Semi-Annual Safeguards Monitoring Report: Environment & Social Safeguards

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ADB Project Number: 56215-001
ADB Loan Number: 4551-FIJ
WB Project Number: P180979
Reporting period: 01January – 30 June 2026

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FIJI: Critical Bridge Resilience Project (CBRP)

Prepared by

Fiji Roads Authority

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Action	Name	Revision	Date
Prepared By:	Fiji Roads Authority	01	09/07/26

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ABBREVIATIONS

ADB	Asian Development Bank
AP	Affected Person
AH	Affected Household
CESMP	Construction Environmental and Social Management Plan
CCP	Communication and Consultation Plan (for the project)
COVID-19	Corona Virus
CBRP	Critical Bridge Resilience Project
CSS	Country Safeguard System
DC	Development Consent
DOE	Department of Environment
DOL	Department of Lands
DSC	Design and Supervision Consultant
EIA	Environmental Impact Assessment
EMU	Environment Management Unit
ESMF	Environmental and Social Management Framework
ESMP	Environmental and Social Management Plan
FRA	Fiji Roads Authority
GOF	Government of Fiji
GRM	Grievance Redress Mechanism
HIV/AIDS	Human Immunodeficiency Virus / Acquired Immunodeficiency Syndrome
LARF	Land Acquisition and Resettlement Framework
LARP	Land Acquisition and Resettlement Plan
LoU	Land Owing Unit
MOE	Ministry of Economy
MOWE	Ministry of Waterways and Environment
MoFF	Ministry of Fisheries and Forestry
MOU	Memorandum of Understanding
MWTPU	Ministry of Works, Transport and Public Utilities
NTC	Notice to Contractor
PST	Project Supervision Team (Engineer to Contract)
SPS	Safeguards Policy Statement 2009 (of ADB)
TIISP	Transport Investment Infrastructure Sector Project
TLTB	i-Taukei Land Trust Board
WB	World Bank

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GLOSSARY

Qoliqoli	Customary marine area or fishing ground owned by i-Taukei communities.
Tikina	A traditional district or administrative division in Fiji.
Mataqali	An iTaukei landowning unit or clan.
Vanua	A traditional social-political and environmental unit that includes people, land, and culture.
Yavusa	A tribe, consisting of multiple mataqali (clans) within a vanua.
Turaga ni Koro	The elected or appointed village headman or community leader.
i-Taukei	Indigenous Fijian person or people.
TLTB (iTaukei Land Trust Board)	The statutory body managing leasing and administration of native land on behalf of iTaukei landowners.

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EXECUTIVE SUMMARY

1. This Semi-Annual Environmental and Social Safeguard Monitoring Report (SA-ESMR) covers the period 01 January to 30 June 2026 for the Critical Bridges Resilience Project (CBRP), part of the Pacific Climate Resilient Transport Program (PCRTP). The CBRP is jointly financed by the Asian Development Bank (ADB) and the World Bank (WB), with counterpart funding from the Government of Fiji (GoF). The project is executed by the Ministry of Finance and implemented by the Fiji Roads Authority (FRA).

2. The Project Development Objective (PDO) is to improve the resilience of Fiji's road network to natural hazards and climate change and ensure rapid response during emergencies. The project consists of four components, with a core focus on the replacement of four critical bridges on Viti Levu in Lami, Medraukutu, Sabeto, and Viseisei Bridges to enhance climate and disaster resilience.

3. Environmental and Social Impact Assessments (ESIAs) and Environmental and Social Management Plans (ESMPs) have been prepared, cleared by ADB/WB, and publicly disclosed. Development consents have been issued by the Department of Environment (DOE), with conditions requiring Contractor's Environmental and Social Management Plans (CEMPs) prior to commencement of works.

4. Land acquisition and resettlement impacts remain consistent with earlier reporting. Across all four sites, a total of 56 Affected Households (AHs) and Affected Persons (APs) have been identified, including residential households, businesses, and customary landowning units. Physical relocation was required for two households at Medraukutu Bridge, which has been successfully completed. Compensation disbursement currently stands at 75%, with FRA committed to achieving 100% by Q2 2026.

5. Consultations were conducted in two rounds (October 2021, and January/March 2024), involving over 600 participants. Concerns raised during consultations—such as land access, livelihood disruptions, and environmental impacts—have been addressed through design changes, mitigation measures, and the implementation of a Grievance Redress Mechanism (GRM).

6. Female participation from consultations undertaken during the design of the bridges under TIISP stood at 38%. For the CBRP, the Gender Action Plan (GAP) sets a target of 30% female participation, which FRA has successfully achieved, supported by consultants engaged in the process.

7. Livelihood impacts are anticipated for roadside businesses and market stalls, particularly at Harbour Point, Sabeto, and Viseisei. FRA has committed to contractor-led access management measures and temporary relocation strategies to safeguard business continuity. Fisheries Impact Assessments (FIAs) are ongoing, supported by customary rights waivers secured from affected villages.

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8. The GRM system, established in accordance with ESF and international good practice, will be activated during construction. Any grievances raised will be managed through the FRA hotline and safeguard team, with contractors required to maintain site-level grievance registers and appoint Community Liaison Officers (CLOs).

9. No formal capacity building or safeguard-related training was conducted during this reporting period. However, FRA has planned training for contractors, safeguard staff, and CLOs in Q3–Q4 2026 to strengthen safeguard compliance during implementation.

10. The FRA Safeguards Team continues to play a critical role in transitioning from design to implementation, ensuring ongoing compliance with national legislation, loan agreement provisions, and donor safeguard requirements.

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1. INTRODUCTION

1.1 Description of the Project

1.1.1 Background.

11. The Critical Bridges Resilience Project (CBRP) forms part of the broader Pacific Climate Resilient Transport Program (PCRTP) a multi-phase, regional initiative aimed at increasing the resilience of transport infrastructure in Pacific Island Countries[1]. The PCRTP is guided by four core pillars:

- use of spatial and sector planning tools,
- investment in climate-resilient infrastructure,
- strengthening the enabling environment, and
- support for post-disaster recovery.

12. The CBRP is jointly financed by the Asian Development Bank (ADB) and World Bank (WB) loans with counterpart funding from the Government of Fiji (GOF). The Ministry of Finance, Strategic Planning, National Development and Statistics (MOF) services as the Executing Agency, while the Fiji Roads Authority (FRA) is implementation agency.

13. According to WB, the Project Development Objective (PDO) is to *"Improve the resilience of Fiji's road network to natural hazards and climate change, and in case of an Eligible Crisis or Emergency, respond promptly and effectively to it."* This is to be achieved through four components:

- Component 1: Spatial and Sector Planning Tools
- Component 2: Climate Resilient Bridge Infrastructure (replacement of ten critical bridges)
- Component 3: Strengthening the Enabling Environment (technical assistance)
- Component 4: Contingent Emergency Response Component (CERC)

14. Additionally, with ADB, 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[2].

15. Physical investments under the project involve the construction of new bridge structures and associated approach roads to replace four (4) deteriorated bridges across Fiji's

[1] https://projects.worldbank.org/en/projects-operations/project-detail/P180979
[2] https://www.adb.org/projects/56215-001/main

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King's Road and Queen's Road on Viti Levu. The replacement will include wider 2-lane carriageways, shoulders, footpaths, and improved hydraulic capacity by raising deck heights and extending spans to improve resilience to flood events.

16. The project builds on technical groundwork laid under the Transport Infrastructure Investment Sector Project (TIISP) (P150028), which included the detailed design of 15 priority bridges, including the 4 being considered under CBRP. These designs have been prepared in alignment with the World Bank Environmental and Social Framework (ESF) and ADB Safeguard Policy Statement (2009).

Parameters	**Information**
Contract No	FRA
ADB – Project No Loan No	56215–001 4551-FIJ
WB – Project No Loan No	P180979 97680 -FJ
Description of works	The project involves the construction of four new bridge structures and associated approach roads, works will include wider 2-lane carriageways, shoulders, footpaths, and improved hydraulic capacity by raising deck heights and extending spans to improve resilience to flood events.
Engineer/ Consultant	To Be Confirmed - Construction Supervision Consultant Tender Process ongoing
Title of report	Semi-Annual Environmental and Social Safeguard Monitoring Report
Period covered by report	**01 January – 31 June 2026**

Table 1: Above shows the Basic Project Information for CBRP

1.1.2 Project impact and outcome.

17. The impact of the Project will be improved domestic transport connectivity in Fiji by replacing four critical bridges on the country's main island with newly constructed bridges resilient to climate change and disaster.

18. The outcome is improving transport connectivity in Fiji through climate and disaster resilient infrastructure. There are four key outputs: (a) replacement of critical bridges with new climate-resilient structure;(b) Institutional capacity building of FRA asset management and safeguard compliance; (c) Preparation and identification of climate solutions and resilient investment options; and (d) Implementation of gender policy and action plan aligned with OP2 on gender equality.

19. CBRP includes four specific bridge-replacement subprojects on Fiji's main island, Viti Levu. These are:

i. Medraukutu Bridge (located near the Lami Cement Factory on Queens Road)

ii. Lami Bridge (crossing the Lami River in Suvavou/Lami township)

iii. Sabeto Bridge (spanning the Sabeto River on Queens Road)

iv. Viseisei Bridge (situated between Nadi and Lautoka on Queens Road)

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20. These four bridges were chosen for early replacement under the project, based on detailed vulnerability assessments and prioritization studies undertaken as part of the TIISP. The structures are being delivered in two contract packages, with full designs and Environmental and Social Impact Assessments (ESIAs) already completed and disclosed.

1.1.3 Purpose of the report.

21. This semi-annual environmental & social monitoring report covers the period 01st January to 30th June 2026. It is prepared by the Safeguard Team (ST) and the Project Management Unit (PMU) in FRA. The report is prepared in accordance with the project's Environmental and Social Management Framework (ESMF) and the environmental monitoring and reporting requirements set out in the Project Administration Manual, Project Loan Agreement and Project Agreement as well as the ADB Safeguard Policy Statement 2009 (SPS) and World Bank Operational Policy (OP)[3].

22. The purpose of the report is to:

i. Provide an update on the status of environmental and social safeguards;

ii. Summarize any stakeholder's engagements, consultations, or grievances recorded during the reporting period;

2. INSTRUMENT AND DUE DILLIGENCE STATUS UPDATE

23. The environmental and social safeguard screening for the CBRP has been completed. Key safeguard instruments have been successfully prepared in accordance with the project's Environmental and Social Management Framework (ESMF) and Land Acquisition and Resettlement Framework (LARF). These include the Environmental and Social Impact Assessments (ESIAs), Environmental and Social Management Plans (ESMPs)for all four subprojects. However, Land Acquisition and Resettlement Plans (LARPs) is still under development pending the completion of further site-specific studies.

24. The documents were reviewed and cleared up by both ADB and WB and publicly disclosed through the FRA website[4]. The design phase has also concluded, and all safeguard instruments are aligned with the final engineering designs.

25. A Gender Action Plan (GAP) has been developed and agreed for implementation under the CBRP. This GAP has been published on the ADB Website[5]. FRA are currently in the process of recruiting a Gender Consultant to join the Project Management Unit to assist in implementing GAPs during the undertaking of the civil works.

26. The FRA Safeguards Team is currently supporting the transition from design to implementation. No construction has commenced, as the project is still under tender

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

[4] https://www.fijiroads.org/index.php/cbrp

[5] https://www.adb.org/sites/default/files/project-documents/56215/56215-001-gap-en.pdf

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evaluation. Contract awards are anticipated in the upcoming quarter. Overall roles and responsibilities for Environmental & Social management remain as per the ESMF & LARF.

27. It should be noted that the PMU Social Safeguards Specialist (SSS) commenced duties on 12 January 2026 and has been assisting the FRA Safeguards Team, which will continue to support the officer throughout the project life cycle. Meanwhile, the recruitment process for the Environmental Safeguards Specialist is progressing interviews have been carried out, and negotiations are currently underway with the preferred candidate ahead of the final offer being signed, as agreed. This will be updated in the next reporting period.

28. As shown in Table 2, the CBRP has been split into two contract packages with all the instruments required under ABD and WB.

Table 2: Priority bridges by contract package 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		

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3. SUB-PROJECT SUMMARY.

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

3.1 LAMI BRIDGE UPDATE.

Design Consultant:	BECA
Client:	FRA
Contractor	TBA

a) Environmental Safeguard.

30. Construction activities have not yet commenced during the current reporting period. Environmental safeguard efforts therefore remained focused on due diligence and the preparation of relevant safeguard instruments.

31. ESIAs have been developed for the project in line with the safeguard requirements of the ADB and the WB, ensuring compliance with international standards. Following no objection from both funding agencies, the ESIA and ESMP documents for Lami Bridge have been publicly disclosed on the FRA website.

32. As reported previously, the environmental safeguard screening under the national due process has been completed for the Lami Bridge site. Based on the ESIA and ESMP, the Department of Environment (DOE) has issued a development consent for the project, with the Contractor's Environmental Management Plan (CEMP) required to be submitted and approved prior to the commencement of construction works.

33. To ensure this obligation is met, the requirement for the contractor to prepare and submit the CEMP has also been incorporated into the bid documents.

b) Social Safeguard (Land Access and Use)

34. As mentioned in the last reporting period there is no changes for the identified AP's and AH's at Lami Bridge with total number of 23 identified during the social economic survey carried out 2024. Permanent acquisition (4,502 m² across five lots) and temporary impacts (1,269 m²) remain consistent with earlier reporting.

35. Tikaram Park has been identified as one of the most affected areas due to the extension of the bridge approach road. In alignment with the World Bank's Environmental and Social Standard (ESS) 5 framework, FRA has agreed to provide a replacement area in consultation with Lami Town Council and Suvavou Village. During this reporting period, FRA completed the concept design for a permanent "like-for-like" replacement. During the reporting period "no objection" clearance was provided by both Lami Town Council and Suvavou Village and reflected in the Due Diligence report and will be annexed to the updated LARP. A mention of the civic legacy history of the Tikaram Family, whom the Park is named after and customary landowners on which Tikaram Park sits, the Mataqali Nasevou have also been documented.

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36. During the reporting period verbal notice was given on 24 April 2026 to the co-owner of the Spit Roast cafeteria business at Tikaram Park, advising of the project's imminent pre-mobilisation stage and FRA's acquisition on which it operates. The business was still trading as at end of this reporting period. A formal written notice to Lami Town Council and the Spit Roast cafeteria is a priority action for Q3.

37. Lami's AP data was incorporated into the quarter-end LARP reconciliation, confirming consistency between AP records, final detailed engineering design, and compensation payments disbursed to date, for incorporation into the Compensation Completion Report and the LARP CPA.

38. From the design it is noted that livelihood impacts of the 21 businesses at Harbour Point and council-operated stalls continue to experience temporary access disruptions. FRA will ensure that contractor-led access management measures remain in place throughout construction to mitigate adverse outcomes and safeguard business continuity.

39. Regarding fisheries, customary fishing rights waivers for Suvavou and Lami villages remain secured. FRA has followed up with the signatories to enable the Fisheries Impact Assessment (FIA) to be undertaken by the Ministry of Fisheries. The delay at this stage is with the processing of fees by the Department of Lands to enable Fisheries Department to undertake the assessment. It is anticipated to be cleared by July 2026.

40. As noted in the last reporting period, 100% of compensation was to be disbursed to areas permanently acquired for the project. In line with the November 2025 & May 2026 mission's observations, FRA progressed 100% disbursement to all AHs. Table 5 provides a summary of compensation made to date.

41. This process is being undertaken with due regard to the loan agreement provisions and the requirements outlined in the LARPs, ensuring that all legal advice is taken onboard to safeguard compliance. In accordance with the Social Safeguard Framework, the disbursement of full compensation is progressing in line with the Entitlement Matrix and administrative clearance of payment vouchers. Financial transfers have already been initiated, and FRA remains on track to achieve 100% disbursement by the conclusion of the second quarter of 2026.

Table 3: Updated Summary of LAR impacts at Lami Bridge

Impact type	Area affected (m^2)	No. of lots	No. of AHs	Notes	Status
Permanent acquisition – Freehold land	517.22	1	1	RB Patel (freehold)	Completed
Acquisition – iTaukei land	258.35	1	1	I-taukei customary land- Mataqali Nasevou	Completed
Permanent acquisition – state land	258.35	1	1	Lami Town Council lease	Completed
Temporary loss of land use	1,269	N/A	N/A	Mostly for construction access and staging areas	Completed
Loss of crops and trees	404	1	1	A few trees on Tikaram Park	Completed
Fisheries (qoliqoli) impacts	1799	N/A	TNC	Qoliqoli rights waiver endorsed; FIA ongoing	In progress tentative to be completed by end of August.

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Table 4 Summary of LAR impacts at Lami Bridge as of June 2026.

Number of Affected Households	19
Number of Affected People	NA
Number of Physically displaced people	0
Number of economically displaced	2

Table 5: Summary of compensation disbursement for affected lands – Lami Bridge

No.	Ref.	Land Description / AP	Area (m²)	Payment Status	Payment Date / Reference	Amount (FJD)
1	A	Lami Town Council (leaseholder), Lot 10 S1102 NL10806	258.35	Completed	EFT01894 / EFT02126	121,900
2	A	Mataqali Nasevou (owner)		Completed	CHQTLTB #3234708	255,800
3	B	DOL Foreshore Unit / LTC park land, unsurveyed	1928.87	Not Acquired - unsurveyed	—	0
4	C	DOL Foreshore Unit	1600.00	Outstanding	FIA Report	0
5	D	DOL Foreshore Unit	199.95	Outstanding	FIA Report	0
6	E	R B Patel Harbor Point (freehold), Lot 1 DP9672 CT39150	517.22	Completed	EFT01890/ EFT02126	915,975
		TOTAL DISBURSED — LAMI BRIDGE				**1,293,675**

Note: Ref C–D (DOL Foreshore, FIA process) currently with DOL for processing.

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3.2 MEDRAUKUTU BRIDGE UPDATE.

Design Consultant:	BECA
Client:	FRA
Contractor	TBA

a) Environmental Safeguard

42. As with the other project sites, construction has not yet commenced this reporting period, and safeguard activities have centred on due diligence and finalising the relevant instruments.

43. ESIAs have similarly been prepared for this project to meet ADB and WB safeguard requirements and ensure alignment with international standards.

44. The national due process screening for Medraukutu Bridge, completed in the previous reporting period, resulted in a development consent from the DOE based on the ESIA and ESMP, with the CEMP required to be submitted and approved prior to construction. This requirement has similarly been built into the bid documents to ensure the contractor's compliance ahead of construction.

45. Additionally, a Mangrove Rehabilitation Plan — developed under the Biodiversity Management Monitoring Plan recommendations — was submitted to ADB/WB for no objection. Comments were received in May and remain under review.

b) Social Safeguard (Land Access and Use).

46. A total of 10 APs (from 2 households) were impacted during the reporting period. This report provides further detail on the consultations undertaken with the two Affected Households (AHs) in relation to their respective resettlement processes.

47. There are no changes for permanent land acquisition totals 5,117 m² across four lots (state and freehold), while temporary impacts cover 4,152 m² for laydown areas and construction access. Impacts include total loss of two residential houses, and crops/trees within the project footprint.

48. Livelihood impacts include temporary disruption to small roadside businesses and market stalls operating near the bridge site. As reported previously, the agreed mitigation measure is to relocate affected businesses outside the work zone and reinstate them post-construction. FRA safeguards clarify that the temporary disruption to stalls is limited, as the locality is situated opposite the project area and therefore outside the project boundary.

49. The resettlement status of the two Affected Households (AHs) displaced by Medraukutu Bridge works: AH1 and AH2. Both are classified under the CBRP LARP (Table 5.1) as non-titled structure owners entitled to full replacement cost, and resettlement assistance. The resettlement status summary is shown in table below.

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Table 6: Resettlement Status- Medraukutu Bridge

AH	Compensation	Resettlement Status	Actions
AH1 – Elderly couple.	Full compensation paid (FJD $50,000, on 2 dwelling structures.	Relocated successfully to Naitasiri; AH reportedly satisfied with the process and outcome.	Completed resettlement process.
AH2 – Single-parent household, 7 dependent school-age children	Full compensation paid (FJD $8,000 on single structure.	Relocation site preparation ongoing (DOL lease offered, Ref 4/16/8990); geotechnical stabilisation not yet complete; AH occupying AH1's former structure. AH2's dwelling structure	The dwelling structure and affected household (AH) are to be relocated to the new levelled site by early July 2026. A final reminder notice will be reissued to the AH, specifying the deadline prior to declaration of site readiness.

50. A total of six one-on-one documented meetings were undertaken with the two Affected Households (Table 17).

51. AH1's two structures (49m² and 28m², combined replacement cost FJD $50,000) have now been compensated in full. Following the initial payment (March 2025) and a Notice to Vacate (September 2025), AH1, an elderly couple, resettled to Naitasiri in December 2025. The balance payment has since been released. A site visit by the Safeguards Unit (FRA) on 30 April 2026 confirmed that a new house had been built at the resettlement site. Through this visit and subsequent safeguards consultation, AH1 is reported as satisfied with the compensation and resettlement outcome. AH1's prior structure remains occupied on an interim basis by another affected household pending their own relocation (see AH2). This does not affect AH1's compensation status but remains relevant to confirming full site vacation.

52. AH2's compensation (FJD $8,000, comprising structure, utility connection, and rental assistance) has been paid in full. In lieu of land compensation, the Department of Lands (DoL) has offered AH2 a 99-year lease (Ref. 4/16/8990, effective 1 January 2026) over an adjacent industrial lot; the boundary survey is complete. Site levelling has progressed, with a c.26m plateau established by 24 June 2026 and the access road formed and partly gravelled.

53. AH2 has remained cooperative and informed throughout, accepting delays without raising any formal grievance. However, AH2's household which includes seven dependent children was found, during assessment, to be occupying AH1's former structure as a self-arranged interim measure; the case remains active in the GRM register. The resettlement chain's remaining constraint on construction readiness at Medraukutu Bridge is AH2's site full vacation of AH1 original structure and AH2's house is transported and installed and closes out GRM entry.:

54. FIA has been completed by MoF and disbursement has been completed by the FRA lands team to the approving ministry DoL.

55. As noted in the last reporting period, 100% of compensation has been disbursed to areas permanently acquired for the project. In line with the November mission's and May 2026

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Mission observations, FRA had progressed 100% disbursement to all AHs, and is working closely with them to facilitate clearance of payments while carefully considering all legal implications. Table 9 provides a summary of compensation made to date.

56. This process is being undertaken with due regard to the loan agreement provisions and the requirements outlined in the LARPs, ensuring that all legal advice is taken onboard to safeguard compliance. In accordance with the Social Safeguard Framework, the disbursement of full compensation is progressing in line with the Entitlement Matrix and will reported in the Compensation Completion report.

Table 7: Updated Summary of LAR impacts at Medraukutu Bridge

Impact type	Area affected (m²)	No. of lots	No. of AHs	Notes	Status
Permanent acquisition – iTaukei land	5,117	1	1	Customary land (lease under Mataqali unit)	Completed
Permanent acquisition – State land	1822.38	1	1	Foreshore area (state-managed); Victoria Marine	Completed
Temporary loss of land use	4,152	3	N/A	For contractor laydown and access	Completed
Loss of crops and trees	Minor	1	1	Scattered trees along riverbanks (mangrove)	Completed
Economic displacement/business impacts	2	2	13	Road stall will be impacted with mitigation provided	Completed
Fisheries (qoliqoli) impacts	637.50	3	TNC	Qoliqoli rights waiver endorsed; FIA ongoing	Completed

Table 8 Summary of LAR impacts at Medraukutu Bridge as of June 2026.

Number of Affected Households	2
Number of Affected People	10
Number of Physically displaced people	2
Number of economically displaced	1

Table 9: Summary of compensation disbursement for Acquisition – Medraukutu Bridge

No.	Ref.	Land Description / AP	Area (m²)	Payment Status	Payment Date / Reference	Amount (FJD)
1	A	Vacant freehold, Lot 1 DP1884 CT7992	11.39	Not Acquired	—	0
2	B	Rave Taipo (2 structures)	235.28	Completed	EFT01838/ EFT02216	50,000
3	B	Kalaveti Naisoro (1 structure)		Completed	EFT01838/ EFT02091	8,000
4	C	Victoria Marine (foreshore development lease)	1822.38	Completed	EFT01822/ EFT02126	307,510
5	D	DOL Foreshore Unit	637.50	Completed	FIA Report	185,187

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No.	Ref.	Land Description / AP	Area (m²)	Payment Status	Payment Date / Reference	Amount (FJD)
6	E	Fiji Ports Corporation Ltd, Lot 1 SO4411 (AN1137)	1892.17	No Acquisition — expired lease	—	0
		TOTAL DISBURSED — MEDRAUKUTU BRIDGE				**550,697**

3.3 SABETO BRIDGE UPDATE.

Design Consultant: BECA
Client: FRA
Contractor TBA

a) Environmental Safeguard and Health & Safety.

No construction activity has taken place at Sabeto Bridge during this period either, with focus remaining on due diligence and processing of safeguard instruments.

57. ESIAs for the site have likewise been developed to meet ADB/WB safeguard requirements.

58. The national due process screening, completed previously, led to a DOE development consent based on the ESIA and ESMP, with the CEMP required to be submitted and approved before construction begins. As with the other project sites, this requirement has also been incorporated into the bid documents to secure the contractor's commitment prior to award.

b) Social Safeguard (Land Access and Use)

59. All project-affected households at Sabeto Bridge were identified through socio-economic surveys) and the inventory of losses conducted in 2024. A total of 11 AHs were recorded, consisting of customary iTaukei landowners, three business entities, and households with mixed livelihood activities. No physical relocation of AHs is required.

60. Permanent land acquisition for Sabeto Bridge involves 2,059 m² of iTaukei land and 4,294 m² of state land (foreshore and riverbank areas).

61. Affected businesses include Raju’s Investment, and the Swami Dairy Shop tenant. Impacts comprise permanent land acquisition, and temporary land use.

62. FIA has been completed and payout to DoL which then disbursed to I-Taukei Affairs where Qoliqoli Owner can access upon request.

63. As noted in the last reporting period, 100% of compensation has been disbursed to areas permanently acquired for the project. In line with the November mission’s and May 2026 mission observations, FRA progressed 100% disbursement to all AHs during the reporting

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period and is working closely with them to facilitate clearance of payments while carefully considering all legal implications. Table 12 provides a summary of the completed compensation made to date.

64. A total of FJD 307,763.30 has been disbursed for Sabeto Bridge at time of reporting, covering all defined-footprint parcels except Ref F-LARP, Hungkee Investments for which no acquisition was required due to an expired lease.The one outstanding payment, for Mataqali Eloto, has been completed; details will be reflected in the Compensation Completion Report .

65. Affected crops, trees, or separately-itemised structures were identified for Sabeto Bridge; have been compensated for leases (Refs A–B, E) and relate to commercial/agricultural land rather than structures.

66. No physical displacement occurred, and no formal GRM grievances have been recorded for Sabeto Bridge as of 30 June 2026.The interim Compensation Completion Report records 13 LARP parcels for Sabeto Bridge: 6 with a defined acquisition footprint and 7 temporary occupation parcels whose requirement depends on the contractor's construction methodology and will be updated in the next reporting period.

67. This process is being undertaken with due regard to the loan agreement provisions and the requirements outlined in the LARPs, ensuring that all legal advice is taken onboard to safeguard compliance. In accordance with the Social Safeguard Framework, the disbursement of full compensation is progressing in line with the Entitlement Matrix and will be reflected in the Compensation Completion Report.

Table 10: Updated Summary of LAR impacts at Sabeto Bridge

Impact type	Area affected (m^2)	No. of lots	No. of AHs	Notes	Status
Permanent acquisition – State land	4,306	3	2	Riverbank/foreshore areas	Completed
Permanent acquisition – iTaukei land	2,059	2	2	Customary landowners (Mataqali Eloto & Mataqali Navakalolo)	Completed
Temporary loss of land use	3,764	6	3	Laydown and access areas	Completed
Economic displacement/business impacts	N/A	3	2	Vadivellu & Nita Pillay, Swami Dairy Shop	Completed
Fisheries (qoliqoli) impacts	1,258	2	2	Qoliqoli rights waiver endorsed; FIA ongoing	Completed

Table 11 Summary of LAR impacts at Sabeto Bridge as of June 2026.

Number of Affected Households	4
Number of Affected People	11
Number of Physically displaced people	0
Number of economically displaced	3

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Table 12: Summary of compensation disbursement for Acquisition – Sabeto Bridge

No.	Ref.	Land Description / AP	Area (m²)	Payment Status	Payment Date / Reference	Amount (FJD)
1	A	Champak Lal (tenant) - Swami Dairy Shop, Lot 1 ND 4578	232.74	**Completed**	EFT02146	58,520
2	B	Champak Lal (tenant) - Swami Dairy Shop, Lot 1 ND 4578	339.78	**Completed** - included in Ref A total	included in Ref A	included in Ref A
3	C	Mataqali Eloto (Mosese Tuisa), Lot 26 NLC 623 A	456	**Completed**	CHQ0000228.	2,900
4		Mataqali Navakalolo, Lot 25 NLC	1624	**Completed**	CHQ0000212	36,960
5	D	DOL Foreshore Unit — river	796.14	**Completed**	EFT01997	149,383.30
6	E	Gopal Pillay / Alvin Singh (Cambridge Farms), Lot 8 ND 5080	3498.70	**Completed**	EFT2200	60,000
7	F	Hungkee Investments, Lot 6 ND 5080	11.24	**No Acquisition** - expired lease	—	0
		TOTAL DISBURSED — SABETO BRIDGE (Refs A–F)				**307,763.30**

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3.3 VISEISEI BRIDGE UPDATE.

Contractor: BECA

Supervision Team (ETC): FRA

c) Environmental Safeguard and Health & Safety.

68. Construction at Viseisei Bridge has not yet begun, and this period's update again centres on due diligence and progressing the required safeguard instruments.

69. ESIAs were developed in line with ADB and WB safeguard requirements. With no objection received from both funding agencies, the ESIA and ESMP for Viseisei Bridge have been publicly disclosed on the FRA website.

70. As per last reporting period the national process for environmental safeguard screening has been completed for the Lami Bridge site. The DOE has confirmed that an EIA is not required under national regulations for the proposed sites. However, a CESMP will be required for implementation.

71. While the original determination required FRA to provide a CESMP, this will now be prepared and submitted by the contractor prior to the commencement of construction works.

72. A Mangrove Rehabilitation Plan was developed as part of the Biodiversity Management Monitoring Plan recommendation and was submitted to ADB/WB for no objection. Comments were received in May and are currently under review.

d) Social Safeguard (Land Access and Use)

73. All project-affected households (AHs) at Viseisei Bridge were identified through socio-economic surveys (SES) and the inventory of losses (IOL) completed in 2024. A total of 14 AHs are impacted, including six business entities, five households, the LDS church (lessee), the Department of Lands, and customary fishing rights holders.

74. Permanent land acquisition at Viseisei Bridge involves 8 parcels with a total of 6,243 m² of iTaukei land and 5,921 m² of state land (including foreshore). Temporary land impacts covers 10 parcels of land with a total of 7,708 m² across seven lots required for construction laydown and access.

75. Affected parties include Pritesh & Chetty (Vuda Shopping Centre), Bal Ram Auto Repairs, Valley Riders Hire Pte Ltd, Leinavole Investment Ltd, and customary iTaukei landowners (Mataqali Navole). Impacts include economic displacement, loss of crops (4,243 m²), and secondary structures such as fences and signboards.

76. FIA has been completed and payout to DoL which then disbursed to I-Taukei Affairs where Qoliqoli owner can access upon request.

77. As noted in the last reporting period, 100% of compensation has been disbursed to areas permanently acquired for the project. In line with the November mission's observations, FRA ensured 100% disbursement to all AHs. A total value of compensation of FJD 636,545.80 has been disbursed for Viseisei Bridge to date. Table 15 provides a summary of the

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compensation completed to date.

78. Compensation for Leinavole Investment Ltd remains outstanding. The delay was due to renewal of company registration with the Registrar of Companies and by end of June 2026 FRA is awaiting the processing of payment by TLTB following receipt of signatories of company trustees. A follow up meeting with trustees of Leinavole company and TLTB at beginning of July 2026 has been scheduled to progress the compensation process.

79. No physical displacement occurred, and no formal GRM grievances have been recorded for Viseisei Bridge during the reporting period.

80. This process is undertaken with due regard to the loan agreement provisions and the requirements outlined in the LARPs, ensuring that all legal advice is taken onboard to safeguard compliance. In accordance with the Social Safeguard Framework, the disbursement of full compensation has substantively progressed in line with the Entitlement Matrix and administrative clearance of payment vouchers.

Table 13: Updated Summary of LAR impacts at Viseisei Bridge

Impact type	Area affected (m²)	No. of lots	No. of AHs	Notes	Status
Permanent acquisition – State land	4,306	6	2	Riverbank/foreshore areas & Chetty & Mohammed Khan	Completed
Permanent acquisition – iTaukei land	2,059	2	1	Customary landowners (Mataqali Eloto)	In Progress
Temporary loss of land use	3,764	6	3	Laydown and access areas	Completed
Loss of crops and trees	5,317	3	3	Includes dairy shop tenant	Completed
Economic displacement/business impacts	N/A	3	3	Chetty& Mohammed Khan & Leinavole Investment	Completed
Fisheries (qoliqoli) impacts	1,229.36	2	2	661.98m² + 537.38 m²	Completed

Table 14: Summary of LAR impacts at Viseisei Bridge as of June 2026.

Number of Affected Households	4
Number of Affected People	7
Number of Physically displaced people	0
Number of economically displaced	3

Table 15: Summary of compensation disbursement for affected lands – Viseisei Bridge

No.	Ref.	Land Description / AP	Area (m²)	Payment Status	Payment Date / Reference	Amount (FJD)
1	A	DOL Foreshore Unit -mangrove area, un-surveyed	580.48	Compensation not applicable	—	0

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No.	Ref.	Land Description / AP	Area (m²)	Payment Status	Payment Date / Reference	Amount (FJD)
2	B	TNK Mataqali Navole Jolame Nailaruwai, Lot 2 SO 2779	1965.50	**Completed**	EFT	30,780
3	C	Leinavole Investment Ltd, TLTB Ref 7/54037	4277.39	**Outstanding** - awaiting TLTB invoice to effect payment	Awaiting TLTB Reference #	TBC
4	D	DOL Foreshore Unit	661.98	**Completed**	EFT01997	321,090.80
5	E	DOL Foreshore Unit — river bank reserve	537.38	**Completed** - included in Ref D total	EFT01997	0
6	F	Praneel Pritesh & Shivneel Chetty (commercial), Lot 2 SO 1216	522.64	**Completed**	EFT02046	120,300
7	G	Mohammed Shorab Khan (agricultural), Lot 2 SO 4053	2821.81	**Completed**	EFT01876	35,000
8	H	Mohammed Shorab Khan (LDS church tenant), Lot 2 SO 6077 CL18631	796.51	**Completed**	EFT01978	129,375
		TOTAL DISBURSED — VISEISEI BRIDGE (Refs A–H)				**636,545.80**

Note: Ref C (Leinavole Investment Ltd) – reregistration of company
Source: Interim Compensation Completion Report- Contract Package B, 30 June 2026

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4. CONSULTATION & STAKEHOLDER ENGAGEMENT.

81. Stakeholder consultations for the bridge subprojects were undertaken in accordance with the Stakeholder Engagement Plan (SEP), relevant Fiji legislation, and the World Bank Environmental and Social Standard 10 (ESS10). During the reporting period, both community consultations and one-on-one engagements with project-affected households were conducted to provide project updates, discuss safeguard matters, and obtain stakeholder feedback.

82. During the reporting period, no consultations were undertaken for the Phase 1 bridge subprojects. Consultation activities focused on the proposed Phase 2 bridge and jetty investments, with a total of 12 consultation sessions conducted across 9 locations. Two villages requested additional consultation sessions to clarify project information and safeguard requirements.

Consultations undertaken during **23–27 February 2026** included Nabouwalu Village, Navave Village, Nadamole Village (two sessions), Valeni Village, Naqai Village, and Labasa Town Council with local stakeholders.

Consultations undertaken during **10–13 March 2026** included Namotomoto Village (two sessions), Nadi stakeholders (including utility providers and the Chamber of Commerce), and Lomolomo Village.

83. Public consultation notices were broadcast through local radio stations prior to each consultation to encourage stakeholder participation.

84. In addition to the community consultations, the Project conducted six documented one-on-one meetings with the two Affected Households (AHs) at Medraukutu Bridge. These meetings focused on household-specific resettlement matters, including compensation entitlements, relocation arrangements, site preparation, and livelihood restoration assistance. All meetings were recorded through signed consultation records and entitlement forms, which are retained in the Project's resettlement files. A summary of these consultations is presented in Table 16 below.

Table 16: Consultations -Phase 2

Date	Bridge/ Jetty	Location of meeting venue	Participants	
			Total no.	% women
23/02/26 - 27/02/26	Nabouwalu Jetty	Nabouwalu Village, Navave Village and Naulumatua House	71	44.4
	Savusavu Jetty	Nadamole Village, Valeni Village	118	50
	Labasa Bypass	Naqai Village; and Labasa Town Council &Stakeholders	33	27.3

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Table 17: Summary of meetings with Resettlement Affected Households at Medraukutu Bride

Date	AH #	Type of Meeting/Contact	Attendees/Location	Outcome / Reference
30/03/2026	AH2 - KN	Individual AP consultation (2nd visit)	AH2, FRA & PMU Social Safeguards/ FRA Office	Grievance raised - proposed relocation site / interim occupation of AH1. Escalated to PM–PMU *(AP Consultation Field Record; Social Safeguards Report- March 2026*
07/04/2026	AH2-KN	Follow-up consultation — scheduled dismantling / way forward per survey plan	AH, FRA Lands, FRA Safeguards/	Discussion on relocation timeline following survey- *Social Safeguards Report- April 2026*
09/04/2026	AH2-KN	Joint inspection of proposed relocation site	AH, FRA Lands, FRA Safeguards, Contractor/ Resettlement site, Wailekutu	*Social Safeguards Report- April 2026*
16/04/2026	AH2-KN	Relocation site visit	FRA Lands, FRA Safeguards, AH, Contractor/ Resettlement site, Wailekutu	*Social Safeguards Report- April 2026*
27/04/2026	AH1-RT	Individual AP consultation / case-closure site visit	AH2 (couple) , FRA Safeguards, PMU Social Safeguards/ Residence, Resettlement residence at Naitasiri	No additional grievance raised; AH confirmed satisfaction; GRM case closed. *(AP Consultation Field Record, 27 April 2026; Social safeguards Report, April 2026)*
12/06/2026	AH2-KN	Individual AP consultation: providing update on relocation date and seeking clarification on assistance	AH2, FRA & PMU Social Safeguards/ FRA Office	No new grievance *(AP/ Field Record, 12 June 2026)*

5. GRIEVANCE REDRESS MECHANISM (GRM).

85. In line with the ESF and good international practices, a project-specific GRM will be implemented early in the project to address social and environmental concerns. A single GRM will handle all project-related complaints except for SEA/GBV issues, which will follow a separate, sensitive protocol.

22. During the reporting period, the following activities were undertaken:

i. Updating of the GRM chapter of the Stakeholder Engagement Plan (SEP).
ii. Inclusion of a SEAH Case Handling and Referral Pathway procedure in the GRM, to provide a differentiated, survivor-centred process for handling SEAH allegations. Once finalised, this will be formally adopted as an addendum to the SEP/GRM, incorporating a confidential SEAH register, anonymized aggregate reporting to ADB and the World Bank in semi-annual safeguards monitoring reports, and multilingual (English, Fijian, Hindi) awareness materials disclosed at all bridge sites.
iii. Two GRM pre-construction cases were recorded and resolved during the reporting period, both documented on 30 March 2026 and relating to the Medraukutu Affected Households:
    - AH1: Outstanding compensation was paid in full within three weeks of the grievance being logged.
    - AH2: The grievance concerned delays to a prepared relocation site. Both cases

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were resolved by the end of Q2.

86. The next key steps include:

i. Finalising SEAH case handling and referral pathway procedure.
ii. Convening of the Grievance Redress Committee, timing the Contractor Safeguards commencement dates. This will support confirmation of GRM/SEAH focal points for the project.
iii. Grievance Register maintained with actions and resolution status, reported monthly to the PMU.

87. The goal is to ensure transparency, timely response, and accountability in resolving grievances during project implementation.

6. CAPACITY BUILDING/ TRAININGS & WORKSHOPS.

88. The FRA and PMU Safeguards team attended a one-week SEAH training organized under the Australian Infrastructure Financing Facility for the Pacific (AIFFP) program on 22-26 June 2026. This supported the development of a SEAH handling procedure for the project.

89. A knowledge transfer arrangement has been established, with the PMU Social Safeguards Specialist providing mentoring/knowledge transfer to the FRA Safeguards Officer on social safeguards.

90. ADB safeguard orientation for new ESF for all IA from the 4 February 2026, additionally training was carried out on the 20 March and 20 May 2026.

91. In the next reporting period, plans are underway for :

i. Contractor Safeguards Awareness: Training for new contractors on their roles and responsibilities concerning environmental and social management, including CESMP implementation, GRM procedures, and adherence to ADB SPS and WB ESSs.
ii. Convening of the Grievance Redress Committee, timing the Contractor Safeguards commencement dates. This will support confirmation of GRM/SEAH focal points for the project and provide training inclusive with ADB and World Bank Safeguards team.
iii. FRA Safeguards Team Reinforcement: Advanced training for the FRA Safeguards Team on monitoring and auditing contractor compliance, grievance handling, and reporting requirements tentatively scheduled for the fourth quarter.
iv. Community Liaison Officer (CLO) Training: Specific training for CLOs on effective communication, grievance intake, and initial resolution strategies.

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7. Annex

Annex 1: Photo Log

















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