

Draft Resettlement Plan

ADB Project No.: 56215-FIJ

WBG Project No.: P180979

Status: Draft for review

Date: November 2024

Fiji: Critical Bridges Resilience Project

Land Acquisition and Resettlement Plan -

Contract Package B

Prepared by Fiji Roads Authority

This resettlement plan is a document of the borrower. The views expressed herein do not necessarily represent those of the Asian Development Bank or World Bank Board of Directors, Management, or staff, and may be preliminary in nature.

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank or World Bank do not intend to make any judgments as to the legal or other status of any territory or area.

Table of Contents

Abbreviations

Glossary

Executive Summary	viii
1 Introduction	1
1.1 Rationale for the Project	1
1.2 Overview of the Due Diligence	4
1.3 Definition of Project Area and Project Description	6
2 Administrative, Legal and Policy Framework	18
2.1 Administrative Framework and Institutional Strengthening	18
2.2 Land Tenure in Fiji	23
2.3 Legal Framework	24
2.4 Financier’s Environmental and Social Management Requirements	31
2.5 Gaps and Gap-filing Measures	33
3 Socio-economic Profile of Affected People	39
3.1 Demographic Features of Project Area	39
3.2 Socio-economic Information of Affected People	42
3.3 Gender Aspects	44
4 Scope of Land Acquisition and Resettlement Impacts	45
4.1 Methodology	45
4.2 Land Acquisition Impacts and Temporary Effects	46
5 Entitlements, Assistance and Benefits	55
5.1 Establishment of the Cut-off Date	55
5.2 Entitlement Matrix	55
5.3 Other Project Benefits	65
6 Consultation, Information Disclosure and Grievance Redress	66
6.1 Approach to the Consultations	66
6.2 Concerns and Issues Raised in Consultations	67
6.3 Information Disclosure	72
6.4 Ongoing Process for Consultation and Disclosure	73
6.5 Grievance Redress Mechanism	75
7 Livelihood Restoration and Rehabilitation	77
7.1 Impacts on Livelihoods	77

8	Resettlement Budget and Financing Plan.....	78
8.1	LAR Budget	78
8.2	Sources of Funding	79
8.3	Flow of Funds	80
9	Implementation Schedule	81
10	Monitoring and Reporting.....	83

Appendices

Appendix A:	Analysis of Alternatives
Appendix B:	Project Area Socio-economic Baseline
Appendix C:	LAR Details for AHs and APs
Appendix D:	Notes of Consultation Meetings

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	In civil works contractor's team
COEP	Codes of Environmental Practice	Part of the CSS
DMR	Detailed measurement survey	Conducted as part of LARP update and finalization
DSC	Design and supervision consultant	Part of the PMU
DMR	Department of Mineral Resources	Division of MLMR
DOE	Department of Environment	Under Office of the Prime Minister
DOF	Department of Fisheries	
DOHA	Department of Heritage and Arts	
DOL	Department of Lands	Division of MLMR
DOW	Division of Waterways	Division of MOAW
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
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
PRIF	Pacific Regional Infrastructure Facility	Regional coordination mechanism
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	
TOR	Terms of reference	
WAF	Water Authority of Fiji	
WB	World Bank	
WRD	Water Resources Division	Within MLWR

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.

Term	Definition
Gender mainstreaming	The process of ensuring that gender concerns and women's needs and perspectives are explicitly considered in projects and 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 (IOL)	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

Term	Definition
	measures. This follows the principles of free, prior, and informed consultation (FPIC).
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 subcl'an
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 identity, 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.

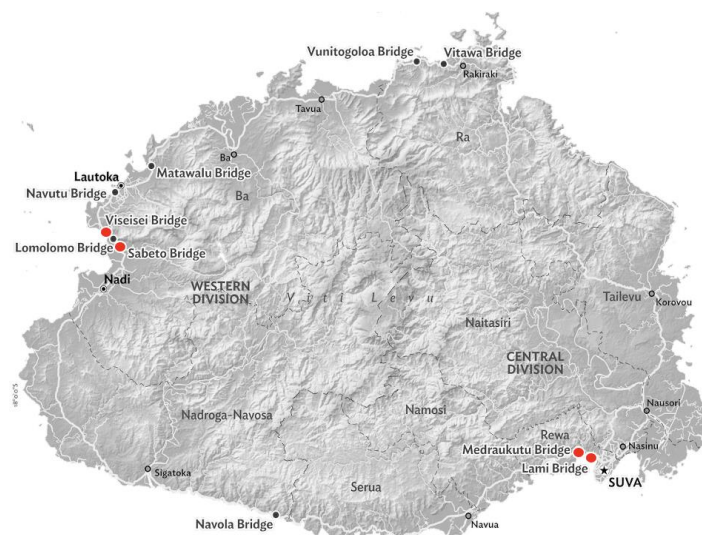
8. The WB requires approval of an environmental and social commitment plan (ESCP) which outlines a number of actions that must be implemented by the MOF and FRA following approval of the project.

9. This LARP for the two bridges in contract package B 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 project area for this LARP is focused on the Viseisei, and Sabeto bridges which are located in Ba province in Western Division southwest of Lautoka and northeast of Nadi,

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



Source: ADB (May 2024)

-
11. **Viseisei bridge.** The existing Viseisei Bridge is located in a rural area within the Nadi-Lautoka corridor and is approximately 12.8km southwest of Lautoka town, in Ba Province of the Western Division.
12. **Sabeto bridge.** The existing Sabeto Bridge is located in a rural area near the Sabeto and Natalau villages, in Ba Province of the Western Division. The bridge carries Queens Road over the approximately 45m wide inter-tidal Sabeto River (also referred to as Lutunakuve Creek) and is located approximately 12km northeast of Nadi township. The surrounding site consists of flat fields and sugarcane farms.
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). 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.
15. **Land and asset acquisition.** For the most part 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 and relocation of secondary structures.
16. No freehold land is affected at either site. Some 11,381m² of iTaukei land will be affected (8,302m² to be acquired and 3,078m² impacted by temporary loss of access or use) and an 18,620m² of state land (10,226m² to be acquired and 8,393m² impacted temporarily). No AHs will be physically displaced or require relocation. The significance of economic displacement is still to be calculated and will be included in updates to this document that will be disclosed by FRA prior to award of contract. There are nine business entities affected; six at Viseisei and three at Sabeto.
17. A 9,560m² area of crops will be lost/removed affecting three AHs and three lots at Viseisei and three AHs and three lots at Sabeto.
18. There are 18 distinct LAR impacts at Viseisei Bridge eight being acquisition impacts affecting four AHs and six land lots and ten being temporary impacts (loss of use of, or loss of access to land) affecting four AHs and seven lots of land.
19. At Sabeto there are 13 distinct LAR impacts; six acquisition impacts affecting three AHs and five lots of land and seven temporary impacts being loss of use of, or loss of access to land, affecting three AHs and six land lots. Refer to Table ES.1.
-

Table ES.1: Summary of LAR impacts

Impact	Viseisei			Sabeto		
	Area of land affected (m ²)	No. of lots	No. of AHs	Area of land affected (m ²)	No. of lots	No. of AHs
Acquisition of land - state	5,920	4	2	4,306	3	2
Acquisition of land - iTaukei	6,242	2	2	2,059	2	1
Temporary loss of use of land	7,708	7	4	3,764	6	3
Loss of crops and trees	4,243	3	3	5,317	3	3
Economic displacement/businesses	7,188	2	6	1,101	3	3

Note: Economic displacement includes commercial land area also included in state and iTaukei land

Source: CBRP IOL (2024)

20. The two qoliqoli owners at each site will experience both temporary and permanent impacts associated with land and also require a completion of the FIA to determine compensation for loss of fisheries resources.

21. A LARP has been prepared for the contract package 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.

22. **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.

23. **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.

24. 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.

25. 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.

26. 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.

27. **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 Bank 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 grievances procedures to be established upon project implementation. Noting that the GRM for the project is already being implemented

Conclusions

28. 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.

29. 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.

1 Introduction

1.1 Rationale for the Project

1. **Location.** Fiji is a South Pacific archipelagic nation of more than 330 islands with a land area of 18,300 square kilometres (km²) and a population of 930,000 (2022). It is located 2,000-3,000 km from major metropolitan markets, where service delivery costs are high because of dispersed population. About 90% of its population lives on the three main islands of Viti Levu, where both the capital of Suva and Nadi the international gateway are located; Vanua Levu; and Taveuni. The Critical Bridges Resilience Project (CBRP) is located on Viti Levu, the largest of Fiji's islands (Figure 1.1).

Figure 1.1: Locality map – Fiji and Viti Levu



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 on the bridges for pedestrians including people living with disabilities, children, elders, and women. Access to water by way of stairs or pathways has been included in the designs, where safe and practicable. Stairs are included at both Viseisei and Sabeto bridges.

- 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 B covering the Viseisei and Sabeto 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 (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 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.

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. **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.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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.

21. 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.

22. **Structure of this document.** This is the LARP prepared for contract package B 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

- 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 livelihood and 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

23. 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

24. 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.

30. 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.

25. **Viseisei Bridge.** The existing bridge is located in a rural area within the Nadi-Lautoka corridor and is approximately 12.8km southwest of Lautoka City, in the Ba Province of the Western Division (Figure 1.3). The bridge carries Queens Road over the 40-50m wide inter-tidal Vuda River. The bridge site is flat with mangroves occupying the majority of the riverbanks in the vicinity of the bridge. Directly northeast of the bridge are agricultural and residential lots, including an operational restaurant and minimart further from the bridge.

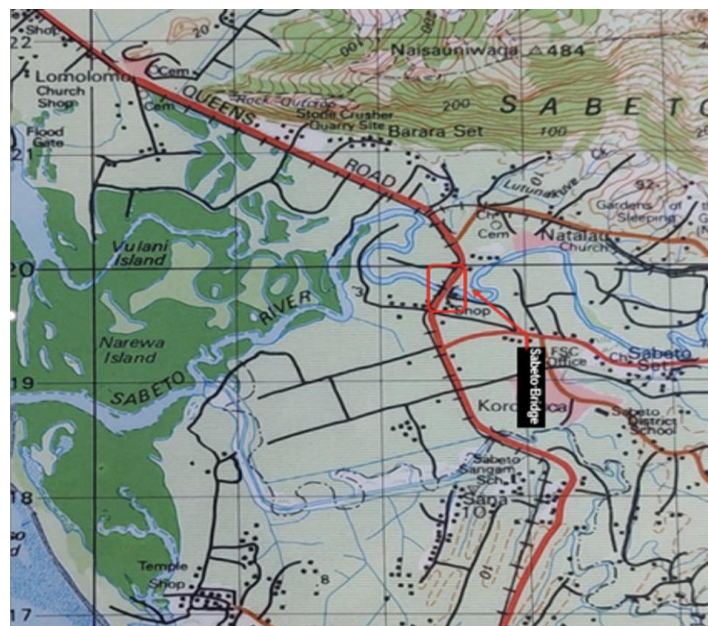
Figure 1.3: Project influence area for Viseisei Bridge



Source: Detailed Design Report (Beca 2024)

26. **Sabeto Bridge.** The existing bridge is located in a rural area near the Sabeto and Natalau villages, in the Ba Province of Western Division (Figure 1.4). The bridge carries Queens Road over the approximately 45m wide inter-tidal Sabeto River and Lutunakuve creek and is located approximately 12km northeast of Nadi township. The surrounding site consists of flat fields and sugarcane farms.

Figure 1.4: Project influence area for Sabeto Bridge



Source: Detailed Design Report (Beca 2024)

1.3.2 Approach to project design

27. **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.

28. The FRA identified ten priority bridges with severe structural issues and in critical need of replacement. 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 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.

29. **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).

30. **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.

31. 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.

32. **Climate risk vulnerability and disaster risk assessments.** The climate 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.

33. **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%.

34. **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.

35. **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 analyses 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.

36. **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.

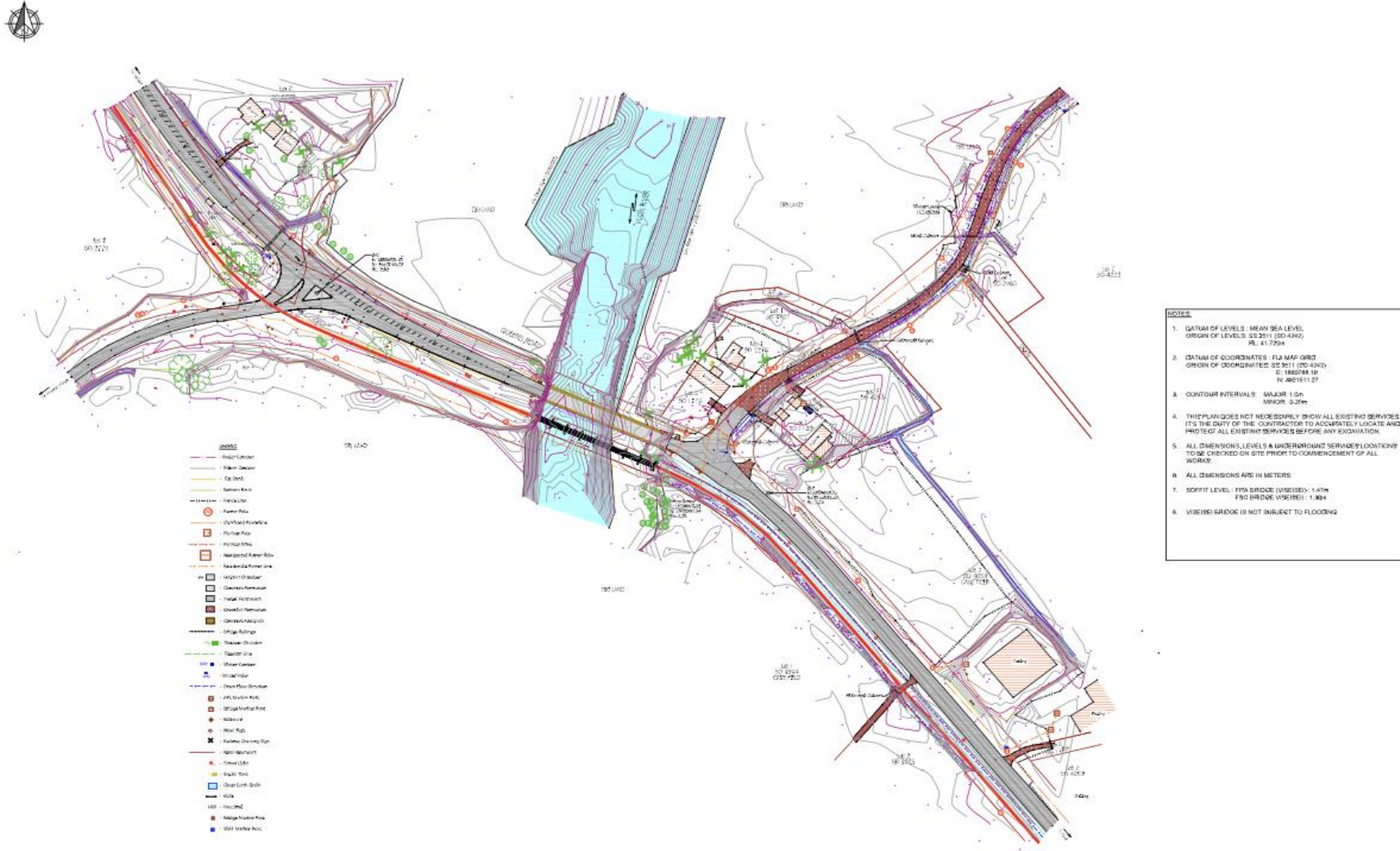
37. The proposed project will ensure women's engagement throughout the project's life cycle through community consultations and capacity building activities. Under the project a gender policy and action plan will be developed for FRA and contractors, which will include (i) improved capacity in creating 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

38. 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).

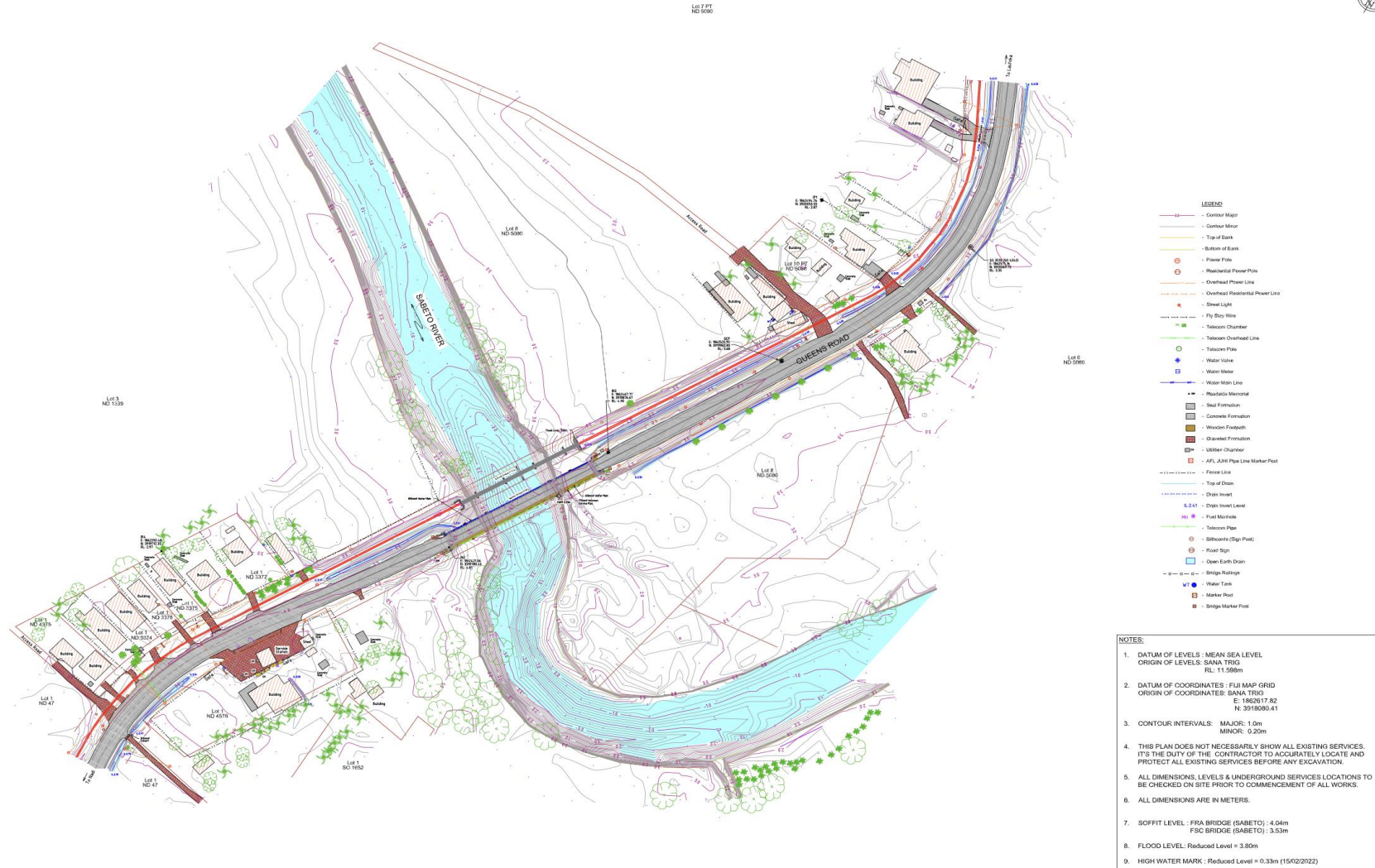
39. Figures 1.5 and 1.6 presents the topographical surveys of each bridge.

Figure 1.5: Viseisei Bridge detailed topographical survey



Source: CRVA (Beca, 2024)

Figure 1.6: Sabeto Bridge detailed topographical survey



Source: CRVA (Beca, 2024)

1. Viseisei Bridge

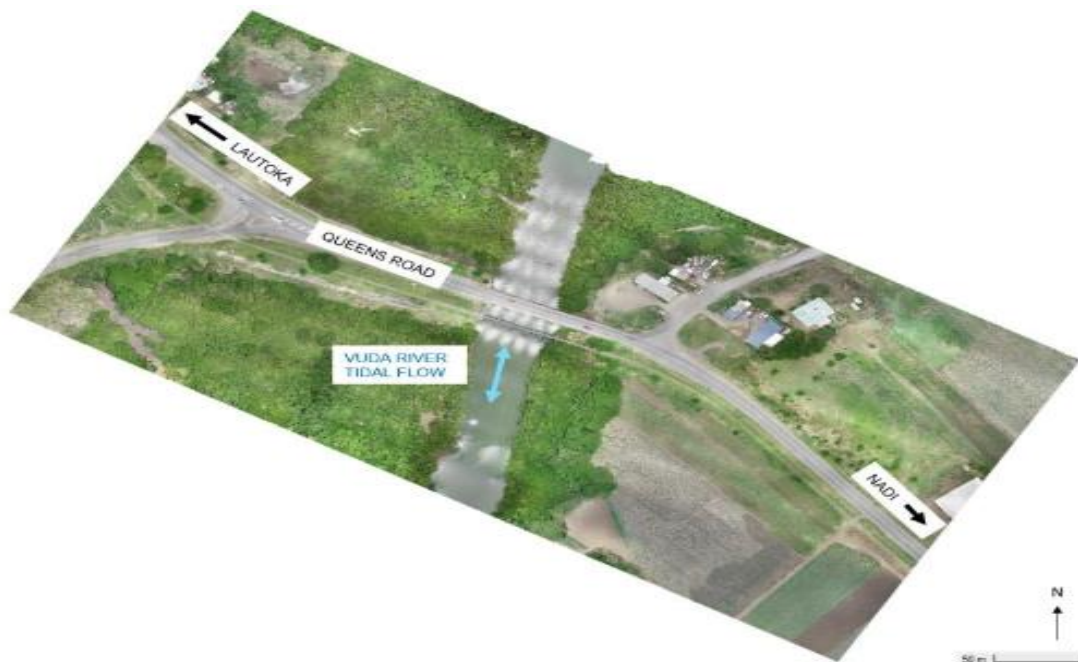
31. **Existing structure.** The existing Viseisei Bridge is located in a rural area within the Nadi-Lautoka corridor and is approximately 12.8km southwest of Lautoka City, in the Ba Province of the Western Division. Vuda Back Road junction is located 100 meters from the existing bridge on the eastern bank, which provides access to three commercial properties. This includes a pork shop and minimart and an auto repair garage. The western bank consists of mangroves adjacent to the river. A FSC train line runs along Queens Road, is approximately 10m offset from the edge of the existing road.

40. The existing bridge is a steel-composite 4-span bridge approximately 74m long. The 8.4m wide bridge accommodates two traffic-lanes and two narrow footpaths. The superstructure consists of steel girders supporting a cast-in-place concrete deck with asphalt overlay. The bridge carries Queens Road over the 40-50m wide inter-tidal Vuda River. The bridge site is flat with mangroves occupying the majority of the riverbanks in the vicinity of the bridge.

32. There is a ~13km detour using Vuda Back Road and Viseisei Back Road if the bridge is closed.

33. The 2022 average annual daily traffic (AADT) (total both directions) was 12,400 vehicles per day.

Figure 1.7: Viseisei Bridge aerial



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

41. **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 five-span bridge is to be built off-line so the existing bridge could remain operational during construction. The offline replacement comprising of a 96m long 5-span bridge on the upstream side of the existing bridge. An offline replacement allows for traffic to continue to flow over the existing bridge while the replacement bridge is being constructed. Once construction is complete, traffic is diverted to the new alignment and the existing bridge is demolished.

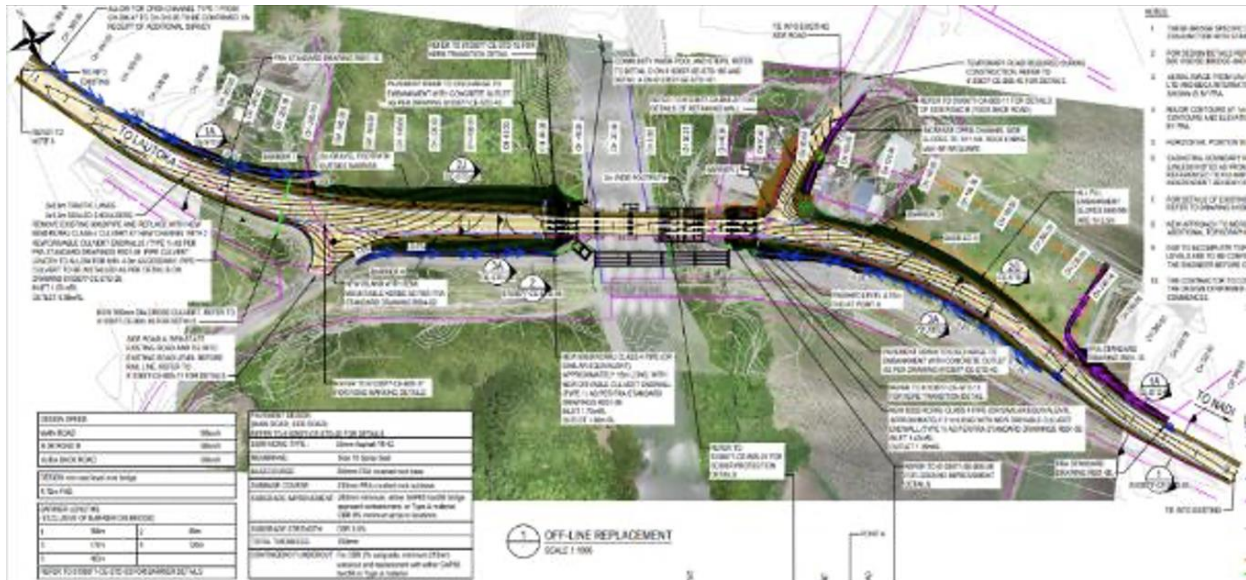
42. For further description and design methodology of individual bridge replacement components refer to the *Detailed Design Report for Viseisei Bridge* and the related appendices and referenced documents in that report. Figure 1.8 shows the design features.

- The bridge will be replaced off-line (north of current location)
- Traffic will remain on the existing structure during construction
- The replacement bridge will carry two traffic lanes and one footpath.
- The finished road level at the bridge will be lifted by approximately 2.1m to achieve a desired clearance to flood levels. Approximately 200m long tie-in is required on each side of the bridge.
- Utility modifications are required.
- The bridge has five spans, is approximately 95.5m 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 and piers to provide resilience in seismic shaking.
- Riverbanks and piers at the bridge will be protected with rock armour and rock bags.

34. **Existing utilities.** The following existing utilities are affected by the works and require to be modified and/or relocated: Telecom Fiji Limited (TFL) underground ducts; Energy Fiji Limited (EFL) overhead powerlines and underground ducts; Water Authority Fiji (WAF) underground pipeline; and JUHI fuel line.

35. 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. 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 Viseisei Bridge reconstruction



Source: Detailed Design Report (Beca, 2024)

36. **Approach roads.** The road alignment will be shifted upstream (north) of the existing bridge structure. The road level will be raised above the existing road to provide adequate waterway opening, to set the bridge above the critical flood event including sea level rise and to provide debris zone freeboard. This requires the approach road transition zones of approximately 315m to the east and 335m to the west of the bridge to lift the approach road alignments to the level of the proposed bridge replacement as well as tie back into the existing horizontal geometry.

37. The western approach includes a 300m radii curve, the extent of works has been taken to the end of this curve where the approach road can tie back into the existing road crossfall. The eastern approach requires the inclusion of a reverse curve to tie back into the existing alignment. The existing intersection east of the bridge alignment (Vuda Back Road) needs to be lifted and realigned. The design includes a retaining wall, approximately 50m long, along the western length of the side road.

38. The retaining wall minimises the road realignment impact on the adjacent properties, a new accessway has been provided to both properties adjacent the retaining wall. The unsealed shoulder on the eastern side of Vuda Back Road has been widened to accommodate the tracking of an 8.8m service vehicle into the Pork Shop, as agreed with FRA. The design allows for large vehicles to make use of both traffic lanes and the unsealed shoulder to enter the property. A 1m concrete footpath on the west side of Vuda Back Road has been included to allow for pedestrian movements from the bridge and entering the Pork Shop.

39. The existing junction west of the bridge alignment (Side Road A) needs to be lifted and realigned. The vertical realignment of this road has been tied in before the existing rail line. The arrangement of this intersection has been designed to match existing with retaining the right turn bay and auxiliary left turn lane. The design accommodates the tracking of a 12.5m service vehicle.

40. The design includes pedestrian access to the river by means of an unsealed access track behind the barrier and concrete steps with handrails, leading to a community wash pool at the northern side of the western abutment.

2. Sabeto Bridge

41. **Existing structure.** The existing Sabeto Bridge crosses over the Sabeto River along the Queens Road in the western division. Similar to the Viseisei and Lomolomo Bridges, the Sabeto Bridge is also a vital access between Lautoka and Nadi. The surrounding flora includes common large trees such as Rain trees, Breadfruit, Mango and Banana trees. There is also farmland and sugarcane plantations present on both sides of the bridge. Additionally, the downstream Nadi side consists of residential houses including the FSC tramline and bridge. While on the upstream Nadi side, there is the Swamy Diary Shop, a carwash, an out of operation gas station and residential houses. The traffic along the Queens Road varies from small passenger vehicles to trucks transporting cargo as well as buses and vans.

42. 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 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.

43. The existing bridge is a 7-span bridge approximately 7.7m wide and 87.5m long. It comprises two traffic lanes and a narrow footpath on the upstream side. The superstructure is made up of an asphalt overlayed in-situ concrete deck supported on five longitudinal steel girders. The superstructure is founded on reinforced concrete piles.

Figure 1.9: Sabeto Bridge aerial

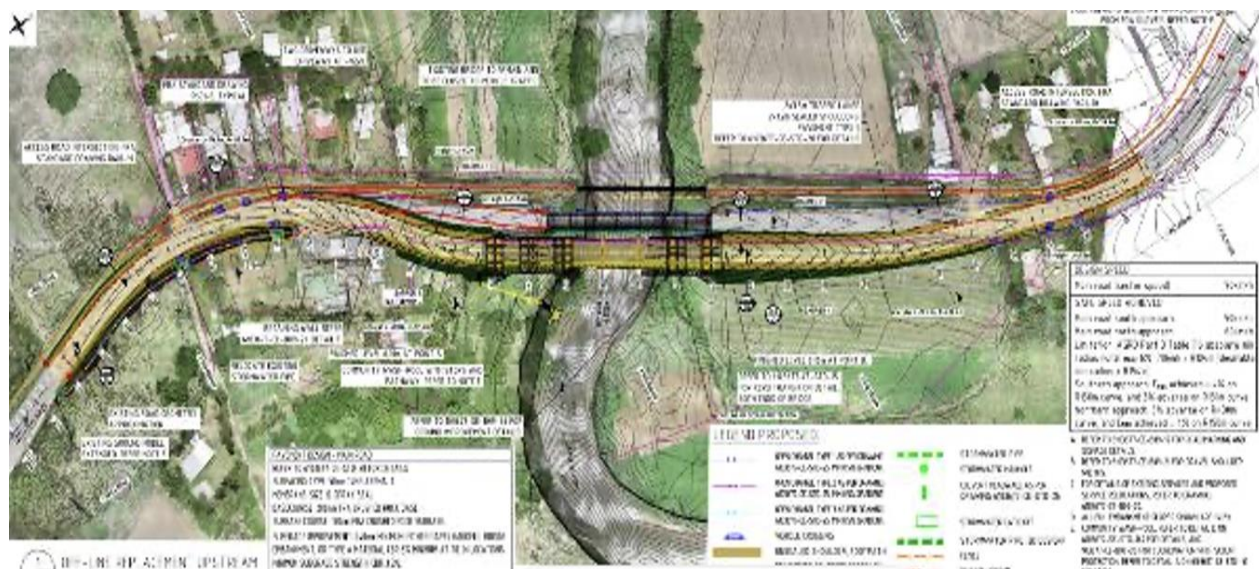


44. **Key design features.** A 6-span bridge with a total length of 115m provides an adequate waterway channel and positions the southern abutment such that it is set back from the upstream left-hand bank which is observed to be eroding. Because the bridge length between the rear faces of abutments exceeds 70m, expansion joints are adopted at each abutment to accommodate shrinkage, thermal and traffic braking movements of the superstructure. Strip seal expansion joints are specified to accommodate movement requirements from non-seismic cases, namely due to shrinkage, thermal and braking effects. Under longitudinal seismic cases the abutments will be engaged. Deck slabs are continuous over intermediate supports separated by deck debonding compressible fillers to allow for girder rotation at piers.

45. The bridge will be replaced off-line (adjacent to its current location) with traffic maintained on the existing alignment throughout construction. Key aspects of the bridge replacement (Figure 1.10) are summarised below:

- The replacement bridge will carry two traffic lanes and one footpath.
- The finished road level at the bridge will be lifted by approximately 1.6m to achieve a desired clearance to flood levels. Approximately 250m long tie-in is required on each side of the bridge.
- Utility modifications are required
- The bridge has six spans, is 114.4m 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 and land piers to provide resilience in seismic shaking.
- Riverbanks at the bridge will be protected with rock armour.

Figure 1.10: Key features of Sabeto Bridge replacement



Source: Detailed Design Report (Beca, 2024)

46. **Existing utilities.** The service corridors make provisions for the abovementioned utilities to be relocated, with sufficient clearances as specified in the various utility company standards and specifications. This width also allows for the inclusion of chambers to be installed within the service corridor while maintaining the required clearances from adjacent utilities.

47. Chambers located at bridge ends will be installed at a nominal distance of 10m away from the bridge abutment to ensure there is no clash with ground improvement extents.

48. 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.

49. **Approach roads.** The existing horizontal alignment will be shifted upstream (East) 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 260m is required to the South and 330m to the North at each bridge end to lift the existing alignment onto the proposed bridge replacement as well as tie back into the existing horizontal geometry.

50. Stormwater runoff from the bridge deck will be directed towards the barrier face or footpath kerb due to the bridge cross fall. Drainage slots are provided at barrier and footpath joints to drain the stormwater captured on the bridge. Any remaining stormwater will be diverted off the side of the road down the embankment, and flow to the river. The existing culvert at CH -235 is required to be relocated due to widening of the carriage way and shifting of the alignment and a new culvert is required at CH -180. New roadside swales have been provided between Ch.-170 to Ch. -330 at a minimum grade of 0.5% have been included where required. Pavement drains have been provided where the pavement layers do not daylight.

51. The southern approach road alignment includes a reverse curve comprised of a 150m and 131m curve radii with a tangent between of 16m. This to enable tie in with the existing 150m curve radii, as well as the restraint of the new bridge alignment in conjunction with the petrol station. The northern approach road alignment includes a broken back curve comprised of a 140m and 430m curve radii with a tangent of 41m. This is due to the tie in with the existing alignment, the new bridge position and to reduce land take for the property located at Ch. 230. The proposed alignment has a 50km/h posted speed limit and conforms to a design speed of 50km/h for the south approach and 60km/h for the north approach, and not 90km/h as per the design criteria. Due to the change in speed environment, village threshold treatment has been included.

2 Administrative, Legal and Policy Framework

43. 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

44. **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.

45. 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.

46. **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).

47. 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.

48. 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.

49. **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)

50. **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.

51. The CSC will include national and international social safeguard specialists to support finalization and implementation of the LARP, prior to any civil works commencing. 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

52. **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.

53. 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.

54. 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.

55. 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.

56. **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.

57. 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.

58. 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.

59. **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.

60. 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.

61. 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.

62. 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).

63. **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.

64. 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.

65. **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.

66. **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

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).

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:

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

68. **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.

69. 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

70. 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.

71. 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.

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

72. **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

73. 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 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.

74. **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.

75. 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.

76. 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*”.

77. 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.

78. **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.

79. **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 sand. 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.

80. 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.

81. 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.

82. 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

83. 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.

84. **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

85. 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.

86. 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...”*

87. 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.

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

1. iTaukei law

88. **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.

89. 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.

90. 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*.

91. **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.

92. 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.

93. **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.

94. 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).

95. 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.

96. 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.

97. 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.

98. **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.

99. 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.

100. **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)

101. **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.

102. 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.

103. 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

104. **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.

105. **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.

106. 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.

107. **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.

108. **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.

109. 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."

110. 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.

111. 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.

112. 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.

113. **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.

114. 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.

115. 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.

116. 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.

117. **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.

118. 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*

119. **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.

120. 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.

121. 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, expect for Town Planning areas governed under the Town Planning Act [Cap 139].

122. **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)).

123. 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.

124. 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.

125. **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.

126. **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

127. 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

128. 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.

129. 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 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.

130. 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

131. 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.

132. 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.

133. 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

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.

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.

134. 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.

135. 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.

136. 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.

137. 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.

138. 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 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

139. **Compensation and eligibility.** The SALA recognizes physical displacement but does not recognize economic displacement.

140. 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.

141. **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

⁸ As described in ESS5, Paras. 33–36.

⁹ As described in ESS5, Paras. 26–32.

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.

142. 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.

143. **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.

144. 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 the four CBRP bridges (i.e.. Medraukutu, Lami, Viseisei, and Sabeto) to determine the compensation to be paid to the qoliqoli fishing rights users. The FIAs are to be undertaken by the Ministry of Fisheries, with the TLFC’s ratification of the fishing rights waiver form signed by the registered customary fishing rights signatories and submitted to Department of Lands. The FIA process and compensation paid to fishing rights users prior to civil works commencing.

145. **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, and 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

146. 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.

147. 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

148. **Land tenure.** In the Western Division, 85.4% of the land is iTaukei while 14% is freehold or state land. Similar to the Central Division, iTaukei land is predominant in the underdeveloped and undeveloped peri-urban and rural areas. Agricultural land accounts for around 21.1% of the land use, as the Western Region is heavily involved sugarcane farming. Forestry accounts for 14.7% of land use, of significance is the land area in-between Sigatoka and Ba which have pine farming sites. Furthermore, unleased iTaukei land caters for 16.36% of land use, while 27.2% of land is dedicated to unleased iTaukei land outside traditional reserve land. Residential, commercial, and industrial lease make up just under 1% of iTaukei lease land use.

3.1.1 Viseisei Bridge

149. The Viseisei Bridge is located within the Province of Ba, just outside of Lautoka City. There are three communities (villages and settlements) in the vicinity of the bridge include Viseisei Village, Viseisei Settlement, and the Lomolomo Community, data is presented in Table 3.1.

150. The qoliqoli resource owners for the area reside in Viseisei village.

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 Viseisei Bridge

Community	Population			Total population by age group		
	Total	No. of males	No. of females	No. aged 0-19 years	No. aged 20-54 years	No. aged 55+ years
Viseisei Village	827	372	455	335	383	109
Viseisei Settlement	835	426	409	271	447	117
Lomolomo Settlement	870	450	420	266	437	167
Total	2532	1248	1284	872	1267	393

Source: FBS Census Data (2017)

151. **Viseisei village.** A total of 356 villagers are economically active with 314 of them currently employed. Moreover, 55 locals work on a subsistence basis while 23 are classified as unpaid workers and 42 residents are unemployed. Moreover, there are 6 villagers that have a functioning disability. In terms of educational attainment, 124 people completed primary School while 418 completed secondary school. An additional 43 villagers had attained some post-secondary education and 97 others completed a tertiary program. Viseisei Village has a total of 140 households of which 125 are situated on their traditional land (iTaukei). 13 homes are on village reserve within the village boundary while 1 household occupies the village land through an informal agreement and one household without any formal agreement (Fiji General Census, 2017).

152. **Viseisei settlement.** The settlement has a total labour force status of 625 people. Moreover, 336 people are economically active and out of that number 320 are employed. Of those employed, nine residents are classified as unpaid workers, 20 work only for subsistence i.e., mainly farming while the majority are engaged in paid employment. Additionally, 16 locals are unemployed and 35 people have retired. There are two residents in the community that live with functioning challenges. At least 738 people have had some level of formal education and in terms of the resident's highest educational attainment achieved; 111 completed primary school, 384 residents completed secondary school and 204 locals have attained post-secondary or tertiary qualifications. For housing tenure, the settlement has a total of 189 households. The majority of houses (140) occupy iTaukei land under registered leases from TLTB. A further 16 households are also on iTaukei land however, they are occupying the land without any legal arrangement (squatters), occupying with informal arrangements through the Vakavanua, occupying with formal tenancy agreements or on the traditional Mataqali land (Fiji General Census, 2017).

153. **Lomolomo settlement.** In terms of employment, the community has a total labour force of 665 people. Of this number, 351 locals are deemed as economically active and 310 are employed. Additionally, of the population that work, four people are unpaid workers and 38 work solely on a subsistence basis engaging in activities such as farming. The remaining employed locals have paid jobs. Of note is that there are 41 unemployed people and 47 retired locals including six people with functioning challenges, living in Lomolomo Settlement. A total of 778 community members have had some level of formal education and the highest level of education attained are as follows; 141 people have completed primary school, 454 have completed secondary school and 156 locals have obtained post-secondary and tertiary qualifications. Within the settlement, there are 213 households in total. The majority of (110) homes are on leases from the state while 85 households are on registered leases from TLTB. A further eight households are also situated on iTaukei land under the traditional ownership of the Mataqali. Lastly, three homes occupy freehold land (Fiji General Census, 2017).

3.1.2 Sabeto Bridge

154. Sabeto Bridge is also located in Ba province, just outside of Nadi. The immediate communities are Koroyaca Village (also known as Sabeto village), Sabeto settlement and Natalau village. The qoliqoli resource owners reside in Lomolomo. Like many other villages, the population density is quite high however (Fiji General Census, 2017.)

Table 3.2: Demographics of communities near Sabeto Bridge

Community	Population			Total population by age group		
	Total	No. of males	No. of females	No. aged 0-19 years	No. aged 20-54 years	No. aged 55+ years
Koroyaca village (Sabeto)	614	308	304	266	284	63
Sabeto settlement	1195	600	595	384	604	314
Natalau village	265	140	125	102	127	36
Total	2074	1048	1024	752	1015	413

Source: FBS Census Data (2017)

155. **Koroyaca village (Sabeto)** Koroyaca is located southeast of the Sabeto Bridge. Moreover, there are 251 economically active residents of Koroyaca with 219 of them employed. A total of 55 people work on a subsistence basis and seven are unpaid workers. The village has six residents living with a functioning challenge. 540 of the residents attained various forms of education with 86 completing primary school and 307 residents graduating high school. 92 other locals achieved post-secondary education including tertiary programs. In total there are 121 households in the village with 110 of them situated on iTaukei land under their traditional village tenure. Some ten houses are also located on iTaukei land under the 'Mataqali' landowning unit, and another property is on freehold land (Fiji General Census, 2017).

156. **Sabeto settlement** is also located southeast of the bridge. Within the settlement there are 497 residents who are economically active with 484 of them currently employed. A total of 49 locals work only for subsistence, five people are unpaid workers and 13 are unemployed. 11 people in Sabeto live with functioning challenges. In addition, 1056 locals have had some level of education. Five of the residents attended special school, 28 did not attend school or only attended kindergarten while a total of 861 completed primary and secondary school. Moreover, 78 people did post-secondary education and 82 people completed tertiary studies. Sabeto Settlement has 292 households altogether. Out of the total houses, 43 are located on freehold land, 70 are on state lease land while 162 are on registered leases from TLTB (iTaukei land). six houses are situated on iTaukei land under informal arrangements with a further six homes also on iTaukei land which is under the 'Mataqali' traditional ownership (Fiji General Census, 2017).

157. **Natalau village** is situated northeast of the Bridge. Of the total population, 102 residents are economically active with 95 of them currently employed. 11 locals work for subsistence while 12 are unpaid workers. Seven people are unemployed and one person in the village has a functioning challenge. In terms of education, a total of 238 villagers have obtained some level of formal education with 36 only completing primary school and 153 finishing secondary school. A further 29 people did post-secondary and tertiary education. Natalau Village has 51 households in total with the majority (27) located on their traditional village tenure (iTaukei Land) while a further 19 homes are also on iTaukei land which is owned by the 'Mataqali' (Fijian Clan). Additionally, one house occupies state lease land, three are on registered leases from TLTB and another is on iTaukei land under an informal agreement (Fiji General Census, 2017).

3.1.3 Housing and access to services and utilities

158. 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.

159. **Viseisei.** During the first surveys that were handed out to the participants in Viseisei Village, it was noted that all of their households are connected to the Energy Fiji Limited main grid line. Additionally, all surveyed households are connected to the Water Authority of Fiji main public reticulation line. The majority of households engage in composting and dispose of their solid waste by using it for pigs' food. All surveyed households have flush toilets with septic tanks. The village has relatively good access to public services. Local public bus services such as KBL and Classic Busses service the area many times a day and has trips into Nadi Town and Lautoka City. There are some shops in the general area, however, most of the public services can be found in Lautoka City or Nadi Town.

160. **Sabeto:** The first survey for the bridge was done in Natalau Village, Sabeto. All households are connected to the EFL main grid; however, some homes also use solar equipment and kerosene for lightning and power supply. Moreover, all homes are also connected to WAFs main public reticulation line. For solid waste disposal, the villagers had noted that they dispose of their waste via other methods that were not specified. However, some households also dispose of their waste in their pig's food or they burn at home or at a communal burn site. In terms of sewage waste disposal, majority of the homes have flush toilets with septic tanks, while the rest have water seal toilets.

161. **Lomolomo village and settlement** is also serviced daily by KBL and Classic Busses. There is a bus stop opposite the village. Lomolomo has a village store as well as a nearby community police post. Moreover, the Lomolomo Beach public recreation area is a short distance away from the village.

162. **Education services.** There are three schools within the Viseisei/Vuda proximity. They include Viseisei Primary School, Vuda District School and Lomolomo Public School. Additionally, there is the University of Fiji - Saweni Campus, located nearby.

163. The same schools provide education to the Lomolomo area as they are in close proximity. Some students in the Village and area attend school in Lautoka and Nadi. However, in Sabeto, there are six schools which are; Sabeto Sangam School, Sabeto District School, Sabeto Central School, Sabeto College, Sabeto Muslim Primary School and Masimasi Primary School. The project's effects on education are likely to be entirely positive.

164. **Health services.** The nearest health and medical Centre for the areas regarding all three bridges is the Viseisei Sai Health Centre. Other medical centres are in Lautoka and Nadi. The main hospital for the region is the Lautoka Hospital, located on Hospital Road Lautoka.

3.2 Socio-economic Information of Affected People

165. 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 Viseisei Bridge

166. There are ten AHs at Viseisei Bridge. Four AHs are iTaukei, five are Indian Fijian and one respondent did not answer this question. One AH is headed by a woman. For four AHs data was not available regarding their tenure of the land. Six of the AHs have a lease for the land, four of whom also own the main structure (house) and two AHs rent the house or building.

Table 3.3: Socioeconomic information of affected households

Ethnicity	HH size	No. of females in HH	Type of land	Land use	Ownership of structure	Tenure of land
Indo Fijian	4	2	State	Res. + Agri	Own	Lease
Indo Fijian	2	1	State	Commercial	Own	State
Prefer not to disclosed	NA	NA	State	Commercial	Rent	State
Indo Fijian	3	1	state	Res. + Comm	Rent	State
Indo Fijian	NA	NA	State	Commercial	Rent	State
Indo Fijian	NA	NA	State	Commercial	Rent	State
iTaukei	5	2	iTaukei/	Customary Residential	Own	iTaukei
iTaukei	5	4	iTaukei/	Customary Residential	Own	iTaukei
iTaukei	6	4	iTaukei	Customary Residential	Own	Lease
iTaukei	NA	NA	Itaukei	Customary Commercial	Own	Itaukei

Source: CBRP Socio-economic Survey (2024)

167. Three AHs have residential leases. Two AHs use their land under mixed use arrangements (residential and agricultural and residential and commercial). Four of the AHs have leases for commercial purposes including one which has an ecotourism lease.

168. Primary occupations stated include being a director of an NGO, an accountant, two AHs include APs who work at the Hina Hotel, one sells kava and another is a shopkeeper. One AH included a retired AP. Two AHs listed a secondary occupation for their household as farming.

169. All of the AHs have reticulated water and electricity to their house.

170. At Viseisei Bridge the SES recorded that none of the AHs included Aps who are vulnerable or suffering from disability.

3.2.2 Sabeto Bridge

171. There are five AHs at Sabeto Bridge. The Sabeto SES did not record any female heads of household. Four AHs are iTaukei and one is Indian Fijian. Of the households, one of the AHs rent their house and the other four own their house. Four of the AHs noted they lease the land with one AH not confirming their land tenure arrangements.

172. Occupations include being a caretaker and security guard of the affected property, being self-employed in the tourism sector, being a security guard at a company in town, and another employed in the private sector. One respondent did not provide details as to occupation.

173. At Sabeto Bridge, a single-person household is recorded as vulnerable with the AP being an elderly person.

Table 3.4: Socio-economic information of AHs

Ethnicity	HH size	No. of females in HH	Type of land	Land use	Ownership of structure	Tenure of land
Indo Fijian	3	66%	iTaukei/	Commercial	Rent	Lease
iTaukei	8	63%	iTaukei/	Residential	Own	Lease
iTaukei	6	50%	iTaukei	Residential	Own	Lease
iTaukei	6	33%	iTaukei	Residential	Own	Lease
iTaukei	7	43%	iTaukei	Residential	Own	Lease

Source: CBRP Socio-economic Survey (2024)

174. All of the AHs have reticulated water and electricity to their house.

3.3 Gender Aspects

175. 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.

176. 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.

177. 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 exciting.

4 Scope of Land Acquisition and Resettlement Impacts

178. 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

179. 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-Koros 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.

180. 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.

181. 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.

182. 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.

183. 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

184. As shown in Table 4.1, overall, 25 AHs including households, business entities, DOL, Latter Day Saints (LDS) church, and qoliqoli are affected at the two bridge sites. At Viseisei 14 AHs are affected by different LAR impacts, AHs include six business entities, LDS church which leases land from one household, DOL, five households comprising at least 23 APs (number of APs not included for one household) and the qoliqoli. At Sabeto LAR impacts will affect 11 AHs including DOL, three business entities, six households comprising at least 35 APs (number of APs not included for two households) and the qoliqoli. No AHs are physically displaced or require relocation.

185. Seven AHs (four AHs at Viseisei and three AHs at Sabeto) are impacted by land acquisition and seven AHs are impacted by loss of income generating assets (five at Viseisei Bridge and two at Sabeto). Twelve AHs (seven at Viseisei and five at Sabeto) will experience marginal and/or temporary impacts, including need to relocate fences, signboards, livestock, and access until after completion of works. At both sites there are AHs that will experience both permanent and temporary impacts on their land (five at Viseisei and four at Sabeto).

186. The details of the impacts at household and entity level are provided in Appendix C.

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
Viseisei	4	23	5	13	7	14	16	50
Sabeto	3	11	2	3	5	30	12	41
Total	7	34	7	16	17	44	28	91

Note: Totals include AHs experiencing multiple impacts therefore present a larger number than described in text.

Source: CBRP IOL (2024)

187. The vulnerable AH (at Sabeto) is impacted by both permanent and temporary loss of land.

4.2.2 Impacts on land

188. **Permanent impacts.** Table 4.2 shows that together the two bridges impact iTaukei and state land. No freehold land is affected at these bridge sites. Impacts on iTaukei land includes 6,242.89m² (2 lots) at Viseisei and 2,059.67m² (2 lots) at Sabeto. Impacted state land includes a total of 10,226.88m² being 5,920.80 m² at Viseisei and 4,306.08 m² at Sabeto. State land affected including a foreshore area 1,779m² (one lot) at Viseisei and foreshore area of 796m² (one lot) at Sabeto.

189. At Viseisei Bridge land in six lots belonging to four AHs (23 APs) including one business entity (comprising eight APs, four APs, five APs, and six APs) will be permanently impacted. At Sabeto Bridge land in five lots belonging to three AHs (11 APs) including two business entities (comprising one AP, three APs and seven APs) will be permanently impacted.

190. **Temporary effects.** Temporary impacts include loss of use of land or loss of access to land. At Viseisei Bridge four AHs, are affected by temporary loss of land (seven lots and 7,708m²). The four AHs (23 APs) include a business entity (Leinavole Investment Ltd) and are the same AHs that experience land acquisition. Other temporary construction impacts will be identified/managed within the CESMP.

191. At Sabeto Bridge some 3,764m² of land over six lots is temporarily affected. This land also belongs to the same AHs also experiencing acquisition of land, being three AHs (11 APs) including two business entities; Hungkee Investments Ltd and Raju's Investments.

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
Permanent impacts								
Viseisei	6,242.89	2	0	0	5,920.80	4	12,163.69	6
Sabeto	2,059.67	2	0	0	4,306.08	3	6,365.75	5
Subtotal	8,302.56	4	0	0	10,226.88	7	18,529.44	11
Temporary impacts								
Viseisei	1,550.14	2	0	0	6,158.64	5	7,708.78	7
Sabeto	1,528.72	3	0	0	2,235.35	3	3,764.25	6
Subtotal	3,078.86	5	0	0	8,393.99	8	11,473.03	13
Total	11,381.42	9	0	0	18,620.87	15	30,002.47	24

Source: CBRP IOL (2024)

4.2.3 Impacts on non-land assets

192. **Impacts on structures.** There are no primary structures impacted at either bridge site. At Viseisei Bridge secondary structures affected include a fence and a signboard on one lot (belonging to one AH of four APs) and a fence belonging to another AH. At Sabeto Bridge there are two fences, an underground tank and a concrete foundation slab on one lot belonging to one AH (who lives in the United States).

193. **Impacts on crops and trees.** At Viseisei Bridge trees and shrubs (over three lots) and an area of 4,243m² belonging to one AH (eight APs), one business entity and the qoliqoli are affected. At Sabeto Bridge an area of 5,317m² of crops is affected, the area is over three lots belonging to three AHs of 11 APs (comprised of one AP, seven APs and three APs).

194. **Impacts on business income generating assets.** Altogether Nine businesses will be impacted, six at Viseisei and three at Sabeto.

195. One business—Vuda Shopping Centre—at Viseisei (owned by Pritesh and Cheety) includes a number of ventures and tenants (included in the IOL as distinct entities) who will also be impacted. For four businesses at Viseisei and two at Sabeto these impacts will be temporary but result in disrupted access (to varying degrees) and potential reduction in revenue. Land will be required on a temporary basis from one business at Sabeto. For another business at Sabeto and two at Viseisei land is required both permanently (acquired) and on a temporary basis (during construction).

196. All of these effects need to be understood in terms of economic displacement further to determine impacts on the businesses and to calculate appropriate compensation packages. Consultation to confirm likely impacts will be undertaken then included in LARP updates.

197. Businesses include Praneel Pritesh & Shivneel Chetty - Vuda Shopping Centre, Vuda Pork Shop, Bal Ram Auto Repairs, Valley Riders Hire Pte Limited and Lei Navole Ltd at Viseisei and Hungkee Investments Ltd, Raju's Investment, and Min Sami dairy shop owner (who also loses crops) and the shop tenant at Sabeto.

198. 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:

- a) 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.
- b) 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.
- c) 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.
- d) The project GRM shall be disclosed to all affected businesses prior to works commencing.
- e) 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.

199. 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.

4.2.4 Impacts on community assets and resources

200. **Community assets.** The works at Viseisei Bridge will also impact one lot which is leased to the LDS church. Access will be affected as well as noise and disruption during construction activities in the area.

201. **Qoliqoli impacts.** As shown in Table 4.3 in total there will be impacts on 4,092 m² of qoliqoli area, at Viseisei there will be impacts on two lots of qoliqoli areas including 1,779m² of

area experiencing permanent impacts and 1,054m² of area experiencing temporary impacts. There will also be impacts on two lots belonging to qoliqoli at Sabeto Bridge with 796m² being affected on a permanent basis and 462 m² being affected on a temporary basis.

202. 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 Viseisei and Sabeto bridges. The DOF and TLFC will proceed to undertake a FIA at each site.

203. 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.

204. 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 may include the purchasing of a boat or building of a village hall to be agreed within AP consultation.

Table 4.3: 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
Viseisei	1,779.84	1	1,054.61	1	2,834.45	2
Sabeto	796.14	1	462.18	1	1,258.32	2
Total	2,575.98	2	1,516.79	2	4,092.77	4

Source: CBRP IOL (2024)

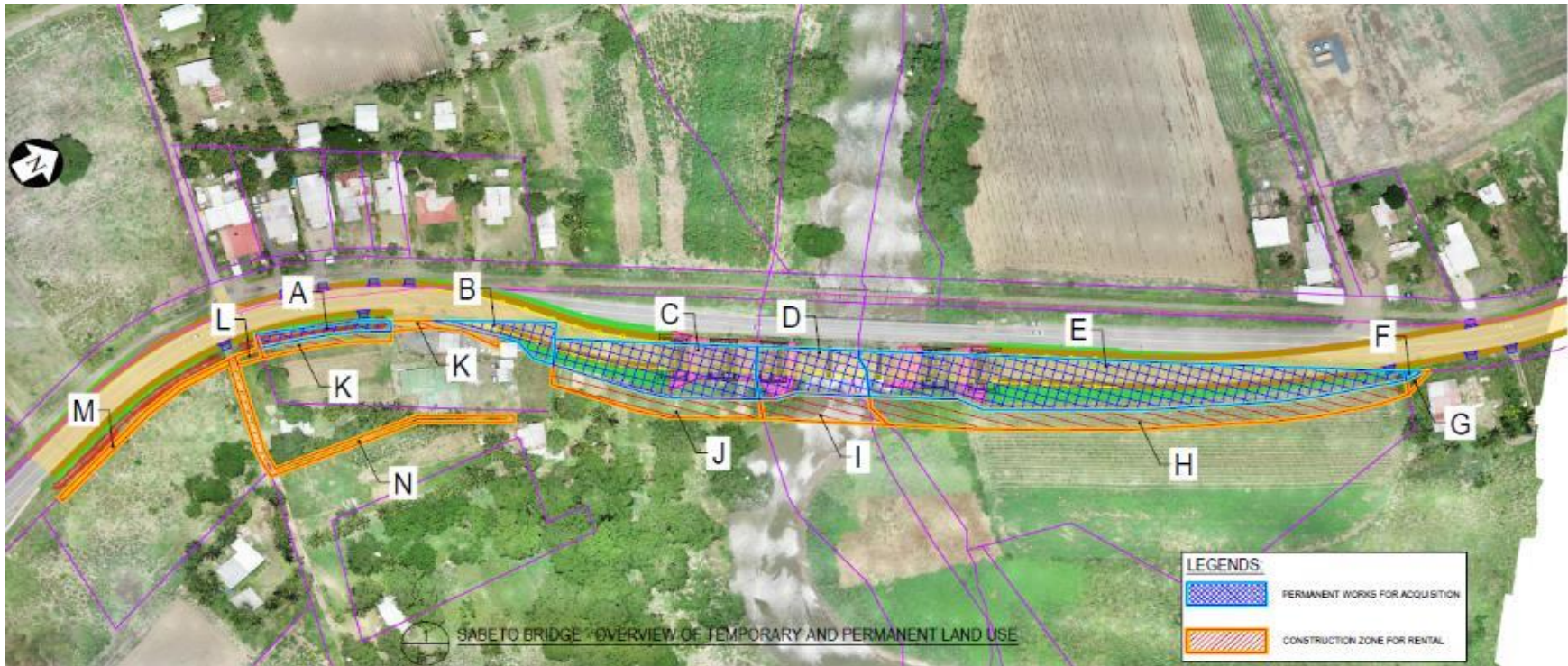
205. Figures 4.1 and 4.2 present the areas impacted and a description of the impacts.

Figure 4.1: LAR impacts at Viseisei Bridge



Ref	LAR impact	Land type	Land description	Area (m ²)	Comments
A	Acquisition	State	Un-surveyed	580.48	Mangrove area. DOL - Foreshore Unit
B	Acquisition	iTaukei	Lot 2 SO 2779	1965.5	TNK Mataqali Navole Jolame Nailaruwai
C	Acquisition	iTaukei	TLTB Ref: 7/54037	4277.39	Leinavole Investment Ltd /
D	Acquisition	State	...	661.98	DOL - Foreshore Unit
E	Acquisition	State	River bank reserve	537.38	DOL - Foreshore Unit
F	Acquisition	State	Lot 2 SO 1216	522.64	Commercial lease. Praneel Pritesh & Shivneel Chetty,
G	Acquisition	State	Lot 2 SO 4053	2821.81	Agricultural lease. Mohammed Shorab Khan. Cultivator in Lomolomo, Lautoka.
H	Acquisition	State	Lot 2 SO 6077 CL18631	796.51	Commercial lease. Mohammed Shorab Khan (LDS church tenant)
I	Temporary	State	Un-surveyed	379.89	DOL - Foreshore Unit
J	Temporary	iTaukei	Lot 2 SO 2779	353.63	TNK Mataqali Navole Jolame Nailaruwai 9745168
K	Temporary	iTaukei	TLTB Ref: 7/54037	1196.51	Leinavole Investment Ltd
L	Temporary	State	River	381.59	DOL - Foreshore Unit
M	Temporary	State	...	293.13	DOL - Foreshore Unit
N	Temporary	State	Lot 2 SO 1216	340.04	Praneel Pritesh & Shivneel Chetty,
O	Temporary	State	Lot 1 SO 1216 CL11346	57.65	Bal Ram Motor Repairs
P	Temporary	State	Lot 2 SO 4053	4067.25	Mohammed Shorab Khan (dairy farmer)
Q	Temporary	State	Lot 2 SO 6077 CL18631	638.43	Mohammed Shorab Khan LDS church (tenant)
R	Temporary	State	Lot 2 SO 4053	0.66	Mohammed Shorab Khan (dairy farmer)

Figure 4.2: LAR impacts at Sabeto Bridge



Ref.	LAR impact	Land type	Land description	Area (m ²)	Comment
A	Acquisition	iTaukei	Lot 1 ND 4578	232.736	Shampak Lal Tenant - Swami Dairy Shop
B	Acquisition	iTaukei	Lot 1 ND 4578	339.78	Shampak Lal Tenant - Swami Dairy Shop
C	Acquisition	iTaukei	Lot 26 NLC 623 A	1487.16	Mataqali Eloto - Mosese Tuisa
D	Acquisition	State	River	796.14	DOL – Foreshore Unit
E	Acquisition	State	Lot 8 ND 5080 (LD 4/7/2093) CL 5804	3498.7	Gopal Pillay land leased to Alvin Singh (Cambridge Farms)
F	Acquisition	State	Lot 6 ND 5080	11.24	Hungkee Investments
G	Temporary	State	Lot 6 ND 5080	31.84	Hungkee Investments
H	Temporary	State	Lot 8 ND 5080 (LD 4/7/2093) CL 5804	1741.51	Gopal Pillay. Land leased to Alvin Singh (Cambridge Farms)
I	Temporary	State	River	462.18	DOL – Foreshore Unit
J	Temporary	iTaukei	Lot 26 NLC 623 A	613.359	Mataqali Eloto - Mosese Tuisa
K	Temporary	iTaukei	Lot 1 ND 4578	317	Shampak Lal Tenant - Swami Dairy Shop
L	Temporary	iTaukei	Lot 26 NLC 623 A	42.16	Mataqali Eloto - Mosese Tuisa
M	Temporary	iTaukei	Lot 1 ND 47	171.9	Raju's Investment

4.2.5 Summary of impacts

206. No freehold land is affected at either site. Some 11,381m² of iTaukei land will be affected (8,302m² to be acquired and 3,078m² impacted by temporary loss of access or use) and a 18,620m² of state land (10,226m² to be acquired and 8,393m² impacted temporarily). No AHs will be physically displaced or require relocation. The significance of economic displacement is still to be calculated. There are nine business entities affected; six at Viseisei and three at Sabeto.

207. An area of crops 9,560m² will be lost/removed affecting three AHs and three lots at Viseisei and three AHs and three lots at Sabeto.

208. There are 18 distinct LAR impacts at Viseisei Bridge eight being acquisition impacts affecting four AHs and six land lots and ten are temporary impacts (loss of use of, or loss of access to land) affecting four AHs and seven lots of land.

209. At Sabeto there are 13 distinct LAR impacts; six acquisition impacts affecting three AHs and five lots of land and seven temporary impacts being loss of use of, or loss of access to land, affecting three AHs and six land lots. Refer to Table 4.4.

Table 4.4: Summary of LAR impacts

Impact	Area of land affected (m ²)	Viseisei		Sabeto		
		No. of lots	No. of AHs	Area of land affected (m ²)	No. of lots	No. of AHs
Acquisition of land - state	5,920.	4	2	4,306	3	2
Acquisition of land - iTaukei	6,242	2	2	2,059	2	1
Temporary loss of use of land	7,708	7	4	3,764	6	3
Loss of crops and trees	4,243	3	3	5,317	3	3
Economic displacement/businesses	7,188	2	6	1,101	3	3

Note: Economic displacement includes commercial land area also included in state and iTaukei land

Source: CBRP IOL (2024)

210. The two qoliqoli owners at each site will experience temporary and permanent impacts associated with land and also require conduct of FIA to determine compensation for loss of fisheries resources.

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

5 Entitlements, Assistance and Benefits

5.1 Establishment of the Cut-off Date

212. 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.

213. 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

214. 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.

215. AHs losing iTaukei land (Lami only) are to be compensated 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.

216. 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 determine 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.

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
			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 stalls, construction)	Temporary or permanent impacts on income generating activities (market	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. 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.

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
causing inconvenience etc)	stalls, production and sale of goods etc)		<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>

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
			<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> <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>

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
			(vi) Cash assistance for permitting costs such as building permits, land/house registration, etc. (vii) Assistance in locating suitable alternative housing.
	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.
	Permanent business loss		Compensation for lost income equal to one year income, if the loss is permanent and:

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
Impacts or disruption to business)		Owner of business irrespective of legal status of land	<p>Cash compensation for affected business assets</p> <p>Cash assistance for transportation costs of stock and business equipment</p> <p>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.</p> <p>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.</p>
	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)</p>

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
			<p>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</p> <p>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 unemployed employees - compensation for loss of employment (employment) in the amount of the minimum national salary for up to three months.</p>

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
			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: 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	Any AHs	Entitlement for any unforeseen impacts affecting person or households that are not covered under the existing

Type of impact or loss	Application	Eligibility of AHs and APs	Entitlement
	acquisition, land clearance, and restricted access not covered elsewhere:		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

217. 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 personnel, 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

218. 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

52. 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.

53. Stakeholder engagement is being undertaken over two rounds. The purpose of the first round of 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, where it may be necessary.

54. 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.

55. As shown in Tables 6.1 and 6.2, consultations were conducted for all ten bridges initially prioritized, in total there were 303 attendees at the first round of 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.

Table 6.1: First round consultations

Date	Bridge	Location of meeting venue	Participants	
			Total no.	% women
05-Oct-21	Medraukutu	Waiqanaka Village Hall	21	23
05-Oct-21	Lami	Lami Police Station bure	25	28
11-Oct-21	Navola	Navola Community Hall	27	44
13-Oct-21	Sabeto	Natalau Community Hall, Nadi	19	58
13-Oct-21	Lomolomo	Lomolomo Community Hall	20	30
14-Oct-21	Viseisei	Viseisei Village meeting area	29	38
14-Oct-21	Matawalu	Matawalu Community Hall, Lautoka	16	44
19-Oct-21	Sabeto	Sabeto Village meeting area	43	39
20-Oct-21	Vunitogoloa	Vunitogoloa Village meeting area, Rakiraki	18	44
20-Oct-21	Vitawa	Vitawa Village meeting area, Rakiraki	23	57
20-Oct-21	Navutu	FSC Conference Room, Lautoka	9	33
06-Sep-22	Lomolomo	Lomolomo Community Hall	53	55
Total			303	41

Source: Draft ESMP (Beca, 2024)

Table 6.2: Second round consultations

Date	Bridge	Location of meeting venue	Participants	
			Total no.	% women
23-Jan-24	Medraukutu	Waiqanake Village Hall	46	20
28-Mar-24	Lami	Suvavou Village Hall	32	19
23-Jan-24	Navola	Navola Village Hall	38	34
20-Mar-24	Matawalu	Matawalu Village Hall	30	63
26-Mar-24	Vunitogoloa	Vunitogoloa Village Hall	39	49
25-Jan-24	Vitawa	Vitawa Village Hall	30	20
24-Jan-24	Navutu	Lautoka City Council Chambers	29	28
20-Mar-24	Viseisei	Viseisei Village Hall	28	25
20-Mar-24	Lomolomo	Lomolomo Village Hall	22	27
24-Jan-24	Sabeto	Sabeto Revival Church Hall	40	20
Total			334	31

1 Source: Draft ESMP (Beca, 2024)

6.2 Concerns and Issues Raised in Consultations

56. The first round of consultations for the bridges was carried out in September and October 2021 in person by the project's safeguards team, the consultations were conducted by FRA supported by representatives from DOL, TLTB, the consultant design team, and local government. A majority of the village and *mataqali* leaders attended the meetings.

57. 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. It also allowed the project team to gain information on any particular issues or concerns for the LARP and ESMP to specifically address.

58. 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.

59. 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.

60. 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 D.

6.2.1 Viseisei Bridge

61. The first public consultation meeting was held on 14th October 2021 at the Viseisei Community Hall in Vuda. There were a total of 29 people, of which females accounted for 38%. The presentation included a detailed introduction to the project, the grievance redress mechanism process, project timeframes, and contact details. Following presentations made by FRA and the design team, the meeting was opened for a discussion session. The main issues raised by the community were as follows:

- Request for stairs going down the side of the bridge for ease of access to the water under the bridge to access mangroves
- Request for walkway on the bridge with barriers or bollards to protect pedestrians and livestock crossing the bridge
- Query if tram line bridge will also be removed as it causes flooding issues from caught debris
- Query regarding compensation

62. A second public consultation meeting was held on 20th March 2024 at the Viseisei Village Hall. There were a total of 28 people, of which females accounted for 25%. An update on the project was provided to the community members and relevant stakeholders.

63. Once the presentation concluded the meeting was opened for a discussion session. The main issues raised by the community were as follows:

- The Turaga ni Koro queried the area being affected and the number of affected landowners (and from which mataqalis). He also enquired about the FIA process and timing
- The Turaga ni Koro also questioned how FRA calculated compensation and if there was a standard formula. The FRA Valuer explained the valuation process for state land and iTaukei land
- A villager raised a concern about compulsory acquisition by FRA. The FRA Valuer explained that compulsory acquisition is only undertaken when land cannot be acquired through mutual agreement between GOF and the landowners and is only used as a last resort
- A community member queried how community members would visit the Viseisei health centre if access to the Viseisei Back Road to the village will be closed during construction. The design team assured him that a temporary access would be provisioned. This is a requirement of the ESIA for the project and shall be provided and maintained by the contractor at all times during construction.
- A community member asked how and who they can make complaints to as they have had bad experiences in the past. The FRA and design team explained about the GRM process
- A landowner representative stated that they had development plans for their commercial property to create a recreational area, a park and a canteen for the community. They requested that FRA not disturb any permanent structures present in the project area that could hinder the sales of the tenants.
- A landowner representative requested that the valuers and owners/tenants have further discussions to fully understand the impact of the bridge upgrade to the business operators in Viseisei. FRA has continued to engage with all APs, with notification of the GRM process and cut-off dates. Further consultation will continue with all APs prior to and during construction, including disclosure of salient aspects of this LARP prior to civil works commencing.
- A landowner representative stated that a main concern is the loss of access to the shop at the junction for community members and those traveling past. They added that children and women from nearby villages such as Saru and Navula use that road often and if access is disrupted, they will have to travel a much longer route. The design team described the new temporary access to the community members
- A representative of Vuda Shopping Centre stated that it would severely affect business (shop located in the junction). They shared that when choosing the site they considered the highway which would now be affected by the bypass road and their concerns that a number of customers who currently find it convenient to stop at the shop under the new arrangements would bypass the shop and continue to the next shop due to easier access. They also stated that if the road would be raised 2m the commercial properties in the area will not be so easily seen

- Turaga ni Koro requested that serious consideration be given to the major traffic disruption and rerouting required when Viseisei bridge is built. He also recommended that the design team be mindful of the Mobil Oil pipeline that supplies fuel to the Nadi airport.

6.2.2 Sabeto Bridge

64. The initial first round of community consultation included two meetings, with the first held at the Natalau Village Hall in Nadi on 13th October 2021. There were a total of 19 people, of which females accounted for 58%. The presentation included a detailed introduction to the project, the grievance redress mechanism process, project timeframes, and contact details.

65. The main issues raised by the community were as follows:

- Request for a new temporary crossing used by the community: The community currently have a temporary crossing going from their village through their plantation as a short cut in order to get to the service station and shop on the main road before the subject Sabeto bridge. The villagers said that was their preference to have that temporary bridge upgraded as it is shorter for them to the main road. FRA advised that this was not part of the existing project scope and this has not been addressed.
- Concern regarding pedestrian safety as there have been a lot of accident while crossing the bridge. The community requested that the new bridge be widened, including the pedestrian walkway. Many are fearful to use the bridge during the cane cutting season as the trucks pass on the beige and the cane is sticking out and nearly knock them over on the footpath.
- Concern regarding construction works and chemicals used during construction affecting their food source as they community use the river to catch fish and collect freshwater mussels. The community requested that they be granted access to cross under the bridge downstream to look for freshwater mussels. Due to health and safety concerns, FRA advised that the community would not be able to cross under the bridge during construction. However, access to the river will be maintained at all times to the river, both upstream and downstream of the bridge.
- Concern for flooding of their low-lying farms during high tide and heavy rain as well as a culvert bridge that is closer to the main road.
- Concern that in the next coming heavy rain or cyclone the large debris coming from upstream will completely destroy the Sabeto bridge and therefore the bridge needs to be replaced quickly.

66. The second public consultation meeting was held on 19th October 2021 at the Sabeto Village Hall. At the second meeting, there were a total of 43 people, of which females accounted for 39%. Once the presentation concluded the meeting was opened for a discussion session. The main issues raised by the community were as follows:

- Concern regarding construction work affecting the communities' livelihoods, including people who come from Lautoka and the upland area in Sabeto to collect freshwater mussels and fish in the sea
- Concern if the contractor will block the river during construction

- Request to have their totem i.e., the freshwater mussels and a type of fish (busa) to be designed on the bridge. Also, to be included is what their village is known for i.e., The Sleeping Giant. FRA agreed a provisional sum shall be included in the contract to design and install these totem.
- Query regarding compensation for lease-holder and landowners and if relocation will be required
- Concern regarding the effects to the settlement close to the bridge due to the machines that will be used
- Concern over the depletion of the qoliqoli during construction
- Request if there could be a step to be constructed beside the bridge so that its easier for them to go into the river
- Request to have the flood marker be included as part of the new bridge
- Request for employment opportunities for local community members during the construction phase

67. A third public consultation meeting was held on 24th January 2024 at the Sabeto Revival Church Hall. There were a total of 36 people, of which females accounted for 22%. An update on the project was provided to the community members. The main discussion points during the meeting were as follows:

- A community member queried the acquisition map. FRA Valuation Officer provided a detailed explanation regarding temporary acquisition as well as explaining that only the “blue area” on the map will be acquired or bought from the owner and will not be returned, but will be held by the state through the Director of Lands.
- The community further queried regard the temporary rental areas and whether they will be charged rent for the machineries—or anything—parked on the rented areas. FRA Valuation Officer explained that before the contractor started work on the site, there will be a rental agreement in place. He also mentioned that specific questions of areas needed for their site set out and can be answered before the rental agreement is signed.
- The community queried about compensation and available funding. FRA Valuation Officer detailed the compensation process including the payment schedule and the post-construction survey.
- A villager member raised his concern about the bridge causing further flooding issues, which has happened with other developments in the area such as the Grace Roads Complex. To mitigate the flooding issue the villager requested if there could be culverts under the road to help the water flow out and away from their farms.
- Another issue raised was the bridge height which would be much higher than the existing bridge; however, the tramline bridge will remain the same. This will cause the wood and debris to still get trapped on the lower structures which is a concern for the community. FRA discussed this with FSC, who manage and maintain the FSC tramline. However, FSC has advised that they will not be amending their bridge at this time.

- Concern regarding the wash stairs was raised. One villager suggested that the stair be put on the downstream side of the bridge. However, the community noted that the stairs were not on the downstream side as the locals would have to cross the road to use it and this was considered dangerous.
- When it was suggested to have stairs on both sides, the team explained that an access easement would be required through State Land Lease for the areas on the Lautoka side of the bridge, and therefore thought it would be best to keep it within the iTaukei reserve land.
- A concern regarding erosion from the river was raised. The design team explained the design process where this issue was taken into account and also provided some local mitigation measures that could do to help stop the river from changing.
- The FIA process was queried and therefore the DOF representative provided an explanation on their process.
- A community member queried if there were any committees set up to monitor development project and the general wellbeing of the community when these companies like Grace Road build their development which cause flooding. FRA representative advised that monitoring of developments like is comes under the DOE through the EMA, and they should have monitored the development during construction.
- The community raised their concern that it was all very confusing for them as to who was responsible for what drains in their area and requested that this be something that is clarified for the local communities to understand. They further expressed that they were very concerned that the authorities are allowing development to happen that affect the communities during flood, high tide and heavy rainfall events and their complaints seem to be falling on deaf ears.
- A community member noted the speeding occurred around this area as well as accidents, and there is a lack of bus shelters for students and community members. They requested if FRA could include in the new bridge design a bus stop as well as a pedestrian crossing for the safety of their children. The design team noted these elements were not currently in the scope but it is something that can be requested directly to FRA in future following the completion of construction. This is the standard process for requests made by the community to improve safety.

6.3 Information Disclosure

68. 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. 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 LARP and ESIA will be made available to stakeholders, including affected persons, and the wider community as part of information disclosure.

69. 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. 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 Ongoing Process for Consultation and Disclosure

70. 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.

71. 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.

72. The most significant activities to occur over the coming months and into early implementation are listed in Table 6.3 in their expected order of occurrence.

Table 6.3: 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 LARP and ESIA. Finalize LARP and ESIA	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

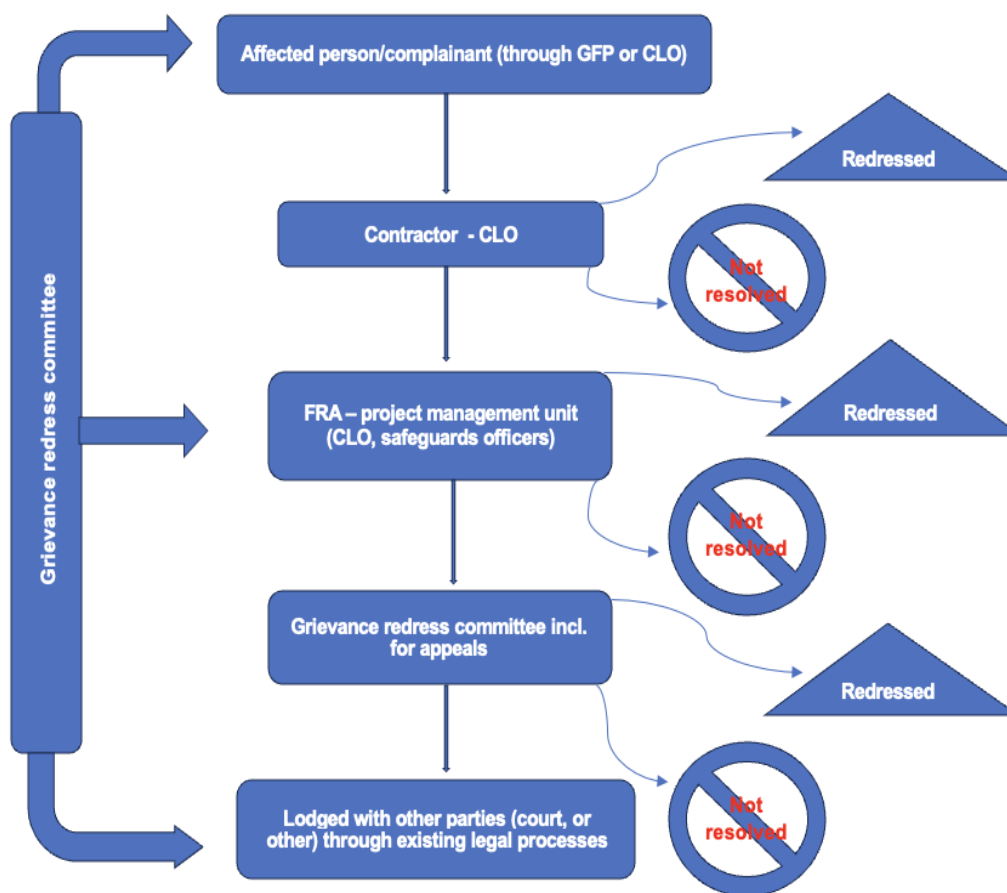
6.5 Grievance Redress Mechanism

6.5.1 Overview

73. 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).

74. 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



6.5.2 GRM during construction phase

75. During the construction phase affected persons or complainant may have site specific concerns about the construction activities (e.g. levels of construction noise, elevated dust levels, water pollution, speed of construction vehicles on public roads, road safety concerns, etc.). The contractor will be required to set up a site specific GRM so that members of the public have a clear and direct ability to comment on the way the project is impacting upon them.

76. The contractor will outline in their CESMP how they will implement the relevant elements of the GRM during the construction period. The contractor will maintain a GRM register (including actions and close-out dates) and will report to the PMU all grievances as part of the monthly reporting.

77. Through the consultation process the contractor will advise members of the community of the GRM process, which will be set out in their approved CESMP. In addition, the site access and at any point determined by the PMU, signs will be erected identifying the GRM process is in place for the project and the contact information: physical address, phone contact; and internet access if available.

78. At site level the contractor will identify a community liaison officer (CLO)¹¹ as the formal point of contact. The CLO 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. site project manager¹²) and, must be formally advised to the construction supervision consultant supporting the PMU.

79. Experience suggests that many issues identified by affected person/complainant can be swiftly and effectively addressed at site level by the CLO, but that the CLO must be clear on the registration of a complaint and how information on that complaint needs to enter the site management procedure. The CLO does not, normally, have delegated powers and therefore any complaint must be immediately referred to the contractor project manager on site in order to determine how the complaint can be addressed. Some cases may be too complex for addressing at site level (e.g. sexual harassment; on and offsite violence, etc.)

¹¹ An alternative term may be used but will be identified in the contractor's CESMP.

¹² It is acknowledged and noted that the CLO may not have delegated powers to instruct site staff to initiate actions and therefore the issue will need to be elevated to higher levels in the management chain.

7 Livelihood Restoration and Rehabilitation

7.1 Impacts on Livelihoods

219. There is a total of 1 AH with an affected livelihood comprising 1 small-scale business operating at a home; eight disrupted businesses due to restricted access, and reduced fishing incomes at Viseisei and Sabeto for qoliqoli .

220. Impacts on livelihoods along with mitigation and income restoration are summarized in Table 7.1.

Table 7.1: Livelihood and income impacts and mitigations

Impacts	No. of AHs	Location	Comment	Mitigation
Displaced small-scale businesses operated from home	1	Viseisei	One AH operates a small kava business from their home.	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.
Disruption of businesses	8	Viseisei		Compensation for potential reduced income during period of disruption. Amount of reduced income to be assessed by FRA.
Reduced fishing income		Viseisei and Sabeto		Compensation for lost income to qoliqoli from fishing as assessed by FIA

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

222. 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.

8 Resettlement Budget and Financing Plan

8.1 LAR Budget

223. The budget to implement the LARP for the Contract Package B bridges is estimated to be FJD\$2,002,969.50.

224. 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.

225. 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.

226. 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).

227. 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.

228. 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	14	14	18,529.45	\$404,538.02
Land - compensation for temporary impacts	18	18	11,473.029	\$2,222,672.25
Compensation for crops and trees				
- Crops	18	32	30,002.48	\$357.00
- Fruit trees	18	32	30,002.48	\$84.10
- Timber trees	0	NA	0	NA
Compensation for structures	4	4		\$1,262.00
Qoliqoli impacts - PS until FIA completed	2	2	1458.12	\$56,897.88
Subtotal A				\$2,627,567.27

Item	No. of AHs (incl. business entities)	No. of lots	Area (m ²)	Cost (FJD\$)
10% Contingency				\$262,756.73
B. Assistance				
Transportation assistance (relocation)	1			5000
Site preparation for replacement land	1			500
Utility connection costs	1			300
Associated permit costs for relocation	1			30
Transportation assistance - businesses	6	0		900
Compensation for lost income (permanent)	0	0	0	1600
Compensation for lost income (temporary)	6	6	NA	1500
Support for vulnerable APs	TBC			\$5.00
Subtotal B				\$2,405.00
10% Contingency				\$240.50
C. LARP Updating and finalization				
Staff training				
FRA activities - updating LARP				\$20,000.00
FRA activities - implementing LARP				\$20,000.00
Monitoring and evaluation				\$40,000.00
Training, administration and DMS costs				\$10,000.00
Subtotal C				\$100,000.00
10% Contingency				\$10,000.00
Contingencies 10% (A+B+C)				\$272,997.23
A+B+C				\$2,729,972.27
Total FJD\$				\$3,002,969.50

229. **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.

230. 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.

8.2 Sources of Funding

231. 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.

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

8.3 Flow of Funds

233. 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.

234. 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.

235. 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.

236. 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.

9 Implementation Schedule

237. 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	Month 2 & 3	All completed by 28 March 2024.

		Provincial Office & District Office		
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 livelihood restoration arrangements.	FRA	Month 4 & 5	FRA to document all consultation meetings and telephone conversations for records purposes and update LARP
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.

10 Monitoring and Reporting

238. **General monitoring and reporting.** The implementation of the LARP 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 LARP 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).

239. **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):

Table 11.1: 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
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.

Type of indicator	Indicator	Examples of parameters/variables
		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

240. 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.

241. 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 minimize safeguards impacts. Geotechnical investigation was undertaken on the selected upstream alignment. The geotechnical investigation encountered unfavorable 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*.¹³

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.

¹³ 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 2020.¹⁴ 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.¹⁵

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.¹⁶ Fiji in 2018 was ranked 98 out of 189 countries on the UNDP Human Development Index, putting it in the High Human Development category.

¹⁴ <https://www.worldometers.info/world-population/fiji-population/>

¹⁵ Fiji Bureau of Statistics. 2020. Population and Housing Census 2017.

¹⁶ 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.

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 5.20 and Figure 5.34 provides population data for the two districts.

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.

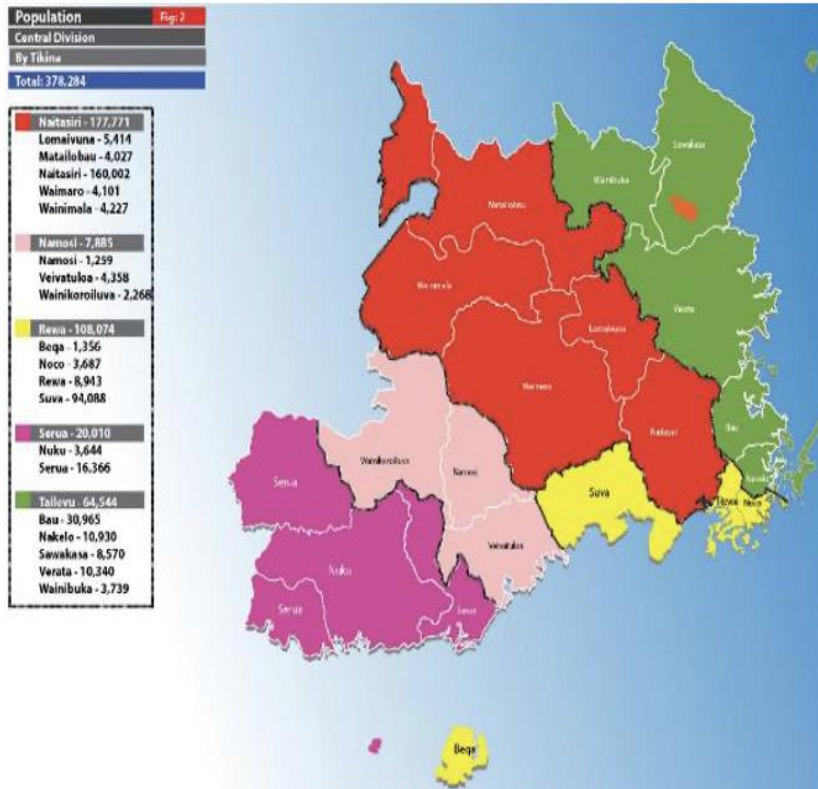
Table B.1: 2017 Census population data by division and province

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

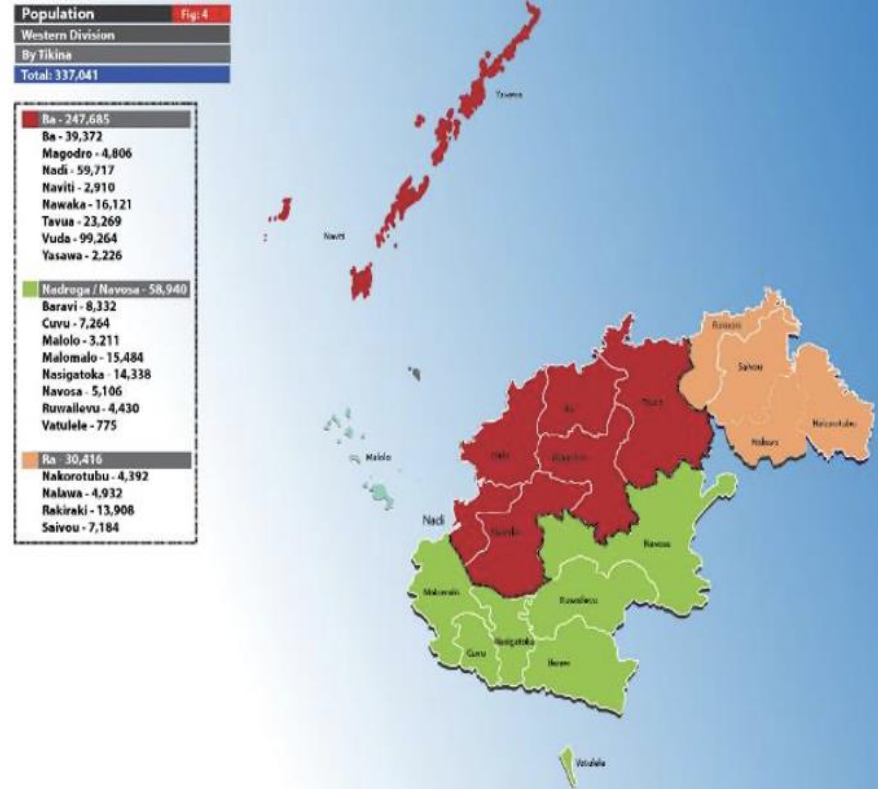
Source: GOF Census data 2017

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

Central Division



Western Division



B.2 Health and education

Health infrastructure and 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 2015.¹⁷ 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.

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.¹⁸

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.

¹⁷ Global Nutrition Report 2020 <https://globalnutritionreport.org/resources/nutrition-profiles/oceania/melanesia/fiji/>

¹⁸ SPREP. 2014. Baseline Study for the Pacific Hazardous Waste Management Project – Healthcare Waste in Fiji.

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.¹⁹

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 2020)

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%.²⁰ In 2019 the net enrolment rate for secondary school was 83.6% and the literary rate for Class 5 was 82.14%.²¹

¹⁹ <http://www.education.gov.fj/statistics/>

²⁰ http://www.education.gov.fj/wp-content/uploads/2019/01/2015-2018_ESSDP.pdf

²¹ Ministry of Education 2019

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 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.

B.3 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.²² 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

²² GOF. 2019. Annual Employment Survey. Suva, Fiji

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%. 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.

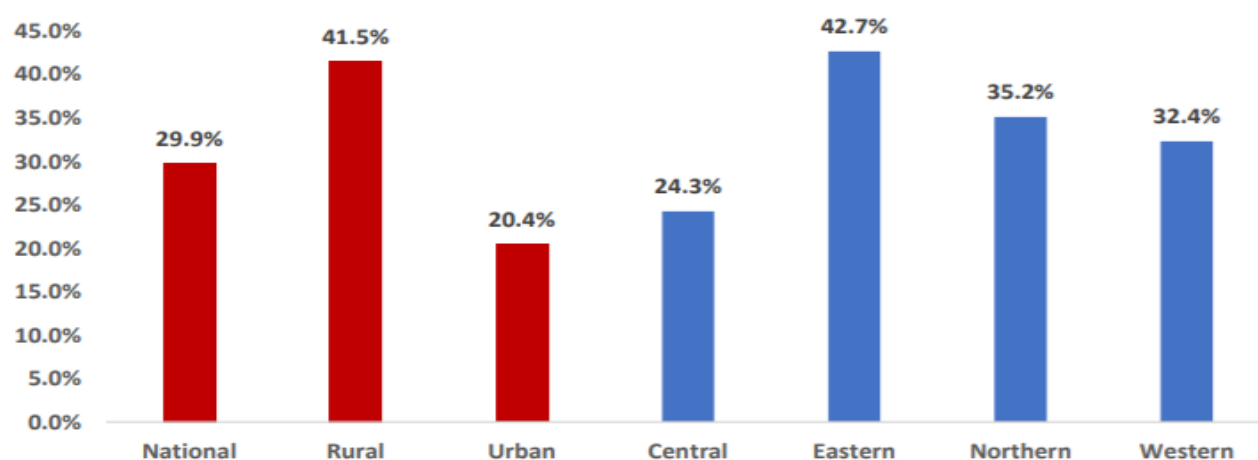
Income. The majority of paid workers in Fiji received between \$150-199 weekly, as part of their income. The top five wage earning occupations are: (i) armed forces and defense: \$26,485.72 (per annum); (ii) professionals: \$22,828.68 (per annum); (iii) legislators, senior officials and managers \$22,050.12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

B.4 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.2 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.2: Poverty rates by division

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

Of the total poor population, concentration of the poor was 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, representation within rural areas is higher with 62.2% compared with 37.8% for urban areas as shown in Table B.4.

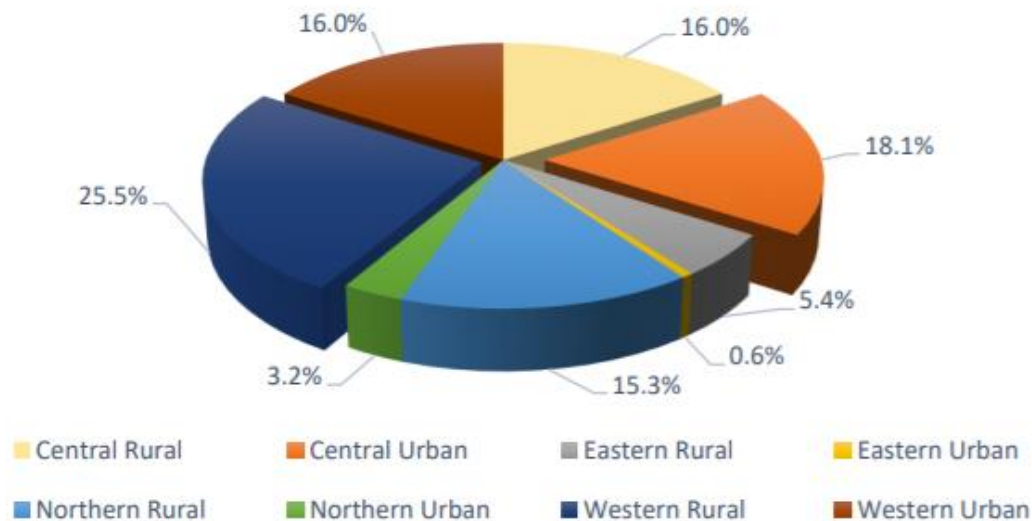
Table B.4: Poverty data by division

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.3 also shows that around 41.5% of the poor are rural compared with 20.4% in urban areas.

Figure B.3: 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 in 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%).

B.5 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 in 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.²³ . 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.

²³ Fiji Women's Crisis Centre. 2013. Somebody's Life, Everybody's Business!

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. 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.²⁴

B.6 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.5).

Table B.5: 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.

²⁴ World Health Organization. 2022. Human Reproductive Programme - COVID-19 and violence against women What the health sector/system can do

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.6).

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.

Table B.6: Distances (km) from Suva to major towns along main arterial roads

Via Kings Road (km)								
Location	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

Via Queens Road (km)								
Location	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 authority²⁵ 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 WAF (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.

²⁵ Source: <http://www.health.gov.fj/wp-content/uploads/2018/02/WAF-Promulgation-2007.pdf>

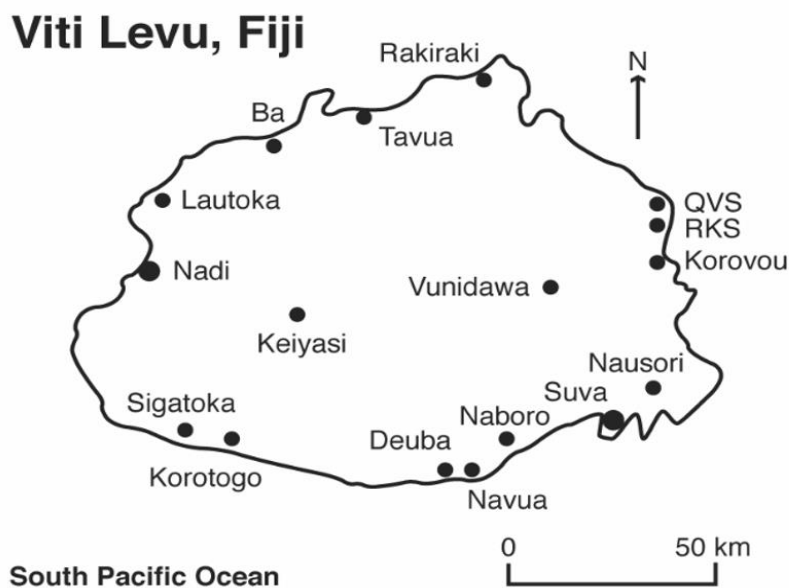
Domestic water supplies are provided by the WAF with rural communities responsible for maintenance of their facilities. In the Nadi area, domestic water reticulation is limited to the urban areas (sourced from Nadi River scheme including two treatment plants and the Vaturu reservoir), and most rural communities have their own water supply systems comprising a mix of surface 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.4.

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.4: 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.²⁶ Illegal dumping and burning of waste are 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.²⁷

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.²⁸

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.²⁹

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 2017.³⁰

²⁶ Kumar, P. 2013. Country Analysis Paper – Fiji. 3Rs in the Context of Rio+20 Outcomes – The Future We Want

²⁷ Ibid.

²⁸ government. 2011. Fiji National Solid Waste Management Strategy (2011-2014)

²⁹ <https://www.sprep.org/news/climate-proof-landfill-now-operational-fiji>

³⁰ EFL Annual Report 2018

Appendix C: LAR Details for APs and AHs

Table C.1: Details of AHs and APs at Viseisei Bridge

Affected HH / entity	# of APs in HH	Asset impacted	Impact	Type of land	Area impacted (m ²)	Estimated compensation (FJD\$)	Comment
Department of Lands (DOL)		Land	Temporary	State	379.89	\$1000.00	Compensation will be based on contractor negotiations Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing. Mangroves to be replanted in accordance with the ESIA.
		Land	Temporary	State	674.72	\$2000.00TBD	
		Trees + mangroves	Loss/Removal	State – un-surveyed	960.46	\$3000.00	
DOL Total						50,000.00	
Praneel Pritesh & Shivneel Chetty	4	Land	Acquisition	State	522.64	\$44,424.40	Carpark, Dairy Shop, Pork Shop & Residential Based on FRA assumption of \$85/sqm Based on FRA's assumption of \$250/month x 48 months/4 years Based on FRA's assumption of \$250/month x 48 months/4 years Dairy Shop & Pork Shop are tenants. Owner advised they had commercial development plans for the site though no approval obtained yet. The Dairy Shop & Pork Shop are tenants. Existing Carpark is serving Commercial use adjacent which includes Dairy Shop, Pork Shop & Residential. Owner advised they had commercial development plans for the site though no approval obtained yet. Occupied by Bal Ram Motor Repairs garage who are renting the property Large billboard/signboard located near the road and will be affected due to acquisition of land. Chain link fencing (29m entire loss and 6.66m) FRA to negotiate agreement and have signed Sales & Purchase Agreement and 100% payment before implementation in accordance with LARP.
		Land	Temporary	State	340.04	\$12,000.00	
		Land	Temporary	State	57.65	\$12,000.00	
		Structure – signboard (double sided)	Relocation	State	5.3	\$3000.00	
		Structure - fence	Relocation	State	35.66m	\$500.00	
Praneel Pritesh & Shivneel Chetty Total						\$68,242.40	

Affected HH / entity	# of APs in HH	Asset impacted	Impact	Type of land	Area impacted (m ²)	Estimated compensation (FJD\$)	Comment
							<p>Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing.</p> <p>FRA to negotiate agreement and have signed contract before implementation in accordance with LARP.</p> <p>Sign board to be temporarily relocated outside of construction zone.</p> <p>Contractor to reinstate sign board after the construction period.</p> <p>During construction period, if relocation space is not available, monetary compensation is to be provided with consideration to loss of revenue.</p> <p>Fence to be removed during the construction period and reinstated by contractor to new boundary line after construction.</p>
Mohammed Shorab Khan SES #1	8	Land	Acquisition	State	2821.81	\$26,495.86	<p>Based on FRA assumption of \$85/sqm (acquisition)</p> <p>Based on FRA's assumption of \$250/month x 48 months/4 years (temporary)</p> <p>LDS are leasing the property from the owner and have an existing church on part of the property</p> <p>Cattle are stabled here while waiting to be sold, while multiple horses and a few cows are stabled full time.</p> <p>LDS are leasing the property from the owner and have an existing church on part of the property</p> <p>Owner resides on this land</p> <p>In front of the LDS church, near the roadside are ornamental hedges and bushes that will be affected by the acquisition of land. For ornament plant FRA will carry out in kind compensation with agreement to AP,s in the location where Ap agrees</p> <p>The fence is made of wooden posts with barbed wire. (340m permanent loss and 33m partial loss)</p> <p>FRA to negotiate agreement and have signed Sales & Purchase Agreement and 100% payment before implementation in accordance with LARP.</p> <p>Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing.</p>
		Land	Acquisition	State	796.51	\$67,703.35	
		Land	Temporary	State	4067.25	\$12,000.00	
		Land	Temporary	State	638.43	\$12,000.00	
		Land	Temporary	State	0.66	\$100.00	
		Vegetation	Loss	State	30	\$2400.00	

Affected HH / entity	# of APs in HH	Asset impacted	Impact	Type of land	Area impacted (m ²)	Estimated compensation (FJD\$)	Comment
		Structure - fence	Relocation	State	373m	\$200.00	As built designs to be procured from WAF and included in and provisioned for within the Bridge Design Report. Compensation and restoration required by the Contractor, if the pipeline is damaged during construction.
SES #1 Total							Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing. Contractor to reinstate hedging after the construction period has completed. Fence to be relocated outside the Construction Zone/ bypass road during the construction period. Fence to be reinstated to new boundary line after construction. Stabling to be provisioned by contractor during fence relocation to ensure the safekeeping of the animals.
Mataqali Navole Kinijoji Kabanavanua - Turaga ni Mataqali	XX	Land	Acquisition	iTaukei	1965.5	\$18,672.25	Based on FRA assumption of \$38000/acre or \$9.50/sqm Based on FRA's assumption of \$250/month x 48 months/4 years
		Land	Temporary	iTaukei	353.63	\$12,000.00	Whilst it is leased land, it is held by the Mataqali as currently unleased. Mataqali members residing on the land (x 2 HHs) FRA to negotiate agreement and have signed Sales & Purchase Agreement and 100% payment before implementation in accordance with LARP.
Mataqali Navole Total						\$30,672.25	Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing
Lei Navole Investment Ltd (Jolame Nalaivuwai - deceased) SES #9	XX	Land	Acquisition	iTaukei	4277.39	\$40,635.21	Based on FRA assumption of \$38000/acre or \$9.50/sqm Based on FRA's assumption of \$250/month x 48 months/4 years
		Land	Temporary	iTaukei	1196.51	\$12,000.00	Area subject to tourism development, yet Master Plan not yet approved.

Affected HH / entity	# of APs in HH	Asset impacted	Impact	Type of land	Area impacted (m ²)	Estimated compensation (FJD\$)	Comment
		Trees	Loss of mangroves	iTaukei	4229.82	\$5000.00D	FRA to negotiate agreement and have signed Sales & Purchase Agreement and 100% payment before implementation in accordance with LARP.
Lei Navole Investment Total						\$52,635.21	Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing. Mangroves to be replanted in accordance with the ESIA.
Valley Riders Hire Pte Ltd SES #2		Business	Temporary disruption to business	State	N/A	TBD	6-10 permanent staff Opening hours are Monday to Sundays from 8am to 5pm. Peak hours are in the afternoons (daily). Temporary disruption of access to property
		Access	Temporary disruption of access	State	NA	TBD	Permanent change to access due to increase road height. The main mode of transportation for the workers is by the company vehicles. Customers normally travel to the business by their own private vehicles. The customers usually park within the property unless parking is full, in which they park outside. FRA to undertake an assessment of the loss of business due to the anticipated impacts during the construction period and incorporate outcome and mitigations into the final LARP prior to implementation.
Valley Riders Hire Pte Ltd Total						TBD	
Vuda Pork Shop SES #3		Business	Temporary disruption to business	State	NA	TBD	1-5 permanent staff, 1-3 temporary staff Opening hours are Tues-Sat 9am to 6pm. Peak hours are from 1-2pm daily. Permanent change to access due to increase road height.
		Access	Temporary disruption of access	State	NA	TBD	The main mode of transportation for the workers is by private vehicles. Customers normally travel to the business by their own private vehicles or bus. The customers usually park within the property. The major concern for the business is the access to parking for their customers which could lead to

Affected HH / entity	# of APs in HH	Asset impacted	Impact	Type of land	Area impacted (m ²)	Estimated compensation (FJD\$)	Comment
							economic loss if customers find it hard to park and go elsewhere for business. FRA to undertake an assessment of the loss of business due to the anticipated impacts during the construction period 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.
SES #3 Total						TBD	
M. R. Reddy (Vuda Shopping Centre caretaker) SES #4	3	Access	Temporary	State Lease	NA	TBD	Permanent change to access due to increase road height Temporary disruption of access to property. Safe access for the HH to be provided by the contractor during construction.
SES #4 Total						TBD	
Vuda Shopping Centre SES #5		Business	Disruption to business causing loss of revenue	State Lease	NA	TBD	Opening hours for the business are Mon-Sun 6am to 11pm. The shop receives 100-150 customers per day. The business owner predicts a possible 25% loss to his business. Permanent change to access due to increase road height Customers normally travel to the business by their own private vehicles, taxis or bus.
		Access	Temporary disruption of access	State Lease	NA	\$TBD	
SES #5 Total						TBD	The major concern for the business is the access to parking for their customers which could lead to economic loss if customers find it hard to park and go elsewhere for business. FRA to undertake an assessment of the loss of business due to the anticipated impacts during the construction period 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.
Bal Ram Motor Repairs SES #6		Business	Temporary disruption to business	State	NA	TBD	1-5 permanent staff, 1-3 temporary staff. Opening hours are Mon-Sat 8:30am to 5:30pm. The major concern for the business is the access to parking for their customers which could lead to
		Access	Temporary	State	NA	TBD	

Affected HH / entity	# of APs in HH	Asset impacted	Impact	Type of land	Area impacted (m ²)	Estimated compensation (FJD\$)	Comment
SES #6 Total						TBD	<p>economic loss if customers find it hard to park and go elsewhere for business.</p> <p>Permanent change to access due to increase road height</p> <p>The main mode of transportation for the workers is by private vehicles.</p> <p>Customers normally travel to the business by their own private vehicles.</p> <p>The customers usually park within the property just outside the workshop.</p> <p>FRA to undertake an assessment of the loss of business due to the anticipated impacts during the construction period and incorporate outcome and mitigations into the final LARP prior to implementation.</p> <p>Safe access for employees, customers, and deliveries be provided by the contractor during construction.</p>
Tomasi & Luisa Doidoi SES #7	5	Access	Temporary	iTaukei	NA	TBD	<p>A water pipeline runs under the driveway and along the drain.</p> <p>Impacts to crops include cassava patch, yams, banana plants and plantain and bele planted in front of home.</p>
		Crops + trees	Loss	iTaukei		\$2,000.00	<p>Food security from possible loss of crops and fruit trees was a concern raised.</p> <p>The HH runs a kava business which earns them \$100/weekly.</p>
		Business	Temporary disruption to business	iTaukei	NA	TBD	<p>Safe access to their home to be provided by the contractor during construction.</p> <p>Water pipeline location to be confirmed and considered within bridge design.</p>
SES #7 Total						TBD	<p>If the water pipeline is damaged by the Contractor during construction, restoration and compensation required.</p> <p>Relocation of plantation outside the Construction Zone but within the native reserve boundaries.</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 loss of revenue.</p> <p>Cash compensation to be provided by FRA, as needed, to the HH for replanting of crops and trees.</p>

Affected HH / entity	# of APs in HH	Asset impacted	Impact	Type of land	Area impacted (m ²)	Estimated compensation (FJD\$)	Comment
							As long as safe access to the canteen for customers to be provided by the contractor during construction, there should be no loss of revenue for their business.
Nanise Matia Takeiwai SES #8	6	Access	Temporary	Native Reserve	NA	TBD	HH concern is safety and accessibility of the HH catching the bus directly opposite their house. A water pipeline runs under the driveway and along the drain.
		Crops + trees	Loss	Native Reserve		\$2000.00	
SES #8 Total						\$0.00	Impact to crop includes cassava, mango tree, lemon tree and banana plant. Safe access to their home to be provided by the contractor during construction. Relocation of plantation outside the Construction Zone but within the native reserve boundaries. 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 loss of revenue. Cash compensation to be provided by FRA, as needed, to the HH for replanting of crops and trees.
LDS Church		Access	Temporary	State Land		TBD	Temporary disruption of access to property due to the construction zone and creation of bypass road. Safe access to the church to be provided by the contractor during construction.
LDS Church Total						TBD	
Qoliqoli		Land	Acquisition	State	1779.84	\$74,753.28	Loss of foreshore area FIA required to determine the fishing rights compensation to be paid to the qoliqoli resource users.
Qoliqoli Total						\$74,753.28	

Table C.2: Details of AHs and APs at Sabeto Bridge

Affected AH/ entity	No. of APs	Asset impacted	Impact	Type of land	Area impacted (m2)	Estimated compensation (FJD\$)	Comments
DOL	-	Land	Acquisition	State	796.14	\$15,000.00	FRA to apply for State Land acquisitions via a bulk letter to DOL for each bridge.
	-	Land	Temporary	State	462.18	TBD	
DOL Total						TBD	Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing.
Mataqali Eloto c/o Mosese Tuisa SES #3	7	Land	Acquisition	iTaukei	1487.16	\$43,127.64	Based on FRA's assumption of \$29/sqm Based on FRA - \$250/month x 36 months/3 years Three HHs reside on this native reserve land Impact to crops include chillies, sugarcane, banana trees, eggplant, corn and pumpkin. Impact to business includes the loss of income - chilli plants which he sells to earn less than \$100/weekly. HH major concern includes the loss of income from the loss of chilli plants and the time it would take for replanting/growing his chilli plants. FRA to negotiate agreement and have signed Sales & Purchase Agreement and 100% payment before implementation in accordance with LARP.
		Land	Temporary	iTaukei	1,039.819	\$9,000	
		Crops	Loss/removal	iTaukei	1,682.23	\$50.86 + seeds	
SES #3 Total						\$52,178.50	
Shampak Lal	2	Land	Acquisition	iTaukei	572.516	\$48,663.86	Based on FRA's assumption of \$85/sqm Area includes a Dairy shop, car wash and old fuel station that is not in operation Includes area for existing bus stop Temporary disruption to access FRA to investigate and confirm exact location underground tank is and if the works will affect the roof structure. If fuel tank is to be impacted, further compensation and mitigation is required. Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing. New temporary access to be created by contractor prior to the closure of the current access.
		Land	Temporary	iTaukei	37	\$500.00	
		Access	Disruption	iTaukei	101.9	TBD	
Shampak Lal Total						\$48,663.86	
Gopal Pillay	2	Land	Acquisition	State	3,498.77	\$33238.32	Based on FRA's assumption of \$38000/acre or \$9.50/sqm Based on FRA's assumption of \$250/month x 36 months/3 years Land leased to Alvin Singh of Cambridge Farms
		Land	Temporary	State	1,741.51	\$9,000.00	
		Crops	Loss	State	4926.19	\$0.00	
Gopal Pillay Total						\$42,238.32	

Affected AH/ entity	No. of APs	Asset impacted	Impact	Type of land	Area impacted (m2)	Estimated compensation (FJD\$)	Comments
							Permanent loss of sugar cane due to land acquisition/rental. Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing. FRA to undertake an assessment in consultation with FSC and the Sugar Industry Tribunal to determine impacts to the cane contract as part of the land acquisition negotiations
Hungkee Investments	2	Land	Acquisition	State	11.27	\$563.50	Based on FRA's assumption of \$50/sqm Based on FRA's assumption of \$250/month x 36 months/3 years FRA to negotiate agreement and have signed Sales & Purchase Agreement and 100% payment before 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. Contractor to reinstate vegetation after construction is completed.
		Land	Temporary	State	31.84	\$9,000.00	
		Trees	Loss	State	43.08	\$700.00	
Hungkee Investments Total						\$9,000.00	
Raju's Investments	2	Land	Temporary	iTaukei	171.90	\$9,000.00	Based on FRA's assumption of \$250/month x 36 months/3 years Contractor to negotiate and have signed rental agreement before implementation. Temporary rental agreement to be vetted by FRA before signing.
Raju's Investments Total						\$9,000.00	
Mun Sami /Dairy Shop SES #1	1	Business	Temporary - disruption to access	iTaukei	...	TBD	Dairy shop runs Mon-Sun 6am to 6pm. Peak hours are in evenings after work. Mun Sami has no employees and lives adjacent to the shop. Currently not paying rent for shop but works as the caretaker in exchange. The shop owner earns \$150+ weekly, and his two tenants pay \$100 each per month. Access will be temporarily interrupted during construction. The shop owners concern regarding the shop is the access for his customers. Walking customers he believes will possibly continue to come but those who
		Access	Temporary	Freehold	N/A	TBD	
		Structure	Relocation	Freehold	...	\$0.00	
		Crops	Loss	iTaukei	232.73	\$0.00	
SES #1 Total						0.00	

Affected AH/ entity	No. of APs	Asset impacted	Impact	Type of land	Area impacted (m2)	Estimated compensation (FJD\$)	Comments
							drive in will be deterred during bridge upgrade which will result in loss of revenue Fence made of wooden posts with barbed wire. Land has been ploughed and the respondent plans to plant at the end of March, mainly for subsistence and any excess will be sold. Impacted crops near the fence line (which were to be planted in March) include pawpaw trees, okra, bele, eggplant, chilli, and cabbage. 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 customers, tenants and deliveries be provided by the contractor during construction. Fence to be removed during the construction period and reinstated to new boundary line after construction. Contractor to facilitate replanting of these crops outside of the construction zone. 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 by FRA, as needed by the HH for replanting of crops.
Peniasi Sabolo & Eminoni Nakelia SES #2	8	Access	Temporary - disruption to access	iTaukei	NA	TBD	Access will temporarily interrupted during construction. Impact to crops due to new temporary access include cassava, banana trees, plantain trees, bele, chilli plants, mandarin, avocado tree and coconut trees for subsistence use only.
		Crops	Loss	iTaukei	327.438	100.00	
SES #2 Total						TBD	New temporary access to be provisioned for by contractor prior to the closure of the current access. Contractor to facilitate the replanting of these crops outside of construction zone. Notification should be given six months prior to the start of construction to ensure ample time for this HH

Affected AH/ entity	No. of APs	Asset impacted	Impact	Type of land	Area impacted (m2)	Estimated compensation (FJD\$)	Comments
							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.
Milika Seru SES #4	6	Access	Temporary - disruption to access	iTaukei	1246.05	\$18,000.00	Access will be temporarily interrupted during construction. Impact to animals include disruption to grazing area of cows and goats due to new temporary access. Loss of grazing area for livestock (cows and goats). Mitigation: Livestock to be grazed in an alternate location outside the construction zone/ bypass road.
		Land	Temporary	iTaukei	N/A	TBD	
SES# 4						TBD	
Elena Buituinitoga SES #5	13	Access	Temporary - disruption to access	iTaukei	N/A	TBD	Access will be temporarily interrupted during construction.
SES #5 Total						TBD	
Qoliqoli		Qoliqoli area	Acquisition	State	796.14	\$33,437.88	Entire loss of foreshore area Based on FRA's assumption of \$42/sqm FIA required by to determine compensation for lost resources/access to area and resources
Qoliqoli total						\$33,437.88	

Appendix D: Summaries of General Concerns and Responses

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

Concerns	Response
Request for stairs going down the side of the bridge for ease of access to the water under the bridge to access mangroves	Addressed in Bridge Design Report: The Design Team has included a concrete stairway with a single handrail from the road level to provide access to the waterway in the design.
Request for walkway on the bridge with barriers or bollards to protect pedestrians and livestock crossing the bridge	FRA confirmed that a barrier between the road and pedestrians will not be provided but that multiple safety features such as raised pedestrian walkway, enhance road making, etc. will be improved at this site to ensure pedestrian safety
Query if FSC tramline bridge will also be removed as it causes flooding issues from caught debris	The community was advised that, at this stage, that FSC has confirmed that all tramline bridges are to remain as is.
Query regarding compensation	FRA's lands team will manage the necessary land acquisition and related compensation as outlined in the Land Acquisition Resettlement Plan.
Query regarding areas of permanent & temporary acquisition	FRA's lands team will manage the necessary land acquisition and related compensation as outlined in the Land Acquisition Resettlement Plan noting that the contractor will be responsible for the rental agreements and vetted by FRA's Lands Team.
Query on when FIA will be undertaken as the community uses the mangroves for fishing and catching crabs	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. The Department of Fisheries will be making contact with the TnK to arrange a time for their site visit. The FIA needs acquisition to be undertaken and compensation paid by FRA, prior to the implementation of the project.
Query on compulsory acquisition by FRA	(FRA) discussed further that compulsory land acquisition is only done when land cannot be acquired by a mutual agreement between Government and the landowners. Its only used as a last resort, when Government can exercise its powers given under the Crown Acquisition of Lands Act to compulsorily acquire a land for public interest and purpose. He also assured the village members that their first step in land acquisition will always be to discussions with landowners and try to find mutual ground.

Concerns	Response
Query on access to the Viseisei Health Centre with the closure to the back road	The Project advised that temporary access would be provisioned to the Viseisei Health Centre by the contractor. This to be provisioned for within the Tender Documents.
Query on grievance process	The project team reiterated that there was a Grievance Redress Mechanism in place in order to address community or stakeholder conflicts, complaints and grievances at any stage of the project. Contact details were provided.
Request to FRA not disturb any permanent structures present in the project area that could hinder the sales revenue of the retail tenants and the future plans for the commercial property for the community	This concern will be mitigated in the CESMP and would need to be managed by the contractor and monitored by the FRA Team and DoE.
Request that FRA Valuation team and owners/tenants have further stakeholders' discussions to fully understand the impact of the bridge upgrade to the business operators in Viseisei.	Further discussion will be required between FRA and landowners/tenants as outlined within the LARP. FRA valuation team will carry out further assessment and meaningful consultation for all AP with and without legal right to land. This is to ensure that all project issues will be address effectively.
Concern of the loss of access for community members and those traveling past who find it convenient having a shop at that junction	These concerns and the potential for loss of revenue has been captured with the ESMP and LARP. FRA to consider compensation amounts for these transitional losses within the LARP.
Concerns by shop owner that customers who find it convenient to stop by his shop when passing will not opt for the bypass road as it would be inconvenient and would prefer to drive to the next shop with easier access.	
Concerns of major traffic caused by bridge construction if the Viseisei and Lomolomo Bridge are built simultaneously	Further discussions required between FRA and the Design Team on the requirements of traffic management to be the responsibility of the contractor and reflected in the contractor's Traffic Management Plan prior to mobilization.
During consultation it was requested by the community that the new bridge include an entry and exit statement for the cultural significance of the area as well as some historical design/features.	FRA confirmed that this will be a post-construction activity and that a provisional sum will be included within the works contract so this can be completed at the end of construction.
Request for the bridge works to include dredging and straightening of the river downstream from the bridge, which is adjacent to the village to assist with flooding impacts currently experienced by the village.	Addressed partially in Bridge Design Report: The Design Team has raised the existing finished road level of just above 2.6m RL by approximately 2.1m. This additional clearance will reduce the impact of flooding.

Concerns	Response
Request that the bridge include boat tying facilities under the bridge.	Project Design Team has confirmed with FRA that boat tying facilities provisioned for within the design.

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

Concerns	Response
Request for a new temporary pedestrian crossing bridge located further upstream to be used by the community	FRA confirmed that the temporary crossing located upstream is outside the scope of this project. Furthermore, the pedestrian crossing located at the bridge site, will be provided for and managed by the contractor during construction.
Concern regarding pedestrian safety as there have been a lot of accident while crossing the bridge.	Addressed in Bridge Design Report: Design Team has a standard design with a separated footpath on the upstream side of the bridge to enhance road safety.
The lack of bus shelters for students and community members	The Design Team to further discuss with FRA for consideration.
Concern regarding construction works and chemicals used during construction affecting their food source as they community use the river to catch fish and collect freshwater mussels/effect to community livelihoods	These environmental concerns will be addressed within the CESMP which will be carried out by the contractor. Furthermore, within the Bridge Design Report it has been noted that FRA has confirmed that access under the bridge during construction may not be feasible due to health and safety concerns; however, the requirement for boat access may be considered and managed by the contractor, where appropriate. This is to be stipulated in the Tender Documents.
Concern if the contractor will block the river during construction	
During community consultation, it was requested that an area be provided at the underside of the bridge to allow the community to tie up their boats.	Project Design Team has confirmed with FRA that boat tying facilities provisioned for within the design.
Concern for flooding of their low-lying farms during high tide and heavy rain as well as a drainage culvert being required along the main road, towards the bridge within the Native Reserve to help relieve floodwaters	Addressed partially within the Bridge Design Report: The Design Team has raised the existing finished bridge level by approximately 0.8m. This additional clearance will assist in climate resilience for future potential flooding concerns.
Concern about the bridge causing further flooding issues	
Issue raised that the bridge height would be higher than the tramline bridge causing the wood and debris to still get trapped on the lower structures	The Project Team acknowledged this concern and noted that a contributing factor is a lack of upper catchment management, whereby landowners are clearing the land close to the river causing debris to be washed into the river. Therefore, the community were requested to try and ensure that they limit the clearing of land close to the river and disposal of debris within the river. Further assistance can also be sought from the Ministry of Waterways and FSC for the clearing of debris at the tramline bridge.

Concerns	Response
Request to have their totem i.e., the freshwater mussels and a type of fish known in Fijian as busa to be designed on the bridge	The request has been recorded by the Project Team and relayed to FRA. This inclusion will be at FRA's discretion.
Query regarding compensation for lease holder and landowners	FRA's lands team will manage the necessary land acquisition and related compensation with assistance from BICL as outlined in the Land Acquisition Resettlement Plan.
Query regarding relocation and if it will be required	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 Sabeto Bridge.
Concern regarding the effects to the settlements living close to the bridge due to the machines that will be used	These issues will be highlighted within the CESMP for mitigation by the contractor and monitoring by the FRA Safeguards Team and DoE.
Concern over the depletion of the Qoliqoli during construction	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 depletion of resources, the CESMP will also be followed during construction by the contractor and monitored by the FRA Safeguards Team and DoE.
Query regarding the Fisheries Impact Assessment	
Request if there could be a step to be constructed beside the bridge so that its easier for them to go into the river	Addressed in Bridge Design Report: The Design Team has included concrete stairs with a single handrail from the road level to provide access to the waterway from the upstream southern abutment to the design
Request to have the flood marker be included as part of the new bridge	The request has been recorded by the Project Team and relayed to FRA. This inclusion will be at FRA's discretion.
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 on compensation of temporary rental areas	FRA's lands team will manage the necessary land acquisition and related compensation as outlined in the Land Acquisition Resettlement Plan noting that the contractor will be responsible for the rental agreement and vetted by FRA's Lands Team.
Concerns regarding erosion from the river was raised	Addressed within Bridge Design Report: Construct a retaining wall and place embankment fill up to the finished surface level plus additional surcharge. FRA to implement river training / erosion protection to minimize the risk of river shifting away from the bridges as noted within the Bridge Design Report. Project Team during the consultation, requested the community to try

Concerns	Response
	and ensure that they limit the clearing of land close to the river and disposal of debris within the river.
Query raised if there were any committees set up to monitor development project and the general wellbeing of the community	FRA advised during the consultation meeting that this is the responsibility of the Department of Environment through the Environment Management Act. Monitoring should occur during construction by the contractor and FRA Safeguards Team, as well as DoE. This requirement will be part of the CESMP.
Concern of who was responsible for what drains in their area and requested that this be something that is clarified for the local communities	During the meeting the representative from the Ministry of Waterways advised their plans for the drains outside of the Sabeto Village in the agricultural areas and noted that FRA would be responsible for the drains immediately outside, and along the road, of the Sabeto Revival Church Hall. Furthermore, the Waterways and Land Dept representatives together with Roko present stated that they would look into the issues raised and revert back to the villagers.
Concerns raised that the authorities are allowing development to happen that affect the communities during flood, high tide and heavy rainfall events and their complaints seem to be falling on deaf ears	