Semi-Annual Safeguards Monitoring Report: Environment & Social Safeguards

ADB Project Number: 56215-001
ADB Loan Number: 4551-FIJ
WB Project Number: P180979
Reporting period: 01July – 31 December 2025

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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	23/12/25
Review	Fiji Roads Authority	02	26/01/26

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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 01st July to 31th December 2025 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) service 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 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.

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 involve 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 2025**

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 July to 31st December 2025. It is prepared by the Safeguard Team (ST) in FRA. The report is prepared in accordance with the project's Environmental and Social Management Framework (ESMF) and the environmental monitoring and reporting requirements set out in the Project Administration Manual, Project Loan Agreement and Project Agreement as well as the ADB Safeguard Policy Statement 2009 (SPS) and World Bank Operational Policy (OP)[3].

22. The purposed 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, for 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 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 the GAP 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 evaluation. Contract awards are anticipated in the upcoming quarter. Overall roles and responsibilities for

[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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Environmental & Social management remain as per the ESMF & LARF. It's to note that FRA is in the process of engaging environment and social specialist to assist the team under the PMU the safeguard team will be supporting the two officer for the project life cycle.

27. 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.

28. 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.

29. During the current reporting period, construction activities have not yet commenced. As such, the environmental safeguard update focused primarily on due diligence and the preparation of relevant safeguard instruments.

30. In alignment with the safeguard requirements of the ADB and the WB, ESIA's have been developed for the project to ensure compliance with international standards. Following no objection from both funding agency, the ESIA[6] and ESMP[7] documents for Lami bridge have been publicly disclosed on the FRA website.

31. For the national process the environmental safeguard screening 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. As part of the conditions of approval, the Contractor's Environmental Management Plan (CEMP) must be submitted and approved prior to the commencement of any construction works.

b) Social Safeguard (Land Access and Use)

32. 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 (4,504 m² across five lots) and temporary impacts (1,269 m²) remain consistent with earlier reporting.

33. 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. Reconfiguration is progressing as planned, with concept drawings finalized and currently awaiting "no objection" clearance from both Lami Town Council and Suvavou Village.

[6] https://www.fijiroads.org/wp-content/uploads/2024/11/CBRP-ESIA_-Volume-1-CPB_Disclosure-Draft-post-WB-review_OCT24.pdf

[7] https://www.fijiroads.org/wp-content/uploads/2024/11/Environmental-and-Social-Management-Plan-Volume-2-Priority-1-Part-1.pdf & https://www.fijiroads.org/wp-content/uploads/2024/11/Environmental-and-Social-Management-Plan-Volume-2-Priority-1-Part-2.pdf

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34. 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.

35. Regarding fisheries, customary fishing rights waivers for Suvavou and Lami villages remain secured. FRA is following up with the signatories (65%) to enable the Fisheries Impact Assessment (FIA) to be undertaken by the Ministry of Fisheries. Progress on this matter will be reported in the next reporting period.

36. As noted in the last reporting period, 75% of compensation has been disbursed to areas permanently acquired for the project. In line with the November mission's observations, FRA acknowledges its commitment to achieve 100% disbursement to all APs and AHs, and is working closely with them to facilitate clearance of payments while carefully considering all legal implications.

37. 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: Summary of LAR impacts at Lami Bridge

Impact type	Area affected (m^2)	No. of lots	No. of AHs	Notes
Permanent acquisition – Freehold land	4,504	1	1	RB Patel (freehold) — partial purchase
Acquisition – iTaukei land	1,269	1	1	I-taukei customary land
Permanent acquisition – state land	3,728.7	1	1	Lami Town Council lease
Temporary loss of land use	1,269	N/A	N/A	Mostly for construction access and staging areas
Loss of crops and trees	404	1	1	A few trees on Tikram Park
Fisheries (qoliqoli) impacts	3,728.02	N/A	TNC	Qoliqoli rights waiver endorsed; FIA ongoing

Source: BECA LAR for 2024

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3.2 MEDRAUKUTU BRIDGE UPDATE.

Design Consultant:	BECA
Client:	FRA
Contractor	TBA

a) Environmental Safeguard

38. During the current reporting period, construction activities have not yet commenced. As such, the environmental safeguard update primarily focuses on due diligence and the processing of relevant safeguard instruments.

39. In alignment with the safeguard requirements of the ADB and the WB, ESIAs have been developed for the project to ensure compliance with international standards.

40. Environmental safeguard screening has been completed for the Medaruku Bridge site. Based on the ESIA and ESMP, the DOE has issued a development consent for the project. As part of the conditions of approval, the CEMP must be submitted and approved prior to the commencement of any construction works.

b) Social Safeguard (Land Access and Use).

41. As indicated in the last reporting period, a total of 12 AP's and AH's was identified in the last survey with number remain the same and no changes. Also to note that all 12 has been consulted and has accept the change especially for the two informal settler along the project alignment.

42. 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.

43. 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.

44. FIA has been completed by MoF and disbarment has been completed by the lands team to the approving ministry DoL.

45. As noted in the last reporting period, 75% of compensation has been disbursed to areas permanently acquired for the project. In line with the November mission's observations, FRA acknowledges its commitment to achieve 100% disbursement to all APs and AHs, and is working closely with them to facilitate clearance of payments while carefully considering all legal implications.

46. 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

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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 4: Summary of LAR impacts at Medraukutu Bridge

Impact type	Area affected (m^2)	No. of lots	No. of AHs	Notes
Permanent acquisition – iTaukei land	5,117	1	1	Customary land (lease under Mataqali unit)
Permanent acquisition – State land	11.39	1	1	Foreshore area (state-managed)
Temporary loss of land use	4,152	3	N/A	For contractor laydown and access
Loss of crops and trees	Minor	1	1	Scattered trees along riverbanks (mangrove)
Economic displacement/business impacts	2	2	13	Road stall will be impacted with mitigation provide
Fisheries (qoliqoli) impacts	4,233	3	TNC	Qoliqoli rights waiver endorsed; FIA ongoing

Source: BECA LAR for 2024

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3.3 SABETO BRIDGE UPDATE.

Design Consultant:	BECA
Client:	FRA
Contractor	TBA

a) Environmental Safeguard and Health & Safety.

47. During the current reporting period, construction activities have not yet commenced. As such, the environmental safeguard update primarily focuses on due diligence and the processing of relevant safeguard instruments.

48. In alignment with the safeguard requirements of the ADB and the WB, ESIAs have been developed for the project to ensure compliance with international standards.

49. Environmental safeguard screening has been completed for the Sabeto Bridge site. Based on the ESIA and ESMP, the DOE has issued a development consent for the project. As part of the conditions of approval, the CEMP must be submitted and approved prior to the commencement of any construction works.

b) Social Safeguard (Land Access and Use)

50. 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.

51. Permanent land acquisition for Sabeto Bridge involves 2,059 m² of iTaukei land and 4,306 m² of state land (foreshore and riverbank areas).

52. Affected businesses include Hungkee Investments Ltd, Raju's Investment, and the Swami Dairy Shop tenant. Impacts comprise permanent land acquisition, and temporary land use.

53. FIA has been completed and payout to DoL which than will be disbursed to the LoU.

54. As noted in the last reporting period, 75% of compensation has been disbursed to areas permanently acquired for the project. In line with the November mission's observations, FRA acknowledges its commitment to achieve 100% disbursement to all APs and AHs, and is working closely with them to facilitate clearance of payments while carefully considering all legal implications.

55. 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

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2026.

Table 5: Summary of LAR impacts at Sabeto Bridge

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

Source: BECA LAR for 2024

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3.3 VISEISEI BRIDGE UPDATE.

Contractor: BECA

Supervision Team (ETC): FRA

c) Environmental Safeguard and Health & Safety.

56. During the current reporting period, construction activities have not yet commenced. As such, the environmental safeguard update primarily focuses on due diligence and the processing of relevant safeguard instruments.

57. In alignment with the safeguard requirements of the ADB and the WB, ESIA's have been developed for the project to ensure compliance with international standards. With no objection from both funding agency, the ESIA and ESMP documents for Viseisei bridge have been publicly disclosed on the FRA website.

58. For the national process the 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.

59. 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.

60. As noted in the last reporting period, DoE has provided a development consent for the project based on the ESIA and ESMP, however, as part of the condition of approval action of the development consent, item mention in paragraph

d) Social Safeguard (Land Access and Use)

61. 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.

62. Permanent land acquisition at Viseisei Bridge involves 6,243 m² of iTaukei land and 5,921 m² of state land (including foreshore). Temporary land impacts cover 7,708 m² across seven lots required for construction laydown and access.

63. 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.

64. FIA has been completed and payout to DoL which than will be disbursed to the LoU.

65. As noted in the last reporting period, 75% of compensation has been disbursed to areas permanently acquired for the project. In line with the November mission's observations, FRA acknowledges its commitment to achieve 100% disbursement to all APs and AHs, and is working closely with them to facilitate clearance of payments while carefully considering all

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legal implications.

66. 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 6: Summary of LAR impacts at Viseisei Bridge

Impact type	Area affected (m²)	No. of lots	No. of AHs	Notes
Permanent acquisition – State land	4,306	3	2	Riverbank/foreshore areas
Permanent acquisition – iTaukei land	2,059	2	1	Customary landowners (Mataqali Eloto)
Temporary loss of land use	3,764	6	3	Laydown and access areas
Loss of crops and trees	5,317	3	3	Includes dairy shop tenant
Economic displacement/business impacts	N/A	3	3	Raju's, & Swami Dairy Shop
Fisheries (qoliqoli) impacts	1,258	2	2	796 m² permanent + 462 m² temporary

Source: BECA LAR for 2024

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4. CONSULTATION & STAKEHOLDER ENGAGEMENT.

67. Consultations for the bridge subprojects were undertaken in line with the Stakeholder Engagement Plan (SEP), Fijian laws, and international standards (ESF-ESS10). Two rounds of consultations were conducted, with the first round held in October 2021 and the second round in January and March 2024.

68. Stakeholders included affected communities (customary landowners and leaseholders), national and local government agencies (FRA, DOL, TLTB, DOE, Provincial Offices), civil society, local businesses, service providers (WAF, FSC, EFL, TFL), and transport users. A total of 303 participants (41% female) attended the first round, while 334 participants (31% female) participated in the second.

69. In addition to the community consultations, one-on-one engagements were carried out with the Acting Chief Executive Officer of Lami Town Council on September 2025. Discussions focused on the Council's long-term foreshore development plans, including reclamation of approximately 15 acres for facilities such as a carpark, farmers market, public transport hub, park extension, mini commercial complex, and water taxi services linking to Stinson Jetty. The Council confirmed its full support for the development of a new bridge adjacent to Tikaram Park and highlighted the need for coordinated planning to integrate park redevelopment with bridge construction.

70. Key concerns raised included land acquisition and compensation processes, business access disruptions, environmental impacts (flooding, erosion, river use), pedestrian safety, traffic rerouting, and construction impacts on livelihoods and cultural values. FRA addressed these concerns through updated designs, provision for temporary access routes, and clear communication of grievance redress mechanisms (GRM).

71. Information disclosure activities were aligned with national and donor (ADB/WB) policies. Relevant documents (ESIA, LARP, GRM, SEP) were made available to the public, and community meetings were held to disclose and discuss project updates, impacts, and mitigation measures. FRA committed to continued consultation and disclosure throughout project implementation, with contractors required to maintain community engagement, implement GRM, and share site-specific updates.

72. Consultation and disclosure activities will continue pre-construction and during construction, including compensation finalization, project notifications, and mitigation plan presentations.

Table 7: 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
13-Oct-21	Sabeto	Natalau Community Hall, Nadi	19	58
14-Oct-21	Viseisei	Viseisei Village meeting area	29	38
19-Oct-21	Sabeto	Sabeto Village meeting area	43	39

Source: ESMP (Beca, 2024)

Table 8: Second round consultations

Date	Bridge	Location of meeting venue	Participants

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			Total no.	**% women**
23-Jan-24	Medraukutu	Waiqanake Village Hall	46	20
28-Mar-24	Lami	Suvavou Village Hall	32	19
20- Mar-24	Viseisei	Viseisei Village Hall	28	25
24-Jan-24	Sabeto	Sabeto Revival Church Hall	40	20

Source: ESMP (Beca, 2024)

5. GRIEVANCE REDRESS MECHANISM (GRM).

73. 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.

74. FRA, through its PMU, is responsible for establishing and managing the GRM, building on systems from past projects. During the construction phase, contractors must establish a site-specific GRM, outlined in their CESMP, with clear procedures for receiving, logging, resolving, and reporting grievances.

75. Key features include:

i. Community Liaison Officer (CLO) appointed by the contractor as the main contact for grievances.
ii. Signage with GRM contact details displayed at access points.
iii. Grievance Register maintained with actions and resolution status, reported monthly to the PMU.
iv. Issues are expected to be resolved at site level when possible; however, serious cases (e.g. sexual harassment) will be escalated appropriately.

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

6. CAPACITY BUILDING/ TRAININGS & WORKSHOPS.

77. There were no capacity building or training reported within this reporting period. No formal capacity building or safeguard-related training was conducted during this reporting period. However, as the project transitions from the design phase to implementation, significant capacity building and training is recommended for Q3 and Q4 2026. These will focus on:

- 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.
- FRA Safeguards Team Reinforcement: Advanced training for the FRA Safeguards Team on monitoring and auditing contractor compliance, grievance handling, and reporting requirements.
- 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 DEVELOPMENT CONSENT – Lami

DEPARTMENT OF ENVIRONMENT
P. O. BOX 2109
GOVERNMENT BUILDINGS, SUVA, FIJI

IN REPLY PLEASE QUOTE
Proposal Number: EIA-C/18/2024

The Chief Executive Officer
Fiji Roads Authority
P.O Box 16550
Suva

RE: DECISION ON THE ENVIRONMENT AND SOCIAL IMPACT ASSESSMENT FOR THE PROPOSED LAMI BRIDGE REPLACEMENT AND BRIDGE ROAD APPROACH ALIGNMENT

The Environment and Social Impact Assessment (ESIA) has been reviewed in accordance with the process specified under section 30 of the Environment Management Act (EMA) 2005. Subsequently, the ESIA report is approved for the proposed Lami bridge replacement and bridge road approach alignment subject to the conditions below:

Approval Conditions

1. The ESIA must be used by Fiji Roads Authority to mitigate the potential environmental impacts from this project.
2. Fiji Roads Authority must conduct all work as outlined in the ESIA except where specified in these conditions. In the event of any conflict between the ESIA and these conditions, these conditions take precedence.
3. A copy of this approval and conditions must be kept on site and made available on request together with a copy of the ESIA and other consent documents.
4. Fiji Roads Authority must obtain all necessary approvals and permits. This ESIA approval does not relieve the developer of legal requirements under other acts and legislations.
5. Fiji Roads Authority must ensure that all personnel engaged in the activity are appropriately trained to understand and comply with this approved ESIA and its conditions.
6. Environment related complaints made by the general public must be recorded in the complaint log book and resolved immediately.

Special Conditions

7. Fiji Roads Authority (FRA) is required to submit a detailed Construction Environment Management Plan (CESMP) before any works begin. The CEMP must include a detailed site layout plan and mitigative measures for solid and liquid waste management, sediment control, stormwater management, noise, dust, fuel and oil leaks.
8. Fiji Roads Authority must provide a biological flora and fauna species inventory for the proposed area for road alignment. A vegetation rehabilitation plan and baseline water quality test must be submitted to the Department measuring the following parameters such as pH, temperature, BOD, turbidity, TSS and TDS. Analysis of the water quality test must be submitted to the Department before any work commences on site.
9. FRA shall formulate the CEMP after thorough consultation with neighboring communities and obtain approvals from relevant stakeholders prior to the commencement of operations. Any concerns raised from communities must be clearly addressed in the CEMP.
10. The CEMP shall describe in respect of the proposal the environmental protection and safeguards that will be put in place by Fiji Roads Authority, including an environmental and health risk monitoring and surveillance program of action.

Proposal Number: EIA-C/18/2025 Page 1 of 2

11. Works must be conducted during daylight hours from 7am to 5pm on Monday to Saturday.
12. Proper signage must be placed at the entrance to the site clearly noting the development and to caution the general public.
13. Operation must cease during periods of heavy rain and extreme weather conditions.
14. The removal of riparian vegetation is prohibited.
15. The excavation of riverbanks is prohibited.
16. Fiji Roads Authority must place silt curtains around the work area of the river to control sedimentation.
17. Fiji Roads Authority must ensure all erosion and sediment controls (silt curtains, silt fences, sedimentation ponds and silt traps) are maintained.
18. Stockpiles must be bunded and located 100m away from any watercourse. Sediment laden water must be diverted into the sedimentation pond for treatment.
19. Fiji Roads Authority must ensure that waste generated are taken to a Department of Environment approved disposal site.
20. Fiji Roads Authority must utilize dust control techniques such as regular watering down or spraying of areas that are likely to generate dust.
21. Refueling of vehicles and machineries must be undertaken 100m away from any watercourse.
22. Fuel and oil storage area must be well bunded and sheltered with bund capacity large enough to contain any leak from the primary tank, waterproof floor lining is a requirement.
23. Fiji Roads Authority must have proper spill kits and spill procedures in place for the management of any fuel or chemical spill. The spill kits must include booms and absorbent specifically designed for such incident to trap and contain any pollutants. Any accidental spillage must be reported to the Department of Environment immediately.
24. Fiji Roads Authority must hold a valid Waste Disposal Permit from the Department of Environment before any work begins.
25. Common areas used by nearby villagers for bathing and washing should be left undisturbed.
26. All mitigating and abatement measures identified in ESIA report must be adhered.
27. Fiji Roads Authority must maintain communication with local communities and stakeholders throughout the project cycle and ensure that the Grievance Redress Mechanism (GRM) outlined in the ESIA report is functional and accessible.
28. An Environment Monitoring Committee (EMC) must be appointed by Fiji Roads Authority to verify that the Environment and Social Impact Assessment Report is being fulfilled, and adverse impacts of the proposed works are being rectified.
29. The Department of Environment will be conducting its random monitoring inspection of the proposed development activity.

If any of the above conditions are breached, the Department of Environment reserves the right to cancel this approval and take appropriate action.

For any clarification regarding this approval and the approval conditions, please contact Ms. Mere Bainimarama on phone +679 3311699 or on email mere.bainimarama@environment.gov.fj

Senimili N. Baleicakau (Ms.)
Director
Department of Environment

Date: 12-11-2025

Cc: File Copy

Proposal Number: EIA-C/18/2025 Page 2 of 2

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Annex 2 DEVELOPMENT CONSENT – Medraukutu

DEPARTMENT OF ENVIRONMENT
P. O. BOX 2109
GOVERNMENT BUILDINGS, SUVA, FIJI

IN REPLY PLEASE QUOTE
Proposal Number: EIA-C/17/2024

The Chief Executive Officer
Fiji Roads Authority
P.O Box 16550
Suva

RE: DECISION ON THE ENVIRONMENT AND SOCIAL IMPACT ASSESSMENT FOR THE PROPOSED MEDRAUKUTU BRIDGE REPLACEMENT AND BRIDGE ROAD APPROACH ALIGNMENT

The Environment and Social Impact Assessment (ESIA) has been reviewed in accordance with the process specified under section 30 of the Environment Management Act (EMA) 2005. Subsequently, the ESIA report is approved for the proposed Medraukutu bridge replacement and bridge road approach alignment subject to the conditions below:

Approval Conditions

1. The ESIA must be used by Fiji Roads Authority to mitigate the potential environmental impacts from this project.
2. Fiji Roads Authority must conduct all work as outlined in the ESIA except where specified in these conditions. In the event of any conflict between the ESIA and these conditions, these conditions take precedence.
3. A copy of this approval and conditions must be kept on site and made available on request together with a copy of the ESIA and other consent documents.
4. Fiji Roads Authority must obtain all necessary approvals and permits. This ESIA approval does not relieve the developer of legal requirements under other acts and legislations.
5. Fiji Roads Authority must ensure that all personnel engaged in the activity are appropriately trained to understand and comply with this approved ESIA and its conditions.
6. Environment related complaints made by the general public must be recorded in the complaint log book and resolved immediately.

Special Conditions

7. Fiji Roads Authority (FRA) is required to submit a detailed Construction Environment Management Plan (CESMP) before any works begin. The CEMP must include a detailed site layout plan and mitigative measures for solid and liquid waste management, sediment control, stormwater management, noise, dust, fuel and oil leaks.
8. Fiji Roads Authority must provide a biological flora and fauna species inventory for the proposed area for road alignment. A vegetation rehabilitation plan and baseline water quality test must be submitted to the Department measuring the following parameters such as pH, temperature, BOD, turbidity, TSS and TDS. Analysis of the water quality test must be submitted to the Department before any work commences on site.
9. FRA shall formulate the CEMP after thorough consultation with neighboring communities and obtain approvals from relevant stakeholders prior to the commencement of operations. Any concerns raised from communities must be clearly addressed in the CEMP.
10. The CEMP shall describe in respect of the proposal the environmental protection and safeguards that will be put in place by Fiji Roads Authority, including an environmental and health risk monitoring and surveillance program of action.

Proposal Number: EIA-C/17/2025 Page 1 of 2

DEPARTMENT OF ENVIRONMENT P.O. BOX 2109, GB, SUVA 2025

11. Works must be conducted during daylight hours from 7am to 5pm on Monday to Saturday.
12. Proper signage must be placed at the entrance to the site clearly noting the development and to caution the general public.
13. Operation must cease during periods of heavy rain and extreme weather conditions.
14. The removal of riparian vegetation is prohibited.
15. The excavation of riverbanks is prohibited.
16. Fiji Roads Authority must place silt curtains around the work area of the river to control sedimentation.
17. Fiji Roads Authority must ensure all erosion and sediment controls (silt curtains, silt fences, sedimentation ponds and silt traps) are maintained.
18. Stockpiles must be bunded and located 100m away from any watercourse. Sediment laden water must be diverted into the sedimentation pond for treatment.
19. Fiji Roads Authority must ensure that waste generated are taken to a Department of Environment approved disposal site.
20. Fiji Roads Authority must utilize dust control techniques such as regular watering down or spraying of areas that are likely to generate dust.
21. Refueling of vehicles and machineries must be undertaken 100m away from any watercourse.
22. Fuel and oil storage area must be well bunded and sheltered with bund capacity large enough to contain any leak from the primary tank, waterproof floor lining is a requirement.
23. Fiji Roads Authority must have proper spill kits and spill procedures in place for the management of any fuel or chemical spill. The spill kits must include booms and absorbent specifically designed for such incident to trap and contain any pollutants. Any accidental spillage must be reported to the Department of Environment immediately.
24. Fiji Roads Authority must hold a valid Waste Disposal Permit from the Department of Environment before any work begins.
25. Common areas used by nearby villagers for bathing and washing should be left undisturbed.
26. All mitigating and abatement measures identified in ESIA report must be adhered.
27. Fiji Roads Authority must maintain communication with local communities and stakeholders throughout the project cycle and ensure that the Grievance Redress Mechanism (GRM) outlined in the ESIA report is functional and accessible.
28. An Environment Monitoring Committee (EMC) must be appointed by Fiji Roads Authority to verify that the Environment and Social Impact Assessment Report is being fulfilled, and adverse impacts of the proposed works are being rectified.
29. The Department of Environment will be conducting its random monitoring inspection of the proposed development activity.

If any of the above conditions are breached, the Department of Environment reserves the right to cancel this approval and take appropriate action.

For any clarification regarding this approval and the approval conditions, please contact Ms. Mere Bainimarama on phone +679 3311699 or on email mere.bainimarama@environment.gov.fj

DEPARTMENT OF ENVIRONMENT P.O. BOX 2109, GB, SUVA

Seminili N. Baleicakau (Ms.)
Director
Department of Environment
Date: 12.11.2025

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Proposal Number: EIA-C/17/2025 Page 2 of 2

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Annex 3 DEVELOPMENT CONSENT – Veiseisei

DEPARTMENT OF ENVIRONMENT
P. O. BOX 2109
GOVERNMENT BUILDINGS, SUVA, FIJI

IN REPLY PLEASE QUOTE
Proposal Number: EIA-W/15/2024

The Chief Executive Officer
Fiji Roads Authority
P.O Box 16550
Suva

RE: DECISION ON THE ENVIRONMENT AND SOCIAL IMPACT ASSESSMENT FOR THE PROPOSED VISEISEI BRIDGE REPLACEMENT AND BRIDGE ROAD APPROACH ALIGNMENT

The Environment and Social Impact Assessment (ESIA) has been reviewed in accordance with the process specified under section 30 of the Environment Management Act (EMA) 2005. Subsequently, the ESIA report is approved for the proposed Viseisei bridge replacement and bridge road approach alignment subject to the conditions below:

Approval Conditions

1. The ESIA must be used by Fiji Roads Authority to mitigate the potential environmental impacts from this project.
2. Fiji Roads Authority must conduct all work as outlined in the ESIA except where specified in these conditions. In the event of any conflict between the ESIA and these conditions, these conditions take precedence.
3. A copy of this approval and conditions must be kept on site and made available on request together with a copy of the ESIA and other consent documents.
4. Fiji Roads Authority must obtain all necessary approvals and permits. This ESIA approval does not relieve the developer of legal requirements under other acts and legislations.
5. Fiji Roads Authority must ensure that all personnel engaged in the activity are appropriately trained to understand and comply with this approved ESIA and its conditions.
6. Environment related complaints made by the general public must be recorded in the complaint log book and resolved immediately.

Special Conditions

7. Fiji Roads Authority (FRA) is required to submit a detailed Construction Environment Management Plan (CESMP) before any works begin. The CEMP must include a detailed site layout plan and mitigative measures for solid and liquid waste management, sediment control, stormwater management, noise, dust, fuel and oil leaks.
8. Fiji Roads Authority must provide a biological flora and fauna species inventory for the proposed area for road alignment. A vegetation rehabilitation plan and baseline water quality test must be submitted to the Department measuring the following parameters such as pH, temperature, BOD, turbidity, TSS and TDS. Analysis of the water quality test must be submitted to the Department before any work commences on site.
9. FRA shall formulate the CEMP after thorough consultation with neighboring communities and obtain approvals from relevant stakeholders prior to the commencement of operations. Any concerns raised from communities must be clearly addressed in the CEMP.
10. The CEMP shall describe in respect of the proposal the environmental protection and safeguards that will be put in place by Fiji Roads Authority, including an environmental and health risk monitoring and surveillance program of action.

DEPARTMENT OF ENVIRONMENT
P.O. BOX 2109, GB, SUVA, FIJI
12 - 11 - 2025

Proposal Number: EIA-W/15/2025 Page 1 of 2

11. Works must be conducted during daylight hours from 7am to 5pm on Monday to Saturday.
12. Proper signage must be placed at the entrance to the site clearly noting the development and to caution the general public.
13. Operation must cease during periods of heavy rain and extreme weather conditions.
14. The removal of riparian vegetation is prohibited.
15. The excavation of riverbanks is prohibited.
16. Fiji Roads Authority must place silt curtains around the work area of the river to control sedimentation.
17. Fiji Roads Authority must ensure all erosion and sediment controls (silt curtains, silt fences, sedimentation ponds and silt traps) are maintained.
18. Stockpiles must be bunded and located 100m away from any watercourse. Sediment laden water must be diverted into the sedimentation pond for treatment.
19. Fiji Roads Authority must ensure that waste generated are taken to a Department of Environment approved disposal site.
20. Fiji Roads Authority must utilize dust control techniques such as regular watering down or spraying of areas that are likely to generate dust.
21. Refueling of vehicles and machineries must be undertaken 100m away from any watercourse.
22. Fuel and oil storage area must be well bunded and sheltered with bund capacity large enough to contain any leak from the primary tank, waterproof floor lining is a requirement.
23. Fiji Roads Authority must have proper spill kits and spill procedures in place for the management of any fuel or chemical spill. The spill kits must include booms and absorbent specifically designed for such incident to trap and contain any pollutants. Any accidental spillage must be reported to the Department of Environment immediately.
24. Fiji Roads Authority must hold a valid Waste Disposal Permit from the Department of Environment before any work begins.
25. Common areas used by nearby villagers for bathing and washing should be left undisturbed.
26. All mitigating and abatement measures identified in ESIA report must be adhered.
27. Fiji Roads Authority must maintain communication with local communities and stakeholders throughout the project cycle and ensure that the Grievance Redress Mechanism (GRM) outlined in the ESIA report is functional and accessible.
28. An Environment Monitoring Committee (EMC) must be appointed by Fiji Roads Authority to verify that the Environment and Social Impact Assessment Report is being fulfilled, and adverse impacts of the proposed works are being rectified.
29. The Department of Environment will be conducting its random monitoring inspection of the proposed development activity.

If any of the above conditions are breached, the Department of Environment reserves the right to cancel this approval and take appropriate action.

For any clarification regarding this approval and the approval conditions, please contact Ms. Mere Bainimarama on phone +679 3311699 or on email mere.bainimarama@environment.gov.fj

DEPARTMENT OF ENVIRONMENT
P.O. BOX 2109, GB, SUVA, FIJI

Senmili N. Baleicakau (Ms.)
Director
Department of Environment

Date: 12 - 11 - 2025

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Proposal Number: EIA-W/15/2025 Page 2 of 2

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Annex 4 DEVELOPMENT CONSENT – Sabeto

DEPARTMENT OF ENVIRONMENT
P. O. BOX 2109
GOVERNMENT BUILDINGS, SUVA, FIJI

IN REPLY PLEASE QUOTE
Proposal Number: EIA-W/31/2024

The Chief Executive Officer
Fiji Roads Authority
P.O Box 16550
Suva

RE: DECISION ON THE ENVIRONMENT AND SOCIAL IMPACT ASSESSMENT FOR THE PROPOSED SABETO BRIDGE REPLACEMENT AND BRIDGE ROAD APPROACH ALIGNMENT

The Environment and Social Impact Assessment (ESIA) has been reviewed in accordance with the process specified under section 30 of the Environment Management Act (EMA) 2005. Subsequently, the ESIA report is approved for the proposed Sabeto bridge replacement and bridge road approach alignment subject to the conditions below:

Approval Conditions

1. The ESIA must be used by Fiji Roads Authority to mitigate the potential environmental impacts from this project.
2. Fiji Roads Authority must conduct all work as outlined in the ESIA except where specified in these conditions. In the event of any conflict between the ESIA and these conditions, these conditions take precedence.
3. A copy of this approval and conditions must be kept on site and made available on request together with a copy of the ESIA and other consent documents.
4. Fiji Roads Authority must obtain all necessary approvals and permits. This ESIA approval does not relieve the developer of legal requirements under other acts and legislations.
5. Fiji Roads Authority must ensure that all personnel engaged in the activity are appropriately trained to understand and comply with this approved ESIA and its conditions.
6. Environment related complaints made by the general public must be recorded in the complaint log book and resolved immediately.

Special Conditions

7. Fiji Roads Authority (FRA) is required to submit a detailed Construction Environment Management Plan (CESMP) before any works begin. The CEMP must include a detailed site layout plan and mitigative measures for solid and liquid waste management, sediment control, stormwater management, noise, dust, fuel and oil leaks.
8. Fiji Roads Authority must provide a biological flora and fauna species inventory for the proposed area for road alignment. A vegetation rehabilitation plan and baseline water quality test must be submitted to the Department measuring the following parameters such as pH, temperature, BOD, turbidity, TSS and TDS. Analysis of the water quality test must be submitted to the Department before any work commences on site.
9. FRA shall formulate the CEMP after thorough consultation with neighboring communities and obtain approvals from relevant stakeholders prior to the commencement of operations. Any concerns raised from communities must be clearly addressed in the CEMP.
10. The CEMP shall describe in respect of the proposal the environmental protection and safeguards that will be put in place by Fiji Roads Authority, including environmental and health risk monitoring and surveillance program of action.

Proposal Number: EIA-W/31/2025 Page 1 of 2

11. Works must be conducted during daylight hours from 7am to 5pm on Monday to Saturday.
12. Proper signage must be placed at the entrance to the site clearly noting the development and to caution the general public.
13. Operation must cease during periods of heavy rain and extreme weather conditions.
14. The removal of riparian vegetation is prohibited.
15. The excavation of riverbanks is prohibited.
16. Fiji Roads Authority must place silt curtains around the work area of the river to control sedimentation.
17. Fiji Roads Authority must ensure all erosion and sediment controls (silt curtains, silt fences, sedimentation ponds and silt traps) are maintained.
18. Stockpiles must be bunded and located 100m away from any watercourse. Sediment laden water must be diverted into the sedimentation pond for treatment.
19. Fiji Roads Authority must ensure that waste generated are taken to a Department of Environment approved disposal site.
20. Fiji Roads Authority must utilize dust control techniques such as regular watering down or spraying of areas that are likely to generate dust.
21. Refueling of vehicles and machineries must be undertaken 100m away from any watercourse.
22. Fuel and oil storage area must be well bunded and sheltered with bund capacity large enough to contain any leak from the primary tank, waterproof floor lining is a requirement.
23. Fiji Roads Authority must have proper spill kits and spill procedures in place for the management of any fuel or chemical spill. The spill kits must include booms and absorbent specifically designed for such incident to trap and contain any pollutants. Any accidental spillage must be reported to the Department of Environment immediately.
24. Fiji Roads Authority must hold a valid Waste Disposal Permit from the Department of Environment before any work begins.
25. Common areas used by nearby villagers for bathing and washing should be left undisturbed.
26. All mitigating and abatement measures identified in ESIA report must be adhered.
27. Fiji Roads Authority must maintain communication with local communities and stakeholders throughout the project cycle and ensure that the Grievance Redress Mechanism (GRM) outlined in the ESIA report is functional and accessible.
28. An Environment Monitoring Committee (EMC) must be appointed by Fiji Roads Authority to verify that the Environment and Social Impact Assessment Report is being fulfilled, and adverse impacts of the proposed works are being rectified.
29. The Department of Environment will be conducting its random monitoring inspection of the proposed development activity.

If any of the above conditions are breached, the Department of Environment reserves the right to cancel this approval and take appropriate action.

For any clarification regarding this approval and the approval conditions, please contact Ms. Mere Bainimarama on phone +679 3311699 or on email mere.bainimarama@environment.gov.fj

Senmili N. Balecakaui (Ms.)
Director
Department of Environment
Date: 17.11.2025

Cc: File Copy

Proposal Number: EIA-W/31/2025 Page 2 of 2

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Annex 5: Photo Log










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