# 【添付資料-6】討議議事録(M/D) (2020年9月)

# Minutes of Discussions on the Preparatory Survey on the Project for Upgrading of the Kukum Highway Phase 2 (Explanation on Draft Preparatory Survey Report)

In response to the request from the Government of Solomon Islands (hereinafter referred to as "SIG") dated on July 27, 2020 and with reference to the Minutes of Discussions signed between Ministry of Infrastructure Development (hereinafter referred to as "MID") and the Japan International Cooperation Agency (hereinafter referred to as "JICA") dated on October 28, 2019, JICA scheduled to dispatch the Preparatory Survey Team (hereinafter referred to as "the Team") for the explanation of Draft Preparatory Survey Report (hereinafter referred to as "the Draft Report") on the Project for Upgrading of the Kukum Highway Phase 2 (hereinafter referred to as "the Project"). But due to an avoidable reason, the Team couldn't be dispatched and then the discussions were held remotely.

As a result of the discussions, both sides agreed on the main items described in the attached sheets.

Honiara, September 21, 2020

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Mr. UEGAKI Motoyuki

Resident Representative

JICA SolomonIslands Office Japan International Cooperation Agency Japan Mr. Stephen W. Maesiola

Permanent Secretary

Ministry of Infrastructure Development

Solomon Islands

### ATTACHEMENT

### 1. Contents of the Draft Report

After the explanation of the contents of the Draft Final Report by the Team, the SIG side agreed to its contents.

### 2. Cost estimate

Both sides confirmed that the cost estimate including the contingency by the Team is provisional and will be examined further by the Government of Japan for its approval. The contingency would cover the additional cost against natural disaster, unexpected natural conditions, etc.

### 3. Confidentiality of the cost estimate and technical specifications

Both sides confirmed that the cost estimate and technical specifications of the Project should never be disclosed to any third parties until all the contracts under the Project are concluded.

### 4. Japanese Grant

Procedures and Basic Principles of Japanese Grant as described in Annex 1 shall be applied to the Project. In addition, the SIG side agreed to take necessary measures according to the procedures.

MID shall coordinate with all the relevant authorities to ensure a smooth implementation of the Project and ensure that the undertakings for the Project shall be taken care by relevant authorities properly and on time.

### 5. Timeline for the project implementation

The Team explained to the SIG side that the expected timeline for the Project implementation is as attached in Annex 2.

### 6. Expected outcomes and indicators

Both sides agreed that key indicators for expected outcomes are as follows which might be changed based on further consideration in the Final Report. The SIG side will be responsible for the achievement of agreed key indicators targeted in year 2026 and shall monitor the progress based on those indicators.

[Quantitative indicators]

[Qualititative mulcators]	·	
	,	Target Figure
Todov	Base Figure	(2026)
Index	(Actual figures of 2019)	(3 years after completion)
Average Speed (km/h) *	33	50
Suspension Hours (hour/year)	24	0
Annual Number of Passengers Passing through the Bridge (thousand person)	21,500	30,910
Annual Volume of Cargo Passing through the Bridge (t)	658,760	900,000

<sup>\*</sup> Section between Ministry of Fishery and Domestic Terminal of the Airport (about 6.3km) in fair weather



### [Qualitative indicators]

- (1)Improvement of disaster prevention functions by increasing drainage capacity.
- (2) Economy enhancement brought from traffic congestion mitigation and reducing transportation costs by improvement of road condition.
- (3)Improvement of traffic safety and accessibility for road users by providing streetlights and pedestrian crossings.

### 7. Undertakings of the Project

Both sides confirmed the undertakings of the Project as described in Annex 3. with regard to exemption of customs duties, internal taxes and other fiscal levies as stipulated in 1. (2) No.5 of Annex 3. And also the both sides confirmed that such customs duties, internal taxes and other fiscal levies shall be clarified in the bid documents by MID during the implementation stage of the Project.

The SIG side assured to take the necessary measures and coordination including allocation of the necessary budget which are preconditions of implementation of the Project. It is further agreed that the costs are indicative, i.e. at Outline Design level. More accurate costs will be calculated as the Detailed Design stage.

Both sides also confirmed that the Major Undertakings (Annex 3) will be as an attachment of G/A.

- (1) With regard to exemption of customs duties, MID will submit the master list of imported materials and equipment prepared by the contractor to Ministry of Finance and Treasury, and receives the approval for tax exemption.
- (2) With regard to VAT (Value Added Tax), MID supports to ensure that SIG Revenue and Custom Service provides tax exemption (advanced exemption system).

### 8. Monitoring during the implementation

The Project will be monitored by the Executing Agency and reported to JICA by using the form of Project Monitoring Report (PMR) attached as Annex 4. The timing of submission of the PMR is described in 1.(2) No.7 of Annex 3.

### 9. Project completion

Both sides confirmed that the project completes when all the facilities constructed by the grant are in operation. The completion of the Project will be reported to JICA promptly, but in any event not later than six months after completion of the Project.

### 10. Ex-Post Evaluation

JICA will conduct ex-post evaluation after three (3) years from the project completion, in principle, with respect to five evaluation criteria (Relevance, Effectiveness, Efficiency, Impact, and Sustainability). The result of the evaluation will be publicized. The SIG side is required to provide necessary support for the data collection.

11. Items and measures to be considered for the smooth implementation of the Project For proceeding with the Project on the expected schedule, close mutual communication and cooperation and efforts are strongly required between the Japanese side and MID. Both side confirmed to facilitate the Project towards the successful completion under this recognition.

The following items and measures are paticularly identified for the smooth implementation of the Project.

- (1) Some coordination works by MID might be needed during construction period of the Project because any projects like Stadium Construction and related facilities for South Pacific Games 2023 will be proceeded along the Project site.
- (2) MID will relocate ground obstacles and underground obstacles like overhead power lines, water pipe lines, telecommunication lines and etc., on due timing using past experience, because these kind of relocation works caused the construction works non-negligible delay in phase1.
- (3) MID will take necessary procedures to ensure borrow pit and quarry site from each land owners.
- (4) Resettlement should be proceed in good understanding with persons concerned.
- (5) Land aquisition necessary for the Project should be implemented in due process by planned date.

### 12. Schedule of the Study

JICA will finalize the Preparatory Survey Report based on the confirmed items. The report will be sent to the SIG side around December 2020.

### 13. Environmental and Social Considerations

### 13-1 General Issues

### 13-1-1 Environmental Guidelines and Environmental Category

The Team explained that 'JICA Guidelines for Environmental and Social Considerations (April 2010)' (hereinafter referred to as "the Guidelines") is applicable for the Project. The Project is categorized as B because the Project is not considered as a large-scale road and bridge project, is not located in a sensitive area, and has none of the sensitive characteristics under the Guidelines, it is not likely to have significant adverse impact on the environment.

### 13-1-2 Environmental Checklist

The environmental and social considerations including major impacts and mitigation measures for the Project are summarized in the Environmental Checklist attached as Annex 5. Both sides confirmed that in case of major modification of the content of the Environmental Checklist, the SIG side shall submit the modified version to JICA in a timely manner.

### 13-2 Environmental Issues

### 13-2-1 Public Environmental Report(PER)

Both sides confirmed the PER report will be approved by the Department of Environment by December 2020.

### 13-2-2 Environmental Management Plan and Environmental Monitoring Plan

Both sides confirmed Environmental Management Plan (EMP) and Environmental Monitoring Plan (EMoP) of the Project is as Annex 6. Both side agreed that environmental mitigation measures and monitoring shall be conducted based on the EMP and the EMoP, which may be updated during the detailed design stage.

### 13-3 Social Issues

### 13-3-1 Land Acquisition and Resettlement

Both sides confirmed the 2,490 m<sup>2</sup> of land is required to acquire, and the 36,400 m<sup>2</sup> of land is necessary to be leased and 63 households needs to be relocated due to the implementation of the Project. The process for land acquisition and resettlement should forward following Resettlement Action Plan of Annex 7 which is prepared in line with the Guidelines and to



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be authorized by the SIG side by signing of the Grant Agreement.

### 13-4 Environmental and Social Monitoring

### 13-4-1 Environmental Monitoring

Both sides agreed that the SIG side will submit results of environmental monitoring to JICA by using the monitoring form attached as Annex 8. The timing of submission of the monitoring form is described in 1.(2) No.13 and (3) No.2 of Annex 3.

### 13-4-2 Information Disclosure of Monitoring Results

Both sides confirmed that the SIG side will disclose results of environmental and social monitoring to local stakeholders through their website.

The SIG side agreed JICA will disclose results of environmental and social monitoring submitted by the SIG side as the monitoring forms attached as Annex 8 on its website.

### 14. Other Relevant Issues

### 14-1. Streetlights in the overlay section

SIG side requested to repair or reinstall exiting 7(seven) streetlights in the overlay section. JICA replied to take into consideration this request.

### 14-2. Disclosure of Information

Both sides confirmed that the Preparatory Survey Report from which project cost is excluded will be disclosed to the public after completion of the Preparatory Survey. The comprehensive report including the project cost will be disclosed to the public after all the contracts under the Project are concluded.

### 14-3. Measure against Over-loaded Vehicle

The Team repeated that overloaded trucks which exceed designed axle loads would cause early failure and shorter life and requested that the SIG side will take proper measure for this issue.

### 14-4. Safety Measure

To avoid accidents on site during the implementation of the Project, the SIG side agreed to cause the consultant and the contractor to enforce safety measures such as setting safety assurance to the site, providing information for security control to public, and deploying adequate security personnel, based on" "The Guidance for the Management of Safety for Construction Works in Japanese ODA Projects" which has been published on JICA's URL below.

https://www.jica.go.jp/english/our\_work/types\_of\_assistance/c8h0vm00008zx0m8-att/guidance\_en.pdf

Annex 1 Japanese Grant	p. 5
Annex 2 Project Implementation Schedule	p.11
Annex 3 Major Undertakings to be taken by the Government of SIG	p.12
Annex 4 Project Monitoring Report	p.15
Annex 5 Environmental Check List	p.25
Annex 6 Environmental Management Plan / Environmental Monitoring Plan	p.29
Annex 7 Resettlement Action Plan (RAP)	p.34
Main body of RAP is attached.	
Annex 8 Environmental and Social Monitoring Form	p.100



### JAPANESE GRANT

The Japanese Grant is non-reimbursable fund provided to a recipient country (hereinafter referred to as "the Recipient") to purchase the products and/or services (engineering services and transportation of the products, etc.) for its economic and social development in accordance with the relevant laws and regulations of Japan. Followings are the basic features of the project grants operated by JICA (hereinafter referred to as "Project Grants").

### 1. Procedures of Project Grants

Project Grants are conducted through following procedures (See "PROCEDURES OF JAPANESE GRANT" for details):

- (1) Preparation
  - The Preparatory Survey (hereinafter referred to as "the Survey") conducted by JICA
- (2) Appraisal
  - -Appraisal by the government of Japan (hereinafter referred to as "GOJ") and JICA, and Approval by the Japanese Cabinet
- (3) Implementation

Exchange of Notes

-The Notes exchanged between the GOJ and the government of the Recipient

Grant Agreement (hereinafter referred to as "the G/A")

-Agreement concluded between JICA and the Recipient

Banking Arrangement (hereinafter referred to as "the B/A")

-Opening of bank account by the Recipient in a bank in Japan (hereinafter referred to as "the Bank") to receive the grant

Construction works/procurement

- -Implementation of the project (hereinafter referred to as "the Project") on the basis of the G/A
- (4) Ex-post Monitoring and Evaluation
  - -Monitoring and evaluation at post-implementation stage

### 2. Preparatory Survey

### (1) Contents of the Survey

The aim of the Survey is to provide basic documents necessary for the appraisal of the Project made by the GOJ and JICA. The contents of the Survey are as follows:

- Confirmation of the background, objectives, and benefits of the Project and also institutional capacity of



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relevant agencies of the Recipient necessary for the implementation of the Project.

- Evaluation of the feasibility of the Project to be implemented under the Japanese Grant from a technical, financial, social and economic point of view.
- Confirmation of items agreed between both parties concerning the basic concept of the Project.
- Preparation of an outline design of the Project.
- Estimation of costs of the Project.
- Confirmation of Environmental and Social Considerations

The contents of the original request by the Recipient are not necessarily approved in their initial form. The Outline Design of the Project is confirmed based on the guidelines of the Japanese Grant.

JICA requests the Recipient to take measures necessary to achieve its self-reliance in the implementation of the Project. Such measures must be guaranteed even though they may fall outside of the jurisdiction of the executing agency of the Project. Therefore, the contents of the Project are confirmed by all relevant organizations of the Recipient based on the Minutes of Discussions.

### (2) Selection of Consultants

For smooth implementation of the Survey, JICA contracts with (a) consulting firm(s). JICA selects (a) firm(s) based on proposals submitted by interested firms.

### (3) Result of the Survey

JICA reviews the report on the results of the Survey and recommends the GOJ to appraise the implementation of the Project after confirming the feasibility of the Project.

### 3. Basic Principles of Project Grants

### (1) Implementation Stage

### 1) The E/N and the G/A

After the Project is approved by the Cabinet of Japan, the Exchange of Notes (hereinafter referred to as "the E/N") will be singed between the GOJ and the Government of the Recipient to make a pledge for assistance, which is followed by the conclusion of the G/A between JICA and the Recipient to define the necessary articles, in accordance with the E/N, to implement the Project, such as conditions of disbursement, responsibilities of the Recipient, and procurement conditions. The terms and conditions generally applicable to the Japanese Grant are stipulated in the "General Terms and Conditions for Japanese Grant (January 2016)."

- 2) Banking Arrangements (B/A) (See "Financial Flow of Japanese Grant (A/P Type)" for details)
  - a) The Recipient shall open an account or shall cause its designated authority to open an account under the name



of the Recipient in the Bank, in principle. JICA will disburse the Japanese Grant in Japanese yen for the Recipient to cover the obligations incurred by the Recipient under the verified contracts.

b) The Japanese Grant will be disbursed when payment requests are submitted by the Bank to JICA under an Authorization to Pay (A/P) issued by the Recipient.

### 3) Procurement Procedure

The products and/or services necessary for the implementation of the Project shall be procured in accordance with JICA's procurement guidelines as stipulated in the G/A.

### 4) Selection of Consultants

In order to maintain technical consistency, the consulting firm(s) which conducted the Survey will be recommended by JICA to the Recipient to continue to work on the Project's implementation after the E/N and G/A.

### 5) Eligible source country

In using the Japanese Grant disbursed by JICA for the purchase of products and/or services, the eligible source countries of such products and/or services shall be Japan and/or the Recipient. The Japanese Grant may be used for the purchase of the products and/or services of a third country as eligible, if necessary, taking into account the quality, competitiveness and economic rationality of products and/or services necessary for achieving the objective of the Project. However, the prime contractors, namely, constructing and procurement firms, and the prime consulting firm, which enter into contracts with the Recipient, are limited to "Japanese nationals", in principle.

### 6) Contracts and Concurrence by JICA

The Recipient will conclude contracts denominated in Japanese yen with Japanese nationals. Those contracts shall be concurred by JICA in order to be verified as eligible for using the Japanese Grant.

### 7) Monitoring

The Recipient is required to take their initiative to carefully monitor the progress of the Project in order to ensure its smooth implementation as part of their responsibility in the G/A, and to regularly report to JICA about its status by using the Project Monitoring Report (PMR).

### 8) Safety Measures

The Recipient must ensure that the safety is highly observed during the implementation of the Project.

### 9) Construction Quality Control Meeting

Construction Quality Control Meeting (hereinafter referred to as the "Meeting") will be held for quality assurance and smooth implementation of the Works at each stage of the Works. The member of the Meeting will



be composed by the Recipient (or executing agency), the Consultant, the Contractor and JICA. The functions of the Meeting are as followings:

- a) Sharing information on the objective, concept and conditions of design from the Contractor, before start of construction.
- b) Discussing the issues affecting the Works such as modification of the design, test, inspection, safety control and the Client's obligation, during of construction.
- (2) Ex-post Monitoring and Evaluation Stage
- 1) After the project completion, JICA will continue to keep in close contact with the Recipient in order to monitor that the outputs of the Project is used and maintained properly to attain its expected outcomes.
- 2) In principle, JICA will conduct ex-post evaluation of the Project after three years from the completion. It is required for the Recipient to furnish any necessary information as JICA may reasonably request.
- (3) Others
- 1) Environmental and Social Considerations

The Recipient shall carefully consider environmental and social impacts by the Project and must comply with the environmental regulations of the Recipient and JICA Guidelines for Environmental and Social Considerations (April, 2010).

2) Major undertakings to be taken by the Government of the Recipient

For the smooth and proper implementation of the Project, the Recipient is required to undertake necessary measures including land acquisition, and bear an advising commission of the A/P and payment commissions paid to the Bank as agreed with the GOJ and/or JICA. The Government of the Recipient shall ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the Recipient with respect to the purchase of the Products and/or the Services be exempted or be borne by its designated authority without using the Grant and its accrued interest, since the grant fund comes from the Japanese taxpayers.

### 3) Proper Use

The Recipient is required to maintain and use properly and effectively the products and/or services under the Project (including the facilities constructed and the equipment purchased), to assign staff necessary for this operation and maintenance and to bear all the expenses other than those covered by the Japanese Grant.

4) Export and Re-export

The products purchased under the Japanese Grant should not be exported or re-exported from the Recipient.

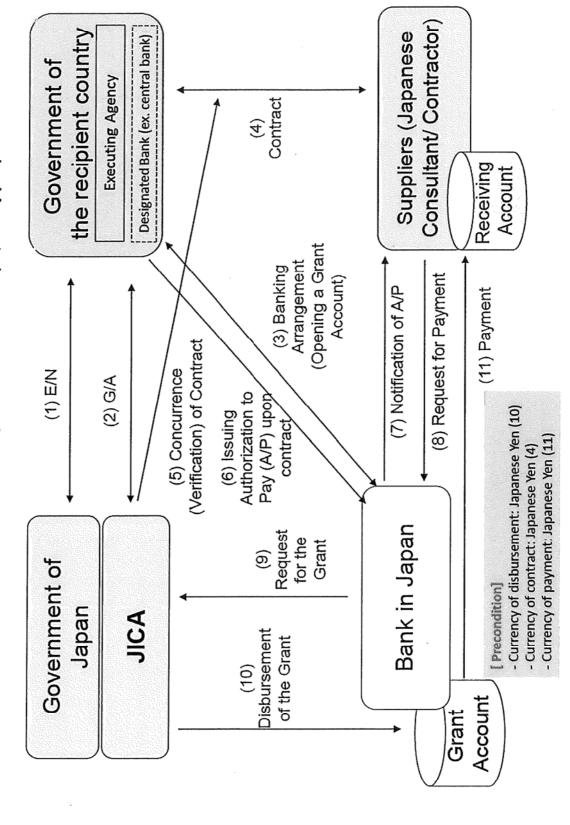
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	PROCED	URES OF JAPANESE GRANT		 I	1			i
· Stage	Procedures	Remarks	Recipient Government	Japanese Government	JICA	Consultants	Contractors	Agent Bank
Official Request	Request for grants through diplomatic channel	Request shall be submitted before appraisal stage.	x	х				
1. Preparation	(1) Preparatory Survey Preparation of outline design and cost estimate		x		x	х		
	(2)Preparatory Survey Explanation of draft outline design, including cost estimate, undertakings, etc.		х		x	x		
2. Appraisal	(3)Agreement on conditions for implementation	Conditions will be explained with the draft notes (E/N) and Grant Agreement (G/A) which will be signed before approval by Japanese government.	x	x (EN)	x (G/A)			
	(4) Approval by the Japanese cabinet			x				
,	(5) Exchange of Notes (E/N)		х	х				
	(6) Signing of Grant Agreement (G/A)		x		х			
	(7) Banking Arrangement (B/A)	Need to be informed to JICA	x					х
	(8) Contracting with consultant and issuance of Authorization to Pay (A/P)	Concurrence by JICA is required	x			x		х
	(9) Detail design (D/D)		x			x		
3. Implementation	(10) Preparation of bidding documents	Concurrence by JICA is required	х			x		
	(11) Bidding	Concurrence by JICA is required	x			х	x	
	(12) Contracting with contractor/supplier and issuance of A/P	Concurrence by JICA is required	x				x	x
	(13) Construction works/procurement	Concurrence by JICA is required for major modification of design and amendment of contracts.	х			х	х	
	(14) Completion certificate		х			х	х	
I. Ex-post nonitoring &		To be implemented generally after 1, 3, 10 years of completion, subject to change	х		. х			
valuation		To be implemented basically after 3 years of completion	х		х			
iotes:			6 6		1			

<sup>1.</sup> Project Monitoring Report and Report for Project Completion shall be submitted to JICA as agreed in the G/A.

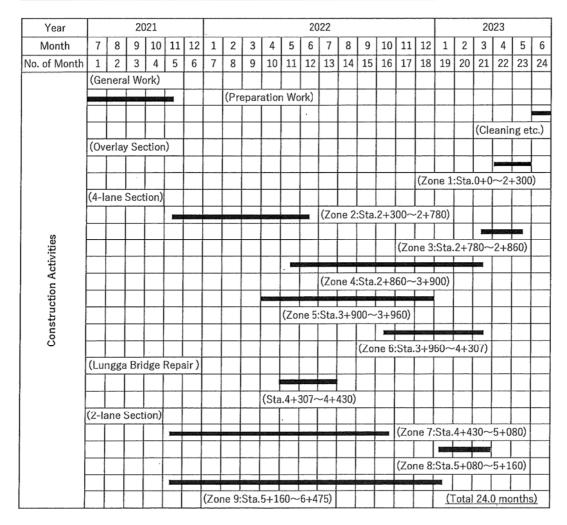
<sup>2.</sup> Concurrence by JICA is required for allocation of grant for remaining amount and/or contingencies as agreed in the G/A.

# Financial Flow of Japanese Grant (A/P Type)



# **Expected Project Implementation Schedule**

Year						202	i								2022	2		
Month	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7
No. of Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Detailed Design/ Tender Assistant		<b>-</b>	(Sit	e Su mes			/Det	aile	d De	sign	)							
Detailec Tender							(Те	nder	Ass	istaı	nt)							
													<u>(Tot</u>	tal 5	.0 m	onth	<u>ıs)</u>	





### Major Undertakings to be taken by the Solomon Islands Government

### 1. Specific obligations of the Solomon Islands Government which will not be funded with the Grant

(1) Before the Bidding

(1)	Defore the blading				
No.	Items	Deadline	In charge	Cost (US\$)	Ref.
1	To approve PER (Conditions of approval should be fulfilled, if any) and secure the necessary budget for implementation of countermeasures obligated in the PER.	before signing of the G/A	ECD		
2	To open Bank Account (Banking Arrangement (B/A))	within 1 month after signing of the G/A	MID/CBSI		
3	To issue the Authorization to Pay (A/P) to a bank in Japan (the Agent Bank) for the payment to the Consultant	within 1 month after signing of the contract with the consultant	MID/CBSI	3,000	
4	To approve Abbreviated Resettlement Action Plan	before signing of the G/A	MID		
5	To secure the necessary budget and implement land acquisition and resettlement (including preparation of resettlement sites), and compensation with full replacement cost in accordance with ARAP	before notice of the bidding document(s)	MID/MOF/ MOLHS/COL		
6	To implement social monitoring, and to submit the monitoring results to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report	till land acquisition and resettlement complete	MID		
7	To secure and clear the following lands  1) right of way for the Project  2) temporary construction yard and stock yard near the Project area  3) diversion route for the existing road  4) borrow pit and disposal site near the Project area	before notice of the bidding document(s)	MID and related agencies	62,000	
8	To obtain the planning, zoning, building permit	before notice of the bidding document(s)	MID and related agencies		
9	To clear, level and reclaim the sites, which will be confirmed in the draft final report (All costs for relocation of utilities and demolition of obstacles etc. are included)	before notice of the bidding document(s)	MID and related agencies	1,754,000	
	To submit Project Monitoring Report (with the result of Detailed Design (DD)	before preparation of bidding document(s)	MID		

Note: PER: Public Environmental Report

> ARAP: Abbreviated Resettlement Action Plan MOFT: Ministry of Finance and Treasury

MOFA: Ministry of Foreign Affairs and External Trade

MOLHS: Ministry of Lands Housing & Survey

MID-Ministry of Transport

CBSI: Central Bank of Solomon Islands

IRD: Inland Revenue Division

CAC: Community Advisory Committee

COL: Commissioner of Lands

ECD: Environment & Conservation Division



(2) During the Project Implementation

(2)	During the Project Implementation		I		Γ
No.	Items	Deadline	In charge	Cost (US\$)	Ref.
1	To issue A/P(s) to the Agent Bank in Japan for the payment(s) to the Supplier(s)	within 1 month after signing of the contract(s)	MID/CBSI		
2	To bear the following commissions to the Agent Bank in Japan for the banking services based upon the B/A	during the Project	CBSI		
	1) Advising commission of A/P	within 1 month after signing of the contract(s)	CBSI	24,000	
	2) Payment commission for A/P	every payment	CBSI	33,000	
3	To ensure prompt customs clearance and to assist the Supplier(s) with internal transportation in the country of the Recipient	during the Project	MID and related agencies		
4	To accord Japanese physical persons and/or physical persons of third countries whose services may be required in connection with the supply of the products and the services such facilities as may be necessary for their entry into the country of the Recipient and stay therein for the performance of their work	during the Project	MID/ MOFA		
5	To ensure that customs duties, internal taxes and other fiscal levies which may be imposed in the country of the Recipient with respect to the purchase of the products and/or the services be exempted	during the Project	MID / MOFT/ IRD		
6	To bear all the expenses, other than those covered by the Grant, necessary for the implementation of the Project	during the Project	MID		
7	1) To submit Project Monitoring Report	every month	MID		
	2) To submit Project Monitoring Report (Final)	within one month after signing of Certificate of Completion of the Work under the contract(s)	MID		
8	To submit a report concerning completion of the Project	within six months after completion of the Project	MID		
	To provide facilities for distribution of electricity, water supply and drainage and other incidental facilities necessary for the implementation of the Project outside the site(s)		,		
	1) Electricity	before start of the	MID and related		
	The distributing line to the temporary site	construction	agencies		
	Water Supply     The city water distribution main to the temporary site	before start of the construction	MID and related agencies		
	<ol> <li>Primary Electric Power Source</li> <li>Primary electrical power source up to the distribution boards. (Approx. 8 sources are required)</li> </ol>		MID	160,000	
10	To take necessary measure for safety construction  traffic control  public notifications  Securing safety for personnel involved in the Project	during the construction	MID and related agencies		-
	To implement Environmental Management Plan (EMP) and Environmental Monitoring Plan (EMoP)	during the construction	MID/ ECD		
	To carry out UXO investigation	before / during the construction	MID	99,000	
1	To submit results of environmental monitoring to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report	during the construction	MID/ ECD		



No.	Items	Deadline	In charge	Cost (US\$)	Ref.
14	To implement ARAP (livelihood restoration program, if needed)	for a period based on livelihood restoration program	MID/ MOFT/ MOLHS	812,000	
	To implement social monitoring, and to submit the monitoring results to JICA, by using the monitoring form, on a quarterly basis as a part of Project Monitoring Report  - Period of the monitoring may be extended if affected persons' livelihoods are not sufficiently restored. Extension of the monitoring will be decided based on agreement between MID and JICA.	until the end of livelihood restoration program (In case that livelihood restoration program is provided)	MID		,

(3) After the Project

No.	Items	Deadline	In charge	Cost (US\$)	Ref.
1	To implement EMP and EMoP	for a period based on EMP and EMoP	MID/ ECD		
2	To submit results of environmental monitoring to JICA, by using the monitoring form, semi-annually  - The period of environmental monitoring may be extended if any significant negative impacts on the environment are found. The extension of environmental monitoring will be decided based on the agreement between MID and JICA.	for two-years after the Project	MID		
4	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid  1) Allocation of maintenance cost  2) Operation and maintenance of structure  3) Routine check/Periodic inspection	After completion of the construction	MID/ MOF	15,000 (Annual)	

2. Other obligations of the Solomon Islands Government funded with the Grant

No.	Items	Deadline	Amount (Million Japanese Yen)*
2	To construct roads  - Overlay from the beginning point to 2.3 km point, L=2.3 km)  - Upgrading (from 2.3 km point to the end point, L=4.0 km)  To implement detailed design, bidding support and construction supervision  (Consulting Service)	During the construction	The cost borne by the Japan's Grant Aid is closed due to the confidenciality.
	Contingencies		-
	Total		

<sup>\*</sup>The Amount is provisional. This is subject to the approval of the Government of Japan.



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# Template

# Project Monitoring Report on Project Name

Grant Agreement No. XXXXXXX 20XX, Month

C	Organizational Inf	ormatio	n			
				Charge	(Designation)	_
		Signer of the	Contacts			
	(Recipient)	G/A			Phone/FAX:	
					Email:	
			Person in	Charge	(Designation)	-
	Executing Agency		Contacts		Address:	
	,			4	Phone/FAX:	•
					Email:	
			Person in	Charge	(Designation)	_
	Line Ministry		Contacts		Address:	
					Phone/FAX:	
					Email:	

### General Information:

General Information.	
Project Title	
E/N	Signed date: Duration:
G/A	Signed date: Duration:
Source of Finance	Government of Japan: Not exceeding JPY <u>mil.</u> Government of ():



1:	Project Desc	ription			
1-1	Project Objecti	ve			
1-2	(national/	nle rel objectives to whic regional/sectoral policies and of the target groups to which th	strategie	s)	tributes
L-3	Indicators for	measurement of "Effectiveness"	,		
Qτ		ors to measure the attainment of	project o		
	Indicator	s Original (Yr	) '	Target (Yr	)
Qu	autative indicators	to measure the attainment of projec	er objective	es	
2:	Details of the	Project			
<del></del>	Details of the				
2-1	Location				
	Components	Original		Actual	
		(proposed in the outline design)			
1.					
-2	Scope of the w	zork		AAAA 4	
1.	Components	Original* (proposed in the outline design)		Actual*	
Reas	ons for modificat	tion of scope (if any).			
(PA					
	•				



2-3 Implementation Schedule

_	C AMEDICANICAL CONTRACTOR	AL O TAROTRONO		
	-	Or	iginal	
	Items	(proposed in the	(at the time of signing	Actual
		outline design)	the Grant Agreement)	

Reasons for any	changes of the schedule, and their ef	fects on the project (if any)

# 2-4 Obligations by the Recipient

### 2-4-1 Progress of Specific Obligations

See Attachment 2.

### 2-4-2 Activities

See Attachment 3.

### 2-4-3 Report on RD

See Attachment 11.

### 2-5 Project Cost

# 2-5-1 Cost borne by the Grant(Confidential until the Bidding)

Components		Cost	
		(Million	n Yen)
Original (proposed in the outline design) .	Actual (in case of any modification)	Original <sup>1),2)</sup> (proposed in the outline design)	Actual
Total			

Note: 1) Date of estimation:

2) Exchange rate:

1 US Dollar = Yen

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### 2-5-2 Cost borne by the Recipient

Components		Cost	:
		(1,000 Ta	aka)
Original (proposed in the outline design)	Actual (in case of any modification)	Original <sup>1</sup> ), <sup>2</sup> ) (proposed in the outline design)	Actual
1.			

Note:	1)	Date	of	estim	ation
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2) Exchange rate:

1 US Dollar =

Reasons for the remarkable gaps between the original and actual cost, and the countermeasures (if any)

(PMR)	, , ,		

### 2-6 Executing Agency

- Organization's role, financial position, capacity, cost recovery etc,
- Organization Chart including the unit in charge of the implementation and number of employees.

number of employees.
Original (at the time of outline design)
name:
role:
financial situation:
institutional and organizational arrangement (organogram):
human resources (number and ability of staff):
Actual (PMR)



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### 2-7 Environmental and Social Impacts

- The results of environmental monitoring based on Attachment 5 (in accordance with Schedule 4 of the Grant Agreement).
- The results of social monitoring based on in Attachment 5 (in accordance with Schedule 4 of the Grant Agreement).
- Disclosed information related to results of environmental and social monitoring to local stakeholders (whenever applicable).

# 3: Operation and Maintenance (O&M)

### 3-1 Physical Arrangement

- Plan for O&M (number and skills of the staff in the responsible division or section, availability of manuals and guidelines, availability of spareparts, etc.)

Original (at the time of outline design)	
Actual (PMR)	

### 3-2 Budgetary Arrangement

- Required O&M cost and actual budget allocation for O&M

Original (at the time of outline design)
Actual (PMR)

# 4: Potential Risks and Mitigation Measures

- Potential risks which may affect the project implementation, attainment of objectives, sustainability
- Mitigation measures corresponding to the potential risks



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Assessment of Potential Risks (at the time of outline design)

<b>Potential Risks</b>	Assessment
1. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action required during the implementation stage:
	Contingency Plan (if applicable):
2. (Description of Risk)	Probability: High/Moderate/Low
	Impact: High/Moderate/Low
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action required during the implementation stage:
	Contingency Plan (if applicable):
3. (Description of Risk)	Probability: High/Moderate/Low
, ,	Impact: High/Moderate/Low
	Analysis of Probability and Impact:
	Mitigation Measures:
	Action required during the implementation stage:
	Contingency Plan (if applicable):
Actual Situation and Countermea	asures
(PMR)	



### 5: Evaluation and Monitoring Plan (after the work completion)

### 5-1 Overall evaluation

Please describe your overall evaluation on the project.

### 5-2 Lessons Learnt and Recommendations

Please raise any lessons learned from the project experience, which might be valuable for the future assistance or similar type of projects, as well as any recommendations, which might be beneficial for better realization of the project effect, impact and assurance of sustainability.

### 5-3 Monitoring Plan of the Indicators for Post-Evaluation

Please describe monitoring methods, section(s)/department(s) in charge of monitoring, frequency, the term to monitor the indicators stipulated in 1-3.

### Attachment

- 1. Project Location Map
- 2. Specific obligations of the Recipient which will not be funded with the Grant
- 3. Monthly Report submitted by the Consultant

Appendix - Photocopy of Contractor's Progress Report (if any)

- Consultant Member List
- Contractor's Main Staff List
- 4. Check list for the Contract (including Record of Amendment of the Contract/Agreement and Schedule of Payment)
- 5. Environmental Monitoring Form / Social Monitoring Form
- 6. Monitoring sheet on price of specified materials (Quarterly)
- 7. Report on Proportion of Procurement (Recipient Country, Japan and Third Countries) (PMR (final )only)
- 8. Pictures (by JPEG style by CD-R) (PMR (final)only)
- 9. Equipment List (PMR (final )only)
- 10. Drawing (PMR (final )only)
- 11. Report on RD (After project)

Remark: No. 6, 7 are attached in this document for reference.

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Attachment 6

Monitoring sheet on price of specified materials

1		,					
		Initial Wellime	Initial Unit	Initial total	1% of Contract		Condition of payment
	Items of Specified Materials∻	A÷	Price (¥) B.	Price C=A×B	Price. De	Price (Decreased)	Price (Increased) 4
	1 tem 1 →	# <b>1</b>	•	•	•		
٠٧	2→ Item 2→	÷	•	•			
4,5	32 Item 32	4	7	7			
4	40 Item 40	+	14	1	*	*	
-,3	50 Item 50	5	4	<b>+</b>		'+	7
ٺ	4 4	4	*	+	*	.+	4

Monitoring of the Unit Price of Specified Materials.
 Method of Monitoring: ●●.

, (2) Result of the Monitoring Survey on Unit Price for each specified materials.

Items of Specified Materials.	→ Item 1→	→ Item 2→	Jtem 35	→ Item 4→	ب Item ک	4
1st*	÷	÷	÷	÷	¢	¢
2nd. ●month, 2015.	¢	4	4	·	÷	÷
3rd. ●month, 2015.	7	4	\$	+	¢	4
4th÷	÷	÷	÷	4	÷	9
ōth∻	Ç	4	t.	4	¢	9
6th	÷	3	÷	÷.		4

ب ر (3) Summary of Discussion with Contractor (if necessary) الم

Attachment 7+

Report on Proportion of Procurement (Recipient Country, Japan and Third Countries)⊸

(Actual Expenditure by Construction and Equipment each)

÷		÷	<b></b>	÷	3	3	3
Total+ D+		Ç.	÷	4	<b>\$</b>	÷	÷
Foreign Procurement   (Third Countries)   .	సే					→ (%□/□)	(C/D%)
Foreign Procurement	Β¢	(B/D%)	(B/D%)	(B/D%)	(B/D%)	(B/D%)	(B/D%)
Domestic Procurement (Recipient Country)	A∻	(%Q/D/)	(A/D%)	(A/D%)	(%Q/P)	(%Q/D%)	(A/D%)
3		Construction Cost+	<ul> <li>Direct Construction Cost</li> </ul>	others∻	Equipment Cost∻	Design and Supervision Cost→	Total

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### **Environmental Checklist**

Category	Items	Check items	Yes :Y No : N	Environmental Social Consideration (The reason for Yes/No, Evidence, Mitigation measures etc.)
	(1) EIA and Environmental permission	<ul> <li>(a) Environmental assessment report (EIA report) are prepared, or not</li> <li>(b) EIA report is approved by government of Solomon, or not</li> <li>(c) Approval for EIA reports is required with incidental conditions? If there are incidental conditions, will those conditions satisfy?</li> <li>(d) Other permission is required or not?</li> </ul>	(a):N (b):N (c):N/A (d):N	<ul> <li>(a) EIA report is necessary as Public Environment Report. The PER is under preparation at the August 2020, and it will be submitted in September 2020.</li> <li>(b) It will be approval after submission.</li> <li>(c) It is before submission.</li> <li>(d) MID is required to take approval regarding quarry, construction and waste dumping.</li> </ul>
1. Permission/ Explanation	(2) Explanation to stakeholders	(a) The project contents and the impact including information disclosures is taken consensus among stakeholders or not?  (b) The recommendation from residences are including in this project design or not?	(a):Y (b):Y	<ul> <li>(a) The stakeholder meeting including related organization and major shop owner was held as for explain the summary of the project in December 2019. Also, public consultation meeting was held to residence along Kukum highway.</li> <li>On August 2020, project team will plan to hold stakeholder meeting and public consultation after finalizing the project contents and construction area. Furthermore, Publish of PER is obligation under the process of EIA, the PER will notify in local Newspaper.</li> <li>(b) The road design considering safety and drainage.</li> </ul>
	(3) Consideration of alternative plan	(a) Alternative plan including of Environmental and Social impact of the project are considered or not?	(a):Y	(a) The project team considered view point of technical issues and environmental social impact, against the five alternative plans including non-implementation of the project.
22	(1) Air quality	<ul> <li>(a) Are there any impact of air pollutants emitted from vehicles? Is it consistent with the environmental standards of the country?</li> <li>(b) In the case of exceeding of air quality standard around target area already, the project will be deteriorated more the air quality or not. And is there any countermeasure for air quality will be taken?</li> </ul>	(a):N (b):Y	<ul> <li>(a) No environmental standard in Solomon Islands. The impact to air quality will not be exceeded the environmental values compare with Japanese environmental standard or WHO guideline value.</li> <li>(b) Project will take mitigation measure to PM (Particular Matter) such as spray an asphalt emulsion though the impact is estimated to not exceed environmental standard.</li> </ul>
2. Pollution measure	(2) Water quality	(a) The water quality in the downstream area will be deteriorated due to soil runoff from exposed topsoil such as embankments and cuts or not?  (b) Will the drainage from the road surface pollute groundwater and other water sources?  (c) Is the drainage from the parking/service area, etc. consistent with effluent standards in Solomon Islands? In addition, will the discharge produce water bodies that do not apply to the environmental standards in Solomon Island?	(a):N (b):N (c):N	<ul> <li>(a) Soil runoff are not expected.</li> <li>(b) The drainage from road surface is not expected to groundwater because to the drainage will discharge to water channel and rivers immediately.</li> <li>(c) No plans to construct parking etc.</li> </ul>
	(3) Waste	(a) Will the waste from the parking/service area properly treated	(a):N	(a) No plans to construct parking etc.





Category	Items	Check items	Yes :Y No : N	Environmental Social Consideration (The reason for Yes/No, Evidence, Mitigation measures etc.)
		and disposed in accordance with the regulations of the Solomon Islands?		
	(4) Nosie and Vibration	(a) Will noise and vibration from vehicles match the standards in Solomon Islands?		(a) No environmental standard regarding Noise and vibration in Solomon Islands, and significant impact is not expected.
	(1) protected area	(a) Is the project area located in a protected area specified by the law in Solomon Islands or international treaty? Will the project affect the protected area?		(a) In the project area is not including protected area.
3. Natural Environment	(2) Ecosystem	(a) Project area is including primeval forests, tropical natural forests, ecologically important habitats (coral reefs, mangrove swamps, tidal flats, etc.) or not?  (b) Project area is including habitats of valuable species that need protection under the laws in Solomon Islands and international treaties or not?  (c) If significant impacts on the ecosystem are concerned, will measures be taken any mitigation measure to reduce the impact on the ecosystem?  (d) Any measures will be taken for block the movement routes of wildlife and livestock, divide habitats, and traffic accidents of animals or not?  (e) Development of roads will be cause deforestation, poaching, descrification, and wetland drying due to development? Furthermore, is there a possibility that alien species (which did not previously live in the area), pests, etc. may be introduced and the ecosystem may be disturbed? Are there any countermeasures against them?  (f) In the case of constructing a road in an undeveloped area, will the natural environment be greatly damaged by new area development?	(b):N	<ul> <li>(a) No nature and ecosystem to be protected, in target area because the project is improvement work on existing road.</li> <li>(b) No valuable species to be protected in target area because the project is improvement work on existing road.</li> <li>(c) No significant impact to ecosystem</li> <li>(d) No occur to block the movement routes of wildlife and livestock, divide habitats, in target area because the project is improvement work on existing road.</li> <li>(e) No deforestation in target area because the project is improvement work on existing road.</li> <li>(f) No plan to development of un-developed area because the project is improvement work on existing road.</li> </ul>
	(3) Water environment	(a) Alteration of topography and new construction of structures such as tunnels adversely will affect surface water and groundwater flow or not?	(a):N	(a) It is not expected to significant impact to surface water and groundwater flow because the project is not planning to great alternation of topography or construction of tunnels.
	(4) Topography/ Geology	<ul> <li>(a) There is a poor-geological location that could cause landslides or landslides on the route or not? If so, appropriate construction methods will be taken as countermeasures?</li> <li>(b) Will earth collapse and landslides occur due to civil engineering work such as embankment and cutting? If so, appropriate countermeasures</li> </ul>	(a):N (b):Y (c):N	<ul> <li>(a) No poor-geological location</li> <li>(b) Only small amount of embankment work is planning at the Lungga Bridge, then landslides are not expected.</li> <li>(c) Soil outflow is not expected</li> </ul>





Category	Items	Check items	Yes :Y No : N	Environmental Social Consideration (The reason for Yes/No, Evidence, Mitigation measures etc.)
4. Social Environment	(1) Resettlement	will be taken to prevent landslides and landslides?  (c) Will soil runoff occur on the embankment place, cuts place, dumping site, and quarry sites? If so, any appropriate countermeasures will be taken to prevent soil outflow?  (a) Involuntary resettlement occurs with the implementation of the project or not? If so, the project will be taken efforts to minimize the impact of relocation?  (b) Resettled residents can be given appropriate explanations regarding compensation and livelihood reconstruction measures before the resettlement or not?  (c) Resettlement plan will be prepared based on social survey on resettlement, compensation for the re-acquisition price, and livelihood re-construction measure after the resettlement?  (d) The compensation be paid before relocation?  (e) Compensation policy is formulated in a document?  (f) The resettlement plan care to vulnerable groups, such as women, children, the elderly, the poor, ethnic minorities, and indigenous peoples?  (g) Is it possible to obtain the agreement before resettlement from the target resettled residents?  (h) Is there system in place to properly implement resettlement? Are sufficient implementation capabilities and budgetary measures taken for resettlement?  (i) Monitoring activities is planned for impact by relocation?  (j) Has a grievance redress mechanism been established?	(a):Y (b):N (c):Y (d):Y (e):Y (f):Y (g):Y (h):Y	<ul> <li>(a) The project was designed to minimize impact of involuntary resettlement.</li> <li>(b) The project will plan to explain the compensation based on draft-ARAP in August 2020</li> <li>(c) Affected peoples were extracted and a detailed survey was conducted to determine the extent of the impact.</li> <li>(d) Payment is made within 3 months after application in accordance with Solomon Islands regulations</li> <li>(e) Summarized on Safeguard Manual by MID</li> <li>(f) The measure will include in ARAP</li> <li>(g) The public consultation in August 2020 is planned to make an agreement regarding resettlement and compensation</li> <li>(h) MID has appropriate system and enough budget measures are taken.</li> <li>(i) MID will conduct monitoring</li> <li>(j) Grievance redress mechanism has been regulated in Safeguard manual</li> </ul>
	(2) Livelihood	(a) In case of road is constructed by new development, will there be any impact on the existing transportation and the lives of the residents around existing road? Also, will there be occur major changes in land use, livelihoods and unemployment? The design/plan is considering the mitigation of these effects or not? (b) The project will adversely affect the lives of other residents? Will impact reduction consideration be made as necessary?	(a):N (b):N (c):N (d):N (e):N (f):N	<ul> <li>(a) The project is improvement work of existing road, it is not new development.</li> <li>(b) Although the project is improvement work of existing road, compensation is required based on ARAP to APs such as street vendors</li> <li>(c) The risk of HIV is low in Solomon Islands</li> <li>(d) Significant impact to traffic is not expected</li> <li>(e) Significant impact to movement on residents is not expected</li> <li>(f) Impact is not expected on sunlight obstruction or radio interference</li> </ul>





Category	Items	Check items	Yes :Y No : N	Environmental Social Consideration (The reason for Yes/No, Evidence, Mitigation measures etc.)
		(c) Is there a risk of illness (including infectious diseases such as HIV) due to population influx from other areas? Will appropriate public health considerations be made as necessary?  (d) Will the project adversely affect road traffic in the surrounding area (increase of congestion and traffic accidents etc.)?  (e) The target roads will prevent the movement of residents?  (f) Does the road structure (overpass, etc.) cause sunlight obstruction or radio interference?		
	(3) Cultural heritage	(a) There are a possibility that the project will damage archeologically, historically, culturally, and religiously valuable heritage sites and historical sites or not? Also, are measures taken under the law on Solomon Islands taken into consideration?	(a):N/A	(a) The impact to cultural/ historical valuable etc. are not expected
	(4) Landscape	(a) In the case of there is a landscape to be requires special consideration, it will be adversely affected or not? If there is impact, it will necessary measures be taken to the impact?	(a):N/A	(a) No landscape to be protected especially
	(5) Ethnic minority, indigenous people	<ul><li>(a) Considering to reducing the impact on the ethnic minorities, indigenous people's culture and lifestyle?</li><li>(b) The rights on land and resources for minority and indigenous people are respected?</li></ul>	(a):N/A (b):Y	(a) No ethnic minorities in the target area     (b) Regulated the Customary land
	(6) Working environment	<ul> <li>(a) In the project, law/ regulation regarding work environment will compliant?</li> <li>(b) Are the safety considerations for the personnel involved in the project, such as the installation of safety equipment related to the prevention of occupational accidents, and the management of hazardous substances are considered?</li> <li>(c) Are software measures planned and implemented for people involved in the project, such as the formulation of a safety and health plan and safety training for workers (including traffic safety and public health)?</li> <li>(d) Will appropriate measures be taken to prevent security personnel involved in the project from violating the safety of project personnel and local residents?</li> </ul>	(a):Y (b):Y (c):Y (d):Y	<ul> <li>(a) Legal compliance will be included in the contract with contractor</li> <li>(b) Safety consideration is carried out under the responsibility of the contractor. Use of harmful substances is not expected</li> <li>(c) Contractors will regularly provide workers with safety education including traffic safety, public health, and work in hot environments.</li> <li>(d) Education and training for security staff is also included in (c) and supervised by the contractor.</li> </ul>
5. Other	(1) Impact on construction	(a) There are mitigation measures	(a):Y (b):N/A	(a) Asphalt emulsion will be sprayed as a mitigation measure against dust.





Category	Items	Check items	Yes : Y No : N	Environmental Social Consideration (The reason for Yes/No, Evidence, Mitigation measures etc.)
		vibration, muddy water, dust, exhaust gas, waste, etc.) during construction?  (b) Construction will negatively affect the natural environment (ecosystem)? Are mitigation measures prepared for the impacts?  (c) Construction will negatively affect the social environment? Are mitigation measures prepared for the impacts?	(c):N	(b) The impact to natural environment (ecosystem) is not expected. (c) The impact to social environment is not expected.
	(2) Monitoring	<ul> <li>(a) Monitoring activities will plan/implement by contractor for items may have an impact within the above environmental items?</li> <li>(b) How decide the items, methods, frequencies, etc. of monitoring plan?</li> <li>(c) Contractor's monitoring system (organization, personnel, equipment, budget, etc. and their continuity) will established?</li> <li>(d) The method and frequency of reporting from the developer, contractor to the competent authorities is regulated?</li> </ul>	(b):Y	<ul> <li>(a) Monitoring activities proposed in this report will be implement</li> <li>(b) Selection of parameters and measurement frequency are set according to the degree of environmental impact</li> <li>(c) It will be described in contract</li> <li>(d) It will be described in PER</li> </ul>
6. Note	environmental check list	<ul> <li>(a) If necessary, also add the relevant check items from the forestry checklist and evaluate (for cases involving large-scale logging)</li> <li>(b) If necessary, add the relevant check items from the checklist for transmission lines/distribution (for cases involving the construction of transmission/transformation/distribution facilities).</li> </ul>	(b):Y	(a) The project is not including large-scale logging     (b) The project is not expected to transformation facilities, but it is necessary relocation of communication line in advance
	Note on environmental check list	(a) If necessary, check the impact on transboundary or global environmental issues. (When factors related to cross-border treatment of waste, acid rain, ozone depletion, global warming, etc. are considered)	(a):N	(a) No cross boundary environmental impact is expected





# Environmental Management Plan

Category	No.	Impact item	Mitigation Measures	Cost (US\$)
	1	Air pollution	Construction Phase:  Contractor shall conduct countermeasure for dust such as splaying asphalt emulsion and watering.  Contractor shall put in effort to reduce exhaust gases from construction machinery with appropriate maintenance and using to electric machinery.  Contractor shall put in effort to reduce dust by maintaining clean road and controlling velocity of construction machinery.  Contractor shall be explaining the construction plan to residence living around the site and supervising consultant in advance.  Supervising consultant shall be reviewing the	Construction Phase: The cost shall be including to construction contract
Pollution	2	Water pollution	construction method with contractor referring to residence's opinions, if need.  Construction Phase: Construction work near river shall be conducted in the dry season as possible. Contractor shall cover ground by sheet etc. at the heavy raining. Contractor shall maintain proper construction machinery to avoid oil and fuel leakage. Contractor shall manage the oil and fuel properly. Cleaning machinery in river is prohibited. Supervising consultant shall consider proper drainage plan in advance. Contractor shall be plant grasses and flowers on road slopes and pit in order to prevent soil runoff. Contractor and supervising consultant shall be monitoring the occurring condition of dirty water and review the construction	Construction Phase: The cost shall be included in the construction contract
	3	Waste	method, if needed.  Construction Phase: Contractor shall conduct proper waste management Contractor shall prepare toilet and waste management space in construction site Contractor shall collect separately solid waste materials Contractor shall consider reuse and recycle of construction waste Contractor and supervising consultant shall be monitoring the waste treatment method and improve the treatment method, if needed.	Construction Phase: The cost shall be included in the construction contract
	4	Vibration	Construction Phase: Contractor shall make construction plan to avoid concentrating many construction machineries for long near residential area Contractor shall maintain proper condition of the construction machineries to avoid abnormal noise Construction work in night is prohibited near residential area Contractor shall select the low noise machinery as possible Contractor and supervising consultant shall explain construction plan to residence around the site in advance Contractor and supervising consultant shall be monitoring the noise, vibration with residence's opinion and reviewing the construction method, if needed.	Construction Phase: The cost shall be included in the construction contract





Category	No.	Impact item	Mitigation Measures	Cost (US\$)
Natural environment	1	Ecosystem	Pre-Construction Phase, Construction Phase:  · Developer (MID) are completed felling before construction  · Developer (MID) are completed planting of same number of	Pre-Construction Phase: Estimated cost of cut of tree Around 70,000 SBD
	1	Resettlem ent/ Land Acquisitio n	trees.  Pre-Construction Phase  Abbreviated resettlement action plan shall be prepared and implanted properly  Construction Phase  The detailed design consultant will provide a temporary land lease plan with the construction schedule to the owner and related parties, and the MID will take out the borrowing according to the construction schedule.	Pre-Construction Phase Land acquisition for construction office yard Around 500,000 SBD  Resettlement cost 6,497,933 SBD
	2	Impoveris hed/Poor people	Construction Phase: Disclose information on construction plans and off-limits areas, etc. to ensure safety for street vendors that belong to the poverty zone Actively employ the poor who need relocation	
tt.	3	Local economies , such as employme nt, livelihood, etc.	Pre-Construction Phase  Abbreviated resettlement action plan shall be prepared and implanted properly Construction Phase:  Contractor shall conduct fair employment when hiring local residents as a simple worker for construction work.  Contractor and supervising consultant shall explain construction plan to residence around the site in advance	The cost shall be included in the ARAP and construction cost
Social Environment	4 .	Land use and utilization of local resources		The cost shall be included in the ARAP and construction cost
Soc	5	Existing social infrastruct ures and services	Pre-Construction Phase Consult with the owners of existing infrastructure facilities such as telephone poles, water pipes, and optical cables to implement with develop relocation and protection plans.  Construction Phase: Contractor shall conduct traffic control to avoid traffic jam Consultants for detail design shall consider temporary land use in construction phase by sharing the construction plan among Stakeholders and related organizations in early stage	Pre-Construction Phase Relocation cost for infrastructures by MID Around 13,720,000 SBD  Construction Phase: The cost is included in the construction contract or miscellaneous expenses
	6	1	Pre-Construction Phase  · Abbreviated resettlement action plan shall be prepared and implanted properly  Operation Phase  · MID and ECD shall be monitoring living condition of affected people and shall take countermeasure, if needed	The cost is included in the resettlement budget
	7	Local conflicts of interest	Pre-Construction Phase  · Abbreviated resettlement action plan shall be prepared and implanted properly  Operation Phase  · MID and ECD shall be monitoring living condition of affected people and shall take countermeasure, if needed	The cost is included in the resettlement budget





Category	No.	Impact item	Mitigation Measures	Cost (US\$)
	8	Landscape		The cost is included in the construction contract
	9	Working conditions (including occupation al safety)	Construction Phase:  Supervising consultant and contractor shall conduct preventive countermeasures on accident before construction.  Contractor shall sprinkle water as a countermeasure for dust  Contractor shall prepare toilet and dumping site in construction site.  The contractor shall take measures against heat stroke of workers, such as taking appropriate breaks.  Contractors take measures against malaria, such as preparation of mosquito spray.	
Others	1	Accidents	Construction Phase: Supervising consultant and contractor shall conduct preventive countermeasures on accident before construction. Contractor shall prepare traffic control and setting of traffic signboard for prevention accident	
Oth	2	UXO	Pre-Construction Phase:  • Conduct UXO survey on un-developed area	Pre-Construction Phase: UXO survey (MID) Around 800,000 SBD





# **Environmental Monitoring Plan**

Category	Environmenta l Item	Monitoring Item/ Parameter	Responsible Person and Organization	Location	Method	Frequency
	Air pollution	Construction Phase: PM10, PM2.5	Contractor	Construction site	Visual observation and interview of pedestrians Instrumental analysis	Visual observation: Daily Interview: Monthly or as needed Instrumental analysis: Pre-Construction Phase 1 time Construction Phase: Daily 2 times per day during construction
Pollution	Water pollution	Construction Phase: • Turbid water and drainage conditions	Contractor	Construction site	Visual observation	During rainfall
Pol	Waste	Construction Phase: Disposal methods of construction and general waste	Contractor	Construction site and disposal site	Visual observation and meeting with contractor	Visual observation: Daily Meeting: Monthly or as needed
	Noise and vibration	Construction Phase: · Noise level	Contractor	Construction site	Interview to local residents and pedestrians Instrumental measurement	Interview: Monthly or as needed Instrumental measurement: Pre-Construction Phase 1 time Construction Phase: Daily 2 times per day during construction
Natural environmen	Ecosystem	Pre-Construction Phase: ·Confirmation of planting	Supervising Consultant	Construction area	Hearing to MID and survey	1 time
	Resettlement/ Land Acquisition	Pre-Construction Phase: Progress of resettlement action plan	MID	Construction area	Site survey and meeting with PAPs	Monthly or as needed
ronment		Operation Phase: Hearing from owner that received compensation	MID	Construction site	Hearing and Meeting	Each half year, 2 years
Social Environment	Poor people	Construction Phase: • Activity conditions of street venders	Supervising Consultant	Construction site, especially KG market	Visual observation	Daily
	economies,	Pre-Construction Phase: · Progress of resettlement action plan	MID	Construction site	Site survey and meeting with PAPs	Monthly or as needed

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Caught	Environmenta I Item	Monitoring Item/ Parameter	Responsible Person and Organization	Location	Method	Frequency
		Construction Phase: Business activity around construction site Employment situation of unskilled labor	Supervising Consultant/ Contractor	Construction site	Site survey and interview of local people and unskilled labors	Monthly or as needed
	l	Pre-Construction Phase: Progress of resettlement action plan	MID	Construction site	Site survey and meeting with PAP	Monthly or as needed
		Operation Phase:     Condition of land use     Condition of business activity	MID	Construction site	Site survey and interview of local people	Monthly or as needed for 2 years after completion
	Existing social infrastructures and services	Pre-Construction Phase: Relocation status of existing infrastructure facilities	MID	Construction site	Site survey and meeting with facility organization	Monthly or as needed
		Construction Phase: Condition of traffic congestion around construction site	Supervising Consultant/ Contractor	Construction site	Visual observation	Daily
		Operation Phase: Crossing conditions of pedestrians	MID	Construction site, especially King George VI National High School	Site survey and interview of local people	Monthly or as needed for 2 years after completion
		Pre-Construction Phase: Progress of resettlement action plan	MID	Construction site	Site survey and meeting with PAPs	Monthly or as needed
		Operation Phase: Living situations of Project Affected Persons (PAPs)	MID	Construction site, especially King George VI National High School	Site survey and meeting with PAPs	Monthly or as needed for 2 years after relocation
	Landscape	Construction Phase: Status of tree felling Status of Planting works	Contractor	Construction site	Visual observation and meeting with contractor	Daily

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Category	Environmenta l Item	Monitoring Item/ Parameter	Responsible Person and Organization	Location	Method	Frequency
	Working conditions (including occupational safety)	Construction Phase: Workplace situations Implementation status of accident prevention measures	Contractor	Construction site	Visual observation and meeting with contractor	Daily
Other	Accidents	Construction Phase: Implementation status of accident prevention measures	Contractor	Construction site	Visual observation and meeting with contractor	Daily







# SOLOMON ISLANDS GOVERNMENT MINISTRY OF INFRASTRUCTURE DEVELOPMENT (MID) CENTRAL PORJECT IMPLEMENTATION UNIT

PROJECT FOR UPGRADING OF THE KUKUM HIGHWAY (PHASE 2)

ABBREVIATED RESETTLEMENT ACTION PLAN (ARAP) REPORT

Prepared by CTI International Cooperation Ltd for JICA & MID

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# ABBREVIATION

Abbreviation	Original
AGO	Attorney General's Office
AH	Affected Household
APs	Affected Persons
CAC	Community Advisory Committee
ARAP ·	Abbreviated Resettlement Action Plan
CSS	Census and Socioeconomic Survey
CLAC	Customary Land Appeal Court
COL	Commissioner of Lands
CPIU	Central Project Implementation Unit
EA	Executing Agency
FTE	Fixed Term Estate
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
IA	Implementing Agency
IOL	Inventory of Losses
JICA	Japan International Cooperation Agency
LAO	Land Acquisition Officer
LAR	Land Acquisition and Resettlement
LARP	Land Acquisition and Resettlement Plan
LTA	Land and Titles Act
MID	Ministry of Infrastructure Development
MLHS	Ministry of Lands, Housing and Survey
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
PAFs	Project Affected Families
PAPs	Project Affected Persons
RAP	Resettlement Action Plan
RP	Resettlement Plan
RoW	Right of Way
SIG	Solomon Islands Government
SPM	Safeguards Procedures Manual
SU	Safeguards Unit

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#### 1. INTRODUCTION

#### 1.1 Project Background

The Government of Solomon Islands with assistance from the Japanese International Cooperation Agency (JICA), has undertaken the Project for Upgrading of the Kukum Highway, Phase 2. The project is aimed at Upgrading the road from the Ministry of Fisheries and Marine Resources (MFMR) to Lunga Bridge and from Lunga Bridge to Henderson Airport. The Ministry of Infrastructure Development (MID) as the executing agency (EA) is responsible to implement the Project through its existing Central Project Implementation Unit (CPIU) the implementing agency (IA), supported by CTI Engineering International Engineering Co. Ltd (CTII), of Japan as Consultant for the Preparatory Survey.

The MID will pay for compensations to affected households and families for lost non – land assets and through the Ministry of Lands, Housing and Survey (MLHS) will conduct land acquisition of the ROW for the road upgrade. An Official Development Assistance (ODA) loan agreement was signed by the Solomon Islands Government (SIG) and JICA.

As part of the JICA requirements when implementing an ODA project, appropriate environmental and social considerations to assess the negative and positive impact and mitigate the negative impacts for the site, based on the "JICA Guidelines for Environmental and Social Considerations (April 2010) and the Environmental Act 1998 and The Environmental regulation 2008 in Solomon Islands shall be undertaken.

The Project's preparatory survey was conducted from November to December 2019. Under the Preparatory Survey, a Resettlement Action Plan (RAP) for the project was prepared in accordance with the JICA Guidelines for the Environmental and Social Considerations.

As of June 2020, 36 No. of land parcels will be affected, 84 No of houses or structures and 102 number of fruit trees. From this, it was noted that the total No. of affected families is 103 including 156 other road side vendors.

#### 1.2 Project Description

The Scope of Works under the Project comprises of the upgrade to the existing carriage way or road, pedestrian crossings, culverts, drainage, bus bays and other road necessities. The road traverse from the Honiara city and to outside of the main city to Guadalcanal Provincial jurisdiction and it is part of the main and only Highway on the island. It is approximately 8km from where the first phase ends. Which is at the MFMR head office to Lunga Bridge and from Lunga Bridge to the Henderson area.

The summary of the scope of works include:

- 4-lane road overlay of 2.3 km from the Ministry of Fisheries
- 4-lane road improvement of 2.0 km from the 2.3 km point to the Lunnga Bridge
- 2-lane road improvement of 2.0 km from the Lunnga Bridge to Honiara Airport
- Ancillaries (road furniture)
  - Drainage, Bus station, Street Lights, Traffic signboards and Pavement markings
- Proposal
  - · Assessment of the Lunga Bridge and the repair plan.

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Figure 1: Sub-project Road

### 1.3 Need for Land Acquisition and Resettlement

This ARAP defines the practical procedures by which the Implementing Agency (IA) will address the potential resettlement impacts under the Project, in line with the applicable policy and legal framework of the Government, and ensuring that the principles of the JICA Guidelines safeguard requirements on involuntary resettlement under the JICA Environmental and Social Safeguards Guidelines are complied with.

Land acquisition and resettlement is needed in order to achieve the requirements of the project technical design standard and this will trigger some resettlement impact to land and non - land assets within the project scope or area.

### 1.4 Identification of RAP Impacts

The requirements of achieving the technical design standard of the Project, will trigger some resettlement impact under the road upgrade. In order to identify the magnitude of the resettlement impact and to generate a socioeconomic baseline of the households likely to be affected by the project interventions, followed by preparation of a Resettlement Action Plan (RAP) for the Project, a combined census and socioeconomic survey was carried out between 18th November and 30th November 2019. A census survey will be conducted to determine the number of affected persons (PAs) when the design will be available to show the extent of the project. This will detail the number of persons that will be affected during the upgrade of the road. However, the effects on the affected households will be small since there will be no affected household (AH) to lose any part of its dwelling land, and no house to be demolished and no household to be physically displaced from his/her existing dwelling, and also no household (HH) is likely to be severely affected as mandated by the JICA guidelines (i.e. losing more than 10% of its income). The Project, therefore, can be classified as Category B or Tier 3 as per MID SPM.

#### 1.5 Objective of the ARAP

The primary objectives of the RAP are to: (i) identify the project impact on the Project Affected Families (PAFs) in terms of loss of assets, and impact on livelihood and income; (ii) outline measures to mitigate the adverse impact; (iii) provide an estimate for budgetary allocation for compensation of loss of assets and resettlement benefits; and (iv) provide procedure for monitoring of resettlement implementation.

The impacts are documented in the ARAP corresponding to the preliminary designs of the road as of 2020. If situation demands, prior to commencement of actual implementation of physical works, this RAP will be updated based on any significant changes to the project scope or design. Or, if any additional or new impacts are exposed during the course of implementing the physical works, required Addendum(s) to the RAP will be prepared.

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#### SCOPE OF LAND ACQUISITION AND RESETTLEMENT 2.

#### Strategy of Resettlement 2.1

The Project has adopted the strategy to implement the upgrading works under two initiatives. Therefore, the scope of works for the Preparatory Survey has prompted the requirement of preparing a RAP. That is the first section of works will be from the MFMR Office to Lunga Bridge (Western approach), and from Lunga Bridge (Eastern Approach) to Henderson. This is subdivided according to the geological boundaries of the main Honiara City which ends at the Lunga Area and Guadalcanal Province from the same location further east.

This Resettlement Action Plan was prepared through extensive discussions with the assistance of the JICA study team. The RAP comprises of the following sections:

- The entitlement package reflecting the resettlement site plan;
- 11. Implementation Schedule;
- III. Institutional Arrangement;
- IV. Records of Public Consultation;
- V. Socio-economic Analysis of the Project Affected Families and Households.

In response to the project priority, preparation of the RP has started after the Preparatory Survey to address the adverse resettlement impacts along the project road and as a measure to safeguard the interest of the PAFs and the communities. MID supported by the Social Safeguards Specialist of the Consultant has prepared the RAP in compliance with the regulations under the Land and Titles Act of Solomon Islands Government that governs

the compulsory acquisition of land and the JICA Environmental and Social Guidelines adhering to the principles and procedures outlined in the guideline adopted by the Government for the Project.

As mentioned earlier, the Project for Upgrading of the Kukum Highway have been planned to be carried out within the available land owned by the government and utilizing the footprint of the existing structures. However, in the course of the Census and Socioeconomic Survey (CSS), it was found that the project will inevitably have some impact on private as well as communal assets, including land, structure and tree, etc. The project will acquire this land and other assets by compensating the owners for loss of their land and other properties as well as non-titled owners of the affected property, including their loss of income and employment. However, careful attention will be paid during implementation to make sure that the improvement works does not cause any major impact involving complete demolishing of any house, physical displacement of any household from his/her existing dwelling, or disruption of income and livelihoods.

#### 2.2 Census Survey of Affected Families

This is to reiterate that physical implementation of the Project will have unavoidable impact of loss of assets such as land, trees and structure. To ascertain the magnitude of the impacts, a census combined with socioeconomic survey was carried out between November and December 2019 to make an inventory of losses (IOL), and to develop a baseline of socioeconomic status of the households likely to suffer from project intervention. A structured questionnaire (Annex 1) was used to collect details of the APs. Immediate next to the completion of field survey, the MID with assistance from the consultants submitted a request letter to the Permanent Secretary of MID, Solomon Islands to establish 3rd December 2019 as the Cut-off Date after which eligibility for LAR compensation will not be considered for the project areas.

#### 2.3 Summary of Impacts

The initial survey revealed that physical implementation of the project will have impact on individual and households or families, private land title holders, organizations, business houses, schools and even on government lands. The survey revealed three major types of impact from

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the project – on land, on structure and on trees. A detailed survey was done to record the total number of PAPs that will be affected. The detailed survey had recorded the number of PAPs that own lands and structures that will be affected due to the project. In addition to these, there was also recording of the number of trees and plants of different nature that will also be affected.

#### 2.4 Impacts of Land

As mentioned before, there will be impact on 3890.34m² of land owned by 4 different types of entities. Among these, 16 entities are individuals, 5 land parcels are owned by the SIG, 7 are business or organizations and 2 are owned by religious organizations. Around 32.1% of the lands to be affected are owned by private titleholders, while 21.7% are owned by the government, 5.9% by religious organizations and 40% by social organizations or businesses. Table 1 and Table 2 show the scale of impact on land and percentage of impact. Also the location of the affected lands are shown in Appendix 8 of this report.

Table 1: Percentage (%) of impact by each entity

Affected Entities	Affected Area (m2)	Ratio (%) of Impacted Entities
SIG	845.4	21.7
Religious	229.3	5.9
Business/ Organizations	1558.0	40.0
Individual/ Private	1249.7	32.1
Total	3890.34	100

Table 2: Percentage (%) of Impact on land areas

3- ()					
Affected Entities	Total Land Affected Area (m2)	Total Land Area (m2)	Percentage (%) of Impact		
COL/SIG	845.4	2,847,981.00	0.03		
Religious	229.3	2,001,527.00	0.01		
Business/ Organizations	1558.0	132,219.00	1.18		
Individual/ Private	1249.7	69,157.00	1.81		
Total	3890.34	5,050,884.00	3.03		

Among the lands to be affected, there are no cultivated lands or lands used for purposes like agricultural activities or tree bearing lands. 100% of the lands are residential, developed for business activities and are fellow lands. As the lands have different usage, including residential, industrial or commercial use there are some other stakeholders associated with the lands to be affected.

#### 2.5 Impacts on Structures

From the detailed measurement survey conducted it was found that there will be impacts on 88 structures or buildings used for marketing and as canteens or small shops. These are owned by 82 individuals or families with a total of 1371.05m². The buildings are all used for marketing or selling goods and not as a permanent residence by the owners. All the structures are single story except for one at the Lunga Market area. In terms of the magnitude of impact, it was estimated that the impact will be full, i.e. the entire structure (100%) will be affected. Most of the market huts are permanent, while the others are semi-permanent structures.

It was also recorded that 2393.1m² of fences and 382.04m² of car parks belonging to a businesses or organization, individual households and the government will also be affected. The summary of affected structures is as shown in Table 3 and Table 4. The detail of affected structures and facilities are as shown in Appendix 6 and the map showing the location of these structures are shown in Appendix 9 and 10.

Table 3: Affected buildings

Canteen	Market	Residential



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	No.	Area (m2)	No.	Area (m2)	No.	Area (m2)
SIG						
Private/Individual	22	570.5	65	764.6	1	36
Business/ Organizations						
Church						THE SECOND STREET OF THE SECOND STREET OF SECOND STREET O
Total	20	570.5	65	764.6	1	36

Table 4: Affected Fence and Carpark

	F	ence	Carpark		
	No. of Entities	Area (m2)	No.	Area (m2)	
SIG	1	263.8	0	0	
Private/Individual	13	948.4	5	310.8	
Business/ Organizations	10	812.6	2	34.5	
Church	2	368.4	1	36.7	
Total	26	2393.1	8	382.04	

#### 2.6 Impacts on Trees and Plants

Substantial number of trees will also be affected for improvement of the road, estimated at about 102 No. of trees. It was recorded that the impact will only be on banana trees, a mango tree, a bread fruit tree and a coconut tree, and no other trees with commercial importance.

However, as identified during the survey there are 198 trees identified for removal which also includes other trees not commercially important and are within the legal road corridor. The location of impacts on trees can be seen in Appendix 11.

Table 5: Affected Trees of Commercial Value

Affected Entities	No. of Entities	No. Of Banana Trees	No. Of Mango Trees	No. Of Bread Fruit Trees	No. Of Coconut Trees
COL/SIG					
Private/Individual	3	72	1	1	1
Business/ Organizations	1	27			
Church					
Total	4	99	1	1	1

Table 6: Other Affected trees in road side and Median strip

Diameter of Tree	No,
15~30cm	13
30∼50cm	54
50cm∼1m	17
More than 1m	12
Total	96

#### 2.7 Other Identified Impacts

Other identified impacts include impacts on other road side vendors along this specific road section. It was noted that other vendors has mobile or non - permanent structures for marketing such as tables and umbrellas which can be carried to areas each individual has identified or preferred for marketing. From the survey it was recorded that there are more than 156 individuals using tables or temporary mobile structures for marketing, this is as shown in Appendix 7.





#### 3. SOCIO - ECONOMIC PROFILE OF THE AFFECTED HOUSEHOLDS

### 3.1 Socio - Economic Survey

A socio-economic baseline survey was conducted in November 2019 using a structured questionnaire. The survey covers information of all households along the project road.

#### 3.2 Methodology

The method of survey is individual household survey by questionnaire interview by the enumerators and household representatives. Specifically, this should be done with the household heads but due to availability of households heads this was done with available persons in the houses during the time of the survey.

#### 3.3 Characteristics of the Household Heads

#### 3.3.1 Household Heads

From the survey undertaken it was shown that 83.2% of the households are headed by males while only 16.8% are headed by females.

#### Percentage (%) of Household Head by Gender

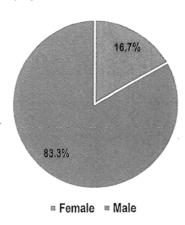


Figure 2: Gender of Household Heads

#### 3:3.2 Age of Household Heads

The table below shows that the average age of household heads is 41 years old while the oldest household head is 87 years old and the youngest household head is 20 years old.

Table 7: Average, Maximum and Minimum Age of household heads

Items	Analysis of ages on Household heads
Average Age	41
Maximum Age	87
Minimum Age	20



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#### 3.3.3 Education attainment of household heads

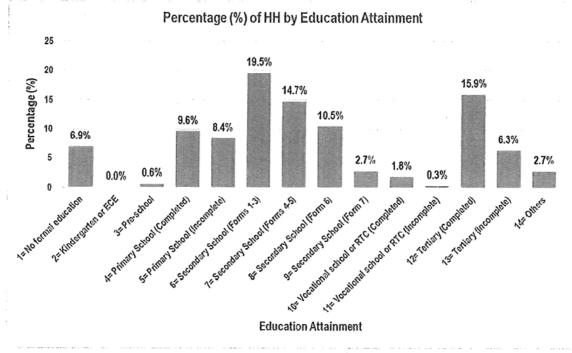


Figure 3: Percentage (%) of Household heads by Education Attainment

The graph above shows majority of the household heads, 19.5% have completed secondary school (Forms 1-3), 15.9% completed Tertiary education, and 1.8% completed vocational training.

#### 3.3.4 Primary Occupation of Household Heads

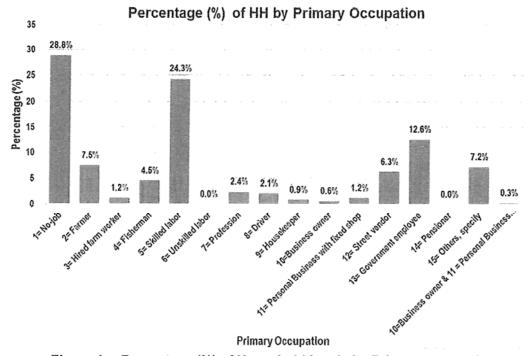


Figure 4: Percentage (%) of Household heads by Primary occupation



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The graph above shows that most of the household heads, 28.8% of the household heads, have no job or primary occupation, 24.3% are skilled labors, 12.6% are government employees and the least of 0.3% have personal business with fixed shops.

#### 3.4 Characteristics of Household Members

#### 3.4.1 Age and Gender of Household Members

This table shows that the highest number of household members is between the ages of 25 to 59 years old of 39.7%. While the least members of households are over the age of 60 of 3.3%.

Table 8: Age of Household Members

Age Group No Percents

Age Group	No.	Percentage (%)
0-14	521	28.5
15-24	522	28.51
25-59	727	39.7
60+	61	3.3
Total	1831	100

Percentage (%) of Surveyed Population by Gender

| Male | Female

Figure 5: Percentage of males and females

The chart above shows that majority of the affected population are females of 51% while only 49% males.

#### 3.4.2 Household Size

Table 9: Average household size

Average Household Size	Average No. of Males	Average No. of Females
5.6	2.8	2.9

The above table shows that the average size of households for residences is 5.6 persons per household and the average number of males per household is 2.8 while female is 2.9 persons per household. Please add analysis results, what important information can obtain for assess and RAP. May be, this chapter 3.4 are same condition, after these analyze, what we should care or how manage RAP, you should mention some policy.



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# Percentage (%) of Surveyed Population by Level of Education

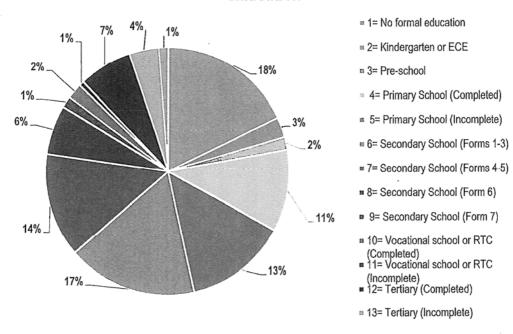


Figure 6: Education attainment of project affected families

The chart above shows that majority of the family members, 18%, do not have formal education, 17% completed Secondary School (Form 1-3), 14% completed Secondary School (Form 4-5) and only 7% completed tertiary level education.

#### 3.4.4 Marital or Civil Status of Household Members

The graph below shows the marital status of household members over 18 years of age. This shows that 43.2% are single, 39.7% are married, 2.6% are separated, 1.3% are widowed while 13.1% have other marital status such as being divorced or engaged to be married.

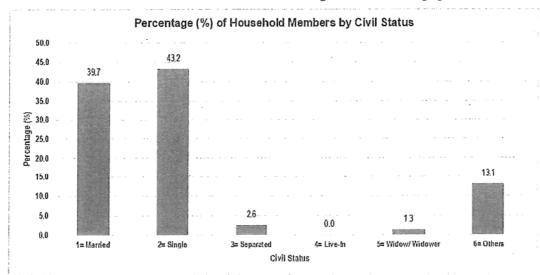


Figure 7: Marital or civil status of Household Members



#### 3.4.5 Primary and Secondary Occupation of Household Members

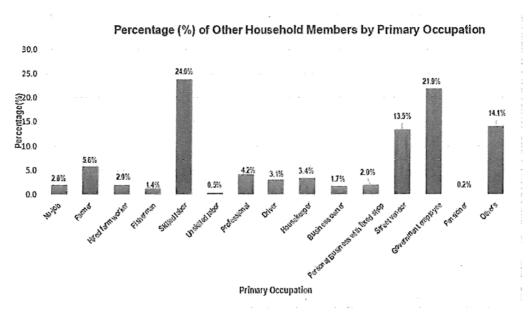


Figure 8: Percentage (%) of Household Members by Primary Occupation

The above graph depicts the primary occupation of household members, which shows that 24% of the household members are skilled workers, 21.9% are government workers, 14.1% are engaged in other jobs, 13.5% are street vendors and the least of 0.2% are pensioners.

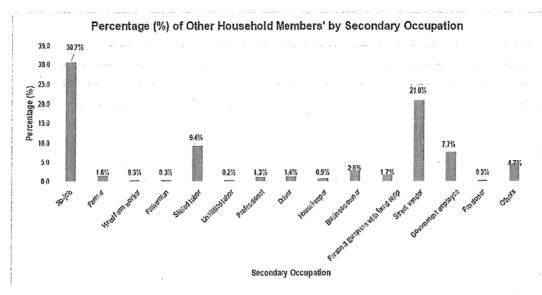


Figure 9: Percentage (%) of Household Members by Secondary Occupation

For secondary occupation, the graph shows that a high percentage of household members of 30.7% have no secondary occupation, 21% are street vendors, 9.4% are skilled workers, 7.7% are government employees and 4.7% have other jobs.



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#### 3.5 Economic Characteristics of the PAF's

#### 3.5.1 Source of Income

As shown in Figure 4, some of the household members have paid jobs. From this respective households are able to earn income to make ends meet. Therefore, it was found that the total income earned by all members of the household in a month is \$1,969,899.90¢ and the average earned income earned by each household member is SBD\$2786.28¢. While the total income earned by each surveyed household in a month is SBD\$2,138,594.90¢ and the average income earned by each household is SBD\$6,422.21¢. This is due to the fact that some households are also engaged in marketing and members of households being engaged in other occupation or have other jobs other than their primary occupation.

Table 10: Income Earned

Total Income Earned/ Month/Household	Average Income Earned/ Month/ Household	Total Income Earned/Month	Average Income Earned/ Person/Month
\$2,138,594.90	\$6,422.21	\$1,969,899.90	\$2,786.28

#### 3.5.2 Expenditure of PAFs

Table 11: Monthly expenses in a month

	Food total	Non-food	Others
Estimated Total Amount (SBD\$/Month)	\$437,286.00	\$665,797.00	\$917,342.00
Average Estimated Total Amount (SBD\$/Month)	\$1,313.17	\$1,999.39	\$2,754.78

The table above shows that the estimated expenses on food by all households in a month is \$437,286.00. while the average is \$1,313.17. For non - food items and other items the estimated total expenses in a month are \$665,797.00 and \$917,342.00 and the average per household in a month are \$1,999.39 and \$2,754.78 respectively.

#### 4. LEGAL AND POLICY FRAMEWORK

#### 4.1 Legal Framework and Land Acquisition in Solomon Islands

In Solomon Islands, 87% of land is under customary tenure. Inheritance of customary land ownership or user rights differs with custom from island to island. Guadalcanal, Isabel, Central, Makira & Ulawa, and Western provinces typically practice matrilineal inheritance of land and the remaining provinces practice patrilineal inheritance. The remaining land is considered "alienated" and is subject to registration under the Land and Titles Act (the Act or LTA). Within Honiara City Council and provincial capital boundaries, land is owned by the state and is held in the perpetual estate title on behalf of the government by the Commissioner of Lands (COL). The COL enters into 50 year fixed term estate (FTE) agreements with individuals or shorter term temporary occupancy licenses (TOL). A TOL is valid for a period of one to two years, and permanent structures or improvements are not permitted on this land.

The LTA governs the government's compulsory acquisition of land as well as purchase or lease of land through agreement.

#### 4.2 Compulsory Land Acquisition

In the LTA Sections 71 to 85 deals with compulsory acquisition of land for public purposes. Under section 71, the Minister makes a declaration that land is required for a public purpose. The declaration (including a plan or description of boundaries) is published and notice is required to be given to the landowner in case of registered land (section 72), and to all people or groups with

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an interest in the land for unregistered or customary land (section 73). Within three months of the date of the declaration (provided the declaration is not appealed), the person(s)/group with an interest in the land must make a claim for compensation to the COL. Under section 79 (2) the COL can either offer to pay the claim, or reject it. If the offer is accepted by the claimant, the COL has three months from the date of acceptance of the offer, to pay the claim. If the claim for compensation is rejected, or the claimant is dissatisfied with the offer by the COL, the claimant has three months with which to lodge an appeal with the High Court.

Section 83 of the Act sets out the criteria for assessing compensation for land acquired compulsorily, and includes such things as (i) condition of land concerned; and (ii) any other matters and circumstances considered relevant, including assessment of any diminution in value to owner/occupier of contiguous. Section 84 of the Act deals with compensation for customary land, and provides for transfer or grant of other land or estate (along with terms and conditions), to person(s) or group 1, in lieu of payment of compensation. Sub-section 4 says that such compensation is for the benefit of all people in the group, in the tradition of customary usage.

In case of improved alienated land, the Act provides for (i) compensation for permanently acquired land; or (ii) rent for temporary use or occupation of land. Compensation can be provided in two ways; (i) if requested by a lease-holder, an FTE can be granted for an alternative parcel of land; or (ii) cash compensation based on valuation of land plus improvements. The valuation is based on the current value of parcels of land for similar uses in the area and the current rent for similar FTE arrangements. For unimproved alienated land, compensation negotiation is based on the original lease price plus reimbursement of all rent payments made up to the time of the resumption.

Temporary occupation of land for public purposes – for a period of a maximum of three years – may also be acquired by the COL (under section 82). This follows a similar process to acquisition of land, with a declaration and notice being given. Agreement as to the rental follows a similar process to the claim, offer, acceptance, and assessment as compensation for land to be acquired (under section 79). Under sub-section 3, at the end of the temporary use, the land is to revert to the owner or person or group with an interest in the land. If land has been damaged or the value diminished, compensation is to be awarded.

Acquisition of alienated land (freehold) is essentially a transaction between the COL, through an acquisition officer and valuation officer (from the office of the Valuer-General plus an independent valuation from a privately registered valuer) and the landowners. Acquisition of alienated land that is not freehold, in effect will constitute a resumption of an FTE lease (in whole or in part) by the COL. All FTE agreements are based on a contract which contains a specific clause stipulating that the COL may resume, for public purposes, part, or all, of the parcel of land covered by the lease. This would require a letter from the concerned government agency (the MID in this case) to the COL setting out details of the land required, purposes for which it is required, and a request for the COL to resume the land back to the perpetual estate title for the purposes set out in the letter. The COL will review the application, and through its Planning and Survey Divisions will survey and demarcate the area required. Following consultations and negotiations with the FTE holder, the COL will issue a letter of resumption, to which the title-holder responds, and the process for agreeing on compensation is commenced.2

Sections 60 through 70 of the Act deal with purchase or lease of customary land (through agreement) by the COL or any Provincial Assembly. The process starts with an appointment of an Acquisition Officer for land purchase or lease. The Acquisition Officer demarcates the boundary and agrees with landowners for the purchase or lease of the land required. The Acquisition Officer publishes a notice, holds a public hearing and prepares necessary reports. The agreement is reached with respective landowners, and it is implemented by the COL,

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<sup>1</sup> Any disputes as to whether person(s) are a member of the group, or among members of a group about the compensation, shall be determined by the local court or Customary Land Appeals Court.

<sup>2</sup> This is based on the valuation by the Valuer-General and an independent valuation form a private sector and registered valuer.

including payment of the compensation, taking possession of the land, and registration of the land in the name of acquiring entity.

MID will negotiate with the leaseholders and no civil works commences without agreement from the leaseholder. MID normally engages in discussion with the title holder or its representative and, if there is a disagreement, MID reviews the design and then re-starts the discussion with the leaseholder until an agreement is reached. This same consultative approach on the design will be followed by MID under this project.

Furthermore, MID through the Implementing Agency had adopted and practiced the use of a Memorandum of Understanding (MOU) and/ or Memorandum of Agreement (MOA) for use of land. That is negotiating with the land and properties owners for temporary or permanent clearance and use of land for infrastructure development and only paying compensation for non - land assets. Compulsory acquiring land is not normally practiced as it takes time and often triggers issues among customary land owning groups as most of the lands within the country for development are customarily owned.

#### 4.3 Policy and Principles of MID

The MID's Safeguards Procedures Manual is designed to avoid, minimize and balance environmental and social impacts caused by infrastructure development based on the three Tiers (Tier 1, Tier 2 and Tier 3) which divides proposed infrastructure repair, maintenance and rehabilitation works. The three tiers activates the environmental and LAR policies of the MID and Development Partners including the CSS.

In the case of Land Acquisition the MID/CPIU has the decision of going into a Memorandum of Agreement (MOA) with the Land Owners. The MOA allows Tier 3 projects voluntary access, i.e., with no cash compensation to land outside the road reserve or the ROW for expansion, staging area, and the conduct of works. This has similar terms and conditions as the MOU which the MID / CPIU enters into with customary landowners for non - NTP MBMC projects. However, the MOA requires payment for any non-land assets affected by the works. More importantly, it is legally binding, as it goes through review and approval of the Attorney General's Office (AGO) before taking effect.

If an MOA is rejected by the landowners, the MID / CPIU will have to organize with the Commissioner of Lands for Land Acquisition under Part V of the land and Titles Act. A LARP is prepared, approved by the MID and disclosed for Tier 3 activities.

For Tier 3 projects LAR will definitely occur for transport infrastructure projects if it involves new works or construction of a transport facility where presently there is none. The LAR policy principles also apply to expansion of an existing facility beyond its present foot print or boundaries. Triggering all LAR principles means that Tier 3 activities involving new works or expansion will have to undergo full LAR planning.

Furthermore, major infrastructure rehabilitation will have to go through most of the phases in the project cycle. That is:

- Identification of projects by:
  - Scoping to make preliminary assessment of the area's suitability and features
  - Identification of landowners, land boundaries and issues concerning the area through social scoping by identifying the boundaries and use of the land, recording fixed assets, ownership of land and issues that might hinder LAR;
  - Information disclosure through community consultations, individual consultations, stakeholder meetings;
  - Establishment of CAC and GRC by appointment of community representatives by the communities. The committee members will be informed and trained on the roles and functions of the committee:



- e. The Social impacts and measures to mitigate them are identified through the ARAP by undertaking surveys at the communities and each households;
- f. Planning of the LAR find measures to avoid, minimize offset and compensate for the impacts and to improve or at least restore the standard of living and livelihood of PAPs/ PAFs to pre – LAR levels;
- g. The CAC or GRM will disclose the LARP at the project site to all PAPs/PAFs in a timely manner at an accessible place and language understood by PAPs/PAFs and other stakeholders:
- h. Execute LAR by providing compensation and other entitlements to the PAPs/PAFs before works and economic displacement; and,
- i. Monitor the implementation of the LAR and its impacts on the PAPs/PAFs.

#### 4.4 JICA policy on involuntary resettlement

The key principle of JICA policies on involuntary resettlement is as summarized below:

- a. Involuntary resettlement and loss of means of livelihood are to be avoided when feasible by exploring all viable alternatives.
- b. When, population displacement is unavoidable, effective measures to minimize the impact and to compensate for losses should be taken.
- c. People who must be resettled involuntarily and people whose means of livelihood will be hindered or lost must be sufficiently compensated and supported, so that they can improve or at least restore their standard of living, income opportunities and production levels to pre - project levels.
- d. Compensation must be based on the full replacement cost3 as much as possible.
- e. Compensation and other kinds of assistance must be provided prior to displacement.
- f. For projects that entail large-scale involuntary resettlement, resettlement action plans must be prepared and made available to the public. It is desirable that the resettlement action plan include elements laid out in the World Bank Safeguard Policy, OP 4.12, Annex A.
- g. In preparing a resettlement action plan, consultations must be held with the affected people and their communities based on sufficient information made available to them in advance. When consultations are held, explanations must be given in a form, manner, and language that are understandable to the affected people.
- h. Appropriate participation of affected people must be promoted in planning, implementation, and monitoring of resettlement action plans.
- i. Appropriate and accessible grievance mechanisms must be established for the affected people and their communities.

3	Description of	"replacement	cost"	is as follows.
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Land	Agricultural	The pre-project or pre-displacement, whichever is higher, market value of land of equal
	Land	productive potential or use located in the vicinity of the affected land, plus the cost of preparing
		the land to levels similar to those of the affected land, plus the cost of any registration and
		transfer taxes.
	Land in	The pre-displacement market value of land of equal size and use, with similar or improved
	Urban	public infrastructure facilities and services and located in the vicinity of the affected land, plus
	Areas	the cost of any registration and transfer taxes.
Structure	Houses	The market cost of the materials to build a replacement structure with an area and quality
	and Other	similar or better than those of the affected structure, or to repair a partially affected structure,
	Structures	plus the cost of transporting building materials to the construction site, plus the cost of any labor
		and contractors' fees, plus the cost of any registration and transfer taxes.



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Above principles are complemented by World Bank OP 4.12, since it is stated in JICA Guideline that "JICA confirms that projects do not deviate significantly from the World Bank's Safeguard Policies". Additional key principle based on World Bank OP 4.12 is as follows.

- Affected people are to be identified and recorded as early as possible in order to establish their eligibility through MID initial baseline survey (including population census that serves as an eligibility cut-off date, asset inventory, and socioeconomic survey), preferably at the project identification stage, to prevent a subsequent influx of encroachers of others who wish to take advance of such benefits.
- Eligibility of Benefits include, the PAPs who have formal legal rights to land (including customary and traditional land rights recognized under law), the PAPs who don't have formal legal rights to land at the time of census but have a claim to such land or assets and the PAPs who have no recognizable legal right to the land they are occupying.
- Preference should be given to land-based resettlement strategies for displaced persons whose livelihoods are land-based.
- Provide support for the transition period (between displacement and livelihood d. restoration.
- Particular attention must be paid to the needs of the vulnerable groups among those displaced, especially those below the poverty line, landless, elderly, women and children, ethnic minorities etc.
- For projects that entail land acquisition or involuntary resettlement of fewer than 200 people, abbreviated resettlement plan is to be prepared.

In addition to the above core principles on the JICA policy, it also laid emphasis on a detailed resettlement policy inclusive of all the above points; project specific resettlement plan; institutional framework for implementation; monitoring and evaluation mechanism; time schedule for implementation; and, detailed Financial Plan etc.

#### 5. THE PROJECT LAND ACQUISITION AND RESETTLEMENT **POLICY**

The Government of Solomon Islands will use the Project Resettlement Policy (the Project Policy) for the specifically because existing national laws and regulations have not been designed to address involuntary resettlement according to international practice, including JICA's policy. The Project Policy is aimed at filling-in any gaps in what local laws and regulations cannot provide in order to help ensure that PAPs are able to rehabilitate themselves to at least their pre-project condition. This section discusses the principles of the Project Policy and the entitlements of the PAPs based on the type and degree of their losses. Where there are gaps between the legal framework for resettlement and JICA's Policy on Involuntary Resettlement, practicable mutually agreeable approaches will be designed consistent with Government practices and JICA's Policy.

The project policy on land acquisition and resettlement is as follows:

- Land acquisition and involuntary resettlement will be avoided where feasible, or minimized, by identifying possible alternative project designs that have the least adverse impact on the communities in the project area:
- Where displacement of households is unavoidable, all PAPs (including communities) losing assets, livelihoods or resources will be fully compensated and assisted so that they can improve, or at least restore, their former economic and social conditions;
- Compensation and rehabilitation support will be provided to any PAPs, that is, any person or household or business which on account of project implementation would have his, her or their;
- iv. Standard of living adversely affected:
- Right, title or interest in any house, interest in, or right to use, any land (including premises, agricultural and grazing land, commercial properties, tenancy, or right in

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- annual or perennial crops and trees or any other fixed or moveable assets, acquired or possessed, temporarily or permanently;
- vi. Income earning opportunities, business, occupation, work or place of residence or habitat adversely affected temporarily or permanently; or
- vii. ¥Social and cultural activities and relationships affected or any other losses that may be identified during the process of resettlement planning;
- viii. All affected people will be eligible for compensation and rehabilitation assistance, irrespective of tenure status, social or economic standing and any such factors that may discriminate against achievement of the objectives outlined above. Lack of legal rights to the assets lost or adversely affected tenure status and social or economic status will not bar the PAPs from entitlements to such compensation and rehabilitation measures or resettlement objectives;
- ix All PAPs residing, working, doing business and/or cultivating land within the project impacted areas as of the date of the latest census and inventory of lost assets(IOL), are entitled to compensation for their lost assets (land and/or non-land assets), at replacement cost, if available and restoration of incomes and businesses, and will be provided with rehabilitation measures sufficient to assist them to improve or at least maintain their pre-project living standards, income-earning capacity and production levels;
- x. PAPs that lose only part of their physical assets will not be left with a portion that will be inadequate to sustain their current standard of living. The minimum size of remaining land and structures will be agreed during the resettlement planning process;
- xi. People temporarily affected are to be considered PAPs and resettlement plans address the issue of temporary acquisition;
- xii. Where a host community is affected by the development of a resettlement site in that community, the host community shall be involved in any resettlement planning and decision-making. All attempts shall be made to minimize the adverse impacts of resettlement upon host communities;
- xiii. The resettlement plans will be designed in accordance with Solomon Islands National Involuntary Resettlement Policy and JICA's Policy on Involuntary Resettlement;
- xiv. The Resettlement Plan will be translated into local languages and disclosed for the reference of PAPs as well as other interested groups;
- xv. Payment for land and/or non-land assets will be based on the principle of replacement cost:
- xvi. Compensation for PAPs dependent on agricultural activities will be land-based wherever possible. Land-based strategies may include provision of replacement land, ensuring greater security of tenure, and upgrading livelihoods of people without legal land titles. If replacement land is not available, other strategies may be built around opportunities for re-training, skill development, wage employment, or self-employment, including access to credit. Solely cash compensation will be avoided as an option if possible, as this may not address losses that are not easily quantified, such as access to services and traditional rights, and may eventually lead to those populations being worse off than without the project;
- xvii. Replacement lands, if the preferred option of PAPs, should be within the immediate vicinity of the affected lands wherever possible and be of comparable productive capacity and potential4. As a second option, sites should be identified that minimize

Agricultural land for land of equal productive capacity means that the land provided as compensation should be able to produce the same or better yield the AP was producing on his/her land prior to the project. The production should be in the planting season immediately following the land acquisition. It can be for a future period if transitional allowance equal to the household's previous yield is provided to the AP household while waiting for the land to get back to the same productivity as the previous land.



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- the social disruption of those affected; such lands should also have access to services and facilities similar to those available in the lands affected;
- xviii. Resettlement assistance will be provided not only for immediate loss, but also for a transition period needed to restore livelihood and standards of living of PAPs. Such support could take the form of short-term jobs, subsistence support, salary maintenance, or similar arrangements;
- xix. The resettlement plan must consider the needs of those most vulnerable to the adverse impacts of resettlement (including the poor, those without legal title to land, ethnic minorities, women, children, elderly and disabled) and ensure they are considered in resettlement planning and mitigation measures identified. Assistance should be provided to help them improve their socio-economic status;
- xx. PAPs will be involved in the process of developing and implementing resettlement plans;
- xxi. PAPs and their communities will be consulted about the project, the rights and options available to them, and proposed mitigation measures for adverse effects, and to the extent possible be involved in the decisions that are made concerning their resettlement;
- xxii. Adequate budgetary support will be fully committed and made available to cover the costs of land acquisition (including compensation and income restoration measures) within the agreed implementation period. The funds for all resettlement activities will come from the Government;
- xxiii. Displacement does not occur before provision of compensation and of other assistance required for relocation. Sufficient civic infrastructure must be provided in resettlement site prior to relocation. Acquisition of assets, payment of compensation, and the resettlement and start of the livelihood rehabilitation activities of PAPs, will be completed prior to any construction activities, except when a court of law orders so in expropriation cases. (Livelihood restoration measures must also be in place but not necessarily completed prior to construction activities, as these may be ongoing activities);
- xxiv. Organization and administrative arrangements for the effective preparation and implementation of the resettlement plan will be identified and in place prior to the commencement of the process; this will include the provision of adequate human resources for supervision, consultation, and monitoring of land acquisition and rehabilitation activities; and,
- xxv. Appropriate reporting (including auditing and redress functions), monitoring and evaluation mechanisms, will be identified and set in place as part of the resettlement management system. An external monitoring group will be hired by the project and will evaluate the resettlement process and final outcome. Such groups may include qualified NGOs, research institutions or universities. Monitoring reports shall be forwarded directly to the JICA.

#### 5.1 Cut-off-date of Eligibility

The cut-off-date of eligibility refers to the date prior to which the occupation or use of the project area makes residents/users of the same eligible to be categorized as PAPs and be eligible to Project entitlements. In the Project, Cut-off dates for titleholders will be the date of notification under the Land Acquisition Act and for non-titled holders will be the beginning date of the population census; November 2020). This date has been disclosed to each affected area by the relevant local governments during the first consultation meetings held in December 2019. The establishment of the eligibility cut-off date is intended to prevent the influx of ineligible non-residents who might take advantage of Project entitlements.



#### 5.2 Principle of Replacement Cost

All compensation for land and non-land assets owned by households/shop owners who meet the cut-off-date will be based on the principle of replacement cost. Replacement cost is the amount calculated before displacement which is needed to replace an affected asset without depreciation and without deduction for taxes and/or costs of transaction as follows:

- i. Productive Land (agricultural, aquaculture, garden and forest) based on actual current market prices that reflect recent land sales in the area, and in the absence of such recent sales, based on recent sales in comparable locations with comparable attributes, fees and taxes or in the absence of such sales, based on productive value;
- ii. Residential land based on actual current market prices that reflect recent land sales, and in the absence of such recent land sales, based on prices of recent sales in comparable locations with comparable attributes; fees and taxes.
- iii. Existing local government regulations\* for compensation calculations for building, crops and trees will be used where ever available.
- iv. Houses and other related structures based on actual current market prices of affected materials;
- v. Annual crops equivalent to current market value of crops at the time of compensation;
- vi. For perennial crops, cash compensation at replacement cost that should be in line with local government regulations, if available, is equivalent to current market value given the type and age at the time of compensation.
- vii. For timber trees, cash compensation at replacement cost that should be in line with local government regulations, if available, will be equivalent to current market value for each type, age and relevant productive value at the time of compensation based on the diameter at breast height of each tree.

## 5.3 Memorandum of Agreement (MOA)/ Memorandum of Understanding (MOU)

In consistent with the MID Safeguards Procedures Manual, this RP will apply to all three categories of APs as follows:

- i. Persons with formal or legal rights to land lost in its entirety or in part;
- ii. Persons who lost the land they occupy in its entirety or in part who have no formal legal rights to such land, but who have claims to such land that are recognized or recognizable under national laws; and,
- iii. Persons who lost the land they occupy in its entirety or in part (as of the cut-off date) who have neither formal legal rights nor recognized or recognizable claims to such land.

The project will follow both the national laws and the JICA safeguards policy. In case of any gap, the JICA policy will apply. The project's key resettlement principles are:

- Land acquisition and involuntary resettlement will be avoided where feasible, or minimized, by identifying possible alternative project designs that have the least adverse impact on the communities in the project area;
- ii. Where displacement of households is unavoidable, all PAPs (including communities) losing assets, livelihoods or resources will be fully compensated and assisted so that they can improve, or at least restore, their former economic and social conditions;
- iii. PAPs and their communities will be consulted about the project, the rights and options available to them, and proposed mitigation measures for adverse effects, and to the extent possible be involved in the decisions that are made concerning their resettlement.
- iv. absence of formal title will not be a bar to compensation for house, structures and trees/crops, and particular attention will be paid to vulnerable groups;
- v. land compensation and resettlement assistance will be completed before start of civil works; and,

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vi. land acquisition and resettlement will be conceived as part of the project and costs related to resettlement will be included in and financed out of the project cost.

For infrastructures that directly benefit local communities, the MID often consults

with the communities and landowner groups to get their agreement in constructing such infrastructures on the community/customary land. If the landowners and any other persons who claim an interest in the land agree on use of the land for the project purpose, the agreement is documented in the form of a Memorandum of Agreement (MOA) which is signed by the land owner(s) (whoever is required) and the government. The MOA sets out the agreed terms and conditions, including details of compensation to the landowners to be provided by the MID in return for use of the community land for the project. While the MID wishes to continue this tradition of consultation and MOA, the project will follow adequate safeguards and legal process in obtaining community/customary land, including:

- i. local communities will be consulted on selection of project location/alignment and on options to minimize resettlement impacts;
- ii. landowners will not be forced to give their land and giving-up the land will not result to poverty among affected landowners;
- iii. The project affected persons or households will be provided compensation (at replacement cost) for their loss of individual structures and other improvements such as crops, trees, etc., in addition to in-kind compensation to community/groups for affected customary land,
- iv Procedures on purchase or lease of customary land in compliance with the Land Act will be followed, as relevant;
- v. A written MOA will be signed with all members of the landowner group(s); and,
- vi. The MOA will be validated by a third party such as a civil society organization or a magistrate.

The project will follow eligibility and provisions in the ARAP for compensating all types of losses resulting from land acquisition or restriction on land use or access. PAPs will receive compensation at full replacement cost, and other resettlement assistance such as shifting allowance. Titled PAPs will receive compensation for land acquired by the project.

Non-titled PAPs are not eligible for compensation of land, but will receive compensation for non-land assets on the land and other assistance as required. Households headed by women and other vulnerable households will receive further assistance.

#### 5.4 Entitlements

Entitlement provisions for the PAPs include compensation for permanent and temporary loss of land, structure, trees, crops, and a onetime allowances/grant for shifting and reconstruction of structure. These entitlements are summarized below.

Table 12: Entitlement Matrix

Impact	Application	Entitled PAPs	Entitlement
Loss of use of land through temporary occupation by the project including any damages within land used temporarily.	Alienated land (FTE, etc.) required during works.	Landowners/users of the land Land title holder.	<ul> <li>Rent as negotiated with landowner.         All temporary use of land will be through a written agreement with the land title holder and land will be returned to the landowner after the rehabilitation of the land to its original state or better condition.</li> <li>Compensation will be made at full replacement cost for any damages within land used for or by the project.</li> </ul>



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Permanent loss of various types of land (other than residential)	Alienated land required for the project works.	Lease-holders, tenants and users of land.	Cash compensation, at replacement cost, to landowner(s) as agreed between MID and landowner(s).
Loss of gardens, trees, crops, perennials, and/or productive trees/plants.	Standing crops, trees in the ROW or road corridor.	Owner(s) of crops or trees.	Compensation at replacement cost as determined by the Forest Division for timber trees and the Department of Agriculture for crops or productive plants/trees.
Partial or total removal of temporary structures (market huts or commercial structure).	Structure in ROW or road corridor.	Owner(s) of structure	Compensation for structures affected or removed at replacement cost without deductions for salvaged materials, and assistance in locating suitable alternative housing or commercial building.
Temporary impact during construction.	Temporary use of land outside the construction limit (RoW) or road corridor during construction.	Owner(s) of land	All temporary use of lands outside the RoW to be through written agreement between the landowner and the contractor. The Land will be returned to owner after rehabilitation to original preferably better standard.
Affected Vulnerable Households		Vulnerable households losing assets to the Project.	<ul> <li>In addition to the standard package, vulnerable PAPs households will receive a one-time additional special assistance agreed with MID.</li> </ul>
Unforeseen or unintended impacts.	Any impact identified during implementation.	Concerned PAPs.	<ul> <li>Determined as per the principle of this ARAP.</li> </ul>

- Acquisition of land: Landowners/landowner groups will be compensated in cash at replacement cost as agreed between MID and landowners.
- Loss of Structures (temporary): will be compensated in cash at replacement cost free from depreciation and transaction costs. A one-time transfer grant of SBD\$500 and a replacement cost as valued by MID will be paid for each affected households.
- Loss of crop: Compensation for loss of crops will be paid in cash as per the rate determined by the Department of Agriculture.
- Loss of trees: Compensation for loss of trees will be paid in cash at replacement cost as determined by the Forest Division.
- Vulnerable Households: Vulnerable AP households (if any) will receive a one-time additional special assistance of SBD\$1500. This special assistance will be in addition to the standard package.

#### 6. INSTITUTIONAL FRAMEWORK

#### 6.1 Institutional Setup

The CPIU of the MID will have overall responsibility to implement the ARAP by managing the land acquisition and resettlement aspects under the Project. The existing SU of CPIU will train and provide guidance to strengthen the capacity of national staff in the process of planning, implementation and monitoring the social safeguard activities. The Safeguards Unit Social Safeguards Team will make sure that the compensations and entitlements under the ARAP are fully provided to the PAPs/ PAFs prior to the commencement of construction activities. The Project

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Manager, assisted by the Social Safeguards Team, will play the major role to ensure that all relevant safeguard plans are implemented in line with the ARAP. Following the award of the civil works contract, the social safeguard teams will arrange a briefing to the contractors to raise their awareness on safeguard requirements.

The ARAP implementation organization chart and the responsibilities of responsible authorities to implement the ARAP is as shown below.

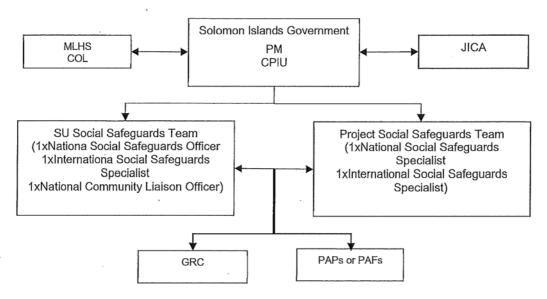


Figure 10: Organizational Chart for RP Implementation

Table 13: Responsible Authorities and the respective Roles and Responsibilities for RP Implementation

Authorities	Roles and Responsibilities
Executing Agency (EA) MID	Overall execution of the Project
	Directs the CPIU
	Endorse the ARAP and forward to JICA for approval. MID at appropriate time will disclose the ARAP on its respective websites
	Provides funds for land acquisition and resettlement
	Liaises with JICA
CPIU/MID	<ul> <li>Manages the social and resettlement aspects of the projects</li> </ul>
	<ul> <li>Works with project team on all matters dealing with resettlement and consultations</li> </ul>
	<ul> <li>Organizes effective public consultation and disclosure of resettlement planning documents in appropriate languages</li> </ul>
	<ul> <li>Ensures that effective monitoring of resettlement is conducted and reported to funding agencies</li> </ul>
	<ul> <li>Ensures that the grievance redress system is effective in addressing PAPs/PAFs concerns</li> </ul>
	<ul> <li>Liaises with JICA on all matters relating to resettlement and submits regular reports.</li> </ul>
MLHS/COL	Support to the MID in carrying out land acquisition activities
٠.	<ul> <li>Support the MID to identify landowners or lease-holders, prepare declarations and notices as required, and undertake land acquisition survey</li> </ul>



Authorities	Roles and Responsibilities		
JICA	<ul> <li>Review and approve all resettlement documentation as required under their respective policies</li> </ul>		
	Disclose ARAP on respective websites		
	<ul> <li>Provide guidance as required based on progress reports and supervision missions</li> </ul>		

#### 7. RESETTLEMENT BUDGET AND FINANCIAL PLAN

## 7.1 Institutional Arrangements for Financing Resettlement

All funds required for compensating the affected land, structure and trees, including providing various allowances will be allocated by the government. The MID will ensure that adequate funds are available for carrying out resettlement according to the budgets provided in the ARAP. The CPIU will coordinate allocation of funds, approval of payments, and delivery of funds, monitoring of progress and reporting.

#### 7.2 Budget Description

The entire resettlement for the impacts due to the Kukum Highway Road Upgrade will require a total of SBD\$ 6,871,770.52¢. Contingency expenses is 10% of the total expenses and administration fee is 5% of the total cost. Administrative work required to compensate a small number of affected households under the project is a very negligible task which can easily be handled by the SU social safeguard team. Engaging a large administrative force therefore will not be required; rather a contingency fund provided in the budget can meet the administrative cost for compensating this small number of PAPs.

A summary of the total cost of implementing the ARAP presenting allowances for losses under this project are shown in the table below.

Average Rate **Affected Assets & Allowances** Amount (SBD) Quantity Unit (SBD) Assets \$96.10 /m2 3890.33 \$3,746,785.00 Compensation for Affected Land m2 1371.05 \$1,302,259.60 Compensation for Affected Structures m2 \$949.83 /m2 Compensation for Car parks & Fences 2775.12 m2 \$333.21 /m2 \$924,703.03 Compensation for Affected Trees 102 No. \$16.71 \$1705.00 Sub-total (SBD\$) \$5,975,452.63 10% associated cost on sub-total to \$597,545.26 meet the contingency expenses \$298,772.63 5% Administration Fees \$6,871,770.52 Total Resettlement Budget (SBD\$)

**Table 14: Summary Resettlement Budget** 

## 8. CONSULTATION AND INFORMATION DISSEMINATION

#### 8.1 Consultation and Participation

This ARAP has been prepared in consultation with the key local and national stakeholders, to ensure their full awareness and participation. Public consultations were also done for local residences or settlers along the project area. Specifically, discussions with the directly affected families and the project to understand their attitude towards the project design and benefits and their expectations.

Also to identify the potential negative impacts and explain the mitigation policies of the Project in line with the Government's law on land acquisition and the JICA Guidelines on Involuntary Resettlement, and to create awareness among the affected population regarding their



entitlements and compensation payment procedures and grievances redress mechanism; discuss market values of land and other assets in ascertaining the replacement price of the affected properties to compensate the APs; and to establish cut-off date for the Project towards minimizing the impact of possible influx to the project area. A total of 2 public consultations and 1 stakeholders meeting were conducted on December 3<sup>rd</sup> and 4<sup>th</sup> 2019.

Local residences from different areas expressed their views, but the main issues were concerning the project's likely impacts and PAF's expectations and suggestions on applicable mitigating measures. From the household survey conducted, a total of 333 households participated in the survey and 110 persons attended the consultation sessions. As shown in the chart below, Figure 2, portrays that 67% of the respondents stated that the project is very good; 28% responded that it is good, 3% stated that is is fair and only 1% stated that it is not good. This shows that 99% of the local residences representatives supported the idea of project being implemented in the target areas.

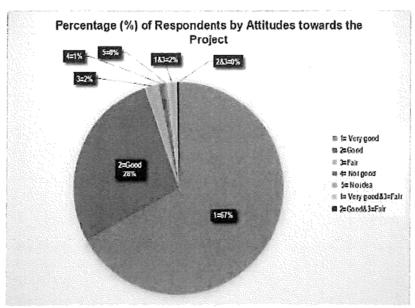


Figure 11: Respondents attitude towards the project

Due to the current condition of the highway, majority of the participating households have the perception that the project will be beneficial for all Honiara and East Guadalcanal. People have expressed their willingness to participate in the project implementation process, and even showed their interest to participate in the implementation process. They had also shared their views on how to improve the project both in engineering and socially from the mistakes done during the Phase 1 of the project.

Majority of the participants expect that the project will reduce travel time for local residences to travel to government facilities and other social services such as the Honiara Central Market, Hospital and Clinics, Schools and even work. Participants also express their views and thoughts on the engineering design of the road, specifically to increase the sizes of the drainage systems to cater for the amount of flood waters during rainy seasons and consider climate change in the design. Included that proper bus bays, taxi stands, pedestrian crossings, foot paths and cyclists paths are considered for the safety of all road users. The participants during the meetings also also perceived some negative impacts during the project implementation due to unavoidable impacts to some non-land assets and income earning activities existing along the road. Some also express that there might be loss of land due to the project implementation. Significant number of participants also expressed that there will be increased accidents and hazards with the project being implemented due to increased traffic and vehicle speed. Others expressed their concerns regarding noise, disturbance and nuisance during project implementation, especially during different civil works. Some of the participants were found to be worried about the privacy of their



lives, especially for women and girls that might be affected during implementation. Participants also showed concerns about potential negative impacts from the influence of outsiders. mistake

Hence, during the meetings, local residences were informed that such issues have been considered by the project. The project will prepare an Environmental Management Plans in accordance with the JICA Guidelines and MID safeguards procedures on social, environmental and physical impacts and mitigation measures.

The project along with CPIU and the civil works contractor will set up a committee

comprising of the stakeholders and local residences representatives to deal with issues concerning land and property loss or damage, and other project implementation issues. These issues will be recorded by the Contractor's Community Liaison Officer (CLO) in a grievance register and taken up with the committee to be addressed through the grievance redress process.

However, if the issues are not addressed it will be dealt with by the complainant with MID, CPIU, Project Team and the Contractor separately. This is mainly on sensitive land and property damage issues.

During the consultations, the participants and likely PAFs and enquire on the loss or damage to properties or land including compensation for loss of land, structures, trees and other assets.

In the meeting and consultations it was highlighted that the project will be upgrading the Kukum highway and other works such as drainage systems and allocating land for future road upgrade to four lanes for the road from the Lunga Bridge to Henderson. From this some land and properties owned by the local people including the government, businesses and others will be affected and compensated for by the SIG through MID. The Provincial Government expressed support in identifying certain land owners and property owners.

All respective stakeholders are updated and informed of the project proposed plans for works and the impacts both positive and negative during and after the project. Certain areas of land ownership and entitlements to any compensation that will be made were also discussed and assistance from the stakeholders are rendered towards the project as it is perceived to be a major development for the province and the country as a whole.

#### 8.2 Information Dissemination

The MID will publicly disclose this ARAP to the stakeholders, especially to the PAFs by consultation and distributing the summary of the ARAP. A summary of this ARAP along with the entitlement matrix will be translated into local language if needed, and will be presented in the form of a Public Information Booklet to enable the PAFs and local residences to read it by themselves and be aware of the Project's benefit / compensation available for the PAFs. The safeguards unit of CPIU, supported will distribute the information through meetings. The information will be made publicly available in the MID head office, Project Manager at CPIU and Provincial Government offices.

From this disclosing of the information in the ARAP to the PAFs, information or feedback will be received and the ARAP will be reviewed. All feedbacks on the summary will be incorporated into the ARAP before the final disclosing of the ARAP by the MID and JICA. The final version of the ARAP will be disclosed in the MID and JICA websites.

#### 8.3 Key Stakeholders Consultation

Key stakeholders meetings will be scheduled with the respective Government Authorities such as the SIG MLHS and the Guadalcanal Provincial Government as the project progresses onto the design stage. At this stage there are no individual consultation undertaken.

A summary of the combine initial stakeholders meeting and 2 public consultations held on 3<sup>rd</sup> December and 4<sup>th</sup> December 2019 is as follows:

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### 8.4 Summary of consultation

From the initial consultations or meetings it was found that most of the participants experienced difficulties due to existing road conditions. Also accessing major services in Honiara was also a problem as it is very time consuming to get from one location to another.

Furthermore, most of the participants reported that major road flooding and degradation of the existing pavement is a major issue. Since the drainage are no longer working properly and needs upgrade from the existing sizes. Meaning most structures was not designed to cater for the amount of water and debris during severe flood events and there is a need for improvement.

The participants and attendees also express support for the project and gratitude towards the initiative taken by MID to inform them during the initial stage of the project, and stated that lack of information disclosure or awareness to the public is always an issue to any development.

#### 8.4.1 Initial Stakeholders Meeting and Public Consultation

There are 3 consultation meetings held in December 2019. That is a stakeholder meeting and two public consultation meeting. The issues raised by attendees and participants during each consultation meetings are summarized below.

#### 1) Stakeholder meeting

Table 15: Summary of 1st Stakeholder meeting

7514	D 1 16 11
Title	Project for Upgrading of the Kukum Highway (Phase 2)
Date	3rd December 2019 Venue Bethel Conference Room
Purpose	To inform the participants about the project and its social and environmental impacts.
Participants	Participated organization; MID, Solomon waters, LBS(local consultant), JICA Team
	Total participants: 27, (Male: 20, Female: 7)
Agenda (summary)	1. Opening remarks 2. Introduction of Attendees 3. Project Scope and Time frame 4. Discussion 5. Statement of Cutoff Date 6. Closing remarks
Issues and Discussion	<ul> <li>Solomon Water representative inform the project team that SW is planning to improve the existing sewer lines by replacing them with new ones.</li> <li>Asked if the Cost of design for relocation of sewer line and required land under the project can be met by MID.</li> <li>The Project to consider design and construction management of utilities during construction.</li> <li>Propose for a meeting with the Kukum Highway Project Team in 2020, with the Utilities Providers.</li> <li>Cost of Utilities relocation will be met by SIG through MID.</li> <li>Concern with buildings on the road reserve.</li> <li>Propose for a bus bay at KGVI and Henderson Area.</li> <li>Consider bus stops or bays to not obstruct feeder roads.</li> <li>Asked if HCC and MID could regulate public buses operation along the highway and in Honlara.</li> <li>Parking space to be allowed at market areas.</li> <li>Asked for Relocation of KGVI Market.</li> <li>Propose for new markets east of Honiara.</li> <li>Improve current drainages along the whole project road.</li> <li>Need for proper signages, pedestrian crossings, foot paths and traffic lights at certain locations including provision for bicycles.</li> <li>Consider underpass or overhead crossing at school locations such as KGVI and Perch School areas.</li> <li>Disposal site owned by Golf Club is still available for dumping of waste materials from the project.</li> <li>MID to implement Road and Traffic Act and Regulations.</li> </ul>
Activity	JICA Team conduct exercise to finding traffic dangerous points along the project road.
Note	Provide proper road signages for road users particularly to educate public transport drivers.



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Support road upgrade to reduce traffic jam (time consuming and lateness to wor for children).	
	The declaration of Cut - off was done and declared as the 3rd of December 2019. From this date no further developments are to be made along the Kukum Highway up to Henderson.

## 2) Public Consultation/ Meeting

# Table 16: Summary of 1st Public Consultation at Henderson Field Project for Upgrading of the Kukum Highway (Phase 2)

Title	Project for Upgrading of the Kukum Highway (Phase 2)			
Date	3rd December 2019 Venue Henderson Field			
Purpose	To inform the participants about the project and its social and environmental impacts.			
Participants	Participated organization; MID, LBS(local consultant), JICA Team			
	Total participants: 43, (Male: 23, Female: 20)			
Agenda	1. Opening remarks			
(summary)	2. Introduction of Attendees			
	3. Project Scope and Time frame			
	4. Discussion			
	5. Statement of Cutoff Date 6. Closing remarks			
Issues and				
Discussion	Asked about the maintenance of the road and drainages after the completion of the project?			
	⇒ MID and Project representatives responded that the Road and drainages will be maintained by MID.			
	MID to consider relocation of market stalls or vendors along the road section.			
	Asked about the project time frame and scope.			
	⇒ Project Rep explained that the project time frame is to deliver the project before the 2023 SP Games.			
	<ul> <li>Inform the participants that there will be impacts on some land and non - land assets along the road section. Particularly those that are in the road corridor or within the 32m right-of -way (ROW).</li> </ul>			
	Who will be responsible to compensate for lost assets or land:			
	⇒ MID will be responsible and not the project. Project will only identify affected families or households and present it to MID.			
	<ul> <li>Participants express support towards the projects to reduce traffic jam (time consuming and lateness to work and school for children).</li> </ul>			
	Why only 2 lane from Lunga Bridge?      From MEMD office to Lunga Bridge it will be 4 lance and 2 lance from Lunga.			
	⇒ From MFMR office to Lunga Bridge it will be 4 lanes and 2 lanes from Lung Bridge to Henderson. MID has considered 4 lanes and this will be catered for the current road design to make room for future road upgrades.			
	Replace existing drainages to larger sizes.			
	<ul> <li>Need for proper signages, pedestrian crossings, foot paths and traffic lights certain locations including provision for bicycles.</li> </ul>			
	Climate Change and weather patterns should be considered in the design.			
Activity	JICA Team conduct exercise to finding traffic dangerous points along the project road especially from the Ranadi Round-about to Henderson.			
Note	Provide road signages for road users particularly to educate public transport drivers.  Support road upgrade to reduce traffic jam (time consuming and lateness to work and school			
Otatamant	for children). The declaration of Out off was done and declared as the 2nd of December 2010.			
Statement of Cut - off Date	The declaration of Cut - off was done and declared as the 3rd of December 2019. From this date no further developments are to be made along the Kukum Highway up to Henderson.			
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## Table 17: Summary of 2nd Public Consultation at KGVI Market Area

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Title	Project for Upgrading of the Kukum Highway (Phase 2)		
Date	4th December 2019	Venue	KGVI Market
Purpose	To inform the participants about the project and its social and environmental impacts.		
Participants	Participated organization; MID, LBS(local consultant), JICA Team		
	Total participants: 40, (Male: 21	, Femal	e: 19)
Agenda (summary)	Opening remarks     Introduction of Attendees		,





	3. Project Scope and Time frame		
	4. Discussion		
	5. Statement of Cutoff Date		
	6. Closing remarks		
Issues and Discussion	<ul> <li>Proposed a need for pedestrian crossings at KGVI School, Burns Creek School, Perch School and proper signages at specific locations along the road, foot paths and traffic lights at certain locations including provision of paths for bicycles or cyclists.</li> </ul>		
	<ul> <li>Notify the team that some of the lands within the road corridor had been sold by MLHS to some people and they already had the registered land titles.</li> </ul>		
	The resumption of lands by the MLHS or SIG to make way for the project is not fair to the people.		
	<ul> <li>Asked if the project would relocate the market huts at KGVI?</li> </ul>		
	⇒ Project team will take note and inform MID.		
	<ul><li>Is the Project Scope and time frame realistic?</li></ul>		
	⇒ The project scope and time frame may change but it depends on MID, but the current plan is to complete the construction before 2023.		
	Who will pay for impacts on land and properties?		
	⇒ MID will be responsible and not the project. Project will only identify affected families or households and present it to MID.		
	<ul> <li>Participants express support towards the projectsto reduce traffic jam (time consuming and lateness to work and school for children).</li> </ul>		
	<ul> <li>Asked the project to consider designing larger drainages compared to the ones constructed for the Phase 1 of the project.</li> </ul>		
	Replace existing drainages to larger sizes.		
	<ul> <li>Climate Change and weather patterns should be considered in the design.</li> </ul>		
Activity	JICA Team conduct exercise to finding traffic dangerous points along the project road especially from the Ranadi Round-about to Henderson.		
Note	<ul> <li>Provide road signages for road users particularly to educate public transport drivers.</li> </ul>		
	MID to implement the Road and Traffic Act.		
Statement of	The declaration of Cut - off was done and declared as the 3rd of December 2019.		
Cut - off Date	From this date no further developments are to be made along the Kukum Highway up to Henderson.		
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#### Follow-up Stakeholders Meeting and Public Consultation 8.4.2

There are a total of 6 follow-up consultation meetings held in August 2020. That is 4 stakeholder meetings and two public consultation meeting. The issues raised by attendees and participants during each consultation meetings are summarized below.

Table 18: Summary of first Stakeholders Meeting

Title	Project for Upgrading of the Kukum Highway (Phase 2)			
Date	12 <sup>th</sup> August 2020 Time: 10am			
Venue	Holiday Resort Conference Room			
Purpose	To update and inform the Project Affected Persons about the project and its social and environmental impacts. Including impacts on their land and non - land assets.			
Participants	Participated organization; 3 MID, 3 LBS(local consultant), 2 JICA Team & 1 CTII Rep			
	Total participants: 21 PAPs, 2 females, 19 males			
Agenda	1. Opening remarks			
(summary)	2. Introduction of Attendees			
	3. Project Scope and Time frame			
	4. Potential Project Impacts			
	5. Impacts on Land / Non - Land Assets			
	6. Discussion/ AOB			
	7. Closing remarks			
Issues and	1. PAPs request for private valuation of their properties. ( Florence)			
Discussion	<ul> <li>For SIG/ MID, MLHS will do the valuation of assets or properties, and PAPs at urged to co-operate for valuation of assets.</li> </ul>			
	2. MID team to arrange for a time to meet with the Guadalcanal Province Planning Board and to formally request a copy of the GP Planning Scheme. (Benedict Tova, GP)			
	❖ Will discuss with MID for a meeting with GP.			





Concern Burns Creek area heavy flooding during heavy raining times (Design of drainage and proper culverts). (Chief. Satu) Noted MID and CTI will discuss on this. 4. MID to discuss with the COL - MLHS, concerning the existing road from Lunga Bridge to Henderson, MID must ensure that this road be declared a Public Road and Gazetted, as from records there are no proper acquisition of this land and declaration for it to be a public road. (Benedict Tova, GP) Will be recommended to the MID for upper level discussions. 5. Asked for proper footpaths as some people are using the footpaths for parking, and pedestrian crossings must be considered for schools along this highway. (Male rep) Noted, MID to consider this with the engineer for design. 6. MID to consider upgrading the old Lunga road to assist in the sufficient utilization of the proposed round - about at Lunga Cross Road. That is buses or taxis can drop off their passengers along this road and travel directly to the round about to head back to town. If not there will still be traffic jam for Lungga Bus bay because of the attitudes and behaviours of these drivers, G /Province will declare Lunga to Henderson Land as Town Land since it was recorded as Agricultural Land. (Benedict Tova, GP) Noted, and will propose that to MID for discussion with the donor and designer. 7. U-turns should be considered for fuel stations and access roads particularly the one for Betikama School. (L Kakai, KGVI Rep). Noted and will be forwarded to MID. 8. All participants are asking MID to arrange for awareness programs to be carried out for all public transport drivers and the public to inform them of the following: Road and Traffic safety, Meanings of road signages as some drivers and pedestrians are not educated; b) Road care - people to take ownership of this public property. Noted and will be taken up with MID. Note Most PAPs are requesting to see the final valuation of their assets particularly land. However it was made clear to them that final valuation of assets will be done by MLHS Valuation Unit when the design is final. All are supportive and cooperative with the project and would like to see it eventuate in the following year. PAPs also request for another meeting when the design will be finalized. It was emphasized during the meeting that a cut-off date notice was issued by MID in July Statement Cut - off Date 2020. Stating that no new developments should be made along this road after December 3rd 2019, such developments will not be considered and recorded by MID for compensations.

#### Table 19: Summary of second Stakeholders Meeting

Title	Project for Upgrading of the Kukum Highway (Phase 2)			
Date	12 <sup>th</sup> August 2020 Time 1:30pm			
Venue	Holiday Resort Conference Room			
Purpose	To update and inform the Project Affected Persons about the project and its social and environmental impacts. Including impacts on their land and non - land assets.			
Participants	Participated organization; 2 MID, 3 LBS(local consultant), & 1 CTII Rep			
	Total participants: 21 PAPs, 12 females, 9 males			
Agenda	1. Opening remarks			
(summary)	2. Introduction of Attendees			
	3. Project Scope and Time frame			
	4. Potential Project Impacts			
	5. Impacts on Land / Non - Land Assets			
	6. Discussion/ AOB 7. Closing remarks			
Issues and	1. Asked if MID will also compensate for loss of business during construction period as			
Discussion	some people depended very much on these markets for income. ( Josephine Shanel & P			
	Savusi).  MID will only do replacement cost of structures. But will take note of your concern and forward it to MID for upper level discussions.  2. Asked if compensations will only be on the structures?  Yes, MID will only compensate for the structures, and if there will be additional compensations that is up to MID but the team cannot answer to that at present.  3. MID must ensure that there will not be further encroachments by road side vendors after compensations are done for this project, as this will cost the government. Asked if MID can consider not planting trees in the median strips as this may be the cause of damage to the existing sealed roads? Asked MID to pay fair compensations to all APs? Inform the team			



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that the fence adjacent to the road (his property) is on the legal land boundary and enquire if MID is going to compensate for removing the fence and re-installing it, and what about land encroachments? (Dr. D Sikua)

- Thank the Dr. Sikua for his contribution it is noted and will be forwarded to MID. Inform the all attendees, that after the compensations all APs must remove their structures or market huts. MID do not encourage any person to reconsider building within the road corridor after this project. If you do so you will not be compensated for your loss in the future.
- MID will arrange for surveyors to survey each affected properties that had been identified and legal boundaries are not clear for confirmation of boundaries. Your property is noted and will also be considered.
- Compensations as did under the phase 1 project are done to remove and reinstall structures particularly fences by PAPs. That is removal and re-installment are done by the owners and not the contractor or MID.
- 4. If MID is considering to get the MLHS surveyors to confirm boundaries that will be very good. As this will also help with the identification of some access roads to properties when these lands are subdivided as some people are encroaching into other's land to access their properties.
- 5. What will happen to access roads to properties during construction? (Josephine Shanel)
  - All access roads will be used, however if there will be a need to close an access road during works the contractor will discuss with the PAP and will for alternatives
- 6. According to the design there will be improvements to the drainage system. But does MID consider improving the drainage outlets along this road section. That is maintaining this drainages all the way to the coast? As this had been non operative and when it rains it floods the whole area? MID to check further down along the drainages as some people had planted trees in the drainages which resulted in the blockages. MID should divert the drainages to drainages along the access roads constructed by Levers SI Ltd. (Dr. Sikua, P Savusi, Kylie Afuga & J Shanel)
  - Thank all participants for their concern, will forward it to MID.
  - Urge attendees to let inform family members and public know that throwing rubbish in the drainages are also causing issues to the existing drainages and that this is not encouraged if people wanted to see the drainages being efficient during heavy rains.
- 7. Proposed if MID could assist, with negotiation with the PMO for Marketing Venue at his Henderson property. This was already discussed with the SPM but no response since then. See this as will be very helpful to the road side vendors? (Dr. D Sikua)
  - Noted and will be taken up with MID.
- 8. What about those vendors who are renting from market hut owners? (Joachim)
  - Market hut owners must discuss this with their tenants. MID will only pay for the structures and it is each owner's responsibility to discuss this with their tenants. That is when compensations are paid and when structures are expected to be removed.

Appreciate MID for the approach taken in informing all road side vendors, particularly women. Stated that it is very important for them to know and be informed to prepare for removal of their market huts. (Joan Tangi)

Note

PAPs are happy with the project and are supportive since MID will be compensating for their structures.

MID to continue update them on the project.

Another consultation is proposed after the design will be finalized.

All PAPs agreed to remove their market huts and canteens from the road reserve when

MID will give instructions to confirm date.

of It was emphasized during the meeting that a cut-off date notice was issued by MID in July 2020. Stating that no new developments should be made along this road after December 3<sup>rd</sup>

2019, such developments will not be considered and recorded by MID for compensations.

#### Table 20: Summary of third Stakeholders Meeting

	_		_
Title	Project for Upgrading of the Kukum Highway (Phase 2)		
Date	19th August 2020	Time	10am
Venue	Holiday Resort Conference Room		
Purpose	To update and inform the Project Affected Persons about the project and its social and environmental impacts. Including impacts on their land and non - land assets.		
Participants	Participated organization; 2 MID, 2 LBS(local consultant), 1 CTII Rep		
	Total participants: 13 PAPs, 3 females, 10 males		

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Cut - off Date

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Agenda	1. Opening remarks		
(summary)	2. Introduction of Attendees		
	3. Project Scope and Time frame		
	4. Potential Project Impacts		
	5. Impacts on Land / Non - Land Assets		
	6. Discussion/ AOB		
	7. Closing remarks		
Issues and Discussion	Yes, MID will try and make the prices as fair as possible so as not to dissa		
	the PAPs. However, if you are not happy with the valuation you can discuss this with MID. For land especially, MID encoruages PAPs that are not happy with the compensation price to get a private valuer at their own cost and discuss with MID on the prices or rates.		
	It is important for people to take note that, you are encroaching on the road reserve. MID is trying its best to compensate all of you fairly to remove your structures from its land. Therefore, requests your support and cooperation.		
	Asked for compensation of all structures before removal? (Male attendee)     Noted and will inform MID.		
	3. Asked if all market huts are recorded?		
	<ul> <li>Yes, all market huts are recorded. These are from KGVI Market to Henderson.</li> <li>Asked if all road side vendors will be compensated, as this will also affect their livelihood? (Rose Kola)</li> </ul>		
	<ul> <li>All road side vendors who owns market houses will be compensated. But not those with tables and umbrellas. However, the team had recorded all road side vendors and had taken photos of each tables and had their owners names</li> </ul>		
	recorded. MID has not yet given a definite answer on this so at this stage it is not confirmed if table owners will be compensated. MID through the CPIU safeguards unit will continue to update and inform you if anything changes.		
	Also list of PAPs will be updated and given to MID.		
	MID is taking this approach of compensation as it is the Policy of the Aid Donor		
	to compensate those that the project will have impact on their livelihood or for		
	their loss. It is important to take note that based on the law (Road Act) the		
	Director of MID, CE have the right to remove your property without compensations. The safeguards team is working to ensure that you are satisfy		
	with your compensation and MID is free from any grievances from your side to		
	continue the project.		
	<ul> <li>5. Asked how compensations are made?</li> <li>MID compensate structures in the road corridor which is 32m across, 16m from the road center line.</li> </ul>		
	<ul> <li>Land titles registers are obtained from he MLHS, so if people are claiming to having owned the land without a registered title no compensations will be paid the</li> </ul>		
	only compensation will only be for the loss of what you build on the land.  tand title holders will be compensated for the land.		
	6. Stated that PAPs are grateful that MID is informing them first hand on the issue to help		
	them prepare for dismantling of their structures. Appreciate MID for taking such approach.		
	7. Inform all PAPs that after the compensation and the project is completed no one is		
	encouraged to build market huts along the road as MID will not be responsible to		
	compensate you for your loss in the future. Also that all their concerns will be forwarded and discussed with MID.		
Note	■ PAPs are supportive and cooperative.		
	■ PAPs would like to see compensation cost and discuss with MID before dismantling of		
	structures.		
	All PAPs agreed to remove their market huts and canteens from the road reserve when MID will give instructions to confirm date.		
Statement of Cut - off Date	It was emphasized during the meeting that a cut-off date notice was issued by MID in July 2020. Stating that no new developments should be made along this road after December 3 <sup>rd</sup> 2019, such developments will not be considered and recorded by MID for compensations.		

## Table 21: Summary of fourth Stakeholders Meeting

	<del>-</del>		
Title	Project for Upgrading of the Kukum Highway (Phase 2)		
Date	14 <sup>th</sup> August 2020	Time	1:30pm
Venue	Lunga Market		





Purpose	To update and inform the Project Affected Persons about the project and its social and environmental impacts. Including impacts on their land and non - land assets.
Participants	Participated organization; 2 MID, 3 LBS(local consultant) & 1 CTII Rep
	Total participants: 28 PAPs, 9 females, 19 males
Agenda	1. Opening remarks
(summary)	2. Introduction of Attendees
(Janiniary)	3. Project Scope and Time frame
	Project George and Time frame     Potential Project Impacts
	5. Impacts on Land / Non - Land Assets
	6. Discussion/ AOB
	7. Closing remarks
Issues and Discussion	<ol> <li>Asked if the Bonbon market at Henderson is in the road reserve or not? (Viviane)</li> <li>From the map obtained from MLHS, the road side market is in the road corridor, reason for only compensating you for the loss of your structure and not the land.</li> <li>MID should also compensate all canteens for the loss of business during construction period? (Male attendee)</li> <li>Noted and will be discussed with MID.</li> <li>KG market houses were removed due to COVID -19 by SIG through MHMS, will this project not be responsible for our market houses that had been removed first, after this project is recording all market house along the project location that are still remaining. (Road side vendors, KGVI)</li> <li>Noted and will be discussed with MID, however since it was MID who removed the market huts it is important that you consult with the authorities responsible for removing your market huts due to covid-19.</li> </ol>
	<ul> <li>4. Compensation must be done first before removal of structures, market stalls. (Female reps).</li> <li>Noted and will be discussed with MID.</li> <li>5. Will there be any consideration for compensation due to the above impact caused by Covid-19 as this had greatly affected our family needs and bills to be paid. Can MID have any solution to this or repatriate people to their respective villages if our only source of income will be affected for the purpose of the road? Important to consider loss of business or consider vulnerability. Is there any other venue that the SIG or MID can negotiate with the owners for road side vendors to use?</li> </ul>
	MID understands that this will greatly affect your income generating activities, and apologizes for that.
	MID is taking this approach of compensation as it is the Policy of the Aid Donor to compensate those that the project will have impact on their livelihood or for their loss. It is important to take note that based on the law (Road Act) the Director of MID, CE have the right to remove your property without compensations. The safeguards team is working to ensure that you are satisfy with your compensation and MID is free from any grievances from your side to continue the project.
	Your concerns will be discussed with MID, to see if there is any other government body that can be responsible for your concern, particularly finding a new market venue. As MID do not encourage people to build market huts along the road after the road upgrade.
	6. Some names recorded are not of those who owned the market huts?
	❖ Noted and will check to confirm.
Note	<ul> <li>All PAPs agreed to remove their market huts and canteens from the road reserve when MID will give instructions to confirm date.</li> <li>Supportive of the project and appreciate MID for the consultations.</li> </ul>
Statement of Cut - off Date	It was emphasized during the meeting that a cut-off date notice was issued by MID in July 2020. Stating that no new developments should be made along this road after December 3 <sup>rd</sup> 2019, such developments will not be considered and recorded by MID for compensations.

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# 8.4.3 Follow - up Public Consultations/ Awareness:

Table 22: Summary of first Public Consultation

Title	Project for Upgrading of the Kukum Highway (Phase 2)							
Date	14 <sup>th</sup> August 2020 Time Lunga Market							
Venue	Lunga Market							
Purpose	To update and inform the Project Affected Persons about the project and its social and environmental impacts. Including impacts on their land and non - land assets.							
Participants	Participated organization;1 MID, 2 LBS(local consultant) & 1 CTII Rep							
	Total participants: 52 PAPs, 37 females, 15 males							
Agenda	1. Opening remarks							
(summary)	2. Introduction of Attendees							
	3. Project Scope and Time frame							
	4. Potential Project Impacts							
	5. Impacts on Land / Non - Land Assets							
	6. Discussion/ AOB							
	7. Closing remarks							
Issues and Discussion	1. Requested if each market hut owner can value their own properties? (male attendee)  MID will do the valuation of properties, but if market hut owners wanted to value their own properties they would have to agree with MID on the price.							
	<ol> <li>MID should also upgrade the old Lungga road to assist with easing traffic, the busbay is causing traffic. Median strip with no U-turn at this location will be good – (Male attendee).</li> <li>Concern is noted.</li> </ol>							
	3. MID should also compensate all canteens for the loss of business during construction							
	period. (Vendors)							
	Noted and will be discussed with MID.							
	4. Can MID consider paying the Compensations first before we remove our structures or							
	tables? (Female vendor)  ❖ Noted and will be discussed with MID.							
	Those owning tables are recorded, but it is not confirmed by MID if you will be							
	compensated for your loss. MID will discuss this at the management level and get back to you.							
	5. It is good that drainages will be improved and roads will be upgraded, all PAPs agreed to							
	remove their market huts or tables from the roads once compensation is paid directly to							
	them on time and notice of confirmation to move will be issued by MID to confirm the date.							
	After all the vendors do not own the road and the MID is very thoughtful to compensate							
	people to move out of their own land. (Male attendee) 6. Continuous consultation and awareness by MID is important for all road users and road							
	side vendors. Appreciate MID for taking the time to do this very informative discussion with							
	the public. (All attendees)							
Note	PAPs are supportive and had agreed to remove their structures and move out of the road corridor.							
	Appreciate MID for the awareness and consideration for compensation.							
	All PAPs rendered support for the project to move forward.							
Statement of Cut - off Date	It was emphasized during the meeting that a cut-off date notice was issued by MID in July 2020. Stating that no new developments should be made along this road after December 3 <sup>rd</sup> 2019, such developments will not be considered and recorded by MID for compensations.							

# **Table 23: Summary of Second Public Consultations**

Title	Project for Upgrading of the Kukum Highway (Phase 2)									
Date	14 <sup>th</sup> August 2020 Time 1pm									
Venue	Henderson Market	Henderson Market								
Purpose	To update and inform the Proenvironmental impacts.	To update and inform the Project Affected Persons about the project and its social and environmental impacts.								
Participants	Participated organization; 1 MII	Participated organization; 1 MID, 2 LBS(local consultant) & 1 CTII Rep								
	Total participants: 45 PAPs, 32	females, 13 males	S							
Agenda (summary)	Opening remarks     Introduction of Attendees     Project Scope and Time fram     Discussion     Statement of Cutoff Date     Closing remarks	1. Opening remarks 2. Introduction of Attendees 3. Project Scope and Time frame 4. Discussion 5. Statement of Cutoff Date								



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Issues	and	1. Who will be responsible for market venues after moving out from the road?(Female/Male
Discussion		attendees).  * MID is not responsible for market outlets or venues, but will discuss this with MID to take this up with the responsible ministry.
		2. MID should consider compensating all road side vendors for the loss of business during construction period. (Male / Female attendees)  ❖ MID will only compensate structures such as market huts or canteens and bonbon market haus but not tables stalls as these are mobile structures. Table vendors compensation is not yet confirmed by MID as there will be need to discuss this at a higher level and if there will be any confirmation of compensation or no compensation the team will inform you.  3. Compensation must be done first before removal of structures. (All attendees).  ❖ Concern is noted and will be discussed with MID  4. MID to consider improving culverts and drainages outlets, this will improve the drainage system in this road section, without the drainage outlets working the drainage system will fail. (Male attendee).  ❖ Noted and will be discussed by MID with the responsible engineer.  5. All road side vendors agreed to move out of the road corridor upon confirmation of date from MID and acknowledges MID for the awareness and having the time to discuss the project with the public. (All attendees rep)
Note		All PAPs are supportive of the project and rendered support to MID.  Fair compensation for all vendors is requested.
Statement Cut - off Dat		It was emphasized during the awareness that a cut-off date notice was issued by MID in July 2020. Stating that no new developments should be made along this road after December 3 <sup>rd</sup> 2019, such developments will not be considered and recorded by MID for compensations.

#### 9. GRIEVANCE REDRESS MECHANISM (GRM)

#### 9.1 **Grievance Resolution Mechanism**

For efficient dealing with the PAFs or affected properties' owners resettlement concerns, the MID has adopted a simple and acceptable, transparent and effective Grievance Redress Mechanism (GRM). The Grievance Redress Mechanism (GRM) was prepared to fulfill both SIG legislation and donor partner agencies requirements to resolve and address issues raised during the course of project implementation by the MID. This is in according to the MID Safeguards Procedures Manual (SPM).

For effective implementation of the GRM, a Community Advisory Committee (CAC), will be established by the MID Safeguards Unit to resolve issues at the local or community level.

#### 9.2 **Grievance Redress Committee**

While a Grievance Redress Committee (GRC) comprising of the MID - PS, Director CPIU, safeguards personnel (and Project Engineer, Contractor during implementation) and a third party arbitrator appointed by the PS will be set up to resolve issues at the ministry level if the issues cannot be resolved at the local level.

The GRC would be the tool to ensure proper presentation of grievances, and impartial hearings and transparent decisions. As already mentioned, a GRC does not possess any legal mandate or authority to resolve LAR issues, rather acts as an advisory body or facilitate to try to resolve issues, for example, relating to value of compensation for affected properties. GRC will include at least one female member to participate in the hearings if the aggrieved person is a female.

The GRC shall comprise of 7 or more members which will include at least 1 or 2 female as contact persons for the community is proposed to be formed at the project area. In case of the absence of any of the members during the decision-making process, an appropriate candidate will be nominated by the original representative. However, at least five members should execute a session for grievance resolution with an MID representative being the chairperson. Composition of a GRC under the Project is proposed to include the following members:



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Table 24: Grievance Redress Committee

#	Designation	Position
1.	Permanent Secretary, MID	Chairman
2.	Director, CPIU - MID	Member
3.	Commissioner of Lands, MLHS	Member
1.	Social Safeguards Officer, CPIU - MID	Member
3.	Community Development and Gender Specialist, CPIU - MID	Member
4.	Community Liaison Officer in the SU, CPIU/MID	Member
5.	Social Safeguards Specialist, Project Team	Member
6.	CAC Representative of PAFs	Member
7.	Complainant	Member

As expected during the implementation of any transport infrastructure improvement, upgrade or rehabilitation projects it is highly likely that people particularly land and property owners and residence of the area possibly will have concerns and grievances with the project. Most issues may arise during the actual construction. Such issues arising must and needs to be addressed transparently and urgently without retribution to the complainant (s).

In addition, during construction/implementation, a grievance register will be held at the project site office, maintained by the CLO or project manager or works supervisor and monitored by the Safeguards Manager. All complaints arriving at a site office are to be entered in a Register that is kept at site. A duplicate copy of the entry is given to the Displaced or affected Person or the PAFs for their record at the time of registering the complaint. The Register will show who has been directed to deal with the complaint and the date when this was made together with the date when the displaced or affected person was informed of the decision and how the decision was conveyed to the displaced or affected person.

The Register is then signed off and dated by the responsible person who is also responsible for the decision. The Register is to be kept at the front desk of the site office and is a public document. The duplicate copy given to the complainants will also show the procedure that will be followed in assessing the complaint, together with a statement affirming the rights of the complainant to make a complaint. For anybody making a complaint no costs will be charged to the complainant.

#### 9.3 Government Policy for Grievance Redress over Land Disputes

Disputes arising over alienated lands in relation to compensation and ownership are referred to the Magistrates Court and follows the set of procedures in the LTA and Civil Codes. While disputes arising over the award of compensation for resumed land titles, or where an FTE holder seeks to get compensation for undeveloped lands are settled in the High Court.

For disputes over customary lands two steps were followed, as summarized below:

- i. the civil procedure through the Magistrates Court: The Magistrate Court's hearing will determine whether the case can be dealt with through civil proceedings or whether the case is better handled through the customary process.
- ii. the customary procedure. If it (the case) cannot be resolved after the Local Court hearing, it is presented as a case before the Customary Land Appeal Court (CLAC), which usually settles the case.

The complaints and grievance redress procedures outlined above will be adopted and will be outlined in ARAP prepared for project to ensure stakeholder participation in the implementation process and to ensure there is a publicly acceptable forum with which to deal with any issues or complaints arising through land acquisition. Through public consultations, PAFs or affected properties owners will be informed that they have a right to complaint/grievance resolution. The record of the grievance redress mechanism will be the subject of monitoring.



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In the event of grievances that cannot be resolved at the local level, the MID and COL will hold the compensation amounts in an escrow or trust account. Compensation will be paid in full upon final resolution of the case in the courts or other forum, in accordance with the entitlements of the PAFs or affected properties owners.

## Complaints and Grievances

Efforts will always be in place to prevent grievances through undertaking consultation, communication and coordination with the APs, the community and the local level authorities. However, complaints and grievances from the project affected people sometimes may be unavoidable, involving:

- APs not enlisted;
- Losses not identified correctly:
- Compensation/assistance inadequate or not as per the entitlement matrix;
- Dispute about ownership;
- Difficulty in proving their title being the actual owners and users of land and other assets;
- Delay in disbursement of compensation/assistance; and
- Improper distribution of compensation/ assistance in case of multiple ownership of a plot of land.

All complaints raised by complainants whether it is serious or less serious will be recorded and registered in a Complaints Register by:

- Date;
- Complainants Name;
- Grievance Raised;
- Resolution Attempts; and,
- Outcome of Grievance Resolution.

### Proposed Measures to Address Grievance

Grievances will be addressed through the following steps:

- Complainant(s) raises a concern or an issue with the contractor's Community Liaison Officer (CLO);
- ii. Contractor informs the CAC and will try and resolve it at the project level;
- iii. If not resolved this will be taken up with the project's safeguards officer;
- iv. Complainant(s) first discuss their complaint with their CAC representative. If the CAC representative supports the complaint both persons take the complaint to the project office. Straightforward complaints will be resolved by determination of issues locally on the spot. All such issues must recorded by the project staff;
- v. If not resolved the issue will be taken up with MID job manager or the CPIU Director;
- vi. If not resolved this will be reported by the CPIU Director to the PS MID that is If the complainant is not satisfied with the outcome, the complaint is next discussed by the complainant and the CPIU/MID assisted by the Safeguards Manager, Community Advisory Committee members, and the head of the land owning group (in respect of customary land). The Safeguards Manager will record all complaints (date, complainant, grievance, attempts to resolve the complaint, and outcomes) and have a maximum of two days to resolve the complaint and convey a decision to the complainant. If the complaint is dismissed, the complainant will be informed of their rights in taking it to the next step. A copy of the decision is to be sent to the next level of authority;



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- vii. If not resolved, MID PS will refer and request for a third party arbitrator as part of the GRC but should the complainant not be satisfied with the decision of the CPIU/MID, depending on the nature of the complaint, the complainant may take the complaint to the MLHS, who will appoint the COL to review the complaint. The MLHS will have 15 days to make a determination; and,
- viii. If not resolved it can be appealed in the national courts that is if a satisfactory conclusion cannot be obtained through this process, the complainant can take the matter to the courts (Magistrates Court, High Court or CLAC). This will be at the complainants own expenses or cost but if the court shows that the government ministries have been negligent in making their determination, the complainant will be able to seek cost compensation.

Mention should be made, in the event of grievances that cannot be resolved at the local level, the MID will hold the compensation amounts in escrow or trust account. Compensation will be paid in full upon final resolution of the case in the courts or other forum, in accordance with the entitlements of the PAFs or affected persons.

#### 10. IMPLEMENTATION SCHEDULE OF ARAP

#### 10.1 ARAP Implementation

Implementation schedule of the ARAP broadly consists of resettlement activities. Time frame for implementation of the ARAP will be done before the project implementation in a way that commencement and progress of civil works is not adversely affected. The ARAP will be updated and resubmitted to the client and JICA for approval if there will be any changes or amendments made after the demarcation of affected lands based on the detailed design and other associated tasks before the payment. The SU social safeguard team of CPIU with assistance from the Projects safeguards team will co-ordinate the land acquisition and resettlement aspects and policies before the actual start of the implementation of resettlement plan. MID/CPIU will begin the implementation process of ARAP immediately after its approval by the aid donor. Grievances or objections (if any) will be addressed as per the grievance redress procedure adopted in this ARAP.

The steps for the delivery of compensation for all eligible PAPs or PAFs will as follows:

- Invoice Preparation: Invoices for each of the eligible PAPs/ PAFs will be prepared by CPIU. This document will entail the entitlements of each PAPs/ PAFs to receive the amount indicated in the invoice.
- ii. **Money paid to Local Banks:** The money from MID will be remitted to a bank in Honiara City. A bank account will be opened by the CPIU to deposit the amount of compensation on behalf of the PAPs/ PAFs.
- iii. Payment Procedure: Each PAPs/ PAFs will receive a cash/cheque for the whole amount of compensation from the MID CPIU. The PAPs/ PAFs shall sign a deed of settlement acknowledging the receipt of the whole compensation and a waiver attesting that he/she has no longer any pending claim over the affected property. To show prrof of PAPs/ PAFs receiving compensation a photograph shall be taken during the handover of cash or cheque to PAPs/ PAFs for project documentation.
- iv. Identity of Person: PAPs/ PAFs must show or present their National Identity Card (NIC) or Passport or any other document to show proof of identity during the time of receiving the compensation cash or cheque.

#### 10.2 Implementation Schedule

The Implementation Schedule of the ARAP is as shown below. The ARAP will be implemented after the approval of the ARAP report by the client and the aid donor, particularly delivery of compensation therefore may begin after the project design phase and designs are approved. However, sometimes sequence may change due to circumstances beyond the control of the

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project. The ARAP will be monitored and reported to the client and JICA according to the monitoring schedule of the project.

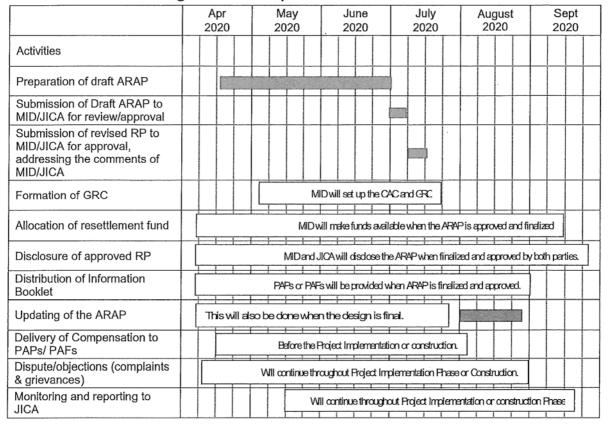


Figure 12: RP Implementation Schedule

#### 11. MONITORING AND REPORTING

Monitoring of all resettlement and consultation tasks and reporting to JICA will be conducted by the Safeguard Unit established in the CPIU, assisted by the project social safeguards team. Internal monitoring will include reporting on progress of the activities as indicated in the implementation schedule with particular focus on public consultations, land purchase (if applicable), determination of compensation, record of grievances and status of complaints, financial disbursements, and level of satisfaction among PAPs/PAFs.

The CPIU/MID will submit progress reports on land acquisition and the ARAP to JICA on semiannual basis, and the findings will be incorporated into the progress reporting of the CPIU. JICA will specifically check the progress of any resettlement and land acquisition undertaken for subsequent investments projects.

External monitoring is not essential under this project. Provision of external independent monitoring therefore is not included in the institutional setup of ARAP implementation. Resettlement monitoring reports will be sent to JICA along with regular progress reports on semiannually. The monitoring reports will be posted on JICA website, and relevant information from these reports will be disclosed in the project areas.

The monitoring indicators that will be used to monitor the ARAP implementation by MID is shown in the table below.

Table 25: Indicators for Monitoring

Aspect	Indicators

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ARAP implementation	<ul> <li>General and overall compliance of resettlement activities with the ARAP, including payment of compensation: (i) full payment to be made to all affected persons before commencement of works; (ii) adequacy of payment to replace affected assets; and</li> </ul>
	• The level of satisfaction of PAPs/PAFs with various aspects of the ARAP process.
Consultation, disclosure and	<ul> <li>Public information distribution and consultation procedures conform to the process established in the ARAP;</li> </ul>
grievance redress	<ul> <li>The participatory process and various mechanisms as well as measures taken, both in terms of the quality and meaningfulness of this process, and the extent that primary stakeholders actively participate in the process;</li> </ul>
	• The disclosure of the ARAP, whether PAPs know their entitlements and whether they have received all of their entitlements; and
	<ul> <li>Monitor the effectiveness of the grievance mechanism, types of grievances, if and how resolved, and satisfaction of PAPs with the process.</li> </ul>
Gender issues	The institutional and staffing mechanisms;
İ	<ul> <li>Aggregation and dis-aggregation of gender sensitive data;</li> </ul>
	Women's representation and participation in the detailed planning and execution process;
	Gender inclusiveness such as technical training to both men and women;
	<ul> <li>Delivery of replacement leases or land titles in the names of both husband and wife;</li> </ul>
	Whether compensation has been delivered to both husband and wife, together; and
	The effectiveness of livelihoods programs for restoring and developing women's income and living standards.
Vulnerable groups issues	<ul> <li>Categorization of the propriety and effectiveness of various entitlements, programs and activities and methods of delivery for various vulnerable households and groups, and the need for adjustment or additional measures.</li> </ul>
Transparency	<ul> <li>How information is distributed and to whom, in order to make sure that all PAPs have the proper information and access to knowledge; Functioning of decision- making bodies and how this information is properly recorded and made available to all PAPs/PAFs.</li> </ul>

The CPIU/MID, with assistance from the SU and the project safeguards team will prepare a compliance report after delivery of compensation. Based on the compliance report, JICA will issue a NOL (no objection letter) to commence civil works.



# **Environmental and Social Monitoring Form**

## Monitoring form for Pre-construction Phase

Draft-environmental monitoring forms for Pre-construction phase are as follows.

### 1. Process of EIA

#	Items	Date	Contents/ Note
1	Submittal of PER		
2	1st PER Review		
3	Public Display		Name of Newspaper
4	2nd PER Review		
5	Appeal-1		
6	Appeal-2		
7	Approval on PER, EIA		

2. Approval for construction

#	Items	Approved organization	Approved date	Validity of approval	Contents/ Note
1	Project approval	·			
2	Project construction office site				
3	Quarry license				
4	Soil excavation license				
5	Discharge license of waste				
6	Discharge license of wastewater				
7	Discharge license of air pollution				
8	Usage of dumping site				

### 3. Pre-Works for construction

#	Items	Concerned organization	Start date of the work	End date of the works	Progress/ Note
1	Cutting/ relocation of tree				
2	Relocation of Water pipe	Solomon water			
3	Relocation of Electric line/poles	Solomon Power			
4	Relocation of Communication line	Telekom			

# Monitoring form for Construction Phase

Draft-environmental monitoring forms for the construction phase are as follows.





1. Monitoring for Mitigation measures

					N	<b>Leasuring</b>	results				
#	Catego ry	Paramet ers	Method	Monitori ng frequency	Duratio n/Day on measuri ng	Monitor ing place	Aver age	maxi mum	Referen ce value	Note	Performe r of measurem ent
1	Air pollutio n	PM10	Sensor	2times /day							Contractor
2		PM2.5	Sensor	2times /day							Contractor
3		Dust	Hearing to residents	Monthly							Contractor
4		Spray asphalt emulsion	Record of usage of asphalt emulsion	If necessary							Contractor
5	water pollutio n	Turbidity	Visible observation	At raining							Contractor
6	Waste	Situation	Visible observation	Daily							Contractor
7		Amount	Record	Monthly							Contractor
8	Noise/ Vibrati on	Noise	Sensor	2times /day					_		

## Monitoring form for the Operation Phase

Monitoring during the operation phase is planned to understand the actual situation (accident situation, etc.) including hearings on the livelihoods of affected persons and hearings for crossing. These monitoring will be recorded in the following social monitoring forms: 4)-1. Public consultation and 4)-3. Implementation of supporting of livelihood.

# **Social Environment Monitoring Form**

The draft-social monitoring forms are as follows.

### 1. Public consultation

#	Date	Place	Participants (Men, Women)	Purpose of public consultation/ Major comment	Organiza tion
1					MID
2					MID
3					MID
4					MID
5					

The public consultation is not limited to the explanation for ARAP. The purposes of the public consultation are including a hearing from residents, explanation of the construction schedule, a hearing regarding changes of traffic etc.

2. Progress of resettlement

	7.7.18						
#	Contents	Amo unt	unit	Progress (unit)	Progress (%)	Estimated finishing date	Organization
1	1 Implementation of Census		Families				Local consultants





#	Contents	Amo unt	unit	Progress (unit)	Progress (%)	Estimated finishing date	Organization
2	Approval on ARAP	1	doc				MID
3	Finalize of RAP list	. 1	set				Local consultants
4	Land acquisition -1	800	m2	400m2	50%	xxth Dec 2020	MID
	Land acquisition -2		m2				MID
	Land acquisition -3		m2				MID
	Land acquisition -4		m2				MID
	Land acquisition -5		m2				MID
	Land acquisition -6		m2				MID
5	Land lease-1	600	m2	0m	0%	Duration from Mar to Sep 2021	MID
1	Land lease-2		m2				MID
	Land lease-3		m2		NAME OF THE OWNER OWNER OF THE OWNER OWNE		MID
	Land lease-4		m2				MID
	Land lease-5		m2	,			MID
	Land lease-6		m2				MID
6	Total involuntary resettlement	30	Persons	20	66%	Jan. 2021	MID
	Resettlement on Poor person	15	Persons	15	100%		MID
7	Compensation of assets -1		SBD				
	Compensation of assets -2						
	Compensation of assets -3						
	Compensation of assets -4						
	Compensation of assets -5						
8							
9							

3. Implementation of supporting of livelihood

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#	Items	Contents	Date of implementation	Results	Note	
1						
2						
3						
4						

4. Grievance / Complaints from Affected Persons (APs)

#	Contents	Date of complaint	Response	Date of response	Note
1					
2					
3					
4					
5					
6					
7					
8					
9					



