

Semi-annual Report

January 2019

HIGHLANDS REGION ROAD IMPROVEMENT INVESTMENT PROGRAM -PROJECT 3 Pangia-Wiru Loop Road Sub-Project

Prepared by Department of Works for the Asian Development Bank

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SEMI-ANNUAL SOCIAL SAFEGUARDS MONITORING
REPORT # 4

**PNG: HIGHLANDS REGION ROAD IMPROVEMENT
INVESTMENT PROGRAM (TRANCHE 3)**

**Pangia–Wiru Loop Road Sub-Project
(July–December 2018)**

Prepared by Highlands Road Management Group (HRMG), Department of Works for
the Asian Development Bank

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ABBREVIATIONS

| | |
|-------|--|
| ADB | Asian Development Bank |
| AP | Affected Person(s) |
| CRO | Community Relations Officer |
| CSC | Construction Supervision Consultant |
| DA | District Administrator |
| DC | Design Consultant |
| DMS | Detailed Measurement Survey |
| DP | Displaced Person |
| DOW | Department of Work |
| EA | Executive Agency |
| ESSU | Environment and Social Safeguards Unit |
| GR | Grievance Redress |
| GRC | Grievance Redress Committee |
| GRM | Grievance Redress Mechanism |
| GRP | Grievance Redress Process |
| HCRN | Highland Region Core Road Network |
| HIV | Human Immunodeficiency Virus |
| HRMG | Highlands Road Management Group |
| HRRIP | Highlands Region Road Improvement Investment Program |
| IA | Implementation Agency |
| IMO | Independent Monitoring Agency |
| IRS | International Resettlement Specialist |
| LLG | Local Level Government |
| MFF | Multi-Tranche Financial Facility |
| MOA | Memorandum of Agreement |
| MTS | Manager-Technical Services |
| NRA | National Road Authority |
| PNG | Papua New Guinea |
| PRO | Public Relations Officer |
| PWL | Pangia-Wiru Loop |
| PWM | Provincial Works Manager |
| RAP | Resettlement Action Plan |
| RCR | Resettlement Completion Report |
| ROW | Right-of-Way |
| SFPC | Senior Field Project Coordinator |
| RP | Resettlement Plan |
| SHP | Southern Highlands Province |
| SIS | Socio-economic Impact Study |
| SMR | Semi-annual Monitoring Report |
| SPS | Safeguard Policy Statement |
| SSO | Social Safeguard Officer |

1.0 EXECUTIVE SUMMARY

1. This semi-annual social safeguards monitoring report covered the period from July to December, 2018. This report was carried out by the DOW through the Highlands Road Management Group (HRMG) and the monitoring results will be communicated to ADB through this report.
2. Pangia-Wiru Loop sub-project road is one of the 4 sub-projects of Tranche 3 of the Highlands Region Roads Improvement Investment Program, an ADB assisted road program. It is located in Southern Highlands Province (SHP) in the districts of Ialibu-Pangia. The Pangia-Wiru Loop road sub-project officially started on May 16, 2016. The first two and one half months covered the mobilization period (May 16 to August 3, 2016).
3. HRMG is the project implementing unit (PIU) that has provided support related to activities to acquire land for upgrading HRRIP road. With this mandate, HRMG has provided training/seminars, technical and financial support to empower and upgrade the capabilities of its staff and other project stakeholders.
4. The resettlement plan was submitted and approved by ADB in August, 2016. There were affected assets comprising of structures, fences, graves and communal places. There were also affected crops and trees of various categories were assessed during the initial DMS and the Due Diligence Survey. The total amount of the affected assets was Kina 374,941.47 net of administrative costs.
5. The detailed measurement survey (DMS) was carried out by the international consultants from Renardet SA on July 21 to July 31, 2015. The Pangia-Wiru Loop road was classified as Category B for Social as according to Safeguards Policy Statement 2009 (SPS 2009) and confirmed by the findings of the DMS. The cut-off date was August 1, 2015 which was the date when the DMS was completed.
6. DOW has negotiated and entered into a Memorandum of Agreement (MOA) with all affected tribes and clans for the free use of the minimum additional land required to rehabilitate and upgrade the Pangia – Wiru Loop road. In addition, the affected tribes and clans validated also the permission given by their forefathers to use their land for the existing road.
7. In addition to the customary land, there are personal assets affected as well as economic displacements. The technical solutions adapted to minimize previously identified affected assets reduced the number of affected structures to 18 structures (16 houses and 2 trade stores, 22,115 of crops and trees, 4 graves, 2 fences and one ceremonial ground owned by a tribe.
8. Based on the RP, there were 62 APs affected by the project with total affected assets and allowances of Kina 178, 970.50 net of administrative costs. After site verification of the affected assets, the amount was reduced to Kina 144, 680.97, net of administrative costs.
9. Based on the due diligence survey, there were an additional 146 APs who were missed out from the original DMS. Their affected assets and allowances net of administrative costs amounted to Kina 230,261.50.
10. There were 62 APs in the verified DMS and 146 APs in the due diligence survey or a total of 208 APs who all received their compensation payments totalling Kina 374, 941.47 net of administrative costs. The compensation payments were fully paid on December 30, 2016. This total amount paid is based on the latest Valuer General's Compensation Rates or full replacement costs, whenever applicable. The APs all signed their respective Deeds of Releases (DORs) and photographs of each AP were also taken when they received the payments in front of their ward leaders/councilors.

11. There were 8 public consultations conducted with roadside communities in the Pangia-Wiru Loop sub-project road at numerous intervals from July to December 2018 covering all the affected wards. There were a total of 500 participants and out of this total, 390 were males (78%) while there were 110 females (22%).

12. There were approximately 300 participants who belonged to DP households. This number represented 60% of total public consultation participants. Most of the concerns raised and discussed during the consultations were resettlement and construction related issues. Other issues were resolved on site by the civil contractor and some were handled by HRMG through the grievance redress committees.

13. Grievances resulting from initial payment of compensation were deliberated by GRCs and those claims as endorsed by GRCs were settled as of March 28, 2018. The total of 1,145 as recommended by the GRCs was fully settled. HRMG has taken appropriate approach in settling the grievances. GRCs and officials from District and Provincial Works Office were also involved in payment disbursement which eventuated at Pangia District Office.

14. During the covered period, the GRCs have convened the final GRC meeting which have concluded all resettlement related issues regarding some missed out and underpayments as well as grievances relating to relocation of village surrounding the ceremonial ground at Chainage 28.680.

15. There were four (4) important decisions made by the Committees during their final GRC meeting and these are; (a) The Village that surrounds the ceremonial ground will be relocated to a new location; (b) The improvements surrounding within the vicinity of the Ceremonial Ground that were not assessed during the initial DMS will be assessed and paid based on the prevailing Valuer General's Rates. The total of 205 Grievances relating to missed out were submitted to HRMG upon approval given by ward leaders who are part of the GRCs; (c) the provision of in-kind assistance to Williame Primary School which is situated at Km 29.500. That Primary School will adversely be affected as the road will traverse the school area; and (d) Neither HRMG nor GRCs will consider any further grievances relating to payment of compensation as all resettlement related have been settled.

16. GRCs resolved that any further construction related issues will be resolved by the Contractor if the claims are genuine.

17. Based on the RP, HRMG has fully complied with (a) full payment of all affected assets within the construction limits; (b) conducted public consultations and disclosure of project information and entitlement policies; (c) established a functioning grievance redress committee; and (d) set up its internal monitoring system for this sub-project.

18. **Direct Employment** – For the months of July to December 2018, the Pangia-Wiru Loop subproject was able to generate 193 payroll positions with estimated wages of Kina 96,500.00 or a monthly average of Kina 32,166.67.

19. For the covered period, it is estimated that the contractor paid the 193 workers and personnel a total of Kina 96,500.00 or an average of Kina 32,166.67 per month. Out of this total, Kina 3,000.00 was paid to female workers from July to September 2018

20. **Women's Participation – Women's Participation** – For the second half of 2018, there were a total of 6 female workers directly employed by the contractor classified as payroll activities earned an estimated wages of Kina 3,000.00. For the same period the total of 177 women participated in non-payroll activities was earning a total of Kina 88,500.00. For the covered period women directly and indirectly participated in the construction activities was earning a combined total of Kina 91,500.00

21. **Other Benefits** – For the second half of 2018, the customary land owners earned a total of Kina 137,969.00 or a monthly average of Kina 22,994.83 as royalties from the operations of the three (3) quarries for the project. Additionally, customary land owners earned a total of Kina 15,000.00 for land leases paid for the camp and other facilities located at Lagani Camp. Furthermore, local purchases of the contractor netted the surrounding communities a total of Kina 2,700.00 for the month of July to December, 2018. The contractor has also purchased other local construction materials from the locals at around Kina 1,200.00 and purchased other necessary items from the locals at around Kina 600.00 for the month of July to December, 2018.

22. There are three (3) pending matters on the implementation of the Resettlement Plan (RP) and these are; (a) expeditious resolution of the 205 grievances at Km 28.680 as approved by the ward leaders who are GRC members; (b) resettling of the Village that surrounds the ceremonial ground at Km 28.680; (c) the provision of in-kind assistance to Williame Primary School which is situated at Km 29.500. That Primary School will adversely be affected as the road will traverse the school area. The decision of providing in-kind assistance to school was officially approved by GRCs during the final GRC meeting held.

2.0 INTRODUCTION

2.1 PROJECT BACKGROUND

23. The Highlands Region of Papua New Guinea (PNG), comprising the Provinces of Western Highlands, Southern Highlands, Eastern Highlands, Enga, Jiwaka, Simbu and Hela is a major contributor to the PNG economy through its agricultural production and mineral resources. A well-maintained road network is essential to facilitate the movement of goods and people. The Government of PNG (GoPNG) has made significant investment in improving the road network but a lack of maintenance has resulted in deterioration of the roads such that the Highlands Core Road Network (HCRN) is now in poor condition.

24. In order to address the deterioration of the HCRN there is a clear need to: (i) implement a program of regular maintenance of all HCRN roads that are in good condition; and (ii) to improve those roads that are in poor condition and ensure that maintenance begins on these roads as soon as the improvement works are completed.

25. The GoPNG has negotiated a Multi-Tranche Financing Facility (MFF) with the Asian Development Bank (ADB) to implement the Highlands Region Road Improvement Investment Program (HRRRIIP). The HRRRIIP will include projects to improve the HCRN, and develop the capacity development of road agencies. Tranche 3 included the upgrading and rehabilitation of four road sections namely; Nipa Munihu Road, Pangia Wiru Loop Road, Gewa Gembogl Road and Henganofi Nupuru Road.

26. Tranche 3 (Loan # 3404/3408) included the upgrading, rehabilitation and maintenance of four road sections namely; Nipa Munihu Road in Southern Highlands(SHP), Pangia Wiru Loop Road in Southern Highlands (SHP), Gewa Gembogl roads in Simbu and Henganofi Nupuru Road in Eastern Highlands Province.

27. The Executing Agency (EA) for whole the HRRRIIP is the Department of Works (DOW) whilst the Highlands Roads Management Group (HRMG) is the Implementation Agency (IA) based in Mt. Hagen Provincial Works Compound, Western Highlands Province (WHP).

28. The Pangia - Wiru Loop Road Section is covered by CSTB contract # 3532 entered into by the Independent State of Papua New Guinea represented by the Department of Works and National Road Authority and China Overseas Engineering Group Co., LTD (COVEC China). The CSTB contract was signed on March 15, 2017. The contract was commenced in October 16, 2017, has a duration of 24 months and is expected to be completed in November 16, 2019.

2.2 SUB-PROJECT DESCRIPTION

29. The Pangia-Wiru Loop (31.4 km) road section aims to upgrade, rehabilitate and maintain roads in the Highlands Highway (HH) network in PNG. The whole length (31.4 km) of the Pangia–Wiru Loop road is on customary land. The first 3.40km of the sub-project road is located in East Pangia Rural LLG while the next 28 km is located in South Wiru Rural LLG, both in Pangia District, Southern Highlands Province.

30. The inhabitants of Pangia to Wiru depend entirely on agricultural production as more than 90% of the population is subsistence farmers. Sweet/English potato and variety of greens grow very well there, however; due to bad condition of the road, they are not grown in large quantities. Generally, an improved Wiru-Loop road will greatly enhance and improve travel and economic activities such as small enterprises, education, delivery of basic services and access to health services, etc.

31. The candidate road will serve an estimated population of 63,478 persons (2011 Census of Ialibu-Pangia District). This area is a potential route connecting the Highlands Region to Port

Moresby, the capital of PNG. This area is also a potential route to transport petroleum and mineral resources.

32. It is proposed to upgrade the road 5.5 meter wide carriageway sealed with Double Bitumen Surface Treatment (DBST) and 0.25 meter wide shoulders. The proposed total width is 12.00 meters that includes a minimum of 3.0 meter wide (both sides) strip for visibility. Earthworks will be required to widen the existing road bench to accommodate the final formation width and roadside drains as well as to provide for local improvements to the vertical alignment. Approximately 3,600 linear meters of retaining wall will be required at various locations to provide adequate formation width and avoid extensive embankment construction.

33. A resettlement plan (RP) was prepared by the design consultants for the Pangia-Wiru Loop sub-project and submitted to DOW and was approved by ADB in August 2016. It is based on the assessment of land acquisition impacts based on the final detailed engineering design for the road improvements as determined through a Detailed Measurement Survey (DMS).

34. After several documented public consultations with the clans and communities that jointly own the land, a memorandum of agreement (MOA) was agreed upon permitting the use of the customary land in exchange for public infrastructure. This meant that there was no change in land ownership but only permission to use their customary land. This MOA also validated and confirmed the permission granted by their tribal forefathers for the existing road carriage from Pangia-Wiru Loop sub-project.

35. The MOA covered the land from the edge of the existing road up to the construction limits including road clearance and other infrastructure (e.g., drainage and culverts). This linear area on both sides of the road was the subject matter of the DMS. The cut-off date is the date when the DMS was completed which is August 1, 2015 in this road sub-project.

36. This sub-project's resettlement category is Category B as the number of affected persons who will suffer major impacts defined as physically displaced and losing 10% or more of productive assets are expected to be less than 200 persons. The various resettlement impacts are discussed in the section of asset impacts.

2.3 INSTITUTIONAL ARRANGEMENTS

37. The Department of Works, as the executing agency, has the overall responsibility to manage the planning, implementation and monitoring related to acquiring use rights for additional land to implement HRRIP subprojects, as well as compensation for damages on project-affected land.

38. DOW established a Project Management Office (PMO) headed by a Project Director which manages the day to day activities of the program. Within the PMO, there are two units, the Project Management Unit (PMU) which is based in Port Moresby. The other is the Highlands Road Management Group (HRMG); the DOW's Project Implementation Unit (PUI) for HHRIP subprojects to carry out the planning, implementation and monitoring for land activities, as required and is based in Mt. Hagen.

39. HRMG is headed by the Field Project Manager (FPM). Under the FPM are two sub-units, the construction unit headed by the "Engineer" and the social and environmental safeguards unit headed by the Senior Field Project Coordinator (SFPC). In the revived organizational chart (as of September 1, 2017), the positions of FPM and SFPC are handled by the same person for smoother coordination and more effective implementation. For the social and environmental safeguards, the SFPC is ably supported by the Manager of Technical Services (MTS). Under the MTS are two sub-units based on geographical considerations, namely Eastern and Western Sections of the Highlands Region. The details are shown in Appendix 3.

40. The new reporting protocols for the monitoring reports originate from the resettlement or environmental officers who prepare their back to office reports (BTOR). Routinely, they visit their respective sub-project once or twice a month. In addition, both the EOs and Social Safeguards Officers may return to the subproject as often as needed if any environmental and social/resettlement issues will arise during the course of the implementation of the road project.

41. Based on new arrangements made, the EOs and SSOs are also being assisted by the CROs assigned for each road sub-projects in attending and addressing to social/resettlement and environmental related issues of concern. The CROs are now at the front lines of information dissemination, coordinating and monitoring activities of HRMG in close coordination with the SSOs and EOs.

42. These collated BTORs form the backbone of the monthly reports. The monthly reports form the basis for the quarterly reports. These quarterly reports are augmented by the data retrieved from the contractor such as employment, quarry operations, participation of women in employment and other relevant data. The quarterly reports form the basis of the semi-annual reports that are being submitted to DOW/POM and ADB.

2.4 PURPOSE & METHODOLOGY

43. This report presents the status of social safeguards including the compliance with approved RAP in respect of Pangia Wiri Loop road section, covering the review period of July to December, 2018. This semi-annual monitoring report (SAMR) is a requirement under the Safeguards Policy Statement 2009 (SPS 2009).

44. This report also establishes and summarizes various resettlement and social safeguards activities that was undertaken for this sub-project that were presented in some other reports including the back to office reports and Quarterly reports during the covered period. Highlights and important milestones are reiterated to produce this document containing all the previous documentation and activities for this sub-project. This report is undertaken to establish the basis and foundation for future quarterly, semi-annual and annual reports.

45. This Semi-Annual report is based on data gathered from several sources. The primary data was gathered through key informants' interviews (KIIs) with project staff, officials, community leaders, the contractor and DPs. More in-depth focused group discussions (FGDs) were conducted with DPs to gather relevant information on resettlement, the manner of implementation of RP and its impacts and finally direct and indirect benefits accruing to the DPs. The secondary data sources were gathered through the monthly reports prepared by Environmental Officers of HRMG.

46. Indicators for the internal monitoring are those related to process, immediate outputs and results. This information has been collected directly from the field and reported in a form of monthly executive briefs to the DOW by HRMG through the office of the Senior Field Project Coordinator/Field Project Manager to assess the progress and results of RP implementation, and to adjust the work program, if necessary. These monthly and quarterly reports have been consolidated for this semi-annual social safeguards monitoring report. Specific monitoring standards are:

- Budget and Time Frame;
- Delivery of Compensation and Entitlements;
- Public Participation and Consultations;
- Benefit Monitoring;
- Requirements for Remedial Actions.

3.0 BUDGET AND TIME FRAME

3.1 Safeguards Staffing

47. The Highlands Road Management Group (HRMG) under the Department of Works based in the DOW compound in Mt. Hagen, who is tasked to internally monitor all activities associated with land acquisition and payment of compensation to DPs have been mobilized since Tranche 1 and Tranche 2 and is now fully staffed to undertake its responsibilities in Tranche 3.

48. It is headed by the Senior Field Project Coordinator (SFPC) who is in charge of day to day monitoring activities and is supported by the Safeguards Coordinator, Social Safeguards Officer and Environmental Officers. He is ably supported by the Manager of Technical Services and support staff. There are ten (10) Community Relations Officers (CRO) constituting of a male and female in each of the four (4) road sub-project under Tranche 3. HRMG is assisted by the Social/Resettlement and Environmental Safeguards Specialists from the Construction and Supervision Consultant (CSC).

49. The CROs for the sub-project road have been coordinating with their respective Provincial Works Managers and have been utilizing their facilities as field offices for resettlement related works. In the local level, the CROs have also been coordinating with the Provincial and District Administrators, LLG presidents, and affected ward leaders.

50. The new reporting protocols for the monitoring reports originate from the social/resettlement and environmental officers of HRMG who prepare their back to office reports following site inspections/field trips (BTOR). Routinely, they visit their respective road sub-project twice a month. In addition, the field officers of HRMG may return to the subproject as often as needed if there is any resettlement /environmental related issues during the course of the implementation of each road sub-project

51. These collated BTORs form the backbone of the monthly reports. The monthly reports form the basis for the quarterly reports. These quarterly reports are augmented by the data retrieved from the contractor such as employment, quarry operations, participation of women in employment and other relevant data. The quarterly reports form the basis of the semi-annual reports that are being submitted to DOW/POM and ADB.

3.2 CAPACITY BUILDING AND TRAINING ACTIVITIES

52. During the covered period from July to June 2018, there was only one training seminar conducted. The training seminar was conducted on November 22, 2018 at Kuri Lodge in Mt. Hagen and was facilitated by the International Environmental Specialist and International Resettlement Specialist both are attached with Renardet SA Engineers. The Training was focused on reporting format as per ADB's reporting requirement. The participants were the environmental and Social Safeguards officers of HRMG; National Environmental Specialist of CSC, National Environmental and Resettlement Specialists of PSC and the International Resettlement and Environmental Specialists.

4.0 DELIVERY OF COMPENSATION AND ENTITLEMENTS

4.1 MEMORANDUM OF AGREEMENT

53. DOW has negotiated and entered into a Memorandum of Agreement (MOA) with all affected tribes and clans for the free use of the minimum additional land required to rehabilitate and upgrade the Pangia – Wiru Loop road. In addition, the affected tribes and clans had also validated the permission given by their forefathers to use their land for the existing road. There are no direct costs to secure the use of the required lands for the sub-project. Documentation expenses for these MOAs have been taken care under administrative expenses of the sub-project.

54. The MOAs did not cover the structures, trees, crops and land improvements located in the affected lands. Full compensation have been paid to owners of these improvements who will experience physical and/or economic displacement because of the project based on the latest Valuer General's Compensation Schedule for Trees and Plants (All Regions).

55. As part of the preparatory activities for the payment of compensation, HRMG conducted several public consultations in the different affected wards and villages along the subproject road from May to December 2016. The public consultations included the provincial, district and local ward officials and leaders of tribes, clans and sub-clans and the local communities. Public disclosures have been undertaken to disseminate the resettlement plan, particularly the eligibility criteria, entitlements, cut off date and the establishment of a grievance redress committee to address grievances and complaints of DPs.

4.2 PROCESS OF INITIAL COMPENSATION

56. A verification survey was conducted by the HRMG staff together with LLG ward leaders and councilors', officials from District and Provincial Works based on the Consultant's master list. Some assets that are likely to be affected but were not included in the master list have been assessed by the HRMG staff. The total number of DPs based on the Consultant's assessment was 62 households. In the verification survey, an additional 146 households are most likely to be affected. Hence, based on the updated master list, the total number of households totalled 208 households.

57. Once the master list of DPs with the breakdown of affected assets and their corresponding amounts was submitted to DOW, the list is finally verified and confirmed by HRMG before the final list of DPs is submitted to PMO for funding allocation.

58. Unlike Tranche 2, the approved resettlement budget is remitted directly to HRMG instead. Formerly the budget was remitted to the PWM of the concerned province. Once, received, HRMG schedule the date for payment of compensation, informing the concerned district administrators (DAs), LLG presidents, ward leaders and village councilors to inform and mobilize the DPs to attend and receive their compensation payments for the affected assets.

59. The actual compensation payment is directly given to DP and most of the time with their families in the presence of the DA, LLG president, ward and village councilors', PWM and/or his representatives.

60. All compensation rates and the amount of the compensation for damaged crops, trees and structures were based on Valuer General's Schedule of Compensation (August 2013) or full replacement costs if the damaged assets are not included in the compensation schedule.

61. There are also rehabilitation allowances to assist the DPs in restoring their former living conditions. These allowances included shifting allowance, moving allowance, subsistence allowance, relocation and reburial assistance and vulnerability allowance.

62. With the presence of ward councilors, each DP is called and receives cash payment contained in an envelope with the amount indicated in the envelope. The DP is photographed while holding the payment before he sign the deed of release (in triplicate) indicating that DOW has fully complied with its obligation and he has waived his right over his affected properties. There are two witnesses, one from HRMG and another from a local leader.

63. HRMG then prepares and finalizes a summary report, attaching the deed of release (DOR) as supporting documents. One set is given to the PWM because he will be dealing with allegations of non-payment and other compensation related complaints. Another set is provided to HRMG as the project implementing unit while the last set is brought to the PMO as part of the funding liquidation process.

4.3 SECOND COMPENSATION PAYMENT BASED ON GRC'S RECOMMENDATIONS

64. The Second payment of compensation was based on grievances that were approved by grievance redress committees. Only those grievances considered as genuine and approved by GRCs were fully settled as of March 28, 2018.

65. There were a total of 1,600 grievances filed with HRMG through GRCs. A total of four (4) grievance redress committee meetings was conducted and deliberated on all grievances filed with HRMG. Site inspection and verification exercises were also conducted after each GRC meeting to determine the claims on site.

66. The GRCs have decided that total 1,145 grievances out of 1,600 grievances filed with HRMG were considered genuine and was recommended to HRMG for payments while 455 grievances were deemed to be not eligible for compensation and were not accorded in due course. The summary is presented in the following table 1: Summary breakdown of payments-Pangia-Wiri Loop road subproject

Table 1: Summary Break-Down of Payment Based on GRC Recommendations

| Carriage Way | Total APs | C & T | Structures | Fence | Grave | Total Amount |
|---------------------|------------------|------------------|-------------------|--------------|--------------|---------------------|
| Left | 595 | 119,806.00 | 74,870.00 | 9,361.00 | 1,640.00 | 205,677.00 |
| Right | 550 | 121,924.00 | 66,189.00 | 4,260.00 | 1.950.00 | 194,323.00 |
| Total | 1145 | | | | | 400,000.00 |

67. Payments of compensation based on cases approved by GRCs were effected in Pangia Station on February 8, 2018 at Pangia District Office and was completed on March 28, 2018. All DPs were present during the disbursement to receive their payments.

68. The aggrieved APs have all signed their respective Deeds of Releases (DORs) in front of the Ward Councilors, HRMG staff and officers from the District Administration during disbursement.

5.0 PUBLIC PARTICIPATION AND CONSULTATIONS

5.1 PUBLIC CONSULTATIONS AND WOMEN'S PARTICIPATION

69. A number of public consultations were held with roadside communities along the road subproject during the covered period. The consultations were conducted independently by HRMG (Environmental, Social and Gender Consultants), CSC (National Resettlement and Environmental Specialist) Contractor and CRO for HRMG and PRO for the Contractor.

70. Additional consultations and community meetings were conducted on a weekly basis along the project areas by leaders and councilors of the affected LLG Wards. This type of consultations and group meetings on project site were not documented but important issues as discussed during such meetings were related to the road subproject; such issues related to job employment and locals claiming sub contracts from the Contractor. Some issues are being resolved by the contractor and others were discarded as they were considered not valid.

71. The other issue relating to the quarry ownership and payment for quarry aggregates were also discussed with concerned authorities during the covered period.

72. Some issues relating to further environmental damages caused to customary land at Km 26+300 during the course of construction were also raised and discussed between aggrieved parties, HRMG, Contractor and CSCs. The issue have been amicably resolved when certain landowners were told to be given the sub contract in the construction of line drainages and other protection works as required.

73. Ongoing awareness along the subproject areas were also conducted by the Military Personnel attached with the contractor, informing roadside communities to evade causing unnecessary work disturbances.

74. Locals along the subproject road were informed about the importance of good road network and the difference between resettlement and environmental claims to minimize grievances and to place them in a better position to fully understand the process of grievance redress mechanism and resolutions of grievances through the Grievance Redress Committees. Provided in the table below are some of the issues raised and discussed during consultations held with locals along the subproject areas.

75. For the covered period there were 8 public consultations conducted for the sub-project at numerous intervals from July to December 2018. The consultations covered the affected wards specially when there were issues and concerns raised by roadside communities. There were around 500 participants in the 8 public consultations conducted. Out of this total, 390 participants (78%) were males while 110 participants (22%) were females. These are summarized in the following table 2: Summary of Public Consultations and Women's Participation.

76. There were approximately 300 participants who belonged to DP households. This number represented 60% of total public consultation participants. Most of the concerns raised and discussed during the consultations were resettlement and construction related issues. Other issues were resolved on site by the civil contractor and some were handled by HRMG through the grievance redress committees.

TABLE 2: SUMMARY OF PUBLIC CONSULTATIONS & WOMEN PARTICIPATION

| Month | # of Consultations | Male Participants | Female Participants | Total Participants | DPs Who Participated |
|-------------------|--------------------|-------------------|---------------------|--------------------|----------------------|
| July | 1 | 34 | 10 | 44 | 20 |
| August | 2 | 65 | 20 | 85 | 20 |
| September | 1 | 26 | 15 | 41 | 30 |
| October | 2 | 60 | 20 | 80 | 40 |
| November | 2 | 205 | 45 | 250 | 190 |
| December | 0 | 0 | 0 | 0 | 0 |
| Total | 8 | 390 | 110 | 500 | 300 |
| Percentage | 100% | 78% | 22% | 100% | 60% |

77. There were about 300 participants who belonged to DP households. This number represented 60% of total public consultation participants. Important points discussed during the consultations are the about the project are; positive and negative impacts. Positive impacts discussed during the consultations are; better road access would link to other basic services, generation of spin-off benefits, improve in socioeconomic activities, creation of employment opportunities and improve in livelihoods.

78. An important consultations were held with the affected communities at Pubi Village in Paiyama Council ward located at chainage 28.680. It is located in South Wiru LLG in the Ialibu-Pangia District. The discussion was held between HRMG officials and the affected communities of Pubi Village. The affected communities have strongly demanded ADB-HRMG to relocate the village to pave way for the road project.



Image 1: Ward Leader of Pubi-Paiyama LLG Ward Mr. Max Tiripi expressed concern regarding the Ceremonial Area with the Surrounding Village that will be affected when the road traverse the area.

79. The other concern raised was regarding the missed out payments for improvements that are within the vicinity of the ceremonial area. It was confirmed based on the RP that the DMS team did not assess the improvements that are within the Pubi Community because they were told not to conduct any further assessment within the 450 meters road section. They anticipated that their claims would be addressed separately together with the ceremonial ground during the time when the construction work reaches their locations.

80. Negative impact of project discussed during the consultations includes; further damages by contractor, loss of ceremonial ground and other adverse impact to environment and ecosystem and loss of land if necessary. However, the positive impacts outweigh the negative impact because people begin to realize the importance of having better and accessible road. A brief summary of issues is summarized in Table 3: Summary of Issues Raised During public Consultations.

TABLE 3: SUMMARY OF ISSUES RAISED DURING PUBLIC CONSULTATIONS

| Consultation Location | Issues/Concerns Raised by DPs | Response by HRMG Officers |
|---|---|---|
| Tibini Village Km 20.500 | Employment rates per hour paid for employees were reduced and frustrations caused arguments with the expatriate, who attempted to attack the local with a bush knife. | The issue has been resolved amicably by the PSC safeguards team thus urging the Chinese man to respect locals for a better relationship and smooth progress of work. |
| Tunda Primary School Km 26.300 | Claims over further damages done to customary land | Contractor to give employment to 2 legitimate landowners; Contractor to give sub-contractor to 2 legitimate landowners; Contractor to pay a certain amount of money to landowners for causing damages to customary land further 27meters outside of construction limits. |
| Mamune Area Km 26.840 | Issue raised by aggrieved local over the road re-alignment | Civil works will follow the existing road and any issue relating to civil work occurs outside of the existing road will be the responsibility of the civil contractor. |
| Pubi-Paiyama Ceremonial Ground Km 28.680 | Missed Out Payment for improvements within Public Area.Pubi Villagers has submitted the Final lists prepared by Ward leaders and GRC members. The total <u>grievances are 205</u> for the missed-out road section. | The Final missed out lists totalling 205 submitted by ward leaders who are also the member of GRCs is final for HRMG to review and assess using the prevailing valuer general's rates |
| Pubi-Paiyama Ceremonial Ground Km 28.680 | Locals expressed concern regarding the Ceremonial Ground and the surrounding Village/especially houses that will be relocated to pave way for the construction of road. | The villages surrounding the ceremonial ground will be relocated to a new location and that HRMG-ADB will provides assistance in the relocation of the village. All relocation costs will be met by HRMG-ADB based on the prevailing valuer general's rates for compensation. Locals have been urged to allow the civil works to proceed and traverse the village as their two (2) claims are accepted by HRMG for further consideration and action. Locals were informed that the GRCs are still in existence and any further |

| Consultation Location | Issues/Concerns Raised by DPs | Response by HRMG Officers |
|---|--|--|
| | | grievances arises during the period of civil works will be amicably addressed by through the GRCs. |
| Maupini Village Km 19+100 | Previous Environmental Damages | Previous damages are caused by the local contractor; hence landowners could collectively lodge a formal should with the Contractor to address the issue; ADB/HRMG only addresses issues regarding assets within construction limits. Asset damages outside the construction limits will be on the account of the contractor. |
| Tunda Primary School Km 24.600 | <ol style="list-style-type: none"> Issue regarding the affected school ground at Km 24.600 Locals from Tunda area have filed claims over the school area totalling Kina 6.5million | <ol style="list-style-type: none"> HRMG will provide in-kind assistance to the school in lieu of providing monetary form of compensation payment. They were further clarified that their claim are separate from the project hence it is now before the Department of Lands for proper review. |

81. During the consultations, all DPs have been informed about the GRM and the method of accessing the process through consultations such as meetings, focus group discussions and through word of mouth by community leaders who have been thoroughly briefed about the GRM process. DPs were also informed that they are allowed to resolve their grievances through the formal court system should they be unhappy about the solutions proposed by the GRC.



Image 2:HRMG Resettlement Safeguards Officer providing a feedback to locals in response to concern raised by ward leader regarding missed-out payment for Improvements within Pubi Village.

82. DPs have been informed during the consultation that any grievances arising from further environmental damages caused by any construction activity are the responsibility of the contractor. DOW through HRMG would only be liable to address any resettlement related issues if these issues emanate within the construction limits.

83. Locals from Pubi-Paiyama Village situated at Km 28.680 have been informed that their two (2) claims regarding missed out payments for improvements and the relocation of the village will be considered by HRMG. They have been urged to permit the civil works to proceed and traverse the area.

84. It was agreed by locals that the civil works can proceed to the other side of the village; The ceremonial ground and the surrounding village must be fully relocated prior work resume within the ceremonial ground. The villagers have been informed to find a new decent location which the Contractor will assist in the establishment of a new ceremonial area .

5.2 GRIEVANCE REDRESS MECHANISM

85. The grievance redress committees have been established for the road sub project purposely to deal with issues relating to payment of compensation for loss of assets. All grievances received from aggrieved DPs were provided to the GRCs for deliberations through the GRC meetings.

86. The Grievance Redress Committee for the subproject is composed of respected local officials and leaders who are well known in the affected communities for their fairness and even handedness in deciding disputes and conflicts. Its main function is to receive, log and deliberate all grievances received from the DPs who may have some resettlement related complaints arising out of the project. The names of the members of the GRC are shown in the following Table 4: Composition of the Grievance Redress Committee.

TABLE 4: COMPOSITION OF THE GRIEVANCE REDRESS COMMITTEE

| No. | Name | Position | District |
|-----|---------------------|--------------------------------|-------------------------|
| 1 | Mr. SamsonWereh | Asst DA Ialibu-Pangia District | District Administrator |
| 2 | Mr. NixonKanema | DAO/Project Officer | Pangia District Rep |
| 3 | Cr. Miriam John | South Wiru Rep | Women's Rep |
| 4 | Cr. Punopo | Kauwo 1 Ward Councilor | Affected Ward Councilor |
| 5 | Cr MiwiYawi | Kauwo 2 Ward Councilor | Affected Ward Councilor |
| 6 | Cr Isaac | Kalane Ward Councilor | Affected Ward Councilor |
| 7 | Cr. Angula | Kauwo Ward councilor | Affected Ward Councilor |
| 8 | Mr. MathiasAwiKonga | HRMG Officer | Technical Adviser |
| 9 | Mr. Garry Dum | HRMG Officer | Technical Adviser |

5.2.1 NEW GRIEVANCES FILED WITH GRCS

87. For the covered period (July-December 2018), a total of 205 additional grievances have been filed with HRMG through the Social and Resettlement Unit. These grievances were filed by the aggrieved APs from Pubi-Paiyama Community which is located at Km 28.680. The grievances are relating to the missed out payment for improvements that are situated within the Pubi area.

88. DPs have claimed that their improvements situated within the 540meters section of the road have not been assessed by the DMS team spearheaded by Consultants from Renardet SA Engineers. Therefore they have filed their claims and submitted to HRMG for further consideration and actions.

89. The grievances have been reviewed by the ward leaders who are the members of the GRCs and submitted to HRMG officials who inspected the site upon request by locals for a formal discussion prior any further civil works could proceed and traverse the area.

90. During the consultation held with Pubi-Paiyama Villagers, locals have assured the team that the civil works will resume the next day because their two (2) main important issues have been considered by HRMG for taking further actions in resolving them. Civil works for the subproject road resumed the next day as two (2) main issues that has hindered the progress of civil works have been effectively addressed and by HRMG officials. The matters are now before HRMG for implementing corrective actions in rectifying them.

91. Another separate claim was filed by Williame Primary School at Km 29.500. The School was established in the late 1930s by the Catholic Church. The School was established during the time when the then Pangia-Wiru Loop road was constructed as a gravel road by the Kiaps establishing their station at Pangia. The road became deteriorated over the years due to lack of maintenance.

92. The new road subproject will now traverse the school ground and will have some adverse impacts to the some of the assets within the school perimeter. The matter was raised and discussed with the person in Charge of the School, Fr. Francis, Williame Parish Priest, during the GRC meeting and was agreed that some in-kind assistance be provided to the school and the Catholic Church. The Parish Priest acknowledged the effort by HRMG in giving a positive response to their claims.



Image 1: GRC members and participants during the Final GRC session held at Pangia District Office dated November 22,2018.

93. It was recommended by the GRCs during their final meeting that an in-kind assistance would be provided to the Williame Primary School in lieu of monetary form of compensation payment.

6.0 BENEFIT MONITORING

95. People living along the road sub-project are the direct and indirect beneficiaries of the road sub-project. Some of the people have been adversely affected by the project. Their assets including structures, fences, cemeteries and improvements have been adversely impacted during the course of the implementation of the project. Hence as a prerequisite to ADB SPS (2009) affected persons have to be provided an opportunity to participate in the project to enhance, or at least restore, their livelihoods in real terms relative to the pre-project levels and to improve their standards of living

96. Since the construction work for the road sub-project commenced, the Contractor has recruited affected persons and those living within the project influence zone (PIZ) to work in various construction activities. And all these activities have generated income and other benefits for the people as further provided in the following paragraphs.

6.1 ROAD CONSTRUCTION EMPLOYMENT

97. Project employment is one of the positive effects of the project and the contractor is greatly encouraged to source its manpower requirements from the DPs and the residents of the affected wards and villages. It is also a condition in the MOA, wherein the customary land owners permitted DOW to upgrade and rehabilitate the sub-project fully expecting that they will be hired to work in the road project. There are provisions in the contract agreement between DOW and the contractor regarding the employment of local residents including DPs and at least 30% women to be employed in the road project. These pertinent provisions also cover and are applicable to local sub-contractors.

98. In summary the contractor hired a total of 193 workers and personnel or an average of 64 persons per month. There were 187 males (96.89%) while there were 6 females (3.10%) during the covered period employed in the sub-project. There were 65 DPs that were employed in the sub-project. This represents 33.67% of total persons hired. The breakdown is shown in the following Table 6: Summary of Monthly Employment by Gender.

Table 5: Summary of Monthly Employment by Gender (Skilled Personnel): July-December 2018

| Months | Male | Female | Total | DPs Employed | Estimated Female Wages | Estimated Total Wages |
|-------------------|---------------|--------------|-------------|---------------|------------------------|-----------------------|
| July | 60 | 2 | 62 | 20 | 1,000.00 | 31,000.00 |
| August | 61 | 2 | 63 | 20 | 1,000.00 | 31,500.00 |
| September | 66 | 2 | 68 | 25 | 1,000.00 | 34,000.00 |
| October | 44 | 2 | 46 | 15 | 1,000.00 | 23,000.00 |
| November | 44 | 2 | 46 | 6 | 1,000.00 | 23,000.00 |
| December | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| Total | 187 | 6 | 193 | 65 | 3,000.00 | 96,500.00 |
| Average | 62 | 2 | 64 | 21 | 1,000.00 | 32,166.67 |
| Percentage | 96.89% | 3.10% | 100% | 33.67% | 3.10% | 100% |

99. For the covered period, it is estimated that the contractor paid the 193 workers and personnel a total of Kina 96,500.00 or an average of Kina 32,166.67 per month. Out of this total, Kina 3,000.00 was paid to female workers from July to September 2018.

100. In addition, the contractor also farmed out certain construction activities that were not captured by the employment data because these deliverables are paid per task or per piece.

Hence, there were women documented working in the quarry, segregating flat stones to be used in the line drains and culverts but were not reflected in the data presented by the contractor.

101. There are four construction activities where both male and female have participated but were not reflected in the employment data provided by the contractor because their mode of payment is not on a daily basis but based upon completion of a certain piece or task. These are construction of gabion baskets, line drains, rip-raps, head walls and stone sorting. However, according to the data provided by Contractor in its monthly reports, there were unskilled works from the affected communities employed by contractor to work in various construction activities. The breakdown is shown in the following Table 6: Summary of Monthly Employment by Gender for Unskilled workers.

Table 6. Summary of Monthly Employment by Gender for Unskilled Workers

| Month | Unskilled Men | Unskilled Women | Total | DPs Employed | Estimated Total Amount Paid |
|-------------------|---------------|-----------------|-------------|---------------|-----------------------------|
| July | 30 | 10 | 40 | 30 | 31,360.00 |
| August | 200 | 20 | 220 | 150 | 158,800.00 |
| September | 44 | 32 | 76 | 45 | 54,000.00 |
| October | 100 | 42 | 142 | 67 | 82,000.00 |
| November | 85 | 35 | 120 | 80 | 75,000.00 |
| December | 90 | 38 | 128 | 55 | 78,000.00 |
| Total | 549 | 177 | 726 | 427 | 479,160.00 |
| Average | 91.5 | 29.5 | 121 | 71.16 | 79,860.00 |
| Percentage | 75.61% | 24.38% | 100% | 58.81% | 100% |

102. For the covered period, there were 726 unskilled locals along the affected communities employed by contractor to work in non-payroll various construction activities. The wages paid to them depends upon the completion of a certain given tasks. Hence it was not commuted using the estimated wage rate of Kina 500.00. Such assigned tasks are on a casual basis and both male and female were engaged to carry out the tasks.



Image 3: Woman's participation in non-payroll activities. Seen in this image here is a female engaged in line drain works.

103. The contractor in its monthly reports did not specify the number of personnel and casual workers employed by their origin or per LLGs. Also the number of women who have participated in non-payroll activities has not been provided by the contractor hence it is not captured in this report.

6.2 BENEFITS FROM QUARRY OPERATIONS

104. The owners of the lands where the quarries are located are usually the tribes and clans who own the customary lands. However, there are tribe members who are assigned the portions of customary lands where the quarries are located. These tribal occupants suffer direct disturbances and are entitled to a bigger share than ordinary tribal members. The royalties received each month are divided based on internal agreements within the tribes.

105. For the month of July to December 2018, there were three (3) operating quarry sites and this is known as the Elu Quarry, Kabulbul Quarry and Tomiare Quarry.

106. The materials are extracted from the quarries at an agreed cost of K1.30per bucket or K13.00 per/cubic meter. The total volume of materials extracted for the month of July to December 2018 was approximately 106,130 tones. The total royalties' payment received by customary land owners for the above tonnage produced by 3 operating quarry sites was around Kina 137,969.00.The details are shown in the following Table 7: Summary of Quarry Volume & Estimated Value.

TABLE 7: SUMMARY OF QUARRY VOLUME & ESTIMATED VALUE-JULY-DECEMBER 2018

| Month | Elu Quarry (m ³) | Kabulbul Quarry (m ³) | Tomiare Quarry (m ³) | Total M ³ | Total |
|----------------|------------------------------|-----------------------------------|----------------------------------|----------------------|-------------------|
| July | 2,650 | 9,280 | 0 | 11,930 | 15,509.00 |
| August | 14,000 | 26,000 | 0 | 40,000 | 52,000.00 |
| September | 6,620 | 7,970 | 3,510 | 18,100 | 23,530.00 |
| October | 5,400 | 8,000 | 4,000 | 17,400 | 22,620.00 |
| November | 5,900 | 9,200 | 3,600 | 18,700 | 24,310.00 |
| December | 0 | 0 | 0 | 0 | 0.00 |
| Total | 34,570 | 60,450 | 11,110 | 106,130 | 137,969.00 |
| Avarage | 5,762 | 10,075 | 1,851.66 | 17,688 | 22,994.83 |

*Estimated amount is based on the signed contract of K1.30/bucket or K13.00/cubic meter

6.3 OTHER DIRECT LOCAL BENEFITS

6.3.1 LEASE RENTAL RECEIVED BY CUSTOMARY LANDOWNERS

7 The contractor for the subproject road has made use of customary land where its campsites are established and disposal of spoils at selected stable areas. All such cases have been agreed with the customary land owner for the payment of the agreed fees or in-kind assistance. The total amount received by customary landowners on this account is Kina 2,500 as per the signed Lease agreements signed for the usage of Langane Campsite.

8 For the covered period, the contractor has paid an aggregate amount of Kina 15,000.00 to the customary land owners or on average spent around Kina 2,500.00/month. The details are shown in the following **Error! Reference source not found..**

Table 8: Summary of Lease Rental Paid to Customary Land Owners

| Month | Lagani Campsite Rentals | Total |
|----------------|-------------------------|------------------|
| July | 2,500.00 | 2,500.00 |
| August | 2,500.00 | 2,500.00 |
| September | 2,500.00 | 2,500.00 |
| October | 2,500.00 | 2,500.00 |
| November | 2,500.00 | 2,500.00 |
| December | 2,500.00 | 2,500.00 |
| Total | 15,000.00 | 15,000.00 |
| Average | 2,500.00 | 2,500.00 |

107. There is only one construction camp located at Km 13.200 in Lagani in the Pangia-Wiru Loop road section. The camp has locally purchased various construction materials, purchases of food, water, and miscellaneous items. For the covered period (July to December 2018), this camp spent Kina 4,500.00 to purchase those items locally produced and owned by the roadside communities. The contractor on average spent around Kina 750.00 per month to purchase those items. The information provided below is an estimated figure obtained from the contractor. For instance, the contractor spent an average of Kina 450.00 per month to purchase local food items, Kina 200.00 per month to purchase local construction materials and Kina 100.00 per month to purchase of other local items. The details are shown in the following **Table 9: Local Purchases**.

Table 9: Local Purchases for the month of July-December 2018

| Month | Local Purchases of Food | Local Construction Materials | Local Purchases of Other Items | Other Local Expenditures | Total |
|----------------|-------------------------|------------------------------|--------------------------------|--------------------------|-----------------|
| July | 450.00 | 200.00 | 100.00 | 0.00 | 750.00 |
| August | 450.00 | 200.00 | 100.00 | 0.00 | 750.00 |
| September | 450.00 | 200.00 | 100.00 | 0.00 | 750.00 |
| October | 450.00 | 200.00 | 100.00 | 0.00 | 750.00 |
| November | 450.00 | 200.00 | 100.00 | 0.00 | 750.00 |
| December | 450.00 | 200.00 | 100.00 | 0.00 | 750.00 |
| Total | 2,700.00 | 1,200.00 | 600.00 | 0.00 | 4,500.00 |
| Average | 450.00 | 200.00 | 100.00 | 0.00 | 750.00 |

108. As part of sharing project benefits to the affected communities, the contractor has always sub-contracted other necessary maintenance work within the campsites to the locals who have sufficient skills and capacity to carry out maintenance work.

109. In addition, the Contractor is very reliable in providing the following in-kind assistance and donations to the wards and villages along the subproject;

110. Provide other assistance and support to social obligations for roadside communities.

- a) Provide and assist locals by transporting sick people to nearby health centers;
- b) Provide fuel to police and security personnel;
- c) Provide crushed materials (gravel) to schools and churches as requested;
- d) Provide coffins and other materials to close relatives of the deceased;

6.4 SUMMARY OF BENEFITS FOR THE FIRST HALF OF 2018

Direct Employment – For the months of July to December 2018, the Pangia-Wiri Loop subproject was able to generate 193 payroll positions with estimated wages of Kina 96,500.00 or a monthly average of Kina 32,166.67.

For the covered period, it is estimated that the contractor paid the 193 workers and personnel a total of Kina 96,500.00 or an average of Kina 32,166.67 per month. Out of this total, Kina 3,000.00 was paid to female workers from July to September 2018

111. **Women's Participation – Women's Participation** – For the second half of 2018, there were a total of 6 female workers directly employed by the contractor classified as payroll activities earned an estimated wages of Kina 3,000.00. For the same period the total of 177 women participated in non-payroll activities was earning a total of Kina 88,500.00. For the covered period women directly and indirectly participated in the construction activities was earning a combined total of Kina 91,500.00

112. **Other Benefits** – For the second half of 2018, the customary land owners earned a total of Kina 137,969.00 or a monthly average of Kina 22,994.83 as royalties from the operations of the three (3) quarries for the project. Additionally, customary land owners earned a total of Kina 15,000.00 for land leases paid for the camp and other facilities located at Lagani Camp. Furthermore, local purchases of the contractor netted the surrounding communities a total of Kina 2,700.00 for the month of July to December, 2018. The contractor has also purchased other local construction materials from the locals at around Kina 1,200.00 and purchased other necessary items from the locals at around Kina 600.00 for the month of July to December, 2018.

7.0 REMEDIAL ACTIONS TAKEN

113. Based on the first half of 2018 semi-annual social safeguard monitoring report, there are some aspects that should be immediately addressed. There are also some aspects that require improvement to have a clearer picture of the benefits that are being derived from the subproject road. The following paragraphs contain brief discussions on the remedial actions taken on some of these matters.

7.1 SETTLING OF PENDING GRIEVANCES

114. During the covered period, HRMG has settled 1,145 genuine grievances as approved by the Grievance Redress Committees. A total of 455 grievances were discarded by GRCs through various deliberations and verification on site. All the genuine grievances were fully settled by HRMG as of March 28, 2018.

115. Payments were facilitated by HRMG safeguards officers including GRCs, representatives from Pangia District Administration and leaders of the affected wards. Deed of Release was signed by each DP in front of ward leaders. Also photographs face photos of each DPs was taken during the disbursement. Photos and a sample of signed deed of release is provided in appendix 5: Photographs and sample of signed deed of release.

7.2 MEANINGFUL CONSULTATION HELD WITH LOCALS

7.2.1 CONSENSUS REACHED WITH LOCALS FOR THE RELOCATION OF VILLAGE AT KM 28.680

116. A meaningful Public Consultation was conducted with the affected communities from Pubi-Paiyama Village at Km 28.680 which is situated in South Wiru LLG. The discussion was relating to the ceremonial ground and the surrounding villages that require relocation to pave way for the road project.

117. During the consultation, the locals have agreed that the village be relocated to a new location with assistance from the contractor in establishing the new ceremonial ground. It was agreed to during the consultation with locals that ADB-HRMG will meet costs for the relocation of the village. There are three (3) consensus reached during the consultation held with locals at Pubi-Paiyama Village and these are;

- i) The village will be re-located to a new location with assistance from Contractor in clearing the area;
- ii) The Historical Ceremonial area will be compensated at an agreed amount prior further civil works proceed within that area;
- iii) Grievances for missed out payment for Improvements within the vicinity of the ceremonial ground have to be settled by HRMG. The claims for missed out payment have totalled up to 205 which was confirmed on site by the ward leaders who are the GRC members. Claims have been submitted to HRMG officials during the consultation for further consideration and actions.

118. The proposal of in-kind assistance to affected communities as initially agreed to by few locals have been rejected and instead, they want the payment of compensation in monetary form for the loss of ceremonial ground and improvements that was not paid for during the initial payment of compensation.

7.2.2 Consensus Reached for Provision of In-Kind Assistance to Two (2) Schools

119. A Consensus has been reached with the representatives of the two (2) schools namely; Tunda Community School situated at Km 24.600 and Williame Primary School which is situated at Km 29.500 regarding the proposal of in-kind assistance to be given to two(2) schools in lieu of compensation payment for damages done to assets within the school perimeter.

120. The proposal of in-kind assistance was agreed to by the GRCs during the final GRC meeting held in Pangia District Office dated November 22, 2018. The two(2) schools will be provided in-kind assistance based on their preferences. Provided in the table below are some of the items which the schools have preferred respectively.

Table 10: Summary of Proposed Types of In-Kind Assistance for Affected Schools.

| School(s) | Nominated Projects |
|---|---|
| Tunda Community School Chainage 24+500 | 1) Providing Construction materials for construction of classrooms and houses for teachers; 2) Tuffer Tanks to be provided to cater water for the school; 3) Generators for supplying electricity services to school; |

| | |
|--|--|
| | 4) Providing permanent fencing materials to fence the school perimeter. |
| Williame Primary School Chainage 28+700 | 1) Providing Construction materials for construction of classrooms and houses for teachers; 2) Tuffer Tanks to be provided to cater water for the school; 3) Generators for supplying electricity services to school; 4) Providing permanent fencing materials to fence the school perimeter; |

7.3 SETTLING COMPENSATION ISSUES FOR THE 4.5KM ROAD SECTION

121. Compensation issues raised by aggrieved landowners within the 4.5km road section in relating to previous environmental damages done by local contractor are now before the Department of Works taking appropriate actions in settling them.

122. The valuation report as prepared and submitted by the private valuer was reviewed by HRMG as per the approval from Department of Works Headquarter and was resubmitted back to DoW HQ for taking proper action in settling the claims. This issue will soon be settled once necessary procedures are appropriately followed and completed. The brief will be captured in the third quarter social safeguards monitoring report of 2018.

8.0 FUTURE REQUIRED ACTIONS

8.1 Pending Issues

123. There are some pending matters on the implementation of the Resettlement Plan(RP) and these are ;

- 1) Settling claims for the relocation of the village and ceremonial ground at Pubi-Paiyama Village situated at Km 28.680;
- 2) Settling 205 grievances relating to missed out payments for improvements within the vicinity of Pubi-Paiyam area; The grievances have been endorsed by the GRCs and now before HRMG for consideration and further actions;

8.2 Implementation of In-Kind Assistance to affected Schools

124. Providing in-kind assistance to two (2) schools that will be affected by the road project. The road project traverses the school area. The schools are ;(a) Tunda Primary School at Km 26.400 and;(b) Williame Primary School at Km 29.500.

8.3 Implementation of Income Restoration Measures

125. Under income restoration measures provided in the RP, the tribes and the clans will be provided with three (3) bus bays with provisions of road side vending and three (3) waiting sheds that will provide temporary storage areas for farm inputs and outputs as well as road side vending areas. The timing of the construction of bus bays will be just after the sealing of the particular road section where these facilities will be located to ensure that these facilities will be undertaken in coordination with the whole road sub-project.

126. During the detailed design phase, there were already candidate areas where these bus bays and waiting sheds will be located. These were determined and confirmed through consultations with local leaders and through observations to determine the human traffic in these candidate junctions. Another round of consultations will be conducted to determine with finality the locations of these bus bays and waiting sheds. The proposed locations of these

facilities based on the approved resettlement plan are shown in Table 16: Proposed Locations of Bus Bays and Waiting Sheds

TABLE 16: PROPOSED LOCATIONS OF BUS BAYS AND WAITING SHEDS

| Location | Station | Service Population Area | Presence of facilities | Distance from Junction |
|---------------------|---------|---|--|---|
| Pondia Junction | 3+650 | Boundary of East Pangia and South Wiru LLGs. The interior villages have an estimated population of 2,000 residents. | Primary School Elementary School Aid Post Catholic Mission | 2 kilometers |
| Kaluwe Junction | 7+200 | Feeder road linking interior villages with an estimated 1,500 residents. | Kaluwe Primary School Catholic Mission Proposed Kaluwe High School | 1.5 kilometers |
| Kopela Market Place | 11+600 | Market place where residents of surrounding villages congregate | Market place servicing an estimated 1,500 residents | Villages located along the proposed road. |
| Wariko Market Place | 17+800 | Market place where residents of surrounding villages estimated at 500 persons congregate | Wiriko Aid Post Elementary School | Villages located along the proposed road |
| Tinda Road Junction | 26+200 | Feeder road linking interior villages with estimated 1,500 residents | Tunda Primary School Tunda Aid Post Council Chamber South Wiru LLG | Three big villages located in the interior around one Km from the junction. |
| Wiru Junction | 26+500 | Feeder road linking interior villages with estimated 1,500 residents | Elementary School Lutheran Church Catholic Church | 2 big villages situated in the interior of the feeder road. Circa 1.5 Kilometers. The interior village is the home of the Prime Minister. |
| Pupi Junction | 29+500 | Market place with many villages surrounding the road. Estimated population of circa 1,000 | Pupi Community School Elementary School Catholic Church | Other big villages situated some few meters away from the road |
| Williame Junction | 31+100 | Feeder Road linking interior villages with Estimated Population of circa 1,500 | Williame Primary School Proposed Williame High School Catholic Mission | Other big villages situated in the interior of the feeder road 1km away |

APPENDIX 1 – LIST OF REFERENCES

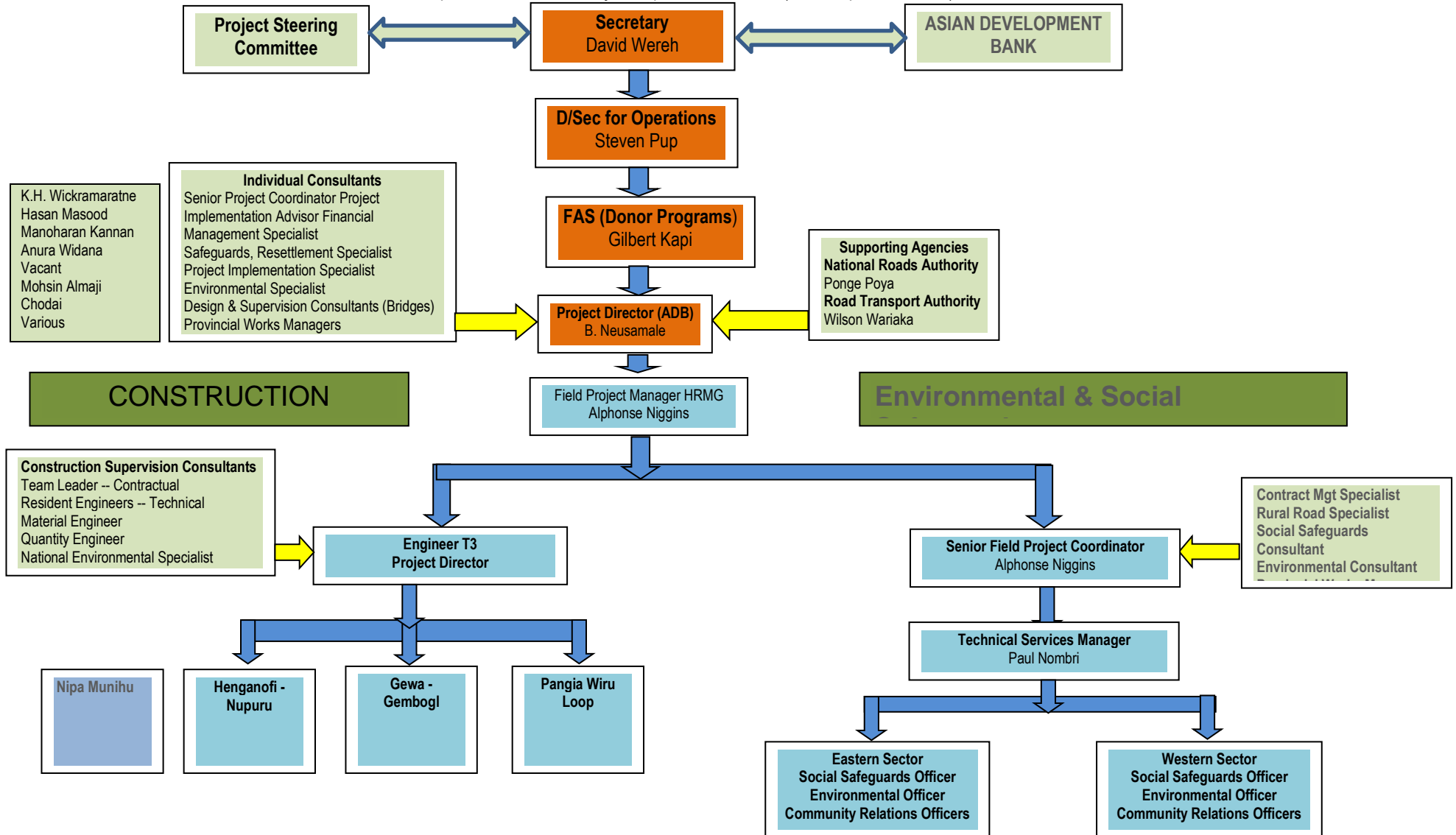
1. Resettlement Plan (RP) Pangia-Wiru Loop Sub-Project, March 2016
2. Initial Compensation Payment Completion Report, May 2017
3. Back To Office Report, December 10, 2018
4. Brief Resettlement Completion Report, June 2017
5. Contractor's Monthly Progress Report, July-September, 2018
6. Resettlement Completion Report, July, 2017
7. Third Quarter Social Safeguard Monitoring Report, 2017
8. Semi-Annual Report (January – June 2017)
9. Highlights of the fourth GRC Meeting (2017)

APPENDIX 2: -- LIST OF PEOPLE INTERVIEWED

1. Alphonse Niggins, Senior Field Coordinator, HRMG
2. Paul Nombri, Technical Services manager, HRMG
3. Mathias Awi, Social Safeguards Officer, HRMG
4. Garry Dum, Environmental officer, Pangia-Wiri Loop
5. Igantius Goiya, Project Engineer, PWL
6. Samson Wereh, GRC Chairperson and District Administrator, Ialibu-Pangia District
7. Nickon Toropia, Community Relations Office (CRO), Pangia-Wiru Loop Road Sub-project
8. Carlton Punupo, Community Relations Office (CRO), Pangia-Wiru Loop Road Sub-project
9. Patrick Kone, Office of Prime Minister, Ialibu-Pangia District
10. Jason Lapa, Kalane Ward Representative
11. Max Tiripi, Ward leader, Pubi-Paiyama Council Ward,
12. Fr. Francy, Williame Parish Priest, Williame Primary School
13. Michael Manu, Payama-Timbari Ward Leader
14. Albert David, Pupi Ward Leader, Williame Ward leader

APPENDIX 3:-- ORGANIZATIONAL CHART

Department of Works, Project Implementation Unit (As of September 2017)



APPENDIX 4: PHOTOGRAPHS



Image 4: Showing Public Consultation conducted by a HRMG environmental Officer, Mr.Garry Dum at Epiri Market Place (Km 27.200). Being presented are project related information and how to go about in addressing resettlement and environmental related issues.

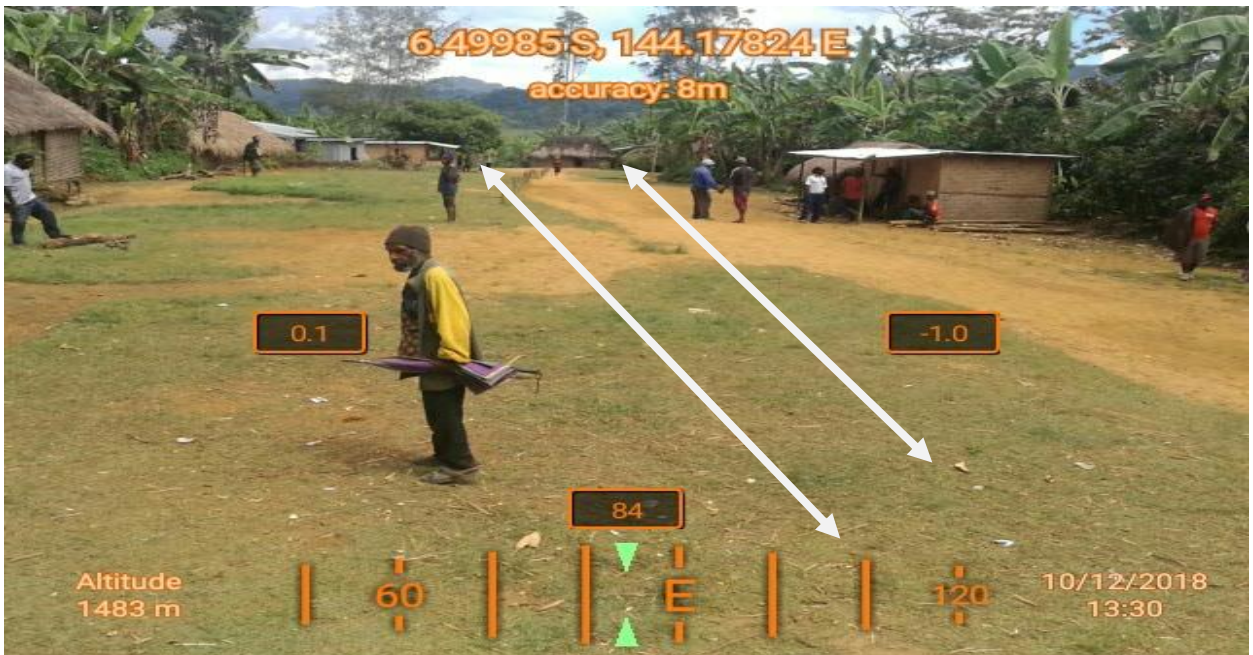


Image 5: Pubi-Paiyama Ceremonial Area with Surrounding Village. The above diagram illustrate where the road will traverse through the centre of the village and most likely it will scatter houses located on both sides.

Image 6: Roadside vendors selling betel nuts along the road subproject. Vendors have expressed contentment over



the road project as they now begin to enjoy the spin off benefits brought about by the road subproject.



Image 7: Image 4: Civil Works (Clearing and Grubbing) resumed yesterday (Tuesday, December 11, 2018) at Pubi-Paiyama area after the consensus reached between locals and HRMG during the discussion held on Monday, December 10, 2018. Locals have now agreed to allow the work to proceed. Pic. Courtesy of Site Engineer-PWL.