

# Mamara New Capital City Development Phase 1 Environment Impact Statement (EIS)

## Chapter 10: Built Environment and Socio-Economic Assessment



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## 1.0 INTRODUCTION

The socioeconomic component of the study comprises fundamentals that might have influential effects whether positive or negative and includes important elements such as built environments and economic conditions. Focus is particularly made on the impacts of the development on livelihoods, the physical environmental and natural resources as well as on what may be seen as the cradles of livelihood for the settlements within and the surrounding communities of the development area.

In this instance the conceptualized development plan is being confined to the area between the Poha River and the Mamara River in the east-west direction and from the coastal front within this two river systems to inland areas covering the immediate lines of ridges.

On a larger scale, the development ideas are a part of what is described under the legislation known as the Mamara-Tasivarongo-Mavo Development Agreement Act of 1997, wherein the agreement the Mamara-Tasivarongo-Mavo Development (MTMD) is allowed to develop, build, and establish international standard tourist resort, a marina, commercial centers comprising shopping and office complexes, commercial premises, public amenities and other infrastructures and facilities. It is given the right to also construct industrial precincts and residential estates with educational facilities and amenities, sports and recreation, and public parks and nature reserves with installed utilities to include potable water reticulations and electricity. Other structures and installations may be built which potentially include health and medical services.

Currently the proposed project is referred to as the “Mamara New Capital City” the name of which will be used at different points to refer to the same development in the rest of the report. The MTMD Act explicitly provided the Metropolis Mamara Development Limited as the developer of the estate. The Agreement itself is made between the Government of Solomon Islands, represented by the Minister of Finance, the Commissioner of Land and Metropolis Pacific Pte Ltd.





Fig. 1. Conceptual layout of the development

## 2.0 APPROACH

The socio-economic assessment report is part of a whole study that is being conducted to produce an Environment Impact Statement (EIS). The whole study comprises inputs from individual with vast knowledge in respective fields coupled with qualifications and experiences that ranges from health and socio-economic dimensions to extents covering climate and natural disaster risks and the physical environment to specificities including geotechnical and soils sampling, to water quality and sedimentation tests, coastal and marine sciences to flora and fauna identifications and geospatial applications and analyses.

The entire study involves field works and surveys with desk top reviews that provided the opportunity to identify relevantly recognized literatures and printed materials. This approach is applied to encompass a qualitative understanding about the proposed development and any potential risk to the development itself. From a social and environmental stand points, it is also to substantiate any probable effects that may be detrimental to the communities and people's livelihood, existing natural systems, or the current biophysical settings of the area, and one that is backed by quantitative information.

The report itself is structured to meet requirements as specified in the terms of reference for an EIS. The Environment Act 1998 stated that a Development Consent is required and can only be issued if an Environment Impact Assessment (EIA) is successfully carried out and submitted as per Section 17 (1) and under its Regulations 6 (Section1) and 7.

### 3.0 SOCIO-ECONOMIC IMPACT ASSESSMENT METHODOLOGY

Although one may describe “socio-economic” as relating to or concerned with the interaction of social and economic factors, in this aspect much focus is biased toward the economic activities that relates to various features of the overall development than the intrinsic social contexts which is separately covered in the Social Impacts sections of the study.

The development of this report is based on socio-economic information that is readily available and some of which have already been accessed as well as from suggestions and indications coming out from the social surveys that were conducted and the community meetings and workshops that were held. Specific consultations with identified individuals were also made.

A one-day traffic survey was also carried out although a comprehensive traffic information including sets of data analysis are available from the Ministry of Infrastructure Development under the Project for Greater Honiara Transport Master Plan Study under which a Progress Report was published in January 2020. The entire process is part of public consultations, information gathering, and data generation efforts towards the formulation of the report.

Additional personnel were recruited to undertake the traffic survey and the social surveys, whilst the community workshops were led by the team leader and supported by the socio-economic personnel of the study team.

Respondents and the participants alike have made very useful feedback from the surveys, including the individual consultations, and through interactions from the workshops. These are proven to be quite useful firsthand information as they provide for valuable assessments of the situation. They reflect the concerns and views of the affected population and the surrounding communities in order that a balanced view based on both quantitative and qualitative evidences can be presented, utilizing other information from the developer themselves and the government. The process offers an avenue to understand what may be at stake about current conditions and the overall development.

For the social surveys, a structured questionnaire was adopted whilst a modified template for traffic survey was used. These are found in the Annexes 1 and 2 to this report. The community workshops were organized through a simple agenda, the outline of which can be found in Annex 3.

### 3.1 Community Workshops

A total of three community workshops were conducted on the 1<sup>st</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> of July 2020 respectively at Lumbu (generally the Lela Beach), west Kakabona for two separate days and at Borosughu. Borosughu is located at the front ridges of the Poha communities at the western side of the river that borders the Mamara New Capital City land boundary. The list of participants that have attended the three meetings are provided in Annexes 4, 5, and 6.

A good number of attendees were present in the first day of the public consultation. It was particularly organized for the Tandai House of Chiefs (THOC) which according to local *Kastom* such treatment supposed to be the norm and protocol prior to entering further engagements with the people and the communities. Treating the THOC at first instances signifies respect to not just the House but the entire tribal groups and the people. In essence this treatment reflects on the value of the House also. At this point it should be noted that the development is taking place on land that was previously under cultural custodianship prior to legal acquisition during the era of the British Solomon Islands Protectorate. In fact, the entire land culturally referred to as 'Ta-wtu' or Mamara Plantation was originally purchased by Karl Oscar Svensen, before conveyance and lease to the Lever's Pacific Plantations Pty. Ltd and thereafter held by different planters and managers.

Most of the represented Chiefs from the various tribal groups have expressed that it was their first time to have attended such important consultative meeting. It seemed that none of them were aware of such important step in the national development process, and more especially in the case of the Mamara New Capital City. They have spoken of appreciation.

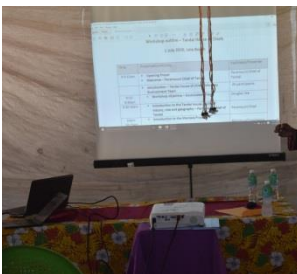


Fig.2  
Community Consultations



Fig.3



Fig.4



Fig. 5

There were a lot of questions raised and it included one on the legality of the development which was already occurring in contradiction to what was required by Law (for an EIA be done prior to development taking place). This situation was however explained that in previous initiative under the same developer there was already a Public Environment Report (PER) produced and that from which development consent was issued. However, now the scope of the development has changed and requires a detailed EIA as any altered development designs could potentially have differing detrimental effects, hence the need for an EIS.

In the meeting, there was general opinion that the government should have arranged for benefits in terms of dividends or percentage of shares to the original landowners. They further pointed out that the Agreement was done without knowledge of land-owning tribes and they hinted that perhaps responsible individuals and authorities should seriously investigate the matter.

At the THOC meeting it was appreciative to note that there were women representatives from the chiefly lines that were in attendance and gave voices.

The second day of workshop was also held at Lumbu and this time it was for ordinary community members within Kakabona and was open to women, youths, and the elderly and vulnerable. It was noted that some of the information presented in relation to what the developer has done so far were disputed, particularly in the case of compensation and repatriation. It was mentioned that there was no actual repatriation taken place but only compensation. And whereas the compensation rates for crops, for example were far below imagination, they explained.

There were sentiments expressed on the part of the government's role in such development. They reminisced on previous promise by the peace and reconciliation team from the responsible ministry where as they put it would engage and arrange for reconciliations to take place between the entire communities of Kakabona right through to Visale and the Government for damages caused during the civil unrest that occurred about twenty years ago. The Chairman of THOC who was also present in this meeting claimed that they were asked to get prepared and establish budgetary costs to cater for this and which they did but only to no avail. They recalled that the social unrest and the ensuing plights were triggered by sensitivities over land and this should never be repeated. From this moment on all it would take was for the government to be up front and deal fairly with all her people, referring to reconciliation ceremonies that have occurred at various places on Guadalcanal and other provinces. They claimed that if the government was sincere with the people in terms of development, then they should address any outstanding issues so people can be free and settled and thereby welcome new opportunities with open arms.

On the third consultation that took place at Borosughu village, participants similarly expressed their appreciation for most of them have not known such important involvement in the development requirements under legislation. Most have expressed similar sentiments and again the issue that stood out was in connection with land. Some have claimed that the land boundaries under the development seemed to have been extended and now some of their built homes fall within their border. This happened only lately following a recent boundary survey by a contracted survey firm. At Borosughu, few have spoken of where neutrality lies with the consulting team, the developer, and the government. They have uttered warnings about preferential treatment of the report (EIS) where chances may be towards the developer than the communities. This concern was clarified and later they spoke of any later opportunities to further deliberate on the issues and especially following the presentation of the finalized report.

The consultation meetings were a success as participants appreciated the efforts by the team and that they look forward to similar engagement in the future should any new development comes up.



### 3.2 Surveys and Interview

Surveys were conducted from 27 – 30 June 2020. This covered areas from the Turtle Beach to the tiny plane in of Mamara, to Borosughu and Takilori and other nearby settlements, including those on the LDA (Livestock Development Authority) land. Over forty individuals of both sexes were interviewed. Besides obtaining household information, the questions to the respondents range from economic information in relation to livelihood and facilities used at each household, as well as household expenditure to labor and employment opportunities.



Fig. 6 Conducting household survey

On the social aspects more of the questions were concerned with opinions on the proposed development and looked into human attitudes and whether the individual is in agreement with the proposal and if he/she approves the proposal to build 1234 houses, to opinions on potential impacts or benefits on health, education, general security and safety, transport, water supply, electricity, and sanitation. The questionnaire also sought the opinion of how the development might affect people's livelihood, and its effect on taboo sites and cultural heritages, and whether they think there might be positive opportunities. It further sought for how it might affect women, children, the elderly, and people with special needs. And finally, it also allowed for respondents to provide their recommendation. The responses from the interview are being used in the various discussions that follow.

The one-day traffic survey was carried out although a comprehensive information including sets of data analysis is made available through a Progress Report which was published in January 2020 by the Ministry of Infrastructure Development under the *Project for Greater Honiara Transport Master Plan Study*. There result has been used to describe the traffic situation in the area at the present time and how the situation might be during the phases of construction through to operationalization once the development has been completed.

### 3.3 Women's Participation

During the workshops there were several women that have attended. It was notable that one woman attended all the three community sessions and was an outspoken lady. In the first meeting she pondered with several questions, firstly in relation to benefits and she asked what some of the benefits to the communities within the vicinity of the development may be. She remarked with concern that the community or tribal representatives were never a party to the MTMD Agreement. She also saw that the compensation payment and particularly the price tag to each type of crop was beyond imagination where at one previous case, the developer offered, for example, \$10 per mount of cassava. This was later reduced to 22 cents per mount. She pronounced it as inhumane and no common sense used. Also, in the first workshop an old lady who happened to be the spouse of the Paramount Chief had spoken up through translation to total disagreement with the development. However, no clear reasons or justifications were given as to her opposition to the development.



Fig. 7 Women participation

Others have spoken with shared views on proper processes that have never been followed - to mean that the communities, tribal authorities, and original landowners were never been afforded any courtesy. That came with an underlying statement that described the welfare of their children now being at greater risk when developments of this massive size occur without any regard to the tribal communities. At least someone should have given consideration and look at how to remunerate the communities and original land-owning groups through a benefit sharing mechanism.

## 4.0 CURRENT BUILT ENVIRONMENT – MAMARA NEW CAPITAL CITY

### 4.1 Traffic Flow

The traffic survey was conducted on Tuesday 30 June 2020 between the hours of 0600 to 1800. The count was to establish a dataset that might be indicative of the traffic volume in the development area at any given period and to understand how heavy the road usage was going to be. The count has taken into consideration both directional flows (east and west). The day saw a volume of 448 of all vehicle types. Passing pedestrian were also considered and was shown as only 43 people throughout the day. Cars seemed to have been the most popular vehicle type throughout the hours followed by four-wheel drive vehicles and then standard buses.

In contrast, the Project for Greater Honiara Transport Master Plan Study, made a count of 1,500 vehicles on 19<sup>th</sup> of June 2019 over a period of 14 hours in the area. Between the two counts, it may

be deduced that traffic flow over the area in any given period could be as low as 448 or below or as high as 1,500 or more vehicles per day, depending on which day of the month in a calendar year.



Fig. 8 Main road – project site

## 4.2 Road and Bridge Infrastructures

The only road infrastructure that exists is the present tar sealed road from Honiara that passes through the development area reaching as far as Lambi and which dissects the coastal section and the inland lots. The road was built many years ago and it is currently highly subject to wear and tear from usage compounded climatic and weather conditions. At different periods in the past the road has suffered maintenance problems. Most of these problems were attached to funding availability and contractor responsibilities.



Fig 9 Current Mamara – Poha tar sealed road

There was a low overflow bridge on Poha River which was highly subjected to blockages from debris during flood events. The flood which occurred in 2009 that saw one of the highest rainfall records for Honiara, the western end of the bridge got ripped off cutting off traffic. Following that a temporary detour was constructed and later the existing bridge was built which is raised to a height to withstand any current flood heights.



Fig. 10.



Fig. 11

Fig. 10.and 11. Shots of the current Poha Bridge taken from riverbed and aerial vehicle

### 4.3 Storm Water Drainage

There are no existing storm water drainages within the development area. All along the natural flows from the Poha and Mamara Rivers have acted as the natural suction for storm water over the area. However, at time when rivers, especially the Poha breached its banks any outflow of storm water is disturbed. The Mamara River, however, has had no history of being heavily flooded to destructive forces and so has always remained as the natural suction system. Besides these two river systems, there is a wetland about an acre in size at the foothills to the east of the Mamara River that allows surface water to infiltrate.



## 4.4 Bus Stops and Vehicle Stop Bay

The only road infrastructure leading from Honiara has no proper bus stops and vehicle stop bays. The current practice for vehicles is to stop at anywhere convenient along the road. If it is a public transport it depends also on onboard commuters where they wish to get off. Once he or she makes the signal drivers seemed to make the stop at any moment of will. The installation of temporary market huts along the road causes passing vehicles to stop at those spots to buy products from these market sheds.

## 4.5 Building Structures

At present there are no completed permanent buildings erected on the site. The initiatives by previous



Fig.12. Ariel photo of entire Poha and Mamara rivers and Wetland



Fig. 13 Poha River to east of the development area



Fig.14. Wetland at the development area



Fig.15. The Mamara River to the west of the development area

contractors under the same proprietor could not proceed to completion for reasons only known to the developer. At least five structural frames of near completed two-floor residential homes under a previous plan were erected. After a spell, with no activity at all by the developer, vandals went in and loot the buildings, remove materials, and cause destructions and only the concrete body frames remain. The images of these built frames are shown below in Figures 17 and 18.



Fig. 17



Fig. 18

Currently work is underway to construct a temporary on-site office complex for operations during the entire construction phases. The complex is mainly of prefabricated modular materials brought in from China and erected on site.

The site was firstly backfilled with crashed porous limestone. Where buildings are constructed, concrete casts were first laid before rigid bottom plates are installed where all other sub-assembly components are fixed then on.

As one stands on the existing main road there is clear view in all directions as the land has been cleared and earth work rolls in to back fill the entire low land areas known to have been engulfed with flood waters during heavy rains in the past.



Fig. 19  
Temporary Office Complex



Fig. 20



## 4.6 Electrical Power Lines

The current public electricity lines end at the eastern end of the Poha bridge and as such there are no standing power poles within the vicinity of the development site. Solomon Power which has jurisdiction over electricity production and supply for Honiara and other provincial centers confirmed that at present there are no immediate plans to extend the lines beyond Poha bridge, even if it's in the best interest of the utility supplier. Any development to this end requires consultations with potential stakeholders and communities beyond the development area.



Fig. 21 Power poles ending at Poha

## 4.7 Water Supply and Sanitation

There are at present no water reticulation system within the entire development area and there are no proper sanitation facilities evidently available within the proposed development site. In terms of hygiene, majority of the communities use their natural way of defecation and other sanitary practices. They tend to use the *bush* often. Currently all settlers and nearby communities fetch potable water from the Mamara River using containers and this seem to be one of the dominant issues amongst the affected communities during the consultations.

On the other hand, there is evidence of sanitation facilities being installed at the temporary office complex with septic and sewage systems being laid. This would not come without the installation water supply system within the office complex whether directly from trapped rainwater or from other sources.

## 4.8 Jetty, Log Ponds and Ports

There are no jetty and port facilities within the development area except for an old log pond at the eastern side of the Poha river-mouth. There rests some old junks of log trucks and other equipment, rotting logs, and even an old tugboat which has been washed up the beach and rusting away. Such tugboats have been commonly used for towing and moving landing barges when transporting round logs onto cargo ships and when moving machineries.



Fig 22. Ariel view of the Poha riverfront log pond.

## 4.9 Communication Infrastructure

In the vicinity, there are no existing communication facilities or infrastructure installed. However, mobile phone networks are reachable and operational at the site. As such phone calls and internet service utilizing data packets are available. The closest telecommunication tower is known to have been installed on the hills above the Savo Market in the Tanaghai area west of White River.

## 4.10 Recreational Amenities

No recreational amenities exist in the area. Recreational activities are confined to the beach and shorelines and amenities to accommodate basic sanitation needs are not there, though effort was made by very few who run beach parks with the use of temporary huts that fell apart only within a short period. Often these are unhygienic as they were not being well looked after.

The Mamara River itself is a huge attraction for those living in Honiara and the vicinity. On weekends the river gets packed with vehicles and people going for swim in the river. There are those from town that also bring their laundries for washing in the river.



## 5.0 CURRENT ECONOMIC CONTEXT – MAMARA NEW CAPITAL CITY

### 5.1 Infrastructure Facilities

There are at present no permanent economic infrastructure facilities installed in the development area to support the operation and development of other sectors of the economy locally and broadly. Makeshift huts can mostly be found along the main road that members of the communities built for themselves to support their daily activities of selling garden/farming produce and other commodities. However, following the eviction exercise, most of these huts were being pulled down. One that is still standing is that at the entrance to the LDA. Most of the crops sold at the huts are grown on land around the development area as well as on nearby customary areas.

### 5.2 Land Use

Land use practices are mainly in relation to food gardening, where allotments are established for growing different food crops at different times of the year. There is land that have once been built with dwelling houses and following eviction orders most houses have already been pulled down but there a few that remains standing. There are also portions of land that have been established with betel nut plantations. These are mainly found in the inland areas at the footing of the hills and mountains behind the plane. Small household piggery have been established in few cases by very few households for income generation and there are small holder poultry farms by few settlers within the development area prior to them being evicted, while village chicken is grown here and there by settlers and the nearby communities.



Fig. 23 Betel nut plantation

The river systems (Poha and Mamara) are being treated as part of land use due to the livelihood certainties connected with them.

The rivers have been well utilized for growing water cress, fishing, washing and for cooking and drinking. This may be particularly so for the Mamara river while the Poha river at time gets dried up during long drought periods and too often used only for fishing and washing.

### 5.3 Use of Forests and Other Natural Resources

The development site used to be a coconut plantation. It is assumed that conversion to plantation probably occurred towards the late nineteenth century when traders came and bought land (e.g. “Ta-wtu”) for establishing coconut plantations. As such the land has had no forest for very long periods of time. Over time trees and other species of forest vegetation grew but particularly in the inland areas towards the slopes. It is described that the immediate land at the slopes and further in provided forest

landscape that people depend on and use from time to time especially for timber and wood stocks for local houses. However, it is unclear whether people have used the forest within the rear vicinity for greater commercial use.

At the plane raintrees were commonly found as re-growth. All of it were already pulled down and cleared for the development.

There are no other known significant natural resources, except for the water source that provided water and livelihood nourishments and the soils for food gardening.

## **5.4 Fisheries**

There are no fisheries facilities and no other forms of fisheries operations in existence. However, people have been using the rivers to harvest different species such as freshwater fish and prawns for livelihood and where at times they sell them freshly or cooked for small income. Likewise, there are those that even go out to fish in the ocean waters. There are methods of fishing they use such as the gill nets, spear fishing and lines and lures.

Fishing is mostly practiced on subsistence basis other than commercial. However, depending on circumstances people at times go to hunt and fish for consumption and at other times to get small income. Fish when sold fresh is at \$18.00 a pound or at times priced according to sizes and heaps ranging from \$20 to \$100 or above if bigger.

When sold as cooked food they range from \$35.00 to \$60.00 or more depending also on the sizes and are normally provided with starch (cassava, potato, or rice) and small amounts of vegetable.

## **5.5 Agriculture**

There used to be the Livestock Development Authority that was responsible for raising animals for the supply of meat products including pork, beef, chicken, and duck at the location below the foothills of Borosughu. This is to the west of the Poha River and bordering the Mamara New Capital City development area. A large abattoir was installed as part of the livestock facilities. The entire establishment was ruined to the ground following the social unrest that devastated the country from 1998-2003. Following the event there is currently no major agricultural facilities available.

However, communities continue to strive and make living. Households need to sustain themselves whatever the situation may be. So, there are agricultural produce being grown. In terms of crops, what communities produce and sell mostly include sweet potatoes, cassava, slippery cabbage, and other garden crops. Fruits such as mango and vegetable crops are available at different times, depending on the season. Sweet potatoes and cassava are sold at a price per heap. For potato, a heap would consist of around 6 to 10 tubers depending on size of each tuber. Likewise, cassava is sold at around 8 – 12 tubers per heap depending on size. Both are normally sold at \$10 per heap. So, for 10 heaps a farmer can earn \$100 each for potato and cassava. Mango is sold normally at \$2 - \$5 per fruit depending on size. If there are 50 fruits, then the farmer can earn between \$100 and \$250. However, mango is seasonal and so it can be found mainly during its season. Slippery cabbage, *Abelmoschus manihot* Medicus, is a perennial crop that is common to many Solomon Islanders and so is commonly grown as well in the area. It is sold at \$10 a parcel. A parcel weighs around 500g to 1kg and so if the farmer has 20 parcels it could likely earn him/her \$200 at the end of his/her sales.



Fig. 11. Watercress beds at Mamara River.

Watercress is one crop that earns a lot of income for those households involved in growing it. As watercress grows only on damp and moist places and even on water, the Mamara River has been utilized commonly for this. They use a technic which is like anchored rafts where lines of beds are built on the water using floatable material such as bamboo. Tiny cresses and most importantly their roots are held on these beds. Their roots spread quickly and eventually newer suits sprout and over time the beds become filled with this salad crop. Watercress beds can be found in the upper section of the river towards the source spring. The Mamara River itself is more than a kilometer to the spring from its mouth. Watercress is produced at around 50 to 100 parcels during each harvest and sold at \$10 a parcel. Each parcel is estimated around 200-300 grams. So, for each harvest this equates to some total weight of around 10kg to 30kg which makes for overall income of \$500 to \$1000 per harvest.

<b>Part of Survey Result on Income</b>		
<b>Count</b>	<b>Income Source</b>	<b>Amt/ Wk</b>
1	Betel nut	400.00
2	Betel Nut	400.00
3	Betel nut	500.00
4	Betel nut	500.00
5	Betel Nut	600.00
6	Betel nut	700.00
7	Betel nut	800.00
8	Betel nut	900.00
9	Betel Nut (bags)	900.00
10	Betel nut	1,000.00
11	Betel Nut	1,000.00
12	Betel nut	1,000.00
13	Betel nut	1,000.00
14	Betel Nut (bags)	1,500.00
15	Betel nut	1,500.00
16	Betel nut	1,500.00
17	Betel nut	1,500.00
18	Betel Nut	3,000.00
19	Betel nut	5,000.00
20	Betel nut	16,000.00

Table 1. Source of Income – Betel Nut

dollars. There is a household that indicated a value of 16,000 dollars which may be treated as dubious, though it could happen if large amounts of bags are sold when demand is extremely high and the produce is low in supply and which often influence the market price to go high and could be just a one-off sale in a given period. Sales with such income also reflects the commodity being taken in from the plantation’s sources from outside the development or the surrounding communities.

## 5.6 Tourism and Recreation

Like with other sectors, there are currently no major well-established tourism related setups within the area. Settlers and the so called “keepers of the place” have cleared areas along the beachlines to accommodate people and the public at large who frequent the western coastal planes for picnics and leisure, and those on sight-seeing.

They normally charge fees to enter the various picnic spots that ranges from \$40 to \$150, depending on the type of vehicle. They seemed to have been making fortunes to some scales. According to records obtained from one of the collectors at one point he collects over \$1500.



At turtle beach alone, which is part of the overall MTMD Agreement but not include in the current Mamara New Capital City development plan a number of families have organized themselves to collect fees from picnic goers and customers in the area on rotational basis. A household have provided their record of income over different periods. At occasions they collected the following sums at different periods: \$1,910.00, \$1,720.00, \$1,130.00, and \$1,320.00. Unfortunately, although they kept such records, they do not seem to indicate the different dates to understand when these fees were collected or which month. Sample of the records are in Annexes 7, 8, and 9.

In the vicinity, the Poha Cave or Vatuluma Posovi as is known in the local language used to be a tourist attraction. It got support previously from the Ministry of Culture and Tourism who built small infrastructure such as the walls of perimeter fence and graveled pathways and steps to the cave entrance.

HH income (\$)	Number of HH	%
0-200	2	4.55%
201-500	1	2.27%
501-800	2	4.55%
801-1300	7	15.91%
1301-2000	8	18.18%
2001>	24	54.55%
	44	

Table 2. Income by Class

Leaf huts for resting were also built within the cave area. Unfortunately, no information is available as to the income made from visitors to the site as currently it is non-operational due to disputes over management and ownership.

## 5.7 Other Industries and Income Generation

At the present the land is bear flat following some clearances that had happened earlier during the first construction efforts, and now with the current work to carry out all land preparatory work including the major task of backfilling the large area. No forms of other

industry exist. However, in the past there used to be gravel extraction in the Poha River for road construction and whereby landowners make income from. Apparently, this is no longer the case and no information are available as to the fees and charges for such extractions in the area. Formal employment as such from other industries is not available within the whole area. Nevertheless, people have made efforts to make earnings.

In a simple analysis based on the conducted surveys of forty-four respondents who are assumed to be representing different households, twenty-four of them indicated their income to be above 2,001 dollars per week. Eight responded as having earnings between 1,301 – 2,000 dollars, while seven have shown income that ranges from 801 – 1,300 dollars and the rest with income at 800 dollars and below.

The incomes are generally based on agriculture, betel nut sales and earnings from recreational. However, the case is only true for certain households and though a majority, there are those that find it difficult to make good earnings toward any improvement in their livelihoods.

## 6.0 POTENTIAL SOCIO-ECONOMIC IMPACTS FROM THE PROJECT

There may be adverse impacts caused by the activities associated with the development. The construction is known to be rolled out in phases and so impacts are being sorted into three stages. These are; pre-construction, construction, and operational phases.

### 6.1 Development Phase 1 (Gravel Extraction and Backfilling)

Several settlers have settled in the exact site for the development. To start work on the site the land must be flawless and clear from risks and hazards that may arise from activities relating to earth works during the land preparatory stage. Risks and hazards in this regard are associated with human lives, their wellbeing and properties being affected. The current work now involves cutting and scraping of sloping hills and using that earth to back fill the low-lying areas at the planes. Notably, forms of work relating to felling and general clearing of trees and vegetation particularly at the plane areas for backfilling has already been done prior to this study.

In this phase and following the eviction of most of the settlers many have found difficulty in terms of access to farmland and their common income generating activities such as selling of garden produce and cooked food on the makeshift stalls. The opinions provided through the community consultations and interviews were of the view that the development is of disturbance to their wellbeing including their social and economic statuses and thus have psychological implications.

#### 6.1.1 Agriculture and livelihood

In context of this phase, there are already some negative consequences to income generation. For example, there are no longer those installed makeshift huts for selling goods and agricultural produce and that they could no longer grow broiler chicken and feed pigs. The development has caused them increased cost on transport now that they must travel further distances if say travelling by taxi to their homes. Some of the settlers have shifted further inland while others just had to return to their original villages some of which were described to be in the Whether Coast of Guadalcanal. For those that must leave the place entirely it may be a total loss in terms of using that place to make incomes as compared to when they were not yet evicted.

#### 6.1.2 Income and Wellbeing

Those that make income from the temporary beach parks at the current development site have already encountered less or no income. The situation could develop into increases in dependency syndrome where in a broader scale the country continues to face and kindled by the infamous schemes such as the constituency development funds operated at the prerogatives of politicians. The rippling effects would include education of children becoming affected due to less or no money to support them to school and health could be affected as less income could cause hardships to get to clinics or hospitals and as a result welfares would become diminished.

## 6.2 Development Phase 2 - Roads, Drainage and Building Construction

Very similar effects as that of pre-construction will be felt during this phase, as people have already moved and remain as and where they are, though a family is still located in the central eastern bit of the development area despite efforts to evict. There is already the impression and expression that the development would not bring them any proper remuneration or better lives.

### 6.2.1 Employment Insecurity

They talked of themselves being going to be badly affected as there is evidence that there will not be much opportunity in the employment sector. This sentiment is clearly voiced during the community consultation. They expressed that most of the building structures would be prefabricated in China and that there would be Chinese workers coming in to do up the construction just like in other cases on Guadalcanal and elsewhere in the regions. This has been confirmed by the developer. There is evidence that current work to erect the temporary office complex employs a workforce of people other than those from the communities.

Large construction activity will focus on erecting one thousand, two hundred and thirty-four residential homes (referred to as the *1234 homes*) of three different designs at three separates but closely attached allotments. It will also involve the constructions of network of roads within the entire development land. There will be the installation of utilities such as water supply and electricity as well as the installation of water treatment facility to cater for sanitation and health requirements. Please refer to the section on *Description of the proposed development*.

### 6.2.2 Access to Amenities

There will be restrictions and access to water especially the Mamara River source may be limited. The developer has planned to erect a perimeter fence to restrict by-passers or intruders to the construction areas. The developer, however, has pointed out intervals such as during lunch hour for example when workers will take spell and the access through the work area become available. The same is applied at the end of each day and at which time access to the water source is also permissible.

There are already some negative consequences to income generation in the first stage. The condition could develop into increases in poverty and most especially with combine impacts.

## 6.3 Operation Phase (Operation of Residential, Commercial and Supporting Utilities)

During the operationalization stage the residential houses will begin to be occupied. Population of Mamara New Capital City is expected to be rapidly increased over short periods. This is when commercial districts including shopping centers will become operational and service such as health, education and even recreational and sports will become available.

## **7.0 POTENTIAL BENEFICIAL IMPACTS FROM THE MAMARA NEW CAPITAL CITY DEVELOPMENT**

Potential benefits would likely come because of population increase and so as the availability of services leading to demands and opportunities such as on: job and employment; market access and entrepreneurship (for farmers and fishermen, businessmen and others); increase in land value; improve transport services; access to utilities (electricity and water supply); improved infrastructure (roads, bridges, and wharf, later according to plan); operation of shopping malls and business centers; sport facilities; education facilities; health facilities; recreational areas; green space and urban parks and more.

### **7.1 Access to Electricity**

Although it is not clear whether the Solomon Power would play a role in electricity supply to the development when in operation, the developer has confirmed the installation of the City's electricity generator to produce power to the capacity of 5000 Kilowatts. Electricity supply to nearby communities, though not immediately known at this stage, could be extended provided relevant authorities gives approval. The Electricity Act 1969, Part IV: Supply of electricity license required for use of installations contents of licenses Section 30 and Regulation, and Part VII: Application for supply of electricity, Section 32 provides for electricity production upon successful application by the producer. The developer has confirmed their willingness to this regard. It is part of their development agenda – to bring development benefit not only to the established city but to share such benefits with nearby communities through established schemes or mechanism.

### **7.2 Increase in Employment Opportunities**

Although it is highly likely that there will be foreign construction workers, especially from China, chances still exist for local people to be employed, as compared to no development and construction taking place. The current work to construct temporary office complex for example, already saw the engagement of local people to support them in putting up the prefabricated buildings. Unfortunately, the current wage packages for the local workers are not known.

Greater employment opportunity is deemed to occur during the operational phase of the project. Section 7.7 describes further some of the opportunities relating to employment.

### **7.3 Improved Education and Skills**

Skills development and improved education is likely to occur from beginning of the project as locals engage in the construction, they will for sure learn new construction techniques and gain knowledge



on structural designs and as is known, nationals are always good in learning-by-doing. This is almost like a natural gift. In the operationalization of the development many new or incumbent entrepreneurs will gain or develop skills in businesses to include management and finances and other innovative skills development.

Education will be boosted following the establishment of education facilities that goes along with sports and other amenities. The plan is to establish secondary school and has the prospects to upgrade to or establish university branches are high if relevant authorities have keenness to lead this development during the operational phase.

## **7.4 Ecotourism Opportunities**

Though there is still no concrete design plan for commercial buildings and hotels, the developer has sets of pre-designed models that can be followed and where additional hotelier investors, in the case of hotels, could join and take up the project. When arrangements are well in place and implementation begin through to operation, areas of natural interest and other tourist attraction facilities will be promoted through plausible means. To this regard, there is high opportunity to reopen and promote the Vatuluma Posovi to a newer scale.

## **7.5 Population Displacement or Resettlement**

During eviction, repatriation, and compensation process, it was noted that some of the information presented in relation to what the developer has done so far were disputed, particularly in the case of compensation and repatriation. It was mentioned that there was no repatriation taken place but only compensation. Whereas the compensation rates for crops, for example were far below imagination, they explained.

Nevertheless, records show that compensation payments were paid out to squatters, settlers, and farmers. In 2013, a total of \$688,898.69 was made to these people and again lately on 12<sup>th</sup> of May 2020 an amount of \$96, 626.37 was paid out for property claims.

Further records have shown that actual payments were received with affixed signatures by individuals in 2013 with amounts ranging from few hundred dollars to more than twenty thousand dollars per person. Again, in May 2020 the paid-out compensation to individuals is confirmed by affixed signatures that show amounts ranging from few hundred dollars to ten thousand dollars and above.

## **7.6 Improved Roads and Accessibility**

It has been confirmed that the entire development will consist of network of roads that will be meshed to cater for proper accessibility to the various quarters and sections and zones in accordance with the designed plan. All the roads will be tar-sealed and will be constructed to various road widths. The current main road will be maintained to 30m width, while there will be a 20m, a 15m, and a 12m width

road. Hence, greater access to homes, business districts and services will be guaranteed through the modernly designed road network.

## **7.7 Local Financial Capitals and Participation in Economic Development**

There is likely to be an influx of foreign workers which will change the demographic characteristic of the place. As there will be job opportunities employment scale is expected to tip upward especially during operation phase which would give rise to market access and opening prospects for entrepreneurship (for farmers and fishermen and others). The project allows for economic development alone to proceed. It was described that even with a small level of economic growth it can facilitate higher living standards and an improvement in life expectancy.

The constructed facilities and installed systems will be upheld to bring upward changes to education standards, literacy rates, to realized proper environmental standards, including availability of housing and the quality of housing, access to improved health care and increase in per capita income, all of which are examples of economic development. Probabilities are high for land value to increase, not just in the development area but all those customary lands that are in the proximity. Transport services will likely be improved due to the better road systems. Financing of economic development could take place more than before through loan programs. And with the Development Bank of Solomon Islands now re-opened, financial schemes and formulated packages are already available to support economic growth.

Local economic development has been one of the most important ways of decreasing poverty. Local economic development must aim to create jobs by making the local economy grow. This means that more businesses and factories should be started in the new capital district. These are but the basic idea attached to the proposed Mamara New Capital City.

## **7.8 Potential Project Benefits for Women**

Women and particularly in the Solomon Islands are caught within the culture and tradition that gives rise to gender segregation where gender roles are pre-demarcated. In a changing world where recognition is now given and promoted to ensure effectiveness through gender mainstreaming, opportunities should be offered to support women in development. So, as in an open market woman can openly participate thereby empowering them take part in economic growth and wellbeing.

## **7.9 Remunerations and Project Benefits**

Besides other direct benefits such as from utility supplies, a Cabinet Paper is being developed to establish percentage shares of proceeds from land rentals on the development area. It has been agreed on principally that 50 percent of the proceeds will go to the Government, while 30 percent will be distributed to the land-owning groups and 20 percent will go to the development council. The Ministry of Commerce, Industries, Labour and Immigration which currently provides secretariat roles to the Development Council through the Investment Division is responsible for developing the Cabinet Paper.

## 8.0 IMPACTS AND MITIGATION MEASURES ON MAMARA NEW CAPITAL CITY

The table below describes the impacts that may likely occur in response to the development stages of the project. Where there are impacts, mitigation measures are identified to counter any risks or to reduce or even avoid impacts from short to long term standpoints. Positive impacts are also identified

Development Phase	Potential Impacts/Risks (-/+) in respective fields e.g. climate Change, water quality	Mitigation Measures (corrective actions that can be taken to minimize or reduce impacts or risks)
<b>Development Phase 1: Gravel Extraction and Reclamation phase</b>	<ul style="list-style-type: none"> <li>Less or no income from market sales due to closure of stalls</li> </ul>	<ul style="list-style-type: none"> <li>Allow market stalls to be built at designated spots where vendors can continue selling</li> </ul>
	<ul style="list-style-type: none"> <li>Less agricultural produce for sustenance and income as people have less or no access to land</li> </ul>	<ul style="list-style-type: none"> <li>Allow/secure land for agricultural farming within designated land allotments or water lines.</li> </ul>
	<ul style="list-style-type: none"> <li>Dependency rate increases due to less income</li> </ul>	<ul style="list-style-type: none"> <li>Ensure employment opportunity for locals for e.g. percentage quotas for different skills area.</li> <li>Allow for alternative income generation such as by allowing/securing land for agricultural farming within designated land allotments or water lines and allowing market stalls to be built at designated spots where vendors can continue selling</li> </ul>
	<ul style="list-style-type: none"> <li>Less or no money for health and education due to closure of sources of income generation</li> </ul>	<ul style="list-style-type: none"> <li>Ensuring employment opportunities for locals</li> <li>Allow for alternative income generation such as by securing land for agricultural farming within designated land allotments or water lines</li> <li>Allow market stalls to be built at designated spots where vendors can continue selling</li> <li>Provide free transportation to nearby clinics</li> <li>Education scholarship for affected households</li> </ul>
	<ul style="list-style-type: none"> <li>Welfare diminishing because of poor wellbeing effectively caused by less/no income and less/no access to farmland</li> </ul>	<ul style="list-style-type: none"> <li>Increase employment opportunity by ensuring employment opportunities for locals</li> <li>Allow for alternative income generation by securing land for</li> </ul>



		<p>agricultural farming within designated land allotments or water lines</p> <ul style="list-style-type: none"> <li>• Allow market stalls to be built at designated spots where vendors can continue selling</li> <li>• Provide free transportation to nearby clinics</li> <li>• Education scholarship for affect households</li> </ul>
<p><b>Development Phase 2:</b> Roads Drainage and Building Construction</p>	<ul style="list-style-type: none"> <li>• Less or no income from market sales due to closure of stalls</li> </ul>	<ul style="list-style-type: none"> <li>• Allow market stalls to be built or provide formal market/vendor facilities</li> </ul>
	<ul style="list-style-type: none"> <li>• Less agricultural produce for sustenance and income as people have less or no access to land</li> </ul>	<ul style="list-style-type: none"> <li>• Allowing/securing land for agricultural farming within designated land allotments or water lines.</li> </ul>
	<ul style="list-style-type: none"> <li>• Dependency rate increases due to less income</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure employment opportunity for locals for e.g. percentage quotas for different skills area.</li> <li>• Allow for alternative income generation such as by allowing/securing land for agricultural farming within designated land allotments or water lines</li> <li>• Allowing market stalls to be built at designated spots where vendors can continue selling</li> </ul>
	<ul style="list-style-type: none"> <li>• Less or no money for health and education due to closure of sources of income generation</li> </ul>	<ul style="list-style-type: none"> <li>• Ensuring employment opportunities for locals</li> <li>• Allow for alternative income generation such as by securing land for agricultural farming within designated land allotments or water lines</li> <li>• Allow market stalls to be built at designated spots where vendors can continue selling</li> <li>• Provide free transportation to nearby clinics</li> <li>• Education scholarship for affected households</li> </ul>
	<ul style="list-style-type: none"> <li>• Welfare diminishing because of poor wellbeing effectively caused by less/no income and less/no access to farmland</li> </ul>	<ul style="list-style-type: none"> <li>• Increase employment opportunity by ensuring employment opportunities for locals</li> </ul>





		<ul style="list-style-type: none"> <li>• Allow for alternative income generation by securing land for agricultural farming within designated land allotments or water lines</li> <li>• Allow market stalls to be built at designated spots where vendors can continue selling</li> <li>• Provide free transportation to nearby clinics</li> <li>• Education scholarship for affect households</li> </ul>
	<ul style="list-style-type: none"> <li>• Increase of poverty</li> </ul>	<ul style="list-style-type: none"> <li>• Increase employment opportunity</li> <li>• Allow local labor in the workforce</li> <li>• Allow for alternative income generation</li> <li>• Allow market stalls to be built or provide formal market/vendor facilities</li> <li>• Provide free transportation to nearby clinics</li> <li>• Education scholarship for affect households</li> </ul>
<b>Development Phase 3:</b> Operational Phase, Residential commercial and supporting utilities available	<ul style="list-style-type: none"> <li>• Less agricultural produce for sustenance and income</li> </ul>	<ul style="list-style-type: none"> <li>• Allocate land for farming and agricultural supplies</li> <li>• Allow market stalls to be built or provide formal market/vendor facilities</li> </ul>
	<ul style="list-style-type: none"> <li>• Expanded road network</li> </ul>	<ul style="list-style-type: none"> <li>• Presence of police facility on site to control and monitor traffic.</li> </ul>
	<ul style="list-style-type: none"> <li>• Employment opportunity at stake for land owning groups within vicinity</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure local land-owning groups are given employment priority</li> </ul>
	<b>Positive Impacts</b>	<b>Positive Effects These should be in another table</b>
	<ul style="list-style-type: none"> <li>• Access to electricity by communities within reach of the development and not under Solomon Power</li> </ul>	<ul style="list-style-type: none"> <li>• Improvement in standard of living</li> <li>• Greater access to information and technology</li> </ul>



	<ul style="list-style-type: none"> <li>• Increase in employment opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Increased social security</li> <li>• More income for households</li> <li>• Increased financial viability</li> <li>• Improved standard of living</li> </ul>	
	<ul style="list-style-type: none"> <li>• Improved education and skills</li> </ul>	<ul style="list-style-type: none"> <li>• Increased educated population</li> <li>• Knowledge increase wider fields</li> <li>• Skills upgrade in different trades and sectors</li> </ul>	
	<ul style="list-style-type: none"> <li>• Ecotourism opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Improved tourism facilities allow for increase in hospitality <ul style="list-style-type: none"> <li>➢ sightseeing &amp; bush trekking</li> <li>➢ snorkeling and scuba diving</li> <li>➢ game fishing</li> <li>➢ potential for increase in nature park reserves</li> </ul> </li> </ul>	
	<ul style="list-style-type: none"> <li>• Increase in customary land value.</li> </ul>	<ul style="list-style-type: none"> <li>• Land market opportunities and greater earnings</li> <li>• Sets new path in self-development</li> </ul>	
	<ul style="list-style-type: none"> <li>• Improved roads and accessibility</li> </ul>	<ul style="list-style-type: none"> <li>• Greater access and mobility to facilities and amenities</li> </ul>	

		<ul style="list-style-type: none"> <li>• Allows for increased installation of utility supplies</li> </ul>	
	<ul style="list-style-type: none"> <li>• Improved local financial capital and greater participation in economic development</li> </ul>	<ul style="list-style-type: none"> <li>• Access to financial facilities</li> <li>• Ability to save</li> <li>• Increased social security</li> <li>• Improved economy</li> <li>• Re-investment packages and increased development pathways</li> </ul>	
	<ul style="list-style-type: none"> <li>• Potential project benefits for women</li> </ul>	<ul style="list-style-type: none"> <li>• Improved gender mainstreaming</li> <li>• Greater participation in economic development</li> </ul>	
	<ul style="list-style-type: none"> <li>• Greater market opportunities and remunerations</li> </ul>	<ul style="list-style-type: none"> <li>• Increased social security</li> <li>• Improved standard of living</li> </ul>	

## 9.0 CONCLUSIONS AND RECOMMENDATION

The study realized that the community of settlers and those nearby villages are being affected by the development. There have been very minor psychological impacts that stemmed from the eviction exercise due to the associated disarrays and the eventual challenges to restart new homes, for example. Much came from the economic sanities and rationalities on how they may be able to sustain any economic disparities in the near term and well into the future. This may be so especially for those that will have to leave the land and no alternatives within the proximity to Honiara. Most have become used to the kind of fiscal infrastructure and cash flow that is available in the area and the situation has presented a turn around that seem to put them in a backward position.

The development might have impounded a situation so difficult for them. However, there was effort to overcome this through the compensation arrangements and repatriation efforts. In the matrix identifying impacts and risks and possible mitigation measures from the phases of development there are indications that impacts would be large during the early stages of excavation and backfilling through to actual construction phases. However, during the operational phase (when all construction has been completed), the many socio-economic challenges are likely to be overcome. There is expected increase in population with employment rate expected to go high as well. All these will generally lead to increased social security due to increased household income, increase financial viability and improved standard of living. However, perhaps will be true for only those that will remain in the proximity of the development and those that will become eventual residents as well as those with great affiliations to the businesses that will come alive in the new city and the commercial interests that will sprout in connection with the improved social welfares and economic prospects that will come about at the Mamara New Capital City.





**Annexes**  
**Annex 1**



# Mamara Development Household Survey

Respondent Number  Interviewer's name: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_  
 Number present at start: \_\_\_\_\_

<b>1.0 BACKGROUND INFORMATION</b>		
1.1 Ward name and number _____	1.2 location _GPS /map reference  1.3 Village name _____	1.4 Zone _____

2.0 Name of main Respondent _____ (Family Name) (First Name)	Age: _____ years Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Tribe: <input type="checkbox"/> Name of _____ <input type="checkbox"/> Contact	
Relationship to Head/Owner: <input type="checkbox"/> head <input type="checkbox"/> Spouse <input type="checkbox"/> Sibling <input type="checkbox"/> Parent of head <input type="checkbox"/> Employee <input type="checkbox"/> others	

<b>3.0 Household Head</b>	
Name of HH _____ (Family Name) (First Name)	Age: _____ Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Civil Status	<input type="checkbox"/> Single <input type="checkbox"/> Married <input type="checkbox"/> Separated <input type="checkbox"/> Widower <input type="checkbox"/> Live-in <input type="checkbox"/> Other (specify: _____)
Religion	<input type="checkbox"/> Roman Catholic <input type="checkbox"/> Anglican <input type="checkbox"/> South Seas Evangelical Church <input type="checkbox"/> Wesley United Church <input type="checkbox"/> Seventh Day <input type="checkbox"/> Bahai Faith <input type="checkbox"/> Other (specify: _____)
Length of stay on the current location	<input type="checkbox"/> Since birth How many years? _____ Residence before that?
Reason for establishing residence in the current location	Economic reasons: <input type="checkbox"/> Proximity to livelihood <input type="checkbox"/> Close to road or jetty <input type="checkbox"/> Other?
	Social Reasons: <input type="checkbox"/> Customary rights <input type="checkbox"/> Near school <input type="checkbox"/> Got married & came to live here <input type="checkbox"/> Other?
	Other reasons: <input type="checkbox"/> Acquired right <input type="checkbox"/> Emergency (Demolition, Calamity etc.) <input type="checkbox"/> No other place to go

Annex 2 – Traffic survey form



Metropolis Pacific



Telios Corporate and Consultancy Services

CLASSIFIED TRAFFIC VOLUME COUNT SURVEY															
Location (Name and Km):		Mamara		Direction: Both Directions				Day: Saturday							
Time	PASSENGER TRAFFIC					GOODS TRAFFIC					NMT		Total		
	Sc/Mc (2-wheeler)	3-wheeler	Car/Jeep			Buses		Light Truck (2-4 tonnes/4/6-wheels)	Medium (>4 tonnes) Trucks	3-Axle Trucks	Tractors (With or without Trailer)	Pekestrians	Bicycle	Motorised	Non Motorised
			Car (≤7 seats)	Jeep/4WD (7 seats)	Pickup	Mini Bus (≤15 seats)	Standard Bus>15								
06:00 - 07:00															
07:00 - 08:00															
08:00 - 09:00															
09:00 - 10:00															
10:00 - 11:00															
11:00 - 12:00															
12:00 - 13:00															
13:00 - 14:00															
14:00 - 15:00															
15:00 - 16:00															
16:00 - 17:00															
17:00 - 18:00															
18:00 - 19:00															
Total															

Annex 3



Metropolis Pacific



Telios Corporate and Consultancy Services

**ENVIRONMENT IMPACT STATEMENT  
MAMARA REAL ESTATE DEVELOPMENT  
(MAMARA-TASIVARONGO-MAVO AGREEMENT)**

Community Workshop – Lumbu (Lela Beach)

3 July 2020

Workshop Outline

Time	Presentation/Activity	Facilitator/Presenter
9:00 -9:15am	<ul style="list-style-type: none"> <li>▪ Opening Prayer</li> <li>▪ Welcome – Paramount Chief of Tandai</li> </ul>	Paramount Chief of Tandai
	<ul style="list-style-type: none"> <li>▪ Introduction – Paramount Chief of Tandai followed by Environment Team</li> </ul>	All Participants
9:00 – 9:15am	<ul style="list-style-type: none"> <li>▪ Workshop Objectives – Environment Team</li> </ul>	Douglas
9:15 – 9:30am	<ul style="list-style-type: none"> <li>▪ Introduction to Mamara Project</li> </ul>	Ministry of Commerce
9:30 – 10:30am	<ul style="list-style-type: none"> <li>▪ Background to EIS Study and Requirements</li> </ul>	Ministry of Environment
10:30 – 11:00am	<ul style="list-style-type: none"> <li>▪ Environment Impact Assessment               <ul style="list-style-type: none"> <li>✓ Development Impacts – Physical Environment</li> <li>✓ Development Impacts – Social Environment</li> <li>✓ Development Impacts – Economic Conditions</li> </ul> </li> </ul>	Douglas & Steve
11:00am – 12:30pm	<ul style="list-style-type: none"> <li>▪ Key Issues for the community (4 major issues and how to address them – divide into 4 groups)</li> </ul>	Fred
12:30 – 1:00pm	<ul style="list-style-type: none"> <li>▪ Presentation by groups</li> <li>▪ Q&amp;A</li> </ul>	Participants
1:15pm	<ul style="list-style-type: none"> <li>▪ End of Workshop</li> </ul>	





Tandai House of Chiefs Workshop  
Environment Impact Assessment – Mamara Real Estate Development  
1 July 2020, Lela Beach

Attendance Sheet

Count	Name	Tribe	Village	Contact (Mobile)
1	Chief Para Francis			
2	Chief Michael G.	Kidipale	Lumbou	7954249
3	" Timothy Rete	Kakau	Tamboko	7381692
4	x Timothy Papan	Kakau	Takitori	
5	" Bathalumbe	Hawbata	Tamboko	
6	v Ludovic Kalaro	Kakau	Tamboko	
7	v Francis Lapa	Lakipale	Tamboko	7355803
8	Stella Koko	Gauhati	Lela	7953447
9	Moses Vatahiga	Tamboko	Tamboko	
10	Raymond Baha	Sipahi	N.W. Goulund	7105034
11	VITALINA Labaka	Tamboko		
12	VITALINA Labaka	Gauhati	Tamboko	-
13	SABINA TETEA	LAKUILI	Tamboko	-
14	JOHN DAMUZI	KIDIPALE	KAKABONA	8694878
15	Primo Pukessa	Kakau		
16	Batholomew Taba	Hawbata	Tamboko	
17	Peter Sagulivera	Kidipale	Mataniko	
18	Maretine Etoni	Cobo	Mataniko	
19	Moses Iro	Hawbata	Mataniko	
20	Jessome Tada	Hawbata	Mataniko	
21	Alfred Tsui	Kakau	Tamboko	
22	Donatien Damkusa	Kakau	Tamboko	
23	ROMEO DAVIS	Kidipale	Tamboko	
24	Venasio Laho	Kidipale	Lumbou	
25	SYLVERIO Jelo	Kidipale	Kakambona	
26				
27				
28				
29				
30				



Environment Impact Assessment – Mamara Real Estate Development  
Community Workshop  
3 July 2020, Lela Beach

Attendance Sheet

Count	Name	Tribe	Village	Contact (Mobile)
1 (1)	Fred Conning	Kakau	Hulavu	7496338
2 (2)	Josias Vakarani	Lakuli	Tamboko	
3	Kasiano Kere	Kakau	Poha	
4	Steven Lika		Tamboko	
5	Francis Pero	Kakau	Lela Beach	
6	Jame Lupo	Kidipale	Tamboko	
7	Francis Kurewa	Kidipale	MAHU	7877113
8	Stanely Toto (Fr)	Kidipale	Lumbu	
9	Jeffrey Maui	Kakau Valimauwo	Verahoal	7406964
10	TIMOTHY PALANGU	Kakau Reha	TAKILOKI (Vae)	
11	JEFFERY MALAH	Pohava		8428620
12	Agness Olisi	<del>Kowave</del>	Kowave	7440173
13	Miriam Restine	Kowave	Kowave	7896344
14				
15	officers			
16 (4)	Fred Siho			
17 (15)	Douglas yee			
18 (16)	Steve Erdineo			
19 (17)	Reginald E.			
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				



4th/07/20  
Venue: Borosuhu.

Count	Name	Tribe	Village	Contact (Mobile)
31	Mariano Mele	Kakau	Mamsua	7607008
32	Timothy Papupu	"	Takitori	
33	Vincent Borau	Lakuli	Takitori	
34	Samuel Vary	Lakuli	Borosuhu	
35	Abraham Tasi	Kakau	"	
36	Constantine	Lakuli	Takitori	
37	Pefer Visa	Lakuli	Borosuhu	
38	Kamilo Kaka	Kakau	LDA	
39	Chris	Lakuli	LDA	
40	Stella Kaka	Kakau	LDA	
41	Marilyn Mele	Kakau	Borosuhu	
42	John Loft	Kakau	Borosuhu	
43	Denise	"	Borosuhu	
44	Maria Emosi	Kakau	Borosuhu	
45	Diana	Lakuli	Takitori	
46	Evalyn	Lakuli	Borosuhu	
47	Geoffrey Bunga	Kakau	"	
48	Kune	Kakau	LDA	
49	Tim	"	Borosuhu	
50	Loice	"	"	
51				
52	offices			
53	Steve Dennis			
54	Fred Scho			
55	Douglas yoc			
56	Ronny ITO			
57	Jimmy Keresak			
58				
59				

Annex 7 – Income from Beach Recreation





66.	MC 3802	Car	\$40-	\$1860-
67.	MB 4101	Car	\$40-	\$1400-
68.	MB 8679	Hillux	\$50-	\$1450-
69.	MB-1443	CAR	\$40-	\$1490-
70.	MB 9737	CAR	\$40-	\$1530-
71.	MC- <del>200722</del> 1654	Wagon	\$50-	\$2580-
	MC-3862	X-TRAIL	\$	
MA-717				
	<del>MB 1823</del>			
	<del>MC-3177</del>			
	<del>MB 2522</del>			
	<del>MC-2224</del>			
	<del>MB 4476</del>			
	<del>MB 5768</del>			
	<del>MHA-8640</del>			
		MC-1812		
		CAV		
		MC-3753		
		RAV4		
24.	MB-6832	RAV4	50-	\$1300-
25.	MB-0155	PRADO	50-	\$1350-
26.	MB-9815	X-TRAIL	50-	\$1400-
27.	MB-2527	RAV4	50-	\$1450-
28.	MC-0853	CALDINA	40-	\$1490-
29.	MC-1795	CAR	40-	\$1530-
30.	MC 4086	Hillux	50-	\$1580-
31.	MB-6323	3 TONS	150-	\$1780
32.	MB-9450	1 1/2 TONS	100-	\$1830
33.	MC-3216	RAV4	50-	\$1910-

Annex 8





NOS	V/NUMBERS	TYPE OF VEHICLES	E/FEE	Balance
33	MB-7370	HILLUX	\$ 50-	\$ 550-
34	MC 3939	CAR	\$ 40-	\$ 1,590-
35	MC 0325	CAR	\$ 40-	\$ 1,630-
36	MC 9815	Puv y	\$ 50-	\$ 1,680-
37	MC 0351	CAR	\$ 40-	\$ 1,720-
38	MB-4087	RAV4	\$ 50-	\$ 50-
39	MA-3308	RAV4	\$ 50-	\$ 100-
40	MC-0411	CAR	\$ 40-	\$ 140-
41	MC-1030	CAR	\$ 30-	\$ 170-
42	MB-8998	RAV4	\$ 50-	\$ 220-
43	MB-0115	CRV	\$ 50-	\$ 270-
44	MC-4115	RAV4	\$ 50-	\$ 220-
45	MB-8355	X-TRAIL	\$ 50-	\$ 370-
46	MB-9294	PJERO	\$ 50-	\$ 420-
47	MC-2550	PJERO	\$ 50-	\$ 470-
48	MB-8192	CAR	\$ 40-	\$ 510-
49	MA-3345	HILLUX	\$ 50-	\$ 560-
50	MB-7520	HARRIER	\$ 50-	\$ 610-
51	MC-0362	CAR	\$ 40-	\$ 650-
52	MB-8755	RAV4	\$ 50-	\$ 700-
52	MB-2259	RAV4	\$ 50-	\$ 750-
54	DC 10-5	Puv y	\$ 50-	\$ 800-
55	MB 3379	RAV4	\$ 50-	\$ 850-
56	MB-4246	CRV	\$ 50-	\$ 900-
57	MB 4382	Puv y	\$ 50-	\$ 950-
58	MC 1424	RAV4	\$ 50-	\$ 1000
59	<del>MA-810</del>	CAR	\$ 30-	\$ 1030-
60	MA 8140	RAV4	\$ 40-	\$ 1070-
61	MC-3437	CRUZER	\$ 50-	\$ 1,120-
62	MC-3860	PJERO	\$ 50-	\$ 1,170-
63	MB-4904	CRUZER	\$ 50-	\$ 1,220-
64	MC-4001	RAV4	\$ 50-	\$ 1,270-
65	G-2463	HILLUX	\$ 50-	\$ 1,320-



Sl. No.	Vehicle Numbers	Types of Vehicles	ENTRANCE FEES	BALANCE
1	X-TRAIL 1513	X-TRAIL	50-	50-
2	MB-8185	RAV4	50-	100-
3	MB-7520	4 Runner	50-	150-
4	MB-3661	CAR	40-	190-
5	MC-1555	CAR	40-	230-
6	MB-9709	CAR	40-	270-
7	MB-9870	RAV4	50- <sup>no pay</sup>	
8	MB-0025	RAV4	50- <sup>no pay</sup>	
9	MA-5382	NISSAN	50-	320-
10	MC-2374	CAR	40-	360-
11	MC-2550	RAV4	50-	410-
12	MA-0022	RAV4	40-	450-
13	MC-4066	PRADO	50-	500-
14	MC-4297	RAV4	50-	550-
15	MA-4454	RAV4	50-	600-
16	MC-1575	CAR	40-	650-
17	MC-3431	CAR	40-	710-
18	G-3216	HILLUX	50-	760-
19	MC-3668	X-TRAIL	50-	810-
20	MA-2452	CAR	40-	950-
21	X-947	HILLUX	50-	1000-00-
22	MC-1662	HILLUX	50-	1050-00-
23	MC-4031	CAR	40-	1090-00-
24	MC-3962	CAR	40-	1130-00-
25	MC-3860	PRADO	50-	
26	MB-4755	X-TRAIL	50-	
27	G-4263	HILLUX	50-	
28	MC-1602	CAR	30-	
29	MB-8853	CAR	40-	
30	MB-4975	HILLUX	50-	
31	MB-7816	HILLUX	50-	
32	X-1358	HILLUX	50-	
	GS			
	G-2463	HILLUX	50-	1320-

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