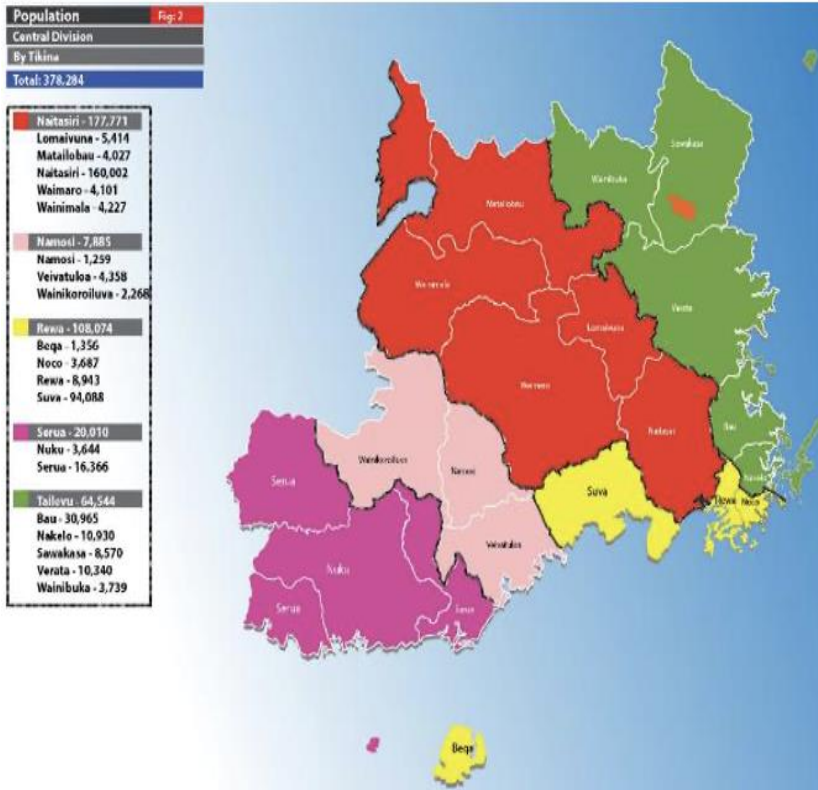
Table B.1: 2017 Census population data by division and province

Division	Province	Area (km ²)	Population	Population density (pers/km ²)	No. of districts	No. of villages	No. of households	Av. household size (no.)	No. of males	No. of females
Central	Naitisiri	1,666	177,771	106.7	16	96	37,000	4.8	88,107	89,664
	Namosi	570	7,885	13.8	5	28	1,583	5.0	4,070	3,815
	Rewa	272	108,074	397.3	9	52	22,252	4.9	54,242	53,832
	Tailevu	755	64,544	85.4	22	146	13,213	4.9	33,594	31,010
	Serua	830	20,010	24.1	4	9	4,340	4.6	10,071	9,939
Subtotal		4,093	378,294	92.4	56	331	76,408	4.8	190,024	188,260
Western	Ba	2,634	247,685	94.0	21	109	56,112	4.4	125,241	122,444
	Nadroga-Navosa	2,385	58,940	24.7	22	121	13,089	4.5	30,294	28,646
	Ra	1,341	30,416	22.6	19	89	7,034	4.3	15,518	14,898
Subtotal		6,360	337,041	52.9	62	319	76,235	4.4	171,053	165,988
TOTAL		10,453	715,325	68.4	118	650	154,643	4.6	361,077	354,248

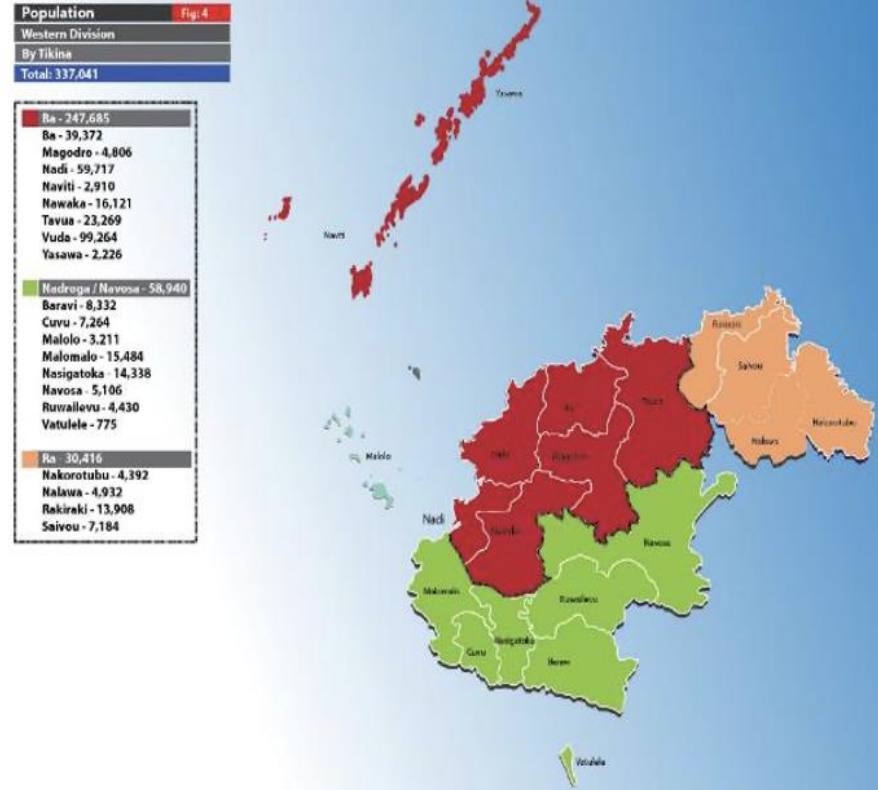
Source: GOF Census data 2017

Figure B.1: Viti Levu population by division and provinces

Central Division



Western Division



Western Division. The Western Division comprises the western half of Viti Levu and the islands to the north-west across three provinces; Nadroga/Navosa, Ba, and Ra. It also includes a few outlying islands, including the Yasawa Islands, Viwa Island, and Mamanuca Islands. There are six towns within the division, Lautoka, Sigatoka, Nadi, Ba, Tavua and Rakiraki. Lautoka is Fiji's second largest city and is the major economic centre for the Western Division.

Of the total population in the Western Division, 337,041 there are 171,053 males and 165,988 females. There are 120,905 children between the ages of 0-19 years old and 167,453 adults between the ages of 20 to 54 years old. A total of 48,683 people are over the age of 55.

The population is generally concentrated within the Lautoka and Nadi district. Lautoka City has 71,103 residents (35,262 males and 35,841 females) while Nadi has 71,048 residents (35,701 males and 35,347 females). This concentration is largely due to the tourism industry in Nadi and the sugarcane, industrial and manufacturing industries in Lautoka. The rest of the population is spread-out across the smaller towns and periphery areas within the Division.

There are a total of 76,235 households in western division, with the majority of homes being located in Nadi (16,293 households), a further 15,611 households are located in Lautoka while Ba Town has 3,782 households. Sigatoka has 2,451, Tavua has 1,900 and Rakiraki has 1,396 households. The Western Division has a total of 11,489 informal households with the bulk of these (8,453) located in Nadi and Lautoka.

There majority of households in Sigatoka (1,653) are one-family homes that are detached from any other structures while the remaining 798 households are either made up of multiple small structures, buildings with two or more apartments or dwellings that are attached to non-residential buildings/shops. In total there are 15 suburban areas in the province. Moreover, there are 4,474 people living in 1,134 informal households across Sigatoka (Fiji population and housing census, 2017).

There are 20,416 people aged 5 and above who are living with at least one functioning challenge (disability) of whom 45.9% are male and 51.1% are female.

Health and Education

Health services. The public health sector in Fiji includes 25 hospitals, 80 health centres and 107 nursing stations across the country and private health sector included several day clinics and 130 private general practitioners. In 2015 the number of health workers per 1,000 people was 0.84 for doctors and 2.94 for nurses and midwives in 2015.¹⁵ Fiji has a national ratio of 2.05 hospital beds per 1,000 population (this excludes holding beds available at isolated health centres for short-term observation of general patients and those requiring emergency births or awaiting transfers).

The Ministry of Health and Medical Services (MHMS) operates via a system of four decentralized divisional offices and 19 sub-divisional offices geographically based: Central and Eastern (often combined) in Suva; Western in Lautoka, and Northern in Labasa. The divisional offices are responsible for provision of public health services, operation of the subdivisinal hospitals, health centres and nursing stations, and are led by a Divisional Medical Officer, reporting to the Deputy Secretary Public Health.

¹⁵ Global Nutrition Report 2020 <https://globalnutritionreport.org/resources/nutrition-profiles/oceania/melanesia/fiji/>

Fiji faces challenges in health service delivery, with many public health facilities in deteriorating condition and shortages of pharmaceutical and medical supplies a regular occurrence.¹⁶

Health status. Non-communicable diseases are said to have reached crisis level in the Pacific region, and account for around three-quarters of deaths (UNICEF 2017). Fiji's average life expectancy has increased to 67.3 years in 2018. In 2015, the leading causes of death in Fiji were diabetes (19.7%), ischemic diseases (16.6%) and hypertensive diseases (4.8%). The leading causes of morbidity were diseases of the circulatory system and respiratory system and certain infectious and parasitic diseases (WHO 2018). For communicable diseases, the incidence of tuberculosis has been on the decline since 2010. In the last 50 years, about six distinct outbreaks of dengue were experienced in the country. On average, about 20-100 cases of leptospirosis are reported in the country annually. While data shows that the incidence (number of cases per 100,000 of population) of typhoid fever may be increasing, improved diagnosis and reporting since 2005 may help explain the rise in numbers.

Fiji has made significant improvements in the capability of its health systems to deal with infectious diseases, and also with community health promotion and messaging on communicable diseases, in particular, dengue, typhoid and leptospirosis. Acute respiratory infections are reported as the most common communicable diseases through the National Notifiable Disease Surveillance System. Tuberculosis cases have risen steadily over the past 20 years. As of 2021, Fiji became one of the top five countries of rising HIV infections in the Asia-Pacific region and one of 38 globally. In 2021 the total number of people living with HIV in Fiji had risen to 1,400 people and the HIV incidence had increased by about ten-fold, from 0.7 per 100,000 in 2000 to 7 per 100,000 in 2021. While this increase is largely due to improved diagnostic capacity, it is also suspected to reflect a growing epidemic.

Major outbreaks in recent years have included dengue in 2013-14 and meningococcal C, which was new to Fiji in 2018. A measles outbreak was declared in November 2019. The MHMS aims to vaccinate at least 95% of people in the target group and has to date immunized more than 300,000 people in the target group against measles. Together, dengue fever, leptospirosis and typhoid fever are considered the country's "Three Plagues" and along with zika and diarrhea, are the major public health concerns.

Education. Schooling for the first eight years is free and provided by both public and church-run schools. Generally, the Fijian and Hindu children attend separate schools, reflecting the political split that exists in the country.

As of 2020 Fiji had 736 primary schools and 172 secondary schools (Table B.2). Ninety-eight percent of schools in Fiji are operated and managed by management committees (77% and 51%, primary and secondary respectively) or non-governmental organizations (22% and 43%, primary and secondary respectively) including faith-based groups, cultural groups and community groups.

Only 11 secondary schools and two primary schools are state run. The curriculum is developed by the Ministry of Education, Heritage and Arts and they supply and pay nearly all teachers and provide grants for infrastructure upgrades and teaching equipment. In total 154,191 students are enrolled in primary education and 68,636 are enrolled in secondary education.¹⁷

¹⁶ SPREP. 2014. Baseline Study for the Pacific Hazardous Waste Management Project – Healthcare Waste in Fiji.

¹⁷ <http://www.education.gov.fj/statistics/>

Table B.2: Primary and secondary schools by division and district

Education division	Education district	Total no. of primary schools	Total no. of secondary schools
Central	Nausori	118	27
	Suva	82	37
Eastern	Eastern	116	14
Northern	Cakaudrove	66	13
	Macuata-Bua	100	24
Western	Ba-Tavua	62	14
	Lautoka-Yasawa	86	23
	Nadroga-Navosa	63	13
	Ra	43	7
Total		736	172

Source: MEHA response to parliamentary question 126/2020 (Sep 20202)

Each division has a Divisional Education Officer to manage and administer the education sector. The Compulsory Education Regulations 1997 made it compulsory for all children between 6-15 years to attend education, with government policy expanding this to it being compulsory for all students to receive 12 years of education from the age of 6-18 years through to form 6 by 2009. There is an additional year (form 7) for students aged 18-19 which is not compulsory. Kindergarten is optional for students aged 4-5, primary is for students aged 6-12 and secondary is for students aged 13-19. The transition rate in 2014 from primary education to secondary school was 98.6%.¹⁸ In 2019 the net enrolment rate for secondary school was 83.6% and the literary rate for Class 5 was 82.14%.¹⁹

At tertiary level, there are three universities in Fiji: Fiji National University, University of the South Pacific and University of Fiji. Fiji National University is the main public university and comprises the colleges of medicine, tourism, business, agriculture, humanities and engineering.

Fiji has a high literacy rate (91.6 percent) and more than 85 percent of the children between the ages of 6 to 13 attend primary school.

In Central Division 351,568 people have obtained some level of formal education. Of these, 32.2% finished primary school, 47.1% completed high school, and 15.1% graduated with tertiary qualifications. A higher proportion of females (48.3%) has attained secondary level education compared to males (45.8%) in the central division. However, a higher proportion of males (15.3%) obtained tertiary qualifications in comparison to females (14.9%).

In Western Division 289,902 people have attained formal education. A higher proportion of females (49.3%) had attained secondary level education compared with males (45.8%). An almost equal proportion of males and females had attained a tertiary qualification with 10.7% males and 10.6% females.

¹⁸ http://www.education.gov.fj/wp-content/uploads/2019/01/2015-2018_ESSDP.pdf

¹⁹ Ministry of Education 2019

Employment and Income

Employment. As of June 2019 the estimated number of paid employees for registered establishments was 180,106 people, of whom 59.9% were wage earners and 40.1% were salary earners.²⁰ Of the total workforce 60.9% are in the Central division and 32.1% are in the Western division. Table B.3 presents information on the distribution of paid employment by division, industries, sector and sex.

Table B.3: Distribution of paid employees by major industry, sex and division

Major Industry group	Female	Male	Central	Western	Total
Agriculture, forestry and fishery	1,011	4,734	3,463	52	5,745
Mining and quarrying	224	2,216	281	-	2,440
Manufacturing	11,301	13,730	16,291	914	25,031
Electricity, gas, steam, air conditioning	108	739	435	6	847
Water supply; sewerage, waste management	217	2,957	3,075	6	3,174
Construction	721	11,097	7,211	18	11,818
Wholesale and retail trade; vehicle repair	11,826	18,923	19,340	60	30,749
Transport and storage	2,569	10,921	6,995	30	13,490
Accommodation and food service	8,458	9,449	2,981	428	17,907
Information and communication	1,380	2,558	3,694	7	3,938
Financial and insurance	2,496	2,826	4,679	14	5,322
Real estate	274	513	507	74	787
Professional, scientific and technical	2,725	2,975	4,483	6	5,700
Administrative and support services	2,220	5,510	5,551	13	7,730
Public administration and defence	5,618	12,251	14,232	136	17,869
Education	9,494	7,310	9,253	816	16,804
Health and social work	4,949	2,583	4,876	181	7,532
Arts, entertainment and recreation	320	421	493	-	741
Other service activities	743	883	927	1	1,626
Households as employers	8	54	43	-	62
Extra-territorial organizations	400	394	787	-	794
Total	67,062	113,044	109,597	2,762	180,106

Source: Annual Employment Survey 2019 (GOF)

Within the Central Division there are 146,489 employed residents while 10,007 are unemployed, bringing the total labour force to 156,497 with a 6% unemployment rate in 2016. The majority work on the basis of wages and salary. Additionally, 2,709 people are employers and 15,260 are self-employed (Fiji Bureau of Statistics, 2016). The major industries of employment include wholesale, retail, and mechanical works, followed by the manufacturing and the public administration sector. Additionally, there are 5,071 total registered businesses in Central Fiji.

The total labour force for the Western Division is 123,594 with a total of 115,833 employed people and 7,761 unemployed residents. The unemployment rate for the Division is 6%.

²⁰ GOF. 2019. Annual Employment Survey. Suva, Fiji

Majority of the working class are on wages (53,580 people) while 21,613 are salary based. Moreover, 2,489 people are classified as employers and 14,904 are self-employed (Fiji Bureau of Statistics, 2016). The majority of the working population are involved in the accommodation and food service industry. As well as wholesale, retail and mechanical works. The manufacturing sector is also of significance, particularly in Lautoka. Additionally, there are 5,400 registered businesses in the Western Division.

Income. The majority of paid workers in Fiji received between \$150-199 weekly, as part of their income. The top five wage earning occupations are: (i) armed forces and defence: \$26,485.72 (per annum); (ii) professionals: \$22,828.68 (per annum); (iii) legislators, senior officials and managers \$22,050.12 (per annum); (iv) technicians and associate professionals \$20,716.30 (per annum); and, (v) clerks: \$18,803.29 (per annum).

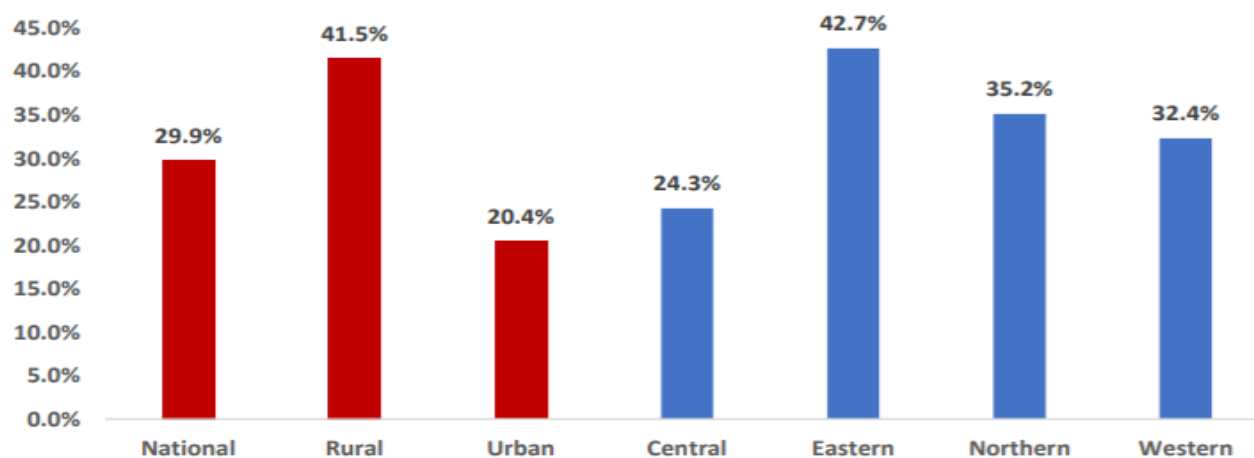
The average annual household income for 2019-20 was \$26,249, with the median at \$20,727 per household.

Poverty and Hardship

Poverty. A new Basic Needs Poverty Line (BNPL) was constructed for the 2019-20 Household Income and Expenditure Survey (HIES). This was done due to update the methodology reflecting new global and regional standards, and to reflect changes in the Fijian society's living standard since the last BNPL of 2002-03. A single national BNPL was set at \$2,179.39 per adult equivalent per year or \$41.91 per adult equivalent per week. A household is considered poor if its total consumption expenditure per adult equivalent is below the poverty line. A child between 0 to 14 is considered as 'half an adult'.

Based on this new BNPL, Fiji's official poverty headcount rate for 2019-20 is estimated at 29.9 percent, which means that about 258,053 individuals were living in poverty. Figure B.4 shows poverty rates by division and area. The figure shows that the Eastern Division recorded the highest poverty headcount rate (42.7%) while the smallest number of poor are in Central Division (24.3%). The Northern and Western Division poverty rates are recorded at 35.2% and 32.4%, respectively.

Figure B.4: Poverty rates by division



Source: Household Income and Expenditure Survey (FBOS, 2020)

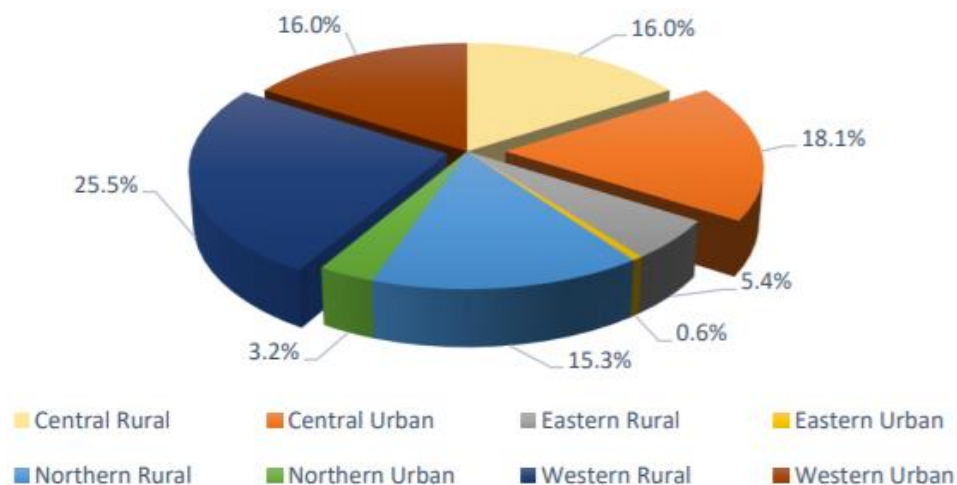
Of the total poor population, concentration of the poor were highest in the Western rural (25.5%) and Central urban (18.1%) areas. Less than 10% of Fiji's poor live in the areas of Eastern Division and Northern urban. However, based on distribution of the poor, representant of rural areas is larger with 62.2% compared with 37.8% for urban areas as shown in Table B.5.

Table B.5: Poverty data by division

Location	Poverty indicators				Estimated total population
	Headcount rate (%)	No. of poor	Distribution of poor (%)	No. of poor households	
National	29.9	258,053	100	45,724	864,132
Rural	41.5	160,450	62.2	29,011	386,632
Urban	20.4	97,602	37.8	16,712	477,500
Division					
Central	24.3	87,766	34.0	14,175	361,459
Eastern	42.7	15,480	6.0	2,953	36,274
Northern	35.2	47,819	18.5	8,234	135,965
Western	32.4	106,988	41.5	20,363	330,434
Area in division					
Western – rural	42.7	65,782	25.5	12,879	153,936
Western - urban	23.3	41,206	16.0	7,484	176,498
Central – rural	40.6	41,78	16.0	6,748	101,422
Central – urban	17.9	46,588	18.1	7,427	260,037
Eastern – rural	42.5	13,911	5.4	2,683	32,724
Eastern - urban	44.2	1,569	0.6	269	3,550
Northern – rural	40.2	39,579	15.3	6,701	98,550
Northern - urban	22.0	8,240	3.2	1,532	37,415

Source: Household Income and Expenditure Survey (FBOS, 2020)

There is no significant difference in the distribution of rural poor between the divisions, with poverty rates ranging from 40.2% in the Northern division to 42.7% in the Western division (Figure 5.36). For urban poor, Central urban recorded the lowest headcount rate (17.9%) with the highest recorded in Eastern division (44.2%). Northern and Western urban poverty rates is estimated at 22% and 23.3%, respectively. Figure B.6 also shows that around 41.5%) of the poor are rural compared with 20.4% in urban areas.

Figure B.6: Poverty rates by urban and rural areas in divisions

Source: Bureau of Statistics – HIES (2020)

The national average household size of Fiji's poor households is 5.6 compared with the smaller size of 3.9 for non-poor households. Poor households in the lowest four deciles tend to have a larger size (> 5 members) compared with non-poor households in the highest three deciles (3 or fewer members). There is little differentiation between urban and rural areas with the size of poor household being around 5.8 people compared with size of non-poor households of 4.0 people in urban areas while rural poor household size is estimated at 5.5 people compared with rural non-poor of 3.9 people.

Poverty rates based on highest level of education of household head show that the poverty incidence was highest for people living with household heads who had not completed at least primary education. Some 38% of poor people live with a household head who has completed only primary education, while in contrast of all the people who live with a household head who has completed a postgraduate education, only 5% are poor.

Employment and workforce data suggests that 28.7% of the labor force (aged 15-55 years) are living below the poverty line. Poverty rates are highest for those who live with household heads who are engaged as family/community workers (44%), followed by subsistence (41%), self-employed (34%), not working (33%), and wage/salary earner (23%). Also, it was noted from the survey that about 17% of poor people are living with a household head who is also an employer.

Hardship. Based on information available from the household survey, some 64% of households reported on the types of hardship they had faced in the previous twelve months. The most common was natural disasters affecting crops and food gardens (30%), followed by drought (15.5%), unemployment due to illness (13.8%) and death of an immediate family member (13.6%). A total of 5.6% of survey respondents had been directly affected by COVID-19 associated job loss or reduction in work hours. More men, than women, experienced hardship through crops being affected by flood or tropical cyclones (26% compared to 19.5%) while more women than men were affected by a death in the family, illness/injury and conflict or legal disputes.

In times of hardship, 52.3% of survey respondents said they relied on their family for assistance and support. Other coping strategies included use of personal savings (35.6%) or seeking support from neighbors/community (15%) or government or NGOs (14.5%). For 13.5% of households, consumption or purchasing was reduced. Since COVID-19, there was an increase in households relying on subsistence farming (by 2.9%).

Gender

According to the United Nations Gender Inequality Index, Fiji had an index value of 0.352 in 2017, ranking it at 79th out of 160 countries while the World Economic Forum 2018 reporting on gender gaps ranked Fiji 106th out of 149 countries. The migration of men to urban areas has increased the number of female-headed households in rural areas, which has increased pressures on women and also leads to changes in traditional gender roles. The report identified economic participation and opportunity, and political empowerment as key issues, though Fiji ranked better for health and survival and educational attainment. Nevertheless, challenges remain in areas such as sexual and reproductive health and rights, and gender-based violence.

Occupational discrimination and gender segregation in the labor market are persistent challenges in Fiji. Women's share of employment is significantly lower than that of men, and there is a gender wage gap. According to the 2017 census, the labor force participation rate for women was 37.4% compared to 76.4% for men, and the unemployment rate for women was 7.8% compared to 2.9% for men. Many women work in the informal sector. Fiji has higher financial inclusion rates for women than other Pacific Island countries but more women than men are excluded from financial services.

Violence against women is recognized to be pervasive, widespread and a serious national issue. The Fiji Women's Crisis Centre reports that overall, 72% of women experienced one or more types of violence in their lifetime from their husbands or partners – physical, sexual or emotional. This is particularly prevalent in the Eastern Division where the proportion of women who have been subjected to domestic violence by their husband or partner during their lifetime is one of the highest recorded in the world to date; 79% of women experienced physical violence compared with 61% for Fiji as a whole, and 53% experienced sexual violence compared with 34% for the whole country.²¹ . The rates of violence against women and girls are generally lower than the national average for Indo-Fijian women, and significantly higher for iTaukei women, as well as for all other ethnic groups combined.

The stress, disruption of social and protective networks, and reduced access to services associated with the COVID-19 pandemic, are all likely to exacerbate the risk of gender-based violence in Fiji. As distancing measures are put in place and people are encouraged to stay at home, the risk of intimate partner violence is likely to increase. The disruption of livelihoods and ability to earn a living, including for women (many of whom are informal wage workers), may reduce access to basic needs and services, increasing stress on families, with the potential to exacerbate conflicts and violence. As resources become scarcer, women may be at greater risk for experiencing economic abuse. At the same time, access to vital sexual and reproductive health services, including for women subjected to violence, are likely to become more limited.

²¹ Fiji Women's Crisis Centre. 2013. *Somebody's Life, Everybody's Business!*

Other services, such as crisis centres, shelters and other protective services may also be scaled back, further reducing access to the few available sources of support for women in abusive relationships.²²

Economy, Utilities, and Infrastructure

The economy of Viti Levu is driven by tourism (largely through the Nadi gateway), transportation, and real estate sectors. Within these formal industries, the informal sector plays a relatively small role, mainly consisting of tourism and agricultural businesses, including handicrafts.

Road network and transport. Fiji is one of the few Pacific Islands countries with a land transport system of any scale. The government has undertaken a massive road infrastructure improvement program and reformation of the government road transport management authorities and departments. Prior to reform in January 2012, there were 15 bodies responsible for Fiji's roads, in 2012 the Department of National Roads was dissolved, and the FRA was established as the agency responsible for maintaining and managing road infrastructure and the Land Transport Authority was made responsible for road safety, vehicle registration and driver licensing. Fiji's road infrastructure is most prevalent on the larger islands and comprises about 7,000 km of roads, 800-1,251 bridges and 47 jetties (Table B.7).

Table B.7: FRA transport assets by division

Division	Roads (km)			Bridges (no.)	Jetties (no.)
	Sealed	Unsealed	Total		
Central-Eastern	675	1681	2356	427	30
Western	677	2,406	3,083	440	4
Northern	356	1,730	2,086	384	13
TOTAL	1,707	5,818	7,525	1,251	47

Source: FRA website

Traffic between major centres comprises trucks for freight, buses, minibuses, route taxis, and private vehicles. The most heavily trafficked route is the corridor linking the two main sea-ports at Suva and Lautoka. Haulage of containers between the ports and transport of sugarcane are contributors to traffic problems. Traffic levels outside of Suva and Lautoka are at most times moderately low, but density increases dramatically near the cities of Lautoka and Suva.

The most heavily trafficked route is the Suva-Nadi-Lautoka corridor, which is predominantly two-lane bitumen pavement with small four-lane divided sections close to the cities (Table B.8). Road surfaces are generally good but showing wear from what appears to be an increasing heavy vehicle load, particularly at the two terminal nodes. Open road limits (80kph) are enforced with visible police presence near village police posts and a speed camera system along the main roads has been installed to further improve road safety. Within villages, speed humps further reduce average speed and increase transit times.

²² World Health Organization. 2022. Human Reproductive Programme - COVID-19 and violence against women What the health sector/system can do

Table B.8: Distances (km) from Suva to major towns along main arterial roads

Location	Via Kings Road (km)							
	Nadi Airport	Lautoka	Ba	Tavua	Raki Raki	Korovou	Nausori	Suva
Nadi Airport		24	62	91	132	239	270	289
Lautoka			38	67	108	215	246	265
Ba				29	70	177	208	227
Tavua					41	148	179	198
Rakiraki						107	138	157
Korovou							31	50
Nausori								19

Location	Via Queens Road (km)							
	Suva	Pacific Harbor	Korolevu	Korotogo	Sigatoka	Nadi Town	Nadi Airport	Lautoka
Suva		49	96	120	127	183	197	221
Pacific Harbor			47	71	78	139	148	172
Korolevu				24	31	92	101	125
Korotogo					7	68	77	101
Sigatoka						61	70	94
Nadi Town							9	33
Nadi Airport								24

Source: ADB (2020)

Water supply. The Water Authority of Fiji (WAF) was established in January 2010 as a commercial statutory authority²³ and took over the management of water supply from the Water and Sewerage Division of the Public Works Department. In January 2011 cabinet approved the Fiji National Drinking Water Quality Standards though the first round of these standards only covers the reticulated water supply within urban areas.

The urban water supply is a centralized reticulated and metered water supply. Rural water supply either from community-specific water catchments; typically, a concreted section of a creek or catchment which feeds supply the nearby village or through a communal well. Some of these community supply initiatives are installed by the Water Authority of Fiji (and previously the Public Works Department) though the maintenance, management and routine upkeep of these systems is the responsibility of the community. Many communities incorporate this role as part of the village development committee.

Domestic water supplies are provided by the WAF with rural communities responsible for maintenance of their facilities. In the Nadi area, domestic water reticulation is limited to the urban areas (sourced from Nadi River scheme including two treatment plants and the Vaturu reservoir), and most rural communities have their own water supply systems comprising a mix of surface

²³ Source: <http://www.health.gov.fj/wp-content/uploads/2018/02/WAF-Promulgation-2007.pdf>

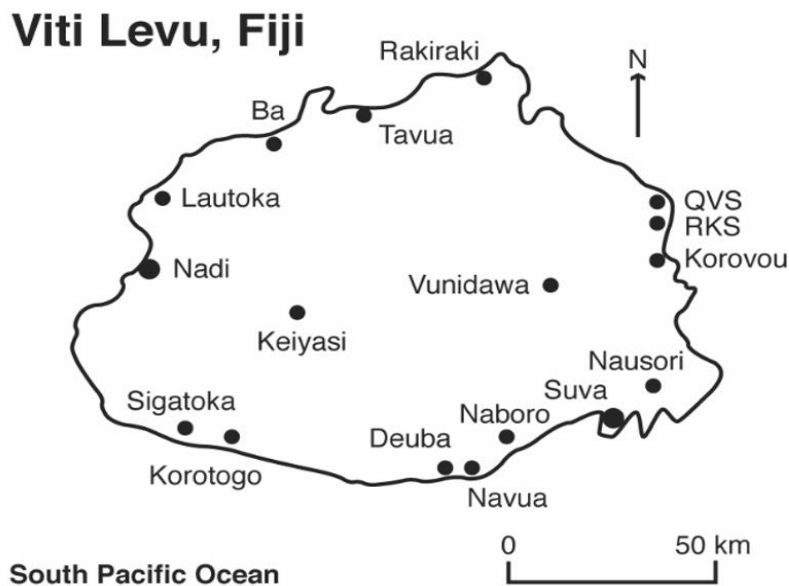
water, springs or ground water. Water from Vaturu Dam is treated at Nagado Water Treatment Plant and supplied to Nadi and Lautoka areas providing 100% of Nadi requirements and 75% of Lautoka requirements. Ba is served by the Ba River scheme with a treatment plant at Waiwai and intakes at Nawetavuni and Varaciva rivers. The Sigatoka River scheme comprises three treatment plants at Matovo, Lawaqa and Korotogo.

The WAF's water supply network covered an estimated 95% of the GSA urban population in 2014, but services are intermittent in some communities and face several constraints. The Waila, Tamavua and Nausori water treatment plants serve the GSA, with a combined average production capacity of about 150,000m³ per day. Both plants are operating at full capacity but cannot meet the current peak demand.

The Rewa water supply scheme includes the Korovou, Vunidawa and Viria pump stations, the Waitolu scheme includes a reservoir and pump station. The Waimanu River also supplies raw water for treatment and supply. Refer to Figure B.2.

WAF is currently developing water supply and wastewater master plans to expand services in Viti Levu. The master plans focused on systems in the towns of Korovou and Rakiraki, as well as un-serviced areas between Sigatoka, Nadi, Ba and Tavua. The plans identified around FJ\$250m of works to develop new systems to service existing populations and provide capacity for growth.

Figure B.2: Water reticulation end points on Viti Levu



Source: Water Supply Master Plan (JICA, 2016)

Solid waste management. Fiji is particularly concerned with solid waste management as it has the potential to cause negative impacts on the fragile environment, tourism, trade, food supplies, public health and severely place constraint on the existing limited resources. However, most solid waste is still thrown in open dumpsites, illegally disposed of in the sea, on unused land, or in the streets.²⁴ I

In parts of Fiji, illegal dumping and burning of waste are still common due to inadequate enforcement. Finding suitable new landfill sites is often quite difficult due to land issues like customary rights over the use of land and reluctance by landowners to lease land for use as disposal sites due to fear of negative environmental, social and economic impacts.²⁵

Under the JICA-funded Waste Minimization and Recycling Project, some improvements have also been made to the Vunato Waste Disposal Site, which services Nadi Town and Lautoka City. These improvements include the establishment of a composting operation, the installation of a weigh bridge and data collection systems, the procurement of heavy equipment, compaction and placement of waste, and development of a site operational plan.²⁶

Improvements to the Labasa landfill on Vanua Levu have also been implemented by the SPREP with the technical expertise of the Japanese Technical Cooperation Project for Promotion of Regional Initiative on Solid Waste Management in Pacific Island Countries (J-PRISM). Improvements include installing accessible roads, a proper drainage system, a pond to capture and reduce leachate spillage, reduced fire risks with regulated gas flow from the landfill vents, and controlled dumping of waste now being better enforced.²⁷

Electricity supply. Fiji Electricity Authority was corporatized into Energy Fiji Limited (EFL) on 16 April 2018, a public company limited by shares, and was registered under the Companies Act pursuant to regulations that were gazetted. According to the 2017 Census, about 4% of households in Fiji did not have electricity. Seventy eight percent (150,614 houses) were supplied by EFL. Close to 16% generated their own electricity through either solar power generation or a communally owned and run community generator or through their own household generator whilst less than one percent was supplied by the Vatukoula Goldmine. In 2018, EFL supplied electricity to 161,887 post-paid customers, an increase of 4% since 2017.²⁸

²⁴ Kumar, P. 2013. Country Analysis Paper – Fiji. 3Rs in the Context of Rio+20 Outcomes – The Future We Want

²⁵ Ibid.

²⁶ government. 2011. Fiji National Solid Waste Management Strategy (2011-2014)

²⁷ <https://www.sprep.org/news/climate-proof-landfill-now-operational-fiji>

²⁸ EFL Annual Report 2018

Appendix C: LAR Details for APs and AHs

This appendix outlines the assessment of impacts and proposed mitigation approaches. In the event of differences between the proposed mitigation approaches indicated below and the provisions set out in the Entitlement Matrix of the LARP, the entitlements set out in the Entitlement Matrix serve as the minimum basis for entitlements.

C1 Medraukutu Bridge

A substantial house structure and secondary kitchen structure sits within a portion of the new alignment within the State's old Queen's Road reserve through a supposed "tenancy at will" agreement, though not sighted. These affected persons (APs) are a retired couple who have been residing there for nearly 18 years. An additional house structure falls within the new bridge alignment in the foreshore mangrove area. This AP is recently widowed with eight children and has also lived in the area for nearly 20 years. It is also important to note that the traditional Qoliqoli resource owners (Mataqali Navakavu) have signed a waiver for a foreshore development on the downstream Nadi approach side of the proposed new alignment for a commercial marina development by Victoria Marine. In this regard, the traditional landowners (Mataqali Natodre of Waiqanake Village) had identified native land for the relocation of the informal settlers in this foreshore area to move but these two APs have not yet relocated.

According to the APs, there is a court case pending between Victoria Marine and the informal settlers and the court decision was expected at the end of March 2024 but has since been deferred. Only one (Mr Taito) of the two APs are involved in this court case. The court case decision will be to determine whether these settlers must move to their newly provided area given the compensation package provided by Victoria Marine, or whether they will be allowed to stay and renegotiate further with Victoria Marine. FRA have indicated that if the court case decision is drawn out and the bridge construction needs commence, then FRA will proceed with relocating Mr Taito and his family to their family in Naitarisi, providing compensation for the replacement materials for their two structures. Whilst for Mr Taito, FRA will have to find a property for him to relocate to, though not budgeted for or agreed to by FRA at this time. FRA will need to confirm this prior to implementation of the project.

There are four secondary structures that are also required to be relocated from the existing road reserve on the upstream Nadi side of the bridge. Currently two of the structures are not in use but the owners (who live behind the structures in cleared foreshore mangrove area) have advised that they intend to use them in the future for market stalls selling vegetables and baked goods. The third structure is an operational stall that has electricity supplied to it and is used to sell kava as a source of income for the affected household (who is separate to the above two stall owners but who is also living behind the stall in cleared foreshore mangrove area) making a gross of \$2,000 a week supporting a family of four persons. The fourth secondary structure is a garbage disposal stand. Three out of the four structures will be compensated in terms of replacement costs of materials. The fourth structure will be relocated outside of the road reserve by the Contractor.

There will be permanent loss of crops for four households, all located along the upstream Nadi side of the bridge. All crops and trees that will be lost are currently located within the Road Reserve. The first AH includes productive trees of breadfruit, pawpaw, and banana. The second AH include productive crops of cassava, lemongrass (cobo), bele, productive trees including avocado, guava, kumquat, and pawpaw and unproductive red palm trees. The third AH include productive crops of cassava, eggplant, pumpkin, beans, bele, and tomato, and productive trees of banana and pawpaw. The fourth AH include productive crops of cassava and productive trees of pawpaw and guava. All productive crops and trees by the AHs are used for subsistence purposes. FRA have indicated that they will only provide cash compensation to the APs to the value of the crops.

There will be 9,258.18 sqm (permanent or temporary) loss of State leased lands and the State foreshore area including removal of mangroves on the downstream side of the bridge on both the Suva and Nadi

approaches. Another foreshore lease application is currently being considered by the Department of Lands by Ports Fiji for future port development on the downstream side of the existing Medraukutu bridge.

The relocation of boat moorings used in the foreshore area on the downstream Nadi approach of the bridge right beside the existing bridge in the mangrove area will also be temporarily affected.

In addition, a small portion of freehold land is required to be acquired for the upgrade to the side access road to the Suva-Nadi Highway from the new foreshore development on the downstream side of the new bridge.

The new bridge level has been raised by 1.2m above the existing bridge level to provide additional resilience to future climate change flooding events. As a result, this affects six accesses to dwellings and two accesses to current businesses. This does not include one of the market stalls as they are not currently selling from their home and details about the restart of their business are unknown. These affected sites will be provided with temporary safe access at all times during construction, particularly to the identified vulnerable persons, with permanent access ways reinstated at the conclusion of the construction works. The exact locations and establishment of these access points will be discussed and confirmed between the APs and contractor prior to works commencing and details included within the updated LARP.

The following table summarises the impacts on each AP, including recommended mitigation.

Table C1.1: Details of AHs and APs at Medraukutu Bridge

Affected HH / Entity	No. of APs in HH	Asset impacted	Impact	Type of land	Area Impacted (sqm)	Estimated compensation (FJD\$)	Comments
SES #1	3	Structure – house (total loss)	Relocation of house	State	12.77	\$14,047.00	House is a one storey home made of wood with a corrugated iron roof. AH's preference is to relocate to farm in Wainilia, Nakorosule, Naitasiri (TLTB Ref 4/03/40518) using current housing materials and provision relocation costs. The secondary structure is a corrugated iron structure which is used for outdoor cooking. FRA is awaiting outcome of the court case between Victoria Marine and AHs. If court decision not made and bridge construction will commence soon, then FRA will relocate AH to Naitasiri. FRA to negotiate agreement and have signed Sales & Purchase Agreement and 100% payment before implementation in accordance with LARP. FRA to ensure that the relocated household has appropriate cooking facilities to meet the needs of this family.
		Structure	Removal of structure	State	36.8	\$40,480.00	
		Transitional – transportation cost for relocation	Relocation of structures	State	N/A	\$350.00	
SES #1 TOTAL						\$54,877.00	
SES #7	9	Structure house (total loss)	Relocation	State	55.09	\$35,808.00	The house is a one storey corrugated iron house with a cement foundation. In 2018, the house burnt down. The materials were bought to rebuild but the rebuild was put on hold once notified about the bridge upgrade. In the interim, a temporary structure was erected within an area of FRA land that they currently live in. This land has now been leased to Victoria Marine. Relocation by Victoria Marine to a newly constructed house in a nearby community was offered but not accepted by AP. FRA are now awaiting the results of a court case between Victoria Marine and the AP, as the AP is located within Victoria Marine's foreshore lease. Preference of the AP is self-relocation with cash only at replacement cost. The AP would like to be relocated in the nearby area and if possible, across the road in near household. The jetty is an all-wooden structure. Income is generated by the AP by rental of his fishing boat at a price of \$10/day. .
		Structure – jetty total loss	Permanent loss	State	2	\$50,000.00	
		Business - loss of income	Disruption to Business	State	N/A	NA	
SES #7 TOTAL						\$35,808.00	

Affected HH / Entity	No. of APs in HH	Asset impacted	Impact	Type of land	Area Impacted (sqm)	Estimated compensation (FJD\$)	Comments
							FRA to negotiate agreement and have signed Sales & Purchase Agreement and 100% payment before implementation in accordance with LARP. This is a vulnerable household and AP relocation request to be given due consideration due to the impacts to children who live at the site and the APs income generating resources. The foreshore access will be restricted as Victoria Marine has a development lease over the entire foreshore area within Medraukutu and therefore relocation of the jetty is not an option. Boat tying facilities will be provided under the new bridge after construction which can be used in lieu of the jetty. The Contractor to provide an alternative boat tying facility and safe passage under the bridge during construction to allow the community to continue to rent the fishing boat.
SES #2	3	Secondary structure - Market Stall	Relocation	State	4	\$2000.00	The secondary structure is the market stall made of corrugated iron and wooden posts located within the Road Reserve. Market stall currently not in use. It's to note, as the market stall is currently not in use there would be no loss of revenue during the time that the stall is relocated However, market stall to be relocated outside of road reserve closer to house. HH sells baked goods from the home but would like to start using the stall again in the future. The major source of income is sales from her catering business (baked goods, pies, sandwiches) which is now run from out of her home earning between \$100-\$200 per week. Construction will affect driveway and subsequent access to home. FRA will make sure TMP to provide access at all times to mitigate any disruption to access. Crops located within the Road Reserve and are used for subsistence purposes include: Breadfruit, Pawpaw & Banana Tress The respondents' major concern is food security where the fruit trees and crops near the road that will be removed
		Loss of business	Disruption to business	State	N/A	N/A	
		Temporary disruption to access of property		State	N/A	NA	
		Crops and fruit trees	Loss of Crops and trees	State	67.1	115.61	
SES #2 TOTAL						467.61	

Affected HH / Entity	No. of APs in HH	Asset impacted	Impact	Type of land	Area Impacted (sqm)	Estimated compensation (FJD\$)	Comments
							during FRA has agreed to carry out in-kind compensation with agreement of APs to offset the loss. As long as safe access to the home for customers is provided by the contractor during construction, there should be no loss of revenue for their business. Safe access to their home to be provided by the contractor during construction. Crops to be replanted in alternative area on the property and outside the road reserve. Notification should be given six months prior to the start of construction to ensure ample time for this HH to start replanting in the new location to lessen impact to food security. Cash compensation to be provided, as needed by the HH for replanting of crops and trees.
SES # 3	5	Secondary structure – kava stall	Relocation	State	4	\$352.00	The secondary structure is made from corrugated iron and timber and cemented posts. This HH has stated they earn \$2000.00 weekly from the kava stall which is located within the road reserve.
		Loss of business	Temporary disruption to business	State	N/A	NA	Construction will affect driveway and subsequent access to business home. Post-construction the kava stall shall be relocated outside of road reserve closer to the house.
		Temporary disruption	Access to business and property	State	N/A	NA	Monetary compensation shall be provided to cover the loss of revenue during the relocation of the kava stall. Any loss shall be verified by the HH. Safe access to the kava stall and home shall be maintained at all times with the implementation of a TMP during construction.
SES # 3 TOTAL						\$352.00	
SES #4	6	Secondary Structure - Market Stall	Relocation	State	4	\$352.00	Market stall used for selling vegetables currently not in use but would like to start using the stall again in the future. The secondary structure is made from trim-deck with wooden posts.
		Disruption of access to Property	Temporary	State	N/A	NA	Vulnerable persons within this household include a stroke patient on a wheelchair and a diabetes/ kidney patient. Vehicular access to their home is needed in case medical transportation is required.

Affected HH / Entity	No. of APs in HH	Asset impacted	Impact	Type of land	Area Impacted (sqm)	Estimated compensation (FJD\$)	Comments
		Crops and fruit trees	Loss/removal	State	47.25	\$250.00	Impacted crops and trees used for subsistence purposes include: cassava plants, avocado tree, lemongrass, guava trees, bele, kumquat, and pawpaw tree. There are also red palm trees.
SES #4 TOTAL						\$602.00	<p>A major concern for the HH is food security due to the removal of their crops that they rely heavily on for subsistence purposes.</p> <p>Market stall to be relocated outside of road reserve closer to house.</p> <p>As the market stall is currently not in use there would be no loss of revenue during the time that the stall is relocated.</p> <p>Contractor to ensure that there is vehicular access for the vulnerable in this HH.</p> <p>Safe access to their home to be provided by the contractor during construction.</p> <p>Crops to be replanted in alternative location within property and outside the Road Reserve.</p> <p>Notification should be given six months prior to the start of construction to ensure ample time for this HH to start replanting in the new location to lessen impact to food security.</p> <p>Cash compensation to be provided, as needed by the HH for replanting of crops and fruit trees.</p>
SES #5	8	Access to property	Temporary disruption	State	N/A	TBD	The HH vehicle is currently parked on the road side as they do not have a driveway.
		Parking space	Temporary loss of parking	State	N/A	TBD	HH has requested the installation of a proper driveway as part of the construction restoration package.
		Crops and Fruit Trees	Loss / removal	State	52.93	\$115.61	Impacted crops and fruit trees used for subsistence purposes include: banana tree, pawpaw tree, tomato plants, cassava plants, beans, bele, eggplant and pumpkin. Food security is the major concern since the HH plant lots of vegetables and have fruit trees near the road. There is no other place to replant because of salt water intrusion from the mangroves behind the house and also flooding everywhere else apart from the slope near the road.

Affected HH / Entity	No. of APs in HH	Asset impacted	Impact	Type of land	Area Impacted (sqm)	Estimated compensation (FJD\$)	Comments
SES #5 TOTAL						\$115.61	Safe access to their home to be provided by the contractor during construction. Vehicular access has been provisioned within the Bridge Design. FRA to confirm an alternative location for replanting. Notification should be given six months prior to the start of construction to ensure ample time for this HH to start replanting in the new location to lessen impact to food security Cash compensation to be provided, as needed by the HH for replanting of crops and fruit trees.
SES #6	4	Secondary structure - garbage disposal stand	Relocation	State	N/A	TBD	The secondary structure is a garbage disposal stand made of timber. Temporary rental of land and construction area will affect access to the home.
		Access	Temporary disruption	State	N/A	TBD	Garbage disposal stand to be relocated outside of road reserve but accessible for HH and Town Council garbage collection HH has requested the installation of a separate driveway as part of the construction restoration package.
SES #6						TBD	Safe access to their home to be provided by the contractor during construction. Their current driveway is a shared driveway which services 3 other HH. Contractor should relocate existing garbage disposal stand outside of the road reserve prior to construction works.
SES #8	1	Access to property	Temporary disruption	Road Reserve	N/A	\$TBD	AP has a physical disability from birth affecting his hands and one leg, but does not require use of a wheel chair. Vehicular access to his home may be needed in case medical transportation is required.
		Crops	Loss	Road Reserve	17.28	\$200.00	Impacted crops used for subsistence purposes include cassava in a small strip of land along the roadside and a few pawpaw and guava trees. FRA will provide in-kind compensation with AP agreement. FRA to monitor Contractor TMP effectiveness to maintain proper vehicular access to APs at all times.
SES #8 TOTAL						\$200.00	Safe access to their home to be provided by the contractor during construction.

Affected HH / Entity	No. of APs in HH	Asset impacted	Impact	Type of land	Area Impacted (sqm)	Estimated compensation (FJD\$)	Comments
							Crops to be replanted in alternative location within property and outside the Road Reserve. Notification should be given six months prior to the start of construction to ensure ample time for this HH to start replanting in the new location to lessen impact to food security. Cash compensation to be provided, as needed by the HH for replanting of crops. GRM mechanism will be set in place in if AP want to raise any issues pertaining the agreement made with FRA. FRA safeguard team shall carryout meaningful consultation with AP throughout the project implementation stage.
Victoria Marine	XX	Land	Acquisition	State	2180.68	\$122,118.08	Victoria Marine has a five- year foreshore development lease of this area. Affecting two households who have been catered for in terms of relocation by Victoria Marine.
		Land	Temporary access for construction	State	649.51	TBD	Subject to commercial development by Victoria Marine. FRA to negotiate agreement and have signed Sales & Purchase Agreement and 100% payment before implementation in accordance with LARP.
Victoria Marine TOTAL						\$122,118.08	FRA to ensure affected households have been satisfactorily relocated prior to implementation in accordance with LARP. Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing
Fiji Ports Corp. Ltd	XX	Land	Acquisition	State	1879.64	\$105,259.84	Subject to Master Plan development, balanced area used as barge ramp State Foreshore Lease still in process. Advised by Fiji Ports that Swire & Cruz no longer doing proposed Clinker Port development due to environmental issues. FRA to negotiate agreement and have signed Sales & Purchase Agreement and 100% payment before implementation in accordance with LARP.

Affected HH / Entity	No. of APs in HH	Asset impacted	Impact	Type of land	Area Impacted (sqm)	Estimated compensation (FJD\$)	Comments
		Land Access for construction	Temporary	State	276.90	\$12,000.00	Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing. Based on FRA's assumption of \$250/month x 48 months/4 years
Fiji Ports Corp. Ltd TOTAL						\$117,259.84	
Director of Lands	1	Land	Acquisition	State	757.37	\$31,809.54	Vacant Undeveloped foreshore areas impacted by project Access shall be provided, FRA safeguard team shall made sure that the contractor TMP is effective, also to carry out meaningful consultation with AP's. GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.
		Land	Acquisition	State	418.06	\$17,558.52	
		Land - access for construction	Temporary	State	2,271.15	TBD	
		Land - access for construction	Temporary	State	1001.52	TBD	
DOL TOTAL						\$49,368.06	
General Machinery	1	Land	Temporary - access for construction	State	625.90	\$12,000.00	Based on FRAs assumption of \$250 per month x 48months/4 years Joint development with Fiji Ports/Swire Shipping Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing
General Machinery TOTAL						\$12,000.00	
Ritu Bhanjan Sharma	1	Land	Permanent Acquisition	Freehold	123.56	\$6,834.00	Based on FRA's assumption of \$600/sqm Survey to be undertaken to confirm if this is an affected person. It is highly likely that the acquisition area falls within the existing road reserve and not with APs property. Once confirmed an AP, FRA to negotiate agreement and have signed contract before implementation in accordance with LARP.
Ritu Bhanjan Sharma TOTAL						\$6,834.00	

C2 Lami Bridge

The acquisition and temporary use of part of freehold land owned by R B Patel Property (on the Suva approach downstream side) will be required and which will affect their access to parking/circulation area temporarily. Due to the close proximity of the road works to the existing buildings within the site, a structural integrity assessment of the buildings will need to be undertaken prior to construction and buildings monitored during construction for any damages. This temporary rental will require relocation of the signage at the front of the R B Patel complex located within the green space, including a three-sided billboard and an ANZ sign board. If unable to find alternative sites for relocation of these signs, owners of the signage will need to be compensated for material loss.

Acquisition of iTaukei lease land held by LTC and acquisition/rental of state foreshore land which makes up Tikaram Park will be required and can have adverse social impacts as this Park reserve is well used by Village youths and the local community. Though the bridge upgrade project is supported by LTC, the impact on the park is a great community concern as it is widely used by the locals and therefore, compensation in the form of additional park area and facilities is required.

A Council meeting was held on 19th March 2024 to discuss the various alternative options. Options must address the temporary (construction) impacts as well as the permanent impacts which will mean a smaller area of land available at the park due to the acquisition required for Lami Bridge. Compensation will cover the land required to be relinquished by LTC and other assets (parking spaces)., Additional compensation will be used to purchase equipment for the other two parks in Lami Town.

Permanent loss of non-land assets within Tikaram Park include relocation of retail building that houses a restaurant and recreational bure (x1), loss of picket fencing, solar streetlights, park furniture, children's play equipment, concrete volleyball court and temporary relocation of three parking spaces and the security bure. Part of the Park also falls within State foreshore area, and it has been confirmed by the Department of Lands that Lami Town Council does not have a current foreshore development lease over the area, as the reclaimed park land is not yet surveyed. Further foreshore area outside the existing park area may also be required to be obtained for the additional park area to address the community concerns regarding the impact of loss of use to park facilities. Further consultation with LTC, native lease holders and DOL and Department of Fisheries with the qoliqoli owners is still being undertaken by FRA. FRA, LTC and qoliqoli will have further negotiations regarding the loss of the park land and the relocation of park facilities during the construction, and an agreement must be made prior to implementation of the project.

Additionally, there is temporary rental of native lease land, located downstream on the Suva side of the bridge, which has since expired. The status of renewal has yet to be confirmed by TLTB. The road alignment works within the temporary rental of this native lease land may temporarily affect the access to the house that is situated on the same property and result in less setback of the existing building from the road. For this reason and due to the proximity of the road works to the existing building within the site, a structural integrity assessment of the building will need to be undertaken prior to construction and building monitored during construction. This AP will also be affected by the removal of their ornamental hedges. Another affected native leaseholder who operates a commercial shop located downstream on the Suva side of the bridge, will also be affected during the construction phase. This should not affect their daily retail operations but safe passage of their retail customers who generally walk to their shop will need to be considered by the contractor during the construction period. The proposed road works, and use may affect these two site's access but will also affect a small part of the main access (from Native Reserve) to Suvavou Village. An alternative access may need to be provided for the village during construction.

The new bridge alignment will also require areas for construction works on the upstream Suva side of the existing bridge which may require temporary use of state foreshore mangrove area. Temporary use of this area during construction will likely affect 20 boats from upstream who travel downstream out to the ocean for fishing and one boatowner who ties his two boats up in this area. Boat access under the bridge out to sea will be a requirement by the contractor to facilitate during the construction phase which will enable all fishermen from upstream to continue to use their boats and maintain their livelihood.

Acquisition of foreshore areas on the downstream side and removal of mangroves on the upstream side will also be required including potential customary fishing rights compensation over the fishing areas for temporary and permanent bridge use. The FIA will include the compensation assessment amounts payable by FRA prior to implementation of the project and though indicative rates/amounts have been provided for in this LARP, the final amounts will be included in the updated LARP. Furthermore, boat access and mooring use within the mangrove areas upstream (adjacent to the bridge) will also be affected and an alternative area will need to be allocated for use by the locals during construction so as not to affect their livelihood.

The new bridge level has been raised above the existing bridge level to provide additional resilience to future climate change flooding events. As a result, this affects five accesses to dwellings and one entry and exit point to multiple businesses within the RB Harbour Point Complex. These affected sites will be provided with temporary safe access at all times during construction, with permanent access ways reinstated at the conclusion of the construction works. The exact locations and establishment of these temporary access points will be discussed and confirmed with the APs prior to works commencing and details included within this LARP.

Table C2.1: Details of APs and AHs at Lami Bridge

Affected Household/ Entity	# of APs in HH	Asset impacted	Nature of impact	Land type	Area (m ²)	Estimated compensation	Comments
Vanua Suvavou & Vanua Lami		Land	Acquisition	State	1,799.95	\$75,597.90	Based on FRA's assumption of \$42/sqm FIA to determine the fishing rights compensation with 100% be paid to the traditional qoliqoli resource users.
		Land	Temporary access for construction	State	81.46	\$0.00	
Vanua Suvavou & Vanua Lami TOTAL						\$75,597.90	FRA to agree with qoliqoli owners and payment to be made prior to implementation in accordance with LARP. FRA to apply for State Land acquisitions via a bulk letter to DOL for each bridge. Contractor to negotiate with Lands and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing
Vanua Suvavou		Land	Temporary access for construction	iTaukei	18.25	\$12,000.00	Access to Village Based on \$250/month x 48months/4 years Main vehicular and pedestrian access into Suvavou Village Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing Safe access to their home to be provided by the contractor during construction.
Vanua Suvavou TOTAL						\$12,000.00	
SES #1	1	Land	Temporary for construction	iTaukei	159.68	\$12,000	Based on \$250/month x 48months/4 years There is currently no one living in the house apart from Ratu Emori who comes occasionally to check on the house. He lives in a separate home. Ornamental plants planted as hedges in front of the house plus one coconut tree – FRA have indicated they will not compensate as not grown for the harvest of fruit or wood for commercial gain. Temporary rental of land will affect access to home. Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing
		Ornamental plants and Tree	Permanent	iTaukei	65.70	\$6,000	
		Access	Temporary disruption to access	iTaukei	N/A	\$0.00	
SES #1 TOTAL						\$12,000	

							Contractor to reinstate hedging after the construction period has completed. Safe access to the home to be provided by the contractor during construction.
SES #2	1	Transition al – Loss of Boat Access	Temporary Disruption to boat access	State	N/A	TBD	There are two boats that are is shared with the people in the community who are poor/in need for livelihood and subsistence fishing. It was requested that the place chosen to relocate the boats be sheltered and safe, as where the boats are currently moored is sheltered. Contractor to provide access under the bridge and safe mooring of the boats during the construction period. Access shall be provided by FRA if any issue raised via GRM.
SES #2 TOTAL						TBD	
Eastwind Supplies Pte Limited - SES #3	Busines s: 6-10 perman ent staff	Loss of Business	Disruption to business regarding access and safety of customers		N/A	TBD	A major concern is the traffic disruption /congestion due to the bridge construction, causing them to be unavailable to make timely deliveries of their frozen goods. Major difficulty is the time for extra travel for deliveries. The main mode of transportation for the workers is by work vehicles and private vehicles. Customers normally travel to the business by their own private vehicles. The customers usually park at the bus stop near the shop or behind the shop. The business requires a loading zone which is at the back of the property. FRA have indicated that as the business owners were reluctant to share information on their respective earnings ie. Their income and expenditure FRA has no sound basis to calculate or work out their loss. FRA to undertake an assessment of the loss of business due to delays caused by the construction works and subsequent traffic congestion and incorporate outcome and mitigations into the final LARP prior to implementation. Safe access for employees, customers, and deliveries be provided by the contractor during construction.
		Access	Temporary disruption to access for customers / workers		N/A	TBD	
SES #3 TOTAL						TBD	

							Access shall be provided at all times through the implementation of a TMP that shall be monitored by FRA safeguard team to check it is effective and also to carry out meaningful consultation with AP's. GRM mechanism will be set in place if AP wants to raise any issues pertaining the agreement made with FRA.
Lami Town Council	N/A	Land	Acquisition	iTauke i	258.35	\$211,847.00	Based on FRA's assumptions of \$820/sqm
		Land	Acquisition	State	2187.22	\$122,484.32	Based on FRA's assumption of \$56/sqm
		Land	Temporary	State	455.36	\$12,000.00	Based on \$250/month x 48months/4 years
		Land	Relocation of court and kiosk	Freehold	390+70.40	\$6,720.00	Based on \$150/month x 48months/4 years
		Structure - kiosk	Relocation of kiosk	State	70.40	\$46,000.00	Based on FRA's assumption \$1,100 per sqm
		Volleyball court + 3 bures	Relocation	State	390	\$2,100.00	Volleyball court replacement cost \$3,900.00
		Business	Temporary disruption	State	N/A	TBD	LTC does not hold a valid foreshore lease but are in the process of applying for it with DOL
		Structure	Relocation	State	162.85	\$3,900.00	Income revenue generated from Kiosk rental \$700/month, podium hire \$50/hour with a total revenue of approximately \$300/week and the public convenience fee for use of the restroom totalling approx.\$100/week.
		Structure - fence	Relocation	State	160.58m	\$3,000.00	Single storey retail building is a cement building with trimdek roofing, iron mesh, timber and iron posts.
		Plants and trees	Loss	State + iTauke i	2,187.22	TBD	LTC confirmed that they recently signed up a tenant for the retail building (kiosk) .
		Park access	Temporary disruption	State	N/A	TBD	The recreational bures are made cement based, with wooden posts and timber, and trimdek roofing. Park furniture are wooden seats with iron legs. Kids play equipment are made of iron, plastic and timber with a sand base. The park has both metal rubbish bins and wooden rubbish bins. Solar lamp posts are made of metal posts with the attached solar lights.
Lami Town Council TOTAL						\$443,391.32	

							<p>Vehicular and pedestrian access will be temporarily interrupted during construction.</p> <p>FRA to negotiate agreement and have signed Sales & Purchase Agreement and 100% payment before implementation in accordance with LARP.</p> <p>Compensation to be provided to cover the loss of revenue during relocation of kiosk and reduced usage of podium and public conveniences during construction.</p> <p>Permanent relocation of kiosk to be provisioned for by the contractor in consultation with FRA and LTC with customer accessibility and current usage to be given due consideration.</p> <p>Permanent Relocation of volleyball courts to be provisioned for by FRA with public accessibility and current usage to be given due consideration.</p> <p>Inputs from LTC required when assessing relocation site.</p> <p>Fence to be removed during the construction period and reinstated to new boundary line after construction.</p> <p>FRA to give consideration for another fence in the temporary park locations during the construction period</p> <p>Relocation of park structures to be provisioned for by FRA with public accessibility and current usage to be given due consideration.</p> <p>Inputs from LTC required when assessing relocation site.</p> <p>Ornamental plants and shrubs to be reinstated by the contractor after the construction period has completed.</p>
RB Patel Group Limited SES #4	SES#4	Land	Acquisition	Freehold	517.22	\$424,120.04	Based on \$250/month x 48months/4 years Vehicular and pedestrian access will be temporarily interrupted during construction. Potential for loss/disruption to business for owner's tenants during construction. Concerns by tenants raised regarding loss of business and potential for reduced rental rate during the construction period.
		Land	Temporary access for construction	Freehold	357.29	\$12,000.00	
		Access	Temporary disruption	Freehold	N/A	TBD	
		Business	Disruption to business	Freehold	N/A	TBD	
		Structure	Temporary	Freehold	0.79	TBD	

			relocation of sign board				The signboard is a 3-sided board made of metal posts, cemented base and timber.
		Fence	Removal	Freehold	44m in length	\$TBD	Possible loss of parking space due to usage during construction for materials and/or machinery.
		Parking space	Temporary loss of parking	Freehold	N/A	TBD	Ornamental plants and shrubs as hedging and for beautification
		Trees and plants	Removal	Freehold	517.22	TBD	FRA to negotiate agreement and have signed Sales & Purchase Agreement and 100% payment before implementation in accordance with LARP.
RB Patel Group Limited TOTAL						\$436,120.04	Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing. Safe access for employees, customers, and deliveries be provided by the contractor during construction. Sign board to be temporarily relocated outside of construction zone. Contractor to reinstate sign board after the construction period. During construction period, if relocation space is not available, monetary compensation is to be provided with consideration to loss of revenue. Compensation required for the loss of fencing as relocation is not an option. Contractor to negotiate usage and have a signed agreement before implementation in accordance with the LARP.
RB Patel Convention Centre SES #15	SES#15	Business	Temporary disruption	Freehold	N/A	\$3,275.00 per day	The convention centre is open from Monday to Sunday and hosts at least events two events weekly.
		Access	Temporary disruption	Freehold	N/A	\$0.00TBD	There are two venues; one small hall and one large. The venue can accommodate 500 people. The large hall charges \$3000 on Monday to Fridays and \$4000 on Saturday and Sundays. The small hall charges \$1165 for evening events and \$580 for day events.
SES #15 TOTAL						TBD	Vehicular and pedestrian access will be temporarily interrupted during construction.
Healthie Chula SES #19	4 permanent and 1	Business	Temporary disruption	Freehold	N/A	\$15,000.00	The average daily income for the business is between \$500-\$1000.
		Access	Temporary disruption	Freehold	N/A	TBD	

							GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.
Vahin Hardwar SES #17	3 permanent staff	Business	Temporary disruption	Freehold	N/A	\$10,000.00 per month	Operating hours are 9am-6pm Mon-Fri and 9am-5pm Saturdays. Peak hours are 1-2pm. It was noted that the business has currently been slow and could further be affected. Vehicular & pedestrian access will be temporarily interrupted during construction. Workers travel by the company vehicle which picks/drops them daily. Customers travel by private vehicles to the business. The business requires a loading zone but only once every 6 months. Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction. Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business. GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.
		Access	Temporary disruption	Freehold	N/A	TBD	
SES #17 TOTAL						\$10,000.00 per month	
Bayview Bar SES #16	6-10 permanent staff	Business	Temporary disruption	Freehold	N/A	\$15,000.00 per month	Operating hours are from 10am-7pm Mon-Wed, 10am-8pm Thur-Sat, 10am-6pm Sundays. When supermarket hours are extended, they have more business and vice versa. Peak hours during the weekdays are 12:30-2pm and weekends 11:30am-2pm. The business earns an average income of \$15,000/month. The respondent estimated a loss of revenue of 70% per month during construction. Vehicular & pedestrian access will be temporarily interrupted during construction. The main mode of transportation for the workers is by bus. Customers normally travel to the business by their own private vehicles.
		Access	Temporary disruption	Freehold	N/A	TBD	
SES #16 TOTAL						\$15,000.00 per month	

							The business requires a loading zone once a week. Deliveries are made in a small van as they are not operating large scale. Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction. Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business. GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.
Grace Roads Trading as Sunny Pizza SES #13	5 permanent staff	Business	Temporary disruption	Freehold	N/A	\$10,000.00 per month	The operating hours are 9am-8:30pm from Mon-Sun. Peak hours are 1-3pm daily. Vehicular and pedestrian access will be temporarily interrupted during construction. The main mode of transportation for the workers is by bus and vehicle. 2 staff travel by bus and 3 by private vehicle. Customers normally travel to the business by their own private vehicles. The business requires a loading zone 4 days a week. Small vans park directly in front of the restaurant and large trucks behind the restaurant. Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction. Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business. GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.
		Access	Temporary disruption	Freehold	N/A	TBD	
SES #13 TOTAL						\$10,000.00 per month	
Hot Bread Kitchen SES #12	15 permanent staff	Business	Temporary disruption	Freehold	N/A	\$15,000.00 per month	Operating hours are 5am-8:00pm Mon-Sat, 5am-2pm on Sundays. Peak hours are 6:30am-8am and 5pm-6:30pm.
		Access	Temporary disruption	Freehold	N/A	TBD	
SES #12 TOTAL						\$15,000.00 per month	

							<p>The business estimated a loss of revenue by 20% from customers with vehicles.</p> <p>For the Hot Bread Kitchen, the Supervisor noted a loss of income from their Harbor Point branch but also that their customers will go to their Lami Town branch which is not a total loss of the company overall. Vehicular & pedestrian access will be temporarily interrupted during construction.</p> <p>The main mode of transportation for the workers is by bus and the company vehicle picks the workers who do morning shift. 50% of the customers who live in the area walk and 50% come by private vehicle.</p> <p>Parking is in front of the shop and is preferred by customers with vehicles because of easy parking compared to Lami.</p> <p>The business requires a loading zone twice a day and thrice per night daily. Small vans park directly in front of the HBK.</p> <p>Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction. Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business.</p> <p>GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.</p>
Xing Xing Restaurant SES #11	1 permanent staff	Business Access	Temporary disruption Temporary	Freehold Freehold	N/A N/A	\$10,000.00 per month TBD	<p>Operating hours are 8am-6pm Mon-Sat. Peak hours are 11am-12pm, 3pm, 4pm-6pm daily and the busiest days are Thurs + Fri. The business average daily income ranges from \$400-\$600. Major concern is loss of revenue and requested a rent reduction from RB Patel Group Ltd. Currently pays a rental fee of \$2750.</p> <p>Vehicular and pedestrian access will be affected during construction.</p>
SES #11 TOTAL						\$10,000.00 per month	

							<p>The main mode of transportation for the one staff is by foot as she lives in the area.</p> <p>Customers travel by private vehicles and seldom by bus.</p> <p>The business requires a loading zone 2-3 times a week which is behind the restaurant.</p> <p>Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction. Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business.</p> <p>GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.</p>
Singapore Exchange SES #10	1 permanent staff	Business	Temporary disruption	Freehold	N/A	\$15,000.00 per month	<p>Operating hours are 8am-5pm from Mon-Fri, 8am-2pm Sat, closed on Sundays. Peak hours are 11am-2pm daily.</p> <p>The business estimates a loss of revenue of 10% or less. They also noted that most customers are from within the area so they anticipate a minimal affect to their business.</p> <p>Vehicular and pedestrian access will be temporarily interrupted during construction.</p> <p>The main mode of transportation for staff to work is by bus.</p> <p>90% of customers travel to the business by their own private vehicles and 10% by taxi.</p> <p>The business does not require a loading zone though deliveries are made by car in front of the business.</p> <p>Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction. Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business.</p> <p>GRM mechanism will be set in place in if AP want to raise any</p>
		Access	Temporary disruption	Freehold	N/A	TBD	
SES #10 TOTAL						\$15,000.00 per month	

							issues pertain the agreement made with FRA.
Tasty Bites SES #8	2 permanent staff	Business	Temporary disruption	Freehold	N/A	\$10,000.00 per month	Operating hours are 8am-5pm Mon-Fri, 8am-3pm on Saturdays, closed on Sundays. Peak hours are during lunch hours.
		Access	Temporary disruption	Freehold	N/A	TBD	
SES #8 TOTAL						\$10,000.00 per month	The respondent noted a 70% loss of revenue per month during construction. The business noted that it is heavily dependent on the customers from the Wailada industrial area. If there is heavy traffic, a road accident, roadworks, police checkpoint at Delainavesi or heavy rain he notices a drop in sales. Vehicular & pedestrian access will be temporarily interrupted during construction. The main mode of transportation for staff to work is walking as they live in Lami village. Customers normally travel to the business by their own private vehicles and some walk. The business does not require a loading zone since most of their shopping is done in RB just beside their restaurant. The business owner anticipated that is his usual customers will prefer to drive to Lami town to avoid the traffic during construction period. Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction. Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business. GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.
RB Patel Supermarket SES #4	52 permanent staff	Business	Temporary disruption	Freehold	N/A	\$900,000 per month	Operating hours 8am-7pm from Mon-Wed, 8am-7:30pm on Thurs, 8am-8pm on Fri-Sat, 8am-4pm on Sundays. Peak hours during the weekdays are in the afternoons, weekends are after lunch and on Sunday it fluctuates.
		Access	Temporary disruption	Freehold	N/A	TBD	
SES #4 TOTAL						TBD	

							<p>The business estimated an average of 3-4K customers per day during weekdays and 8-10K customers on the weekends. The business expected a significant loss of revenue but could not give any estimates. Vehicular & pedestrian access will be temporarily interrupted during construction. 60% of the staff walk to work and 40% travel by bus/car. Customers normally travel to the business by their own private vehicles. 60% of customers travel from the Lami area, 20% from Navua/Pacific Harbour and 20% from Tamavua area. Business requires a loading zone with two trucks deliver on Mondays, Wednesdays & Thursday 5+ trucks, and Friday and Saturday no deliveries. Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction. Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business. GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.</p>
Vital Bhai (Bean cart) SES #5	1 permanent staff	Business	Temporary disruption	Freehold	N/A	\$1,920.00 per month	<p>The average income is \$80 per day. The opening hours 9am-4:30pm from Monday to Saturday. Peak hours are 11am-2pm on Monday, Wednesday, Thursday and Friday. The business averages 50+ customers daily. During festivals there are lots of orders/customers. Vehicular & pedestrian access will be temporarily interrupted during construction. The worker travels daily by private vehicle. 90% of customers travel by private vehicle to the bean cart and 10% walk.</p>
		Access	Temporary disruption	Freehold	N/A	NA	
SES #5 TOTAL						\$1,920.00 per month	

							<p>The business uses the RB Patel loading zone in front of the supermarket every day to offload sweets.</p> <p>Safe access for employees, customers, and deliveries to be provided by the contractor during construction.</p> <p>Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction. Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business.</p> <p>GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.</p>
Land Transport Authority SES #6	7 permanent staff and 1 temporary staff	Business	Temporary disruption	Freehold	N/A	\$10,000.00 per month	<p>Vehicular and pedestrian access will be temporarily interrupted during construction.</p> <p>Four staff travel by private vehicle and three travel by bus to work.</p>
		Access	Temporary disruption	Freehold	N/A	TBD	
SES #6 TOTAL						\$10,000.00 per month	<p>100% of customers travel by private vehicle.</p> <p>The business does not require a loading zone</p> <p>Safe access for employees and customers to be provided by the contractor during construction.</p> <p>Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction. Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business.</p> <p>GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.</p>
Value City Pte Ltd SES #7	6-10 permanent staff	Business	Temporary disruption	Freehold	N/A	\$15,000.00 per month	<p>The average monthly income for the business is \$1000+. The business estimated between \$500-1000 loss of revenue per month.</p>
		Access	Temporary disruption	Freehold	N/A	TBD	
SES #7 TOTAL						\$15,000.00 per month	<p>The business also noted that each shop has targets which</p>

							<p>they have to reach and if there is disruption to access it could affect their sales.</p> <p>Vehicular & pedestrian access will be temporarily interrupted during construction.</p> <p>The main mode of transportation for the workers is by bus and also private vehicle.</p> <p>Customers travel by private vehicle and bus to VC. Parking is in the carpark area.</p> <p>Safe access for employees, customers, and deliveries to be provided by the contractor during construction.</p> <p>Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction.</p> <p>Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business.</p> <p>GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.</p>
Premium Care Medical Centre Pte Ltd SES #9	2 permanent staff	Business	Temporary disruption	Freehold	N/A	\$10,400.00 per month	Vehicular and pedestrian access will be temporarily interrupted during construction.
		Access	Temporary disruption	Freehold	N/A	TBD	The doctor travels to work by private vehicle and the receptionist catches the bus. Customers travel by private vehicle and bus. The customers are mainly from Lami area and Wailada Industrial area. Parking is in the carpark area.
SES #9 TOTAL						\$10,400.00 per month	<p>The business has small deliveries once a week to the medical center. If there are emergencies delivery may be more than once a week.</p> <p>Safe access for employees, customers, and deliveries to be provided by the contractor during construction.</p> <p>Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction.</p>

							Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business. GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.
Rose's Foods (William Chute) SES #20	4 permanent staff	Business	Temporary disruption to business during relocation	State	N/A	\$10,000.00 per month	The proposed operating hours are 9am-7pm from Monday to Saturdays. Business will be closed on Sundays. Vehicular and pedestrian access will be temporarily interrupted during construction. Customers are assumed to travel by private vehicle, bus and walk. The customers would mainly be from Lami area and Wailada Industrial area. Parking is in the Tikaram carpark area. The business does require a loading zone every day in order to bring their supplies/food to the canteen. Permanent Relocation of kiosk to be provisioned for by FRA with customer accessibility and current usage to be given due consideration by the Contractor. Inputs from LTC required when assessing relocation site. FRA to negotiate agreement and have agreement signed with 100% compensation payment prior to implementation in accordance with LARP. Safe access for employees, customers, and deliveries to be provided by the contractor during construction. Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction. Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business. GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.
		Access	Temporary disruption	State	N/A	TBD	
SES #20 TOTAL						\$10,000.00 per month	

ANZ - SES #14	XX	Business	Temporary disruption	Freeho Id	N/A	\$15,000.00 per month	Vehicular and pedestrian access will be temporarily interrupted during construction. Safe access for employees, customers, and deliveries to be provided by the contractor during construction. Access shall be provided at all times in accordance with the TMP. FRA safeguard team shall make sure that the contractor TMP is effective and also to carry out meaningful consultation with AP's during construction. Contractor staff are likely to utilise the shopping facilities and therefore any loss will be minimal, with a potential increase in business. GRM mechanism will be set in place in if AP want to raise any issues pertain the agreement made with FRA.
		Access	Temporary disruption	Freeho Id	N/A	TBD	
SES #14 TOTAL						\$15,000.00 per month	

Appendix D: Summaries of Concerns and Responses

Table D-1: Community concerns and responses for Medraukutu Bridge

Concerns	Response
Request for change in bridge name to Medramata	This matter was referred to FRA by the Project Design Team. It was confirmed by FRA that the name on the FRA asset database was Medraukutu and therefore the name Medraukutu has remained.
Query regarding relocation and who would be responsible for facilitating this relocation	FRA's lands team to manage the relocation as detailed within the Land Acquisition Resettlement Plan
Request for employment opportunities for local community members during the construction phase	project team advised during the meeting that it is now at the discretion of the contractor selected. It was recommended to the TnK to prepare a list of eligible workers (both male and female) that included their names, skills, and contact details and provide it to the contractor upon site mobilization for the contractor's consideration.
Query regarding the protection of the mangroves and marine life during the short term (construction phase) and long term	project team stated during the consultation that it is part of the EIA process for all environmental and social impacts to be taken into consideration. If an EIA is not required, these issues will be highlighted within the CESMP for mitigation by the contractor and monitoring by the FRA Safeguards Team and DoE.
Concern for impacts to the other current developments for that area such as Victoria Marine, Fiji Port & Vanua Navakavu's Strategic Plan	FRA has taken note of these developments and have been in communication with these developers on their various master plans and the areas that are required for development. These individual developers have confirmed that they are willing to set aside the areas required for the bridge upgrade in their respective masterplans as they recognize the national importance of the bridge upgrade. However, each of these developers will need to submit a Traffic Impact Assessment to FRA for approval.
FRA to be aware of the Vanua Navakavu's Blue Economic Zone and also a Navakavu Strategic Plan 2018-2022 in terms of their future development for their Vanua's Qoliqoli Area and Native land.	

Query regarding the forecasted traffic flow after construction	BICL has produced a traffic forecast report as part of the Engineering Feasibility Study; however, distribution is at FRA's discretion
Water problem that is faced by the 5 villages around the area of Waiganake	Addressed by WAF representative during meeting and WAF contact details were shared
Query on compensation for damages to the foreshore,	The community was advised that a Fisheries Impact Assessment (FIA) would be undertaken by the Department of Fisheries to address the compensation to the register Qoliqoli users. With regards to damages to the foreshore, the CESMP will also be followed during construction by the contractor and monitored by the FRA Safeguards Team and DoE.
Relocation of two affected households and compensation package	FRA's lands team to manage the relocation and compensation as detailed within the Land Acquisition Resettlement Plan
Request to share EIA with community once completed	project team has taken note of this request and relayed it to the FRA Safeguards Team for facilitation.
Query regarding why the new bridge alignment wasn't on the existing alignment	BICL Design Team explained during the consultation that there would be no alternative bridge or road where the traffic could use if it was on the existing alignment. This realignment takes into consideration FRA's future four lane planes for the area.

Table D-2: Community concerns and responses for Lami Bridge

Concerns	Response
Narrowness of the current footpaths and safety of pedestrians /Wellbeing of pedestrians with increased traffic (4 lanes) and if railings near the footpath would be an option.	Addressed in Bridge Design Report: BICL has included pedestrian footpaths and guardrails on each side of the bridge. The design has considered use of the river and foreshore area by the community. It is proposed to enhance access to the foreshore once the construction is completed. However, this will only be confirmed once discussions between FRA and Lami Town Council are concluded on what the access and facilities within the adjacent Tikaram Park are.
Flooding caused by stormwater and road runoff that pools at the entrance to the Harbour Point Commercial Centre which then affect access to the Suvavou Village	Addressed in the Bridge Design Report: The design of the stormwater infrastructure to support the new alignment of the bridge and road will address runoff from the new bridge and road alignment. However, this may not address the concerns of flooding raised by the community and FRA should consider if anything further can be done in this area to resolve this issue if the design does not rectify the wider flooding issues along this corridor.
Flooding in settlements upstream caused debris getting stuck at the bridge during heavy rain.	Addressed in Bridge Design Report: BICL has partially addressed the community flooding concerns by raising the finished road level by approximately 1.0m at the abutments. This additional clearance is expected to reduce the impact of flooding by allowing for a larger conveyance of water. As has previously been stated by FRA with similar requests, dredging has not been included as part of the associated bridge works.
Request for diversion/alternative route for large vehicles	Request was recognized and noted by project team however, as there is no by pass road for vehicles to be diverted to this request is unable to be further addressed
Boat access for around 20 boat owners/users during bridge construction for the 5-6 villages/settlements live upstream A sheltered and safe place for boats to moor during construction of the bridge	Access under the bridge and safe mooring of boats, during construction, will need to be made available and managed by the contractor. This requirement will need to be stipulated in the Tender Documents.
Compensation or relocation of houses within road reserve	FRA's lands team to manage the relocation as detailed within the Land Acquisition Resettlement Plan. However, it is noted that relocation of houses is not required for the Lami Bridge
Relocation of volleyball court, kiosk, some recreational bures and kids play equipment within Tikaram Park during construction	Lami Town Council (LTC) confirmed on 31st October 2023 that they will consider the potential impacts from the 4-lane alignment by undertaking a review of current uses and how these may continue within the reduced park area, as well as investigate possible alternative park areas within the municipality that could be used and/or upgraded if Tikaram Park is no longer suitable for its current uses. The Lami Town Council advised that they will obtain feedback from their residents and present back to FRA on their findings. The findings from Lami Town Council have not been received at the time of completion for the Detailed Design report, ESMP or LARP. In the interim, alternative options continue to be sought and reviewed; however, further action is pending the inputs from Lami Town Council. An MoU agreement to be signed between Lami Town Council and FRA prior to implementation.
Request from Tui Suva for 2/3 volleyball courts to be made behind RB Patel carpark as an option for relocation of volleyball court in Tikaram Park	This option has been identified and is being reviewed by FRA. Concerns for this option have been identified within the ESMP including the usability for the greater public due to traditional customs that the public feel need to be recognized with the location of the volleyball courts within the Suvavou Village, an easement that would be required through the RB Patel freehold

Concerns	Response
	land, and MOU between LTC, FRA, and Suvavou Village for the use of this area.
Query regarding whether an EIA had been undertaken	project team explained that an EIA for the bridge is not required by DoE following the completion of the EIA screening process. However, an FIA will be undertaken.
Query regarding the design, type of materials used, strength and durability of the bridge as well as the weight limit	BICL Engineer addressed this issue during the consultation meeting stating that the weight limits across the current bridge will be removed and the design loading for the new bridge was the same for the motorways in New Zealand, the highest standard they do except for specialized industrial vehicles. He added that there will be no restrictions on the use except for one off enormous loads (like the EFL generators) as it is not feasible to design every bridge to take that loading. The community were advised that the bridge was being designed to last 100 years and the maximum load of 48 tonnes. This issue has also been addressed in the Bridge Design Report.
Community was pleased that an FIA would be undertaken for this bridge but asked why the current Tamavua-i-wai bridge upgrade	FRA confirmed that the Tamavua-i-wai FIA that their Lands Team were currently looking into this matter.
Concern regarding pedestrian safety, especially with school children and village members crossing, due to speeding traffic through Suvavou Village and requested speedhumps be installed	No provision for a speedhump has been included in the Bridge Design. However, FRA confirmed they will review the design to consider implementation of traffic calming measures.