

Semi-annual Report

January 2020

PNG: HIGHLANDS ROADS IMPROVEMENT INVESTMENT PROGRAM (HRRIIP) – TRANCHE 3

GEWA-GEMBOGL ROAD SUB-PROJECT

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

This Semi-annual Social Monitoring Report is a document of the Borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature. Your attention is directed to the "terms of use" section of this website.

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

SEMI-ANNUAL SOCIAL SAFEGUARDS MONITORING REPORT

(JULY TO DECEMBER 2019)

PNG: HIGHLANDS ROADS IMPROVEMENT INVESTMENT PROGRAM (HRRIP) – TRANCHE 3



GEWA-GEMBOGL ROAD SUB-PROJECT

JANUARY 2020

TABLE OF CONTENTS

1.0	EXECUTIVE SUMMARY.....	5
2.0	INTRODUCTION	7
2.1	Background.....	7
2.2	Project Description	7
2.3	Institutional Arrangements	8
2.4	Purpose & Methodology	9
3.0	BACKGROUND OF RESETTLEMENT ACTIVITIES.....	10
3.1	Memorandum of Agreement	10
3.2	Resettlement Plan (RP).....	10
4.0	BUDGET AND TIME FRAME	12
4.1	Resettlement Staffing.....	12
4.2	Capacity Building and Training Activities.....	12
5.0	DELIVERY OF COMPENSATION AND ENTITLEMENTS	13
5.1	Justification for No Compensation Payments	13
5.2	Income Enhancement Measures.....	13
6.0	PUBLIC PARTICIPATION AND CONSULTATIONS.....	14
6.1	Public Consultations	14
6.2	Grievance Redress Mechanism	17
7.0	BENEFIT MONITORING	20
7.1	Road Construction Employment	20
7.2.	Non-Payroll Activities for Female.....	23
7.3	Benefits from Quarry.....	24
7.3	Other Local Direct Benefits.....	26
6.3.	Indirect Social Benefits	27
8.0.	PROPOSED IN-KIND ASSISTANCE.....	29
8.1	Proposed Improvement to Sacred Site	29
8.2.	Proposed Replacement of In-Kind to Education and Health Facilities.....	30
9.0	REQUIRED REMEDIAL ACTIONS.....	31
9.1.	Pending Actions.....	31
	Appendix 1 – List of References	32
	Appendix 1 – List of Interviewees	32

List of Tables

Table 1: Locations, Types of Facilities and Costs	11
Table 2: Summary of Costs Estimates and RP Budget.....	11
Table 3: Summary of Formal Public Consultations	14
Table 4: Summary of Informal Public Consultations	15
Table 5: Current Composition of GRC.	18
Table 6: Tentative Estimates of Genuine Grievances by LLG.....	18
Table 7: Monthly Employment Data for the Contractor.	20
Table 8: Summary of Employment by Origin.....	22
Table 9: Estimated Monthly Wages Paid from Affected LLGs.....	22
Table 10: Participation of women in Non-Payroll Activities.....	23
Table 11: Estimated Volume and value for quarry Extraction.	24
Table 12: Land Lease Payments for Various Facilities.	26
Table 13: Local Purchases of the Contractor.....	27
Table 14: Positive Effects of the Project on Transportation Fares.	29

ABBREVIATIONS

ADB	Asian Development Bank
CRO	Community Relations Officer
CSC	Construction Supervision Consultant
DA	District Administrator
DC	Design Consultant
DMS	Detailed Measurement Survey
DOW	Department of Works
DP	Displaced Person
DSRT	District Sanctioned Reassessment Team
EA	Executive Agency
ESSU	Environment and Social Safeguards Unit
GR	Grievance Redress
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
GRP	Grievance Redress Process
HCRN	Highland Region Core Road Network
HRMG	Highland Road Management Group
HRRIP	Highland Region Road Improvement Investment Program
IA	Implementation Agency
IMO	Independent Monitoring Agency
IRS	International Resettlement Specialist
LLG	Local Level Government
MFF	Multi-tranche Financing Facility
MOA	Memorandum of Agreement
NRA	National Road Authority
PNG	Papua New Guinea
PRO	Public Relations Officer
PWM	Provincial Works Manager
RAP	Resettlement Action Plan
RCR	Resettlement Completion Report
ROW	Right-of-Way
RP	Resettlement Plan
SIS	Socio-economic Impact Study
SMR	Social Monitoring Report
SPS	Safeguard Policy Statement
STD	Sexual Transmitted Diseases
TOR	Terms of Reference
WHP	Western Highlands Province

1.0 EXECUTIVE SUMMARY

1. This Semi-annual Social Safeguards Monitoring Report is for the months of July to December 2019 for the Gewa – Gembogl Sub-Road Project under CSTB# 3530. It is co-funded by the Asian Development Bank (ADB) and GoPNG being implemented by the Works Department through the Highlands Region Roads Improvement Investment Program (HRRIP) being compiled by Highlands Roads Management Group (HRMG) as the DOWs Implementing Agency based in Mount Hagen.

2. The report purposely serves on a semi - annual bases to ensure that the monitoring parameters of the Resettlement Plan (RP) for the project is attained on a full/maximum note which follows ADBs Safeguards Policy Statement (SPS – 2009)

3. Matrix Tabulation of this reporting period for formal public consultation has been complied with. However, photographs have not been attached as it has now been established that the male CRO has lost the phone issued to him by HRMG intended for this purpose. Arrangements have been made for HRMG to purchase a new phone under CROs expense (salary deductions) and to be handed to his counterpart (female CRO). This has not eventuated due to funding constrains.

4. Reporting on all rollouts under Livelihood Restoration and Income Enhancement Programs being spearheaded by ESSD has now ceased as of last reporting period as they were deemed to be divergence from the initial Resettlement Plan.

5. Arrangement for Additional In-kind was underway for Education and Health Facilities along the Road Corridor. Special consideration was awarded to such facilities along the completed first 10.6km from Kundiawa to Gewa which is part of the initial road scope. Relevant District Authorities submitted a total of forty-Nine (49) names of institutions but were subject to HRMGs physical site verification prior to endorsement for consideration. After physical site verifications, so far, 19 Education and Health Facilities have been identified from the 49 institutions. Final verification and list were not affected due to vehicle shortage and busy schedule for the four T3 Projects. Additional In-Kind Assistance is now been cancelled due to no funding from DRC.

6. Grievances payment has been executed by the DSRT in February. HRMG till date after several attempts to be briefed of the payment has been unsuccessful but was reliably assured of a formal copy of the payments and a brief as soon as report is finalised. Up until this reporting period, HRMG hasn't been briefed or received a formal copy of the payments. It is thereby anticipated but not confirmed that February 2020 Project Completion Report should include information and data of the payment.

7. Benefits (monetary) derived by locals as a result of the project has been notable in the both direct and indirect avenues which will be presented in matrix tables with computations. The inclusion of accommodation rentals for staff is going to be a notable inclusion apart from the other regular. It is now evident that there is significant decrease in the public transport fares which is a positive sign due to the road construction.

8. HRMGs proposed friendly structures to be put up at a sacred site at Ch: 27 + 850 (Komburume village) due to cultural as well as religious (Catholic) significance has taken a significant forward as locals and catholic church have now formally request for a chapel and gender friendly structures at the site (copy of letter attached). The Contractor assured structure to be built during final sealing period of the road construction but still hasn't done anything yet. The Project Completion report on February 2020 will include information if there is any improvement done by contractor.

9. Road construction is reaching completion. Sealing done from Ch. 10 to Ch. 31. Culverts and bridges all completed. Line drains, guard rails, protective and retaining walls all done. Final touches such as installation of signposts and road markings where done in December 2019. Final monitoring of water, air, and noise qualities were done in December 2019. Finishing off the

road means less workers available, less aggregate and necessary expenditures, less purchase and payments, and less pollution.

10. One major issue pulling back time and progression of work is land slippage on either side of the road. This is beyond the control of contractors and human since it is due to natural rainy weather patterns together with steep sloppy landform of the area. During the last six months, landslide has been common destroying gabions, line drains and rails. Maintenance is still under way.

11. Most of the environmental issues are minor including the solid waste, liquid waste and hazardous waste management implementation which fail to follow the submitted plans. The issues include the contamination of the soil and water from used oil and lubricants, dumping of household rubbish and continuous burning of waste tyres. Non-compliance in PPEs at the batching plant has been an ongoing concern. Contractor failed to comply regardless issuance of three (3) NOVs issued in October.

12. The explosive store at sta. 17+200 were already being decommissioned on the 4th Of November 2019. There were 6 neat blasting activities for the road project. All remaining explosives were transported to Kundiawa DOW. The Goghme Camp site is seeming empty since most of the Chinese employees left already. Sumbur Quarry is still operating because maintenance works to road is still under progress. All the other Quarries have ceased as of December 2020.

2.0 INTRODUCTION

2.1 Background

13. This Semi-annual Social Safeguard Monitoring Report for Gewa -Gembogl Road is for the Months of July to December 2019. This report was carried out by the DOW through the Highlands Road Management Group (HRMG).

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

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

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

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

18. The Gewa Gembogl Road Section is covered by CSTB contract # 3530 entered by the Independent State of Papua New Guinea represented by the Department of Works and National Authority and China Harbour Engineering Company Limited, the designated contractor. The CSTB contract was signed in May 3, 2017 and the official commencement date as agreed in the pre-construction meeting between DOW and the contractor is July 6, 2017.

2.2 Project Description

19. The original road section starts at Kundiawa township and proceeds to Gewa then to Gembogl. However, the first 10.6kms has been rehabilitated already by a contractor and funded by GoPNG. The remaining 21.03km road section from Gewa to Gembogl is one of the subproject roads under Tranche 3 of the HRRIP. This is part of the Bundi highway that connects the Highlands Region from Simbu to Madang province. This highway connects to Ramu Highway, the main road from Madang to Lae via Usino Bundi district.

20. The current alignment is a single vehicular road with silty clay basement. The existing road purely traverses on earth pavement with brown/reddish clay sub-grade soils. Similar type of sub-grade material covers the total length. The road traverses through mountainous landscape with generally secondary growth and grassland.

21. It is proposed to rehabilitate the existing road and provide a 6.0-meter-wide carriageway with DBST and 1.0-meter-wide gravel shoulders which will be sealed as necessary to prevent possible scour/erosion. The horizontal and vertical alignments will follow the existing

alignments as much as possible with improvements limited to those consistent with meeting the required pavement width and stopping sight distance requirements.

22. The route traverses very mountainous terrain and significant excavation will be required in existing cut slopes to widen the existing road bench to the required width. It will also be necessary to provide slope protection and retaining structures to ensure the long-term stability of the road. The existing drainage is in poor condition and all the existing culverts will require replacement together with the installation of roadside drainage. There are ten existing bridges, all of which are all in fair condition but would need some improvements.

23. The subproject works will take place within the existing road corridor and resettlement impacts are expected between the edge of the existing road and the construction limits. In addition, there are some cut works on the mountainsides that are required to further improve the slope and turning geometry. In these areas, the road widening may exceed 5m, depending on either the width of the cut or fill in a road section.

24. The whole existing road with a length of 21.03 km is situated on customary land, the use of which has been agreed in consultation with the clans and communities that jointly own the land. In order to expedite implementation of the project, the use of customary land required to upgrade the road have been agreed by clans and communities through Memoranda of Agreement (MOA) permitting the use of customary land for public infrastructure. The resettlement plan (RP) covers the land acquisition impacts from the edge of the existing road up to the construction limits including road clearance, and other infrastructure (e.g., drainage and culverts).

25. In March 2015, the design team conducted a rapid assessment on the road improvements earlier identified and determine if there are still structures that were previously identified and new structures that were constructed within the construction limits. The application of the technical adjustments of the road alignment and the initiatives of the Kundiawa/Gembogl District Administrator upon instructions from the Member of Parliament representing the district, the Provincial Civil Engineer of Simbu and their staff to convince residents to build their new structures or plant their trees and crops further inside of their customary lands was successful.

26. The whole Gewa-Gembogl road section of 23.03 km is free from any road improvement including residential, trade stores or any other structures. The whole road section is also free from crops and trees, fences and grave sites. There will be no economic displacement arising out of the proposed road improvement project. Hence, based on the resettlement impact assessment, there was no longer any need to conduct a detailed measurement survey (DMS) because the whole road section is free from any road improvement.

2.3 Institutional Arrangements

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

28. DOW established a Project Management Unit (PMU) headed by a Project Director which manages the day to day activities of the program. The other office established by DOW is the Highlands Road Management Group (HRMG) based in Mt. Hagen and is the Project Implementation Unit (PIU) for HRRIP subprojects. It is the epicenter in carrying out the planning, implementation and monitoring for land and social activities, as required by the project.

29. HRMG is headed by the Field Project Manager (FPM). Under the FPM are two sub-units, the construction unit headed by the "Engineer" and the social and environmental safeguards unit headed by the Senior Field Project Coordinator (SFPC). The SFPC is ably supported by the Manager of Technical Services (MTS). Under the MTS are three sub-units, the social safeguards, resettlement, and HIV/AIDS officers.

30. The reporting protocols for the monitoring reports originate from the resettlement or environmental officers who prepare their back to office reports (BTOR). Routinely, they visit their respective sub-project twice a month. In addition, the EOs may return to the subproject as often as needed if new issues will arise regarding resettlement and environmental issues.

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

2.4 Purpose & Methodology

32. This report presents the status of social safeguards including the compliance with approved RP for Gewa-Gembogl road section, covering the months of July to December 2019.

33. The contract between DOW and the China Habaour Engineering Contractor was signed on May 3, 2017. Based on the general conditions of the contract, the commencement of the contract was to start upon (a) receipt of advance payment by the contractor; (b) delivery to the contractor of reasonable evidence of employer's financial arrangements; and (c) effective access to and possession of the site given to the Contractor. The commencement date for this project was September 9, 2017.

34. This report would focus on what was done on resettlement activities and will discuss few parameters or indicators that will be utilized to internally monitor the implementation of the remaining resettlement activities. These indicators include; public consultations; grievance redress; and monitoring of direct and indirect project benefits. Long term Impact Assessment will be done after the completion of the project Specific monitoring benchmarks will be:

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

3.0 BACKGROUND OF RESETTLEMENT ACTIVITIES

3.1 Memorandum of Agreement

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

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

3.2 Resettlement Plan (RP)

37. The whole length of the Gewa – Gembogl road is customary land. The first 8.900 km of the sub-project road is in Nilgkande LLG while the next 12.125 km is in Mitnande LLG, both located in Kundiawa/Gembogl District in Simbu Province. The existing road occupies 7.60 hectares while the additional land required to upgrade and rehabilitate the subproject road is 30.26 hectares. The proposed rehabilitation of the subproject road will occupy a total of 37.36 hectares of customary land with an average width of 18.00 meters.

38. There are 14 tribes whose customary land will be affected by the project. The additional number of hectares required to upgrade and rehabilitate the sub-project is 30.60 hectares. In terms of the land area, the most affected is the Niglkune Tribe with 5.03 hectares. The cut-off date is March 26, 2015, the date when the resettlement impact assessment for the Gewa - Gembogl road section was completed. Any person who settles in the affected areas after this date will not be eligible for compensation. DOW has informed local communities regarding this cut-off date through the provincial, district and local wards and through the relevant local government agencies.

39. There are no specific individual households that are affected by the loss of customary land, with the tribes, clans and sub-clans bearing the loss. The members of the affected tribes will continue to subsistence farmers, cultivating their several food gardens located at different parts of their customary land.

40. However, there are some effects on the customary landowners that are difficult to measure but nevertheless adversely affect them. Hence, the following income enhancement measures aim to mitigate the non-measurable effects on the communities such as the presence of construction crews and their equipment and temporary inconvenience arising out of the construction activities on their customary land through specific projects in favour of affected communities. In addition, it is also in recognition for their cooperation as shown in their past efforts to build or plant their new assets away from the road alignment.

41. As part of the income enhancement measures and community infrastructure improvement, five standard bus bays with provisions for roadside vending and four (4) waiting sheds with provision for temporary storage of local agricultural produce will be built in strategic areas along the subproject road.

42. The cost estimate for a standard bus bay (paved) is 170 kina /m² including provisions for slightly elevated stalls and 200 kina / m² for the waiting shed. A typical bus bay has a dimension of 50 meters X 3 meters or 150 m². At K170 per /m², a typical bus bay will amount to 25,500 kina or a total amount of Kina 127, 500.

43. The cost estimate for a typical waiting shed with provisions for a temporary storage area is 200 kina / m². The proposed floor area is around 100m² and at will amount to 20,000 kina or a total amount of 80,000 kina. The total cost is 207, 500 kina and the cost breakdown of these facilities and their locations are shown in the following Table 1.

TABLE 1: LOCATIONS, TYPES OF FACILITIES AND COSTS

No	Location	Remarks	Costs
1	Gewa	Waiting Shed	20,000.00
2	Bandime	Waiting Shed	20,000.00
3	Kokon mambuno	Waiting Shed	20,000.00
4	Womatne	Waiting Shed	20,000.00
Sub-Total of Waiting Sheds			80,000.00
5	Yombai	Bus Bay	25,500.00
6	Golgme	Bus Bay	25,500.00
7	Indaunmuno	Bus Bay	25,500.00
8	Womatne	Bus Bay	25,500.00
9	Gembogl	Bus Bay	25,500.00
Sub-Total of Bus Bays			127,500.00
Total			207,500.00

44. The total cost of this resettlement plan for the Gewa-Gembogl road project amounted to **K364,162.50**. This budget includes income enhancement measures, physical and price contingencies, administrative expenses and cost for external monitoring. The details are shown in the following Table 2.

TABLE 2: SUMMARY OF COSTS ESTIMATES AND RP BUDGET

Costs Estimates and RP Budget	Amount
Income Enhancement Measures	207,500.00
Sub-Total	207,500.00
Physical Contingency (20%)	41,500.00
Price Contingency (10%)	20,750.00
Sub-Total	269,750.00
Administrative Expense (15%)	40,462.50
Independent Monitoring (20%)	53,950.00
Grand Total	364,162.50

4.0 BUDGET AND TIME FRAME

4.1 Resettlement Staffing

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

46. It is headed by the Senior Field Coordinator who oversees day to day monitoring activities and is supported by the Safeguards Coordinator and the Lands Officer. He is ably supported by the Manager of Technical Services and support staff. HRMG is assisted by the Social Safeguards/Resettlement Specialist from the Construction and Supervision Consultant (CSC).

4.2 Capacity Building and Training Activities

47. For this reporting period a seminar was facilitated by PSC International Environmental and Social Safeguards Specialist (IESSS) for all Tranche 3 subprojects at Hotel Kimininga, chamber 1 and 2, on 9th September 2019. The training was assisted by National Environmental Specialist of the Project Supervision Consultant (PSC). Attending this meeting were HRMG Environmental Officer(s), PSC Resettlement/Social Safeguards and Environmental Specialist's together with site engineer(s) and their respective resident engineer(s) who will interact frequently with both the contractors and affected communities.

48. The training focused on the environmental responsibilities of the contractor in the implementation of road projects which included "Selection of Quarries, Operation and Closure or Rehabilitation works". Basically, the training-seminar gave insights of a quarry management plan and its principles, whether it be a land-based or riverine quarry, and the best management practices to mitigate risks involved in quarry operations. It was also highlighted that adherence to relevant GoPNG laws especially Conservation and Environmental Protection Authority (CEPA) is paramount. For example, Quarry Permits to be obtained from CEPA (Conservation & Environmental Protection Authority) in which for Land-based quarry, if extraction is projected to be 100,000 tons per year – a permit is required from CEPA. For River Gravel Extraction, if extraction is projected to be 10,000 tons for over 6 months, a permit is required from CEPA – thus it is important to incorporate EIA/SIA/QMP/Environmental Policy/Permit Application form. In addition, utmost consideration should be given to Asean Development Bank (ADB) Safeguards Policy Statement (ADB SPS 2009) for compliance purposes especially during quarry closure.



Photograph 1: Quarry Management, Closure & Rehabilitation Training held at Kimininga Hotel.

5.0 DELIVERY OF COMPENSATION AND ENTITLEMENTS

5.1 Justification for No Compensation Payments

49. Based on the RP, there is no specific affected private or communal structures, crops and trees, graves and fences or other assets; hence, there are no discussions on compensation of assets initially.

50. There are no specific individual households that are affected by the loss of customary land, with the tribes, clans and sub-clans bearing the loss. The members of the affected tribes will continue to subsistence farmers, cultivating their several food gardens located at different parts of their customary land.

51. However, there are some impacts on the customary landowners that are difficult to measure but nevertheless adversely affect them. Hence, income enhancement measures were aimed at mitigating the non-measurable effects on the communities such as the presence of construction crews and their equipment and temporary inconvenience arising out of the construction activities on their customary land through specific projects in favour of affected communities. In addition, it is also in recognition for their cooperation as shown in their past efforts to shift some of their assets away from the road alignment.

5.2 Income Enhancement Measures

52. Construction of bus bays and waiting sheds are factored in the initial Resettlement Plan. It will commence once sealing of the road is complete. Bus bays are yet to be constructed hence follow-ups will be reported during regular reporting periods due. The final completion report on February 2020 will confirm if the contractor has built the waiting sheds and bus bays during this period of road sealing.

53. Ambumangre Micro Credit Scheme (AMCS) has been engaged by ESSU in accordance to revised Resettlement Plan to provide Training and Seminars on Improved livelihood and Income Enhancement measures in the form of; Business Development Training; Agriculture and Farming Techniques and Chicken Breeding

54. Despite the good work of AMCS in Livelihood/ Income Enhancement Program for this project, HRMG however points out that it still has no records or has not been given any formal progress updates by ESSU till date. It is hereby advised that relevant data can be obtained from ESSU.

6.0 PUBLIC PARTICIPATION AND CONSULTATIONS

6.1 Public Consultations

55. Public consultations were conducted in the different stages of project development. Extensive consultations were conducted during the selection of this candidate road for HRRIP. Another round of public consultations was conducted during the resettlement impact assessment and validation of the results of the resettlement impact assessments. These consultations were fully documented in the RP for this project.

56. Members of affected tribes and clans have also been informed that grievances arising from environmental damages caused by any construction activity are the responsibility of the contractor. DOW through HRMG would only be liable to address any resettlement related issues if these issues emanate within the construction limits.

57. The public relations officers (PROs) of the Contractor and the Community Relations Officers (CRO) of HRMG have scheduled a series of public consultation before and during the clearing and grubbing activities, wherein the number of resettlement related grievances is expected to rise. Lessons from Tranches 1 and 2 have been learned and these valuable experiences will be very handy to address grievances from this construction activity.

58. The Community Relations Officers (CROs) will address all ongoing issues through PCs in close consultation with HRMG and Resident Engineer. If issues at end are pressing/sensitive, then it would certainly require a scheduled public consultation to be attended by concerned parties.

59. The consultations covered all the affected wards. Some meetings were held with displaced persons (DPs) upon grievances lodged by the DPs concerning the February 2019 payment. Many DPs claimed to have missed out or have been underpaid during the initial as well as the recent payment of compensation.

60. An internal arrangement through HRMG Administration for purchase of a new iphone to be issued to counterpart CRO for this purpose has been further delayed due to funding issues.

61. On this note, there have been 21 Formal Public Consultations held for the Months of July to December according to HRMGs CROs, as indicated on the table below. They were recorded by the CROs using the Public Consultation Forms and Attendance Sheets collected at the end of each month. Unfortunately, geo-tagged photos were again not taken as CRO lost the issued phone. The details are shown in the following Table 3.

TABLE 3: SUMMARY OF FORMAL PUBLIC CONSULTATIONS

Month	# of Public Consultations	Male Participants	Female Participants	Total Participants	# of DPs who Participated
July	2	30	16	46	30
August	2	35	24	59	48
September	3	40	34	74	51
October	2	25	12	37	20
November	3	20	8	28	15
December	2	15	5	20	8
Total	14	165	99	264	172

Average	1	27	16	44	28
Percentage	*****	62.5%	37.5%	100%	xx

Source: CRO - HRMG

62. There were 264 participants in the 14 public consultations. Out of this total, 165 (62.5%) participants are males while 99 (37.5%) participants were females. There were 172 displaced persons who attended and participated in these 14 public consultations.

63. Equally vital is the informal consultations and as such, HRMG officers whilst on the site inspection trip conducted several informal public consultations. The details are shown in the following Table 4.

TABLE 4: SUMMARY OF INFORMAL PUBLIC CONSULTATIONS

Month	# of Public Consultations	Male Participants	Female Participants	Total Participants	# of DPs who Participated
July	3	10	15	25	12
August	2	12	6	18	7
September	2	8	15	23	13
October	1	5	1	6	2
November	1	5	3	8	4
December	0	0	0	0	0
Total	9	40	40	80	38
Average	1	6	6	13	6
Percentage	*****	50%	50%	100%	xx

64. A total of 80 participants participated in the 10 informal public consultation conducted by HRMG officers. Out of this total 80, 40 (50%) participants were males whilst 40 (50%) participants were females. There were 38 displaced person who attended and participated in.

65. All issues discussed in general were queries related to payment on improvements. Several locals and most notably mothers congregated with the CRO and expressed their grievances in relation to the recent (February 2019) payment executed by DSRT. Most claimed to have either missed out or were underpaid. HRMG had no part during the payment except for the re-verification jointly conducted through the GRC. Assurance was given from HRMG to respond properly after being debriefed by DRST over the payment.

66. Several locals and most notably mothers living along the road congregated with the CRO and expressed their grievances in relation to road tracks. All road tracks connecting nearby villagers have been blocked off by gabion baskets and protective walls. Pregnant mothers, disabled people, kids, women with babies and even men with heavy cargoes are affected. They requested for socio-friendly structures. HRMG have no part to play in this but Contractor is to be notified through monthly reporting.



Photograph 2. HRMG Officer attending to villagers complain about proper road tracks.



Photographs 3: Shows HRMG officer attending to an individual query regarding payment.



Photograph 4. Mother's excited about increase in marketing.

67. Another issue which is also non-resettlement related was relocation of the explosive storage area. The storage of the explosive intended for blasting the rocks by contractor seems highly vulnerable coming to the closure of the project. It is of both National and Social Security concern. National in a sense that due to sensitive political issues the country is faced with, materials of such that may cause massive destruction must not be stored in local areas without care. And, Social in a sense that there is habitation in very close proximity to storage area thus in the event of unforeseen emergency and disaster, immediate evacuation was highly unlikely. In this reporting period, the explosive store at sta. 17+200 has already being decommissioned safely on the 4th of November 2019.



Photograph 5: Explosive store at sta.17+200 was relocated to Kundiawa.

6.2 Grievance Redress Mechanism

68. To address the possible complaints and grievances that may arise from the implementation of the RP, a grievance redress committee (GRC) is provided for in the RP. This model adopted the existing system of resolving conflicts in the Highlands Region through mediation, arbitration and appeal.

69. The committee is composed of respected local officials and leaders who are well known in the affected communities for their fairness and even handedness in deciding disputes and conflicts. Its main function is to receive, log and deliberate all grievances received from the DPs who may have some resettlement related complaints arising out of the project.

70. The establishment of the GRC for this sub-project was facilitated by HRMG as part of its delegated responsibility in October 26, 2016. However, the original composition has slightly changed due to change in political leadership and other job-related factors. Chairmanship position is now held by Mr. Meucu Manga (Current District Administrator) taking over from Mr. Nixon Nebare (former District Administrator).

71. The Environmental Officer, Ms Joyce Kupul secured a job with Renardet thus was replaced by Jane Kapi (Environmental Officer) as the Technical Advisor. Also, Mr Jerry Kevin- HRMG SSG Officer left for Renardet and hence replaced by Jane Kapi (Environmental and SSG Officer). The names of the members of the current GRC are shown in the following table 5.

TABLE 5: CURRENT COMPOSITION OF GRC.

No.	Name	Gender	Title	Position
1	Meucu Manga	Male	Administrator, Gewa District	Chairperson
2	Andrew Wena	Male	President Mitnande LLG	Member
3	Fr. John Bige	Male	Church Rep	Member
4	Charlie Guambie	Male	Nilgkande LLG Manager	Member
5	Francesca Moiyo	Female	NGO/ Women Rep	Member
6	David Gigmai	Male	a/ PCE	Ex-Officio
7	Amos Dakma	Male	PWM	Member
8	Jane Kapi	Female	Social Safeguards Officer, HRMG	Member
9	Jane Kapi	Female	Environmental Officer	Technical Adviser

72. This project had also seen the close involvement of the Member of Parliament (MP) representing the Kundiawa-Gembogl District. He had instructed the district administrator to closely assist and work with HRMG. He established a District Sanctioned Reassessment Team (DSRT) to sort out grievances regarding underpayments and missed outs in the initial improvement payment which he initiated.

73. The MP who initiated the DSRT (Tobias Kulang) was defeated in the last election and a new MP (Willie Gogl) is now in place and is equally behind the DSRTs work. The initial improvement payment was made by the previous District Administration, thus HRMG has no record of the payment or the data on missed out or underpayments.

74. As of the last reporting period, there were still 67 grievances registered by HRMG's CRO whilst 509 were registered through the DSRT which totalled 576 grievances. During this reporting period, no additional grievances were lodged by the DPs thus total number for both LLGs after the reverification totalled 343 grievances.

75. The grievances deemed genuine for both LLGs were significantly reduced in the GRC's sanctioned reverification exercise. The number of grievances went down from 576 grievances to 343 grievances as of end of last reporting period and continues this period. Using the Valuer Generals Schedule of Rates, the 343 grievances were tentatively valued at Kina 395,553.80. The details are shown in the following Table 6.

TABLE 6: TENTATIVE ESTIMATES OF GENUINE GRIEVANCES BY LLG

LLG	# of Grievances	Structure	Trees/Crops	Total
Niglkande	279	218,590.00	111,623.80	330,213.80
Mitnande	64	60,600.00	4,740.00	65,340.00
Total	343	279,190.00	116,363.80	395,553.80

76. A GRC meeting was held after the joint reverification exercise on the same date 04/12/18 purposely to officially endorse the final listing. It was unanimously resolved in the GRC Meeting that all GRC endorsed Grievances (final listing) in relation to the initial Improvement Payment would be dealt with again in the second reverification which would be commissioned by GRC after the completion of clearing and grubbing for the remaining 4km section.

77. However, it must be stated here that DSRT with the approval of the District Authority has executed the payment (on date yet to be briefed by DSRT) without the completion of clearing and

grubbing as initially agreed through the GRC. HRMG only assumes as of this reporting period that payment was rightfully made for the 343 grievances worth Kina 395, 553.80 as resolved in the GRC. HRMG anticipates being appropriately briefed of the payment that was executed.

78. Due to the tough geographical terrain of the project, 13 construction related grievances were logged apart from the initial 18 from the last SMR. They were all mainly slippage related and have been listed. GRC when advised by DSRT also took note and advised that their issues regarding slippages should be raised with the contractor.

79. After grievances enlistment advisory briefing between DSRT, HRMG and contractor PROs (24/01/19 @ contractor camp site), it has now been resolved that all construction related grievances to be enlisted and dealt with by contractor and APs. As such, DSRT and HRMG were to stay clear from dealing with construction related matters.

7.0 BENEFIT MONITORING

7.1 Road Construction Employment

80. People affected by permanent or temporary loss of land or damage or loss of structures, graves, fences, crops and trees will be given priority for employment by contractors for civil works and/or maintenance works on the road, assuming qualifications to do the work. There are provisions in the contract agreement between DOW and the contractor regarding the employment of residents including DPs and at least 30% of womenfolk to be employed in the road project. These pertinent provisions also cover and are applicable to local sub-contractors.

81. For July to December 2019, the Gewa - Gembolg project hired a total of 4,316 workers and personnel or an average of 725 persons per day. There were 3,965 males (92%) while there were 351 females (8%) employed in the sub-project during the covered period. There were 362 DPs that were employed in the sub-project. The breakdown is presented in the following Table 7.

TABLE 7: MONTHLY EMPLOYMENT DATA FOR THE CONTRACTOR.

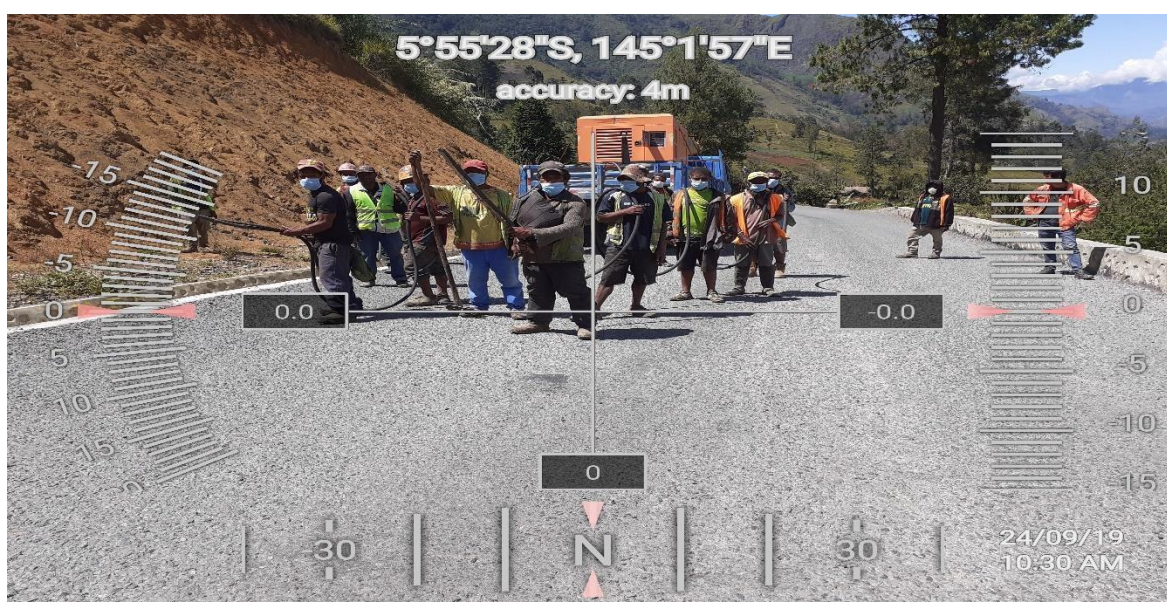
Month	Male	Female	Total	DPs Employed	Estimated Female Wages
July	1080	120	1200	290	60, 000
August	1050	100	1150	455	50, 000
September	600	50	650	80	25, 000
October	570	46	616	451	23,000
November	390	30	420	447	15,000
December	275	5	280	450	2, 500
Total	3,965	351	4,316	2,173	175,500
Average	660	59	725	362	29, 250
Percentage	92	8	100	xxx	

82. The total estimated wages paid at a minimum rate of Kina 250/fortnight (i.e. Kina 500/month) to the 4,316 workers and employees during the covered period totalled Kina 2, 158, 000.00

or a monthly average of Kina 359, 666. 67. The females received a total of Kina 175,500.00 or a monthly average of kina 29, 250.00



Photograph 6: Shows locals constructing Headwall at Ch: 27 + 300



Photograph 7: workers clearing dust particles for second sealing.

83. The subproject road traverses two local government units, namely Nilgkande and Mitnande LLGs. The monitoring for this six-month period was able to disaggregate the employment data by local government level. Out of the total of 4316 workers employed during the period, 595 workers were from Nilgkande LLG (13.79%) while 2385 workers came from Mitnande LLG (55.26%). There were 580 workers from other LLGs (13.44%) while the balance of 756 workers was foreigners (17.51%). The details are shown in the following: Table 8.

TABLE 8: SUMMARY OF EMPLOYMENT BY ORIGIN.

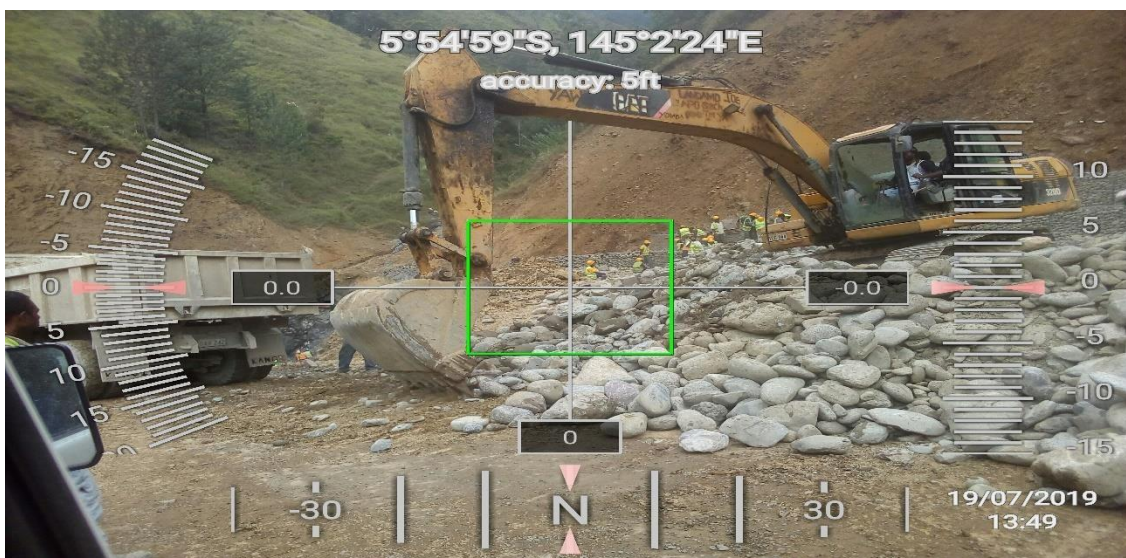
Month	Nilgkande LLG	Mitnande LLG	Other LLGs	Foreigners	Total
July	250	560	130	260	1200
August	150	540	200	260	1150
September	70	400	90	90	650
October	65	385	90	76	616
November	40	300	30	50	420
December	20	200	40	20	280
Total	595	2385	580	756	4316
Average	99	398	97	128	719
Percentage	13.79%	55.26%	13.44%	17.51%	100%

84.. In terms of direct benefits accruing from the project, an estimate was undertaken to calculate the income being derived from employment in the project by workers from the two affected LLGs. The computation was based on the actual payroll data supplied by the contractor.

85. It is estimated that 595 workers from Nilgkande LLG received Kina 297, 500.00 from the covered period working in the subproject. For the same period, it was also estimated that the 2385 workers from Mitnande LLG received Kina 1, 192, 500.00. Combining the income of the workers from the two affected LLGs, the total amount was Kina 1, 901, 000.00 or a monthly average of Kina 316, 833.33. The details are shown in the following Table 9:

TABLE 9: ESTIMATED MONTHLY WAGES PAID FROM AFFECTED LLGs.

Month	Nilgkande LLG	Estimated Wages	Mitnande LLG	Estimated Wages	Total
July	250	125, 000.00	560	280, 000.00	405, 000.00
August	150	75, 000.00	540	270, 000.00	345, 000.00
September	70	35, 000.00	400	200, 000.00	235, 000.00
October	65	32, 500.00	385	192, 500.00	581, 000.00
November	40	20, 000.00	300	150, 000.00	225, 000.00
December	20	10, 000.00	200	100, 000.00	110, 000.00
Total	595	297, 500.00	2385	1, 192, 500.00	1, 901, 000.00
Average	99	49, 583.00	398	198, 750.00	316, 833.33



Photograph 8: locals engaged in huge culvert construction at ch. 22+280.

7.2. Non-Payroll Activities for Female

86. There are four construction activities where women have participated but were not reflected in the employment data provided by the contractor because their mode of payment is not on a daily basis but on the completion of a certain piece or task which are referred to as Non-payroll Activities. These are construction of gabion baskets, line drains, riprap, head walls and stone sorting.

87. The minimum wage in the Highlands Region is around Kina 500 a month. This is the basis for estimating the wages paid to women for the covered period. This amount is multiplied by the number of women for the covered period. It is estimated that the women were only able to provide 75% of their time for these construction activities because of the demands of their household responsibilities.

88. For the covered period, there were 177 women working in the project for non-payroll activities and were able to earn an estimated kina 88, 500.00 from July to December 2019 or a monthly average of Kina 14, 750.00. The payments vary according to tasks completed and number of hours worked. The details are shown in the following Table 10:

TABLE 10: PARTICIPATION OF WOMEN IN NON-PAYROLL ACTIVITIES.

Month	Line Drains	Gabions	Headwalls	Riprap & Others	Total	Estimated Wages
July	15	12	10	8	45	22, 500.00
August	10	10	12	14	46	23, 000.00
September	5	8	8	8	29	14, 500.00
October	6	7	7	6	26	13, 000.00
November	5	8	2	3	18	9, 000.00
December	2	4	2	5	13	6, 500.00
Total	43	49	41	44	177	88, 500.00
Average	7	8	6	28.66	30	14, 750.00



Photograph 9: Woman participating in cement mixing.

7.3 Benefits from Quarry.

89. For this reporting period, Quarry extraction has been made available to HRMG by the contractor's Environmental Officer and of the seven expected quarry sites, only four are in operation apart from the other minor cut and fill arrangements. There are also four other quarries that were identified for the project. These are Kongirnike Mudstone (Km 24+800), Banduma Limestone (Km 16+900), Seme Riverine (Km 17+480) and Kanige Riverine (Km 15+800). A Riverine Extraction has also commenced at Ch: 26 + 200.

90. The Sumburu Quarry in Ch: 24 + 350 has been identified and established and extraction has proceeded. A payment of Kina 12,000 is paid each month to Sumburu Lutheran church as according to the lease arrangement between the contractor and the Lutheran Church which has the title over the site signed on the 28/02/2018 for the establishment of camp and the installation of the crushing plant..

91. According to the Inventory of all quarries for this project, out of the seven, two are private whilst five are operated by CHEC to which only one (Sumburu) has its QMP approved and Permit granted whilst others are yet to.

92. For this reporting period, materials extracted are at an agreed cost of Kina 3.00 per bucket which is at Kina 30.00 per truck loads for the standard ten tonne trucks. The table 11 below shows the volume of aggregate extraction and value paid per quarry and summary.

TABLE 11: ESTIMATED VOLUME AND VALUE FOR QUARRY EXTRACTION.

Month	Nengnik – Sta.15+500	Banduma Limestone Quarry Ch: 16 + 900	Seme - Riverine Quarry Ch: 17 + 480	Sumburu Quarry Ch: 24 + 500	Komburme – Sta.26+600	Total Aggregate - Extract	Total Payment (K)
July	Sand - 40 Stone - 510 Total loads – 550 (K11,000.00)	K5,544.00	N/A	Sand – 34 Stone - 392 Total loads – 426 (K11,000.00)	Stone - 10 (K200.00)	986 loads	27, 744
August	Sand - 30 Stone - 510	K5,544.00	-	Sand – 25 Stone - 448	N/A	781 Loads	17, 864.00

	Total loads – 308 (K6,160.00)			Total loads – 473 (K6,160.00)			
September	Sand - 20 Stone - 200 Total loads – 220 (K4,400.00)	K5,544.00	N/A	Sand – 20 Stone - 300 Total loads – 320 (K6,400.00)	N/A	540 Loads	16, 344.00
October	N/A	K5,544.00	N/A	Sand – 16 Stone - 250 Total loads – 266 (K5,320.00)	N/A	266 Loads	10, 864.00
November	N/A	K5,544.00	N/A	Sand – 10 Stone - 200 Total loads – 210 (K4,200.00)	N/A	210 Loads	9, 744.00
December	N/A		N/A	N/A	N/A	N/A	N/A
Total				1, 695 loads (K33, 080.00)	10 loads (K200.00)	463 loads	K82, 564.00
Aggregate Extraction	K21, 560	K27, 720.00	N/A				
Average	7	K4, 620.00	N/A	282 loads (K5, 513.33)		639.83	13, 760.67

93. For this reporting period, total aggregate extraction was valued at Kina K82, 564.00. That in it was at an average of Kina 13, 760.67per month for stones, gravel and sand.



Photograph 10: Loading of hard rock at Banduma Quarry Ch 17+ 200



Photograph 11: Gravel lining at Sumbur Quarry.

7.4 Other Local Direct Benefits

94. Contractor Construction Camp rentals for Goglme Camp (Ch: 18 + 100) have been arranged through a MOU in such a way that no rentals be paid to the landlord but for him to acquire full ownership of the facility soon after the completion of the project. Revenues for customary landowners for the lease of customary land for explosive storage site at Bandoma and several disposal sites are presented in this report. Also stated here are the rentals paid to local house owners at Goglme by contractor for few of its administration workers accommodation. The other arrangement is for the payment of Kina 12,000.00/month to Sumburu Lutheran Church for the Quarry facility instalment. Table12 shows the details.

TABLE 12: LAND LEASE PAYMENTS FOR VARIOUS FACILITIES.

Month	Sumburu Quarry Camp Site	Bandoma Explosive Storage	Staff Accommodati on	Disposal (K500/site)	Total payment
July	12, 000.00	5, 544.00	8, 000.00	1, 500.00	27, 044.00
August	12, 000.00	5, 544.00	7, 500.00	500.00	25, 544.00
September	12, 000.00	5, 544.00	2, 000.00	1, 000.00	20, 544.00
October	12, 000.00	5, 544.00	2, 000.00	1, 000.00	20, 544.00
November	12, 000.00	5, 544.00	2, 000.00	1,500.00	21, 044.00
December	12, 000.00	xx	1, 000.00	2, 000.00	15, 000.00
Total	72, 000.00	27, 720.00	22, 500.00	7, 500.00	129, 720.00
Average	12, 000.00	4, 620.00	3, 750.00	1, 250.00	21, 620.00

95. For this semi-annual reporting period, total payment for land lease and various facilities was valued at Kina 129, 720.00. That in it was at an average of Kina 21, 620.00 per month.



Photograph: 12: shows the Explosives Storage Facility that contractor pays Kina 2, 500.00 per month

96. As part of sharing project benefits to the affected communities, the contractor has sub-contracted other necessary maintenance work within the campsites to the locals who have enough skills and capacity to carry out maintenance work. Also, there were purchases of items locally produced and owned by the roadside communities.

97. The total amount spent by the contractor for this semi-annual reporting period for all local purchases was Kina 144, 500.00. Food was purchased for Kina 26, 000 ((18%), Construction materials amounted to Kina 13, 500 (9.3%), Purchases of other items amounted to Kina 16, 000 (11.7%) and local sub-contracts were paid Kina 89, 000 (62%). The details are shown in the following Table 13:

TABLE 13: LOCAL PURCHASES OF THE CONTRACTOR.

Month	Local Purchases of Food	Local Construction Materials	Local Purchases of Other Items	Local Sub-Contracts	Total Payment (K)
July	8, 000	4, 000	6, 000	17, 000	35, 000.00
August	6, 000	4, 000	5, 000	17, 000	32, 000.00
September	5, 000	2, 000	3, 000	17, 000	27, 000.00
October	4, 000	2, 000	1, 000	17, 000	24, 000.00
November	2, 000	500	500	13, 000	16, 000.00
December	1, 000	1, 000	500	8, 000	10, 500.00
Total	26, 000	13, 500	16, 000	89, 000	144, 500.00
Percentage	18%	9.3%	11.7%	62%	100%

7.5 Indirect Social Benefits

98. There are also indirect social benefits arising from the upgrading and rehabilitation of the subproject road. These include construction of new structures brought about by the road project and the increase of public motor vehicles (PMVs) plying the route and expected decrease of transportation fares because of improved accessibility.

99. These indirect social benefits as seen in Tranches 1 and 2 began appearing during the latter part of the construction duration, about one year after the start of the road construction activities. However, in this sub-project, the road project has already positively impacted the transportation sector.

100. Having access to good road condition, it has made way for increase in market of local fresh produce. Locals now transport fresh produce like carrots, bulb onions, potatoes, broccoli, cauliflower, ginger and cabbages to Kundiawa market for resellers to buy. Marketing along the roadsides and Gembolg Station has also increased and mothers are making more than before.



Photograph 13: Shows vegetable being marketed at Gembolg Station.



Photograph 14: Shows market along roadside.

101. There has been increase in the number of public motor vehicles (PMVs) plying the route due to improved road being in the primary stages. That has now prompted decrease of transportation fares because of improved accessibility and competition by increased number of PMVs. For this Semi-annual reporting period, there was a huge change (decrease) in PMV fares and when several locals were consulted, the fares decreased from that of last reporting period. The details on the decrease of fares are shown in Table 14.

Table 14: Positive Effects of the Project on Transportation Fares.

Locality/Village	Chainage	Previous Fare (Prior to Construction)	Current Fare (Now)	Decreased by
Yombai	22 + 000	K10	K2	K8
Duglpagl	23 + 000	K15	K3	K12
Goglme	24 + 000	K20	K5	K15
Womatne	25 + 500	K25	K6	K19
Gembolg	30 + 000	K30	K7	K23



Photograph 15: PMV Bus travelling to Gembolg from Kundiawa.

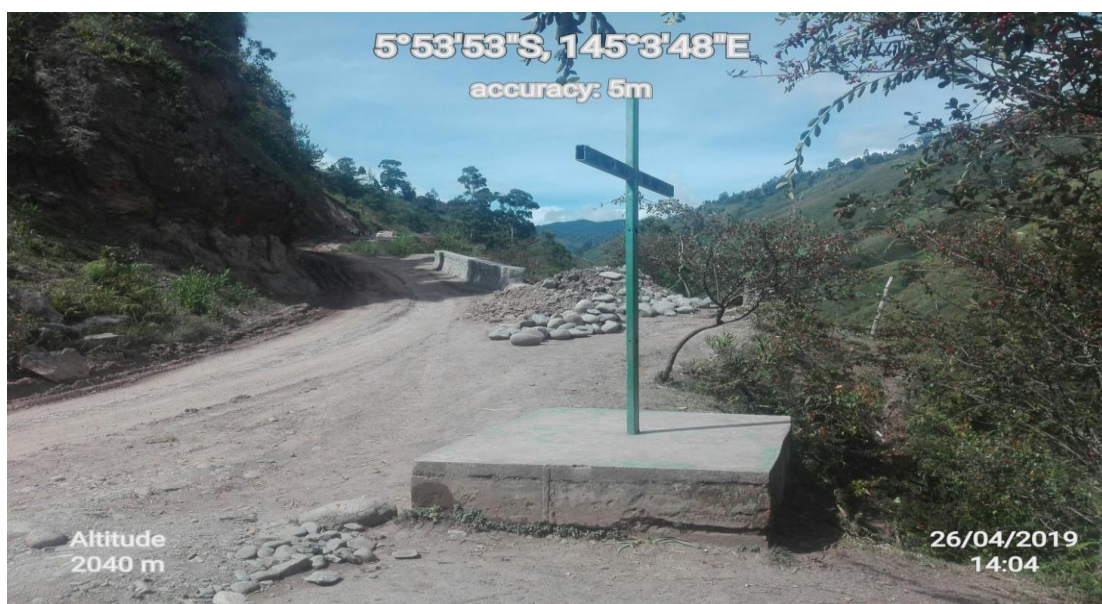
8.0. PROPOSED IN-KIND ASSISTANCE

8.1 Proposed Improvement to Sacred Site

102. As per SPS 2009, sacred and significant sites should be preserved and protected. There is a particular spot in Ch: 27 + 850 (Komburume Village), where in a pioneer Catholic Priest (Fr. Karl Morschheus) was killed by locals in 1934 on his way back to Madang from Mingendi (Simbu Province). Roman Catholic devotees congregate in this spot, on occasions significant to their church calendar. As such, it would be appropriate to build friendly structures as part of in-kind assistance. The same spot also has cultural significance to the locals as the rocks around that area change colours from time to time especially during Lenten Season.

103. As of last reporting period (January to June 2019), HRMG approached Mr. Paul Suine, a retired Catholic Seminary lecturer, respected local land owner and the person who initially brain chilled the idea in erecting the current monument has handed the formal request for the proposed improvement. Womatne Catholic Church Council and locals formally proposed to HRMG to build a Chapel and Gender Friendly Structures for Christian Devotees for devotion convenience. A working committee was established and working on attainment of quotations for construction materials.

104. The Contractor assured structure to be built for this historically significant site during final sealing period of road construction. The Project Completion report on February 2020 will include information if there is any improvement done on this site by contractor.



Photograph 16. Shows the section proposed for improvements.

8.2. Proposed Replacement of In-Kind to Education and Health Facilities

105. An agreed arrangement is already underway especially for Tranche 3 Eastern End Projects (Gewa – Gembogl and Henganofi – Nupuru) to forego the Bus Bays and Waiting Sheds in the initially approved Resettlement Plans for Building Materials and Water Tanks for the facilities stated.

106. Arrangement for Additional In-kind was underway for Education and Health Facilities along the Road Corridor. Special consideration was awarded to such facilities along the completed first 10.6km from Kundiawa to Gewa which is part of the initial road scope. Relevant District Authorities submitted a total of forty-Nine (49) names of institutions but were subject to HRMGs physical site verification prior to endorsement for consideration.

107. After physical site verifications, so far, 19 Education and Health Facilities have been identified from the 49 institutions. Final verification and list were not affected due to vehicle shortage and busy schedule for the four T3 Projects. Additional In-Kind Assistance is now cancelled because of no funding from DRC.



Photograph 17. CRO Elizabeth Nuglai handing over List of 19 Education and Health Institution's.

9.0 REQUIRED REMEDIAL ACTIONS

9.1. Pending Actions

- 1) Information on Public consultation was documented by the CRO except for the sketchy data which were converted to matrix tables. CRO has been advised to diligently carry out this task of encoding data and information properly to the tables and sheets provided for reporting convenience.
- 2) Out of the 576 grievances filed both with the DSRT and HRMG, the number deemed genuine was only 343 grievances tentatively valued at Kina 395, 553.80. These data are tentative and subject to change but after clearing and grubbing has reached the end of the project, the data remains unchanged.
- 3) DSRT has already executed payment in February this year (2019) and as such, the finalised copy of DSRTs work on payment as anticipated to be handed to HRMG for filing and referencing has not reached HRMG as yet. The DSRT reliably informed HRMG last reporting period that they are still in the process of finalising the report and hence would forward a copy once completed. If copy is provided, it will be made mentioned in the Completion Report in February 2020.
- 4) HRMG for this semi-annual reporting period still reaffirms its stand on Construction related Grievances to be handled by Contractor thereby had continuous briefs with its CROs and Contractor's PRO on the roadside.
- 5) The Contractor assured structure to be built at sacred site at Ch: 27 + 850 (Komburume village) during final varnishing period of the road construction, but still hasn't done anything yet. The Project Completion report on February 2020 will include information if there is any improvement done by contractor.

Appendix 1 – List of References

1. Resettlement Plan (RP) Gewa Gembogl Sub- Project November 2015
2. Brief Monitoring Report on the Implementation of Livelihood/Income Restoration Program January 2017
3. Monthly Social Safeguards Reports from July to December – 2019
4. Third and Fourth Quarterly Reports for – 2019
5. Semi-Annual Social Safeguards Monitoring Report for January to June 2019

Appendix 2 – List of Interviewees

1. Paul Komba and Sabeth Nulai – Male and female CROs for HRMG
2. Menau Mange – District Administrator for Kundiawa Gembolg/Chairman GRC
3. Margaret Gari – Team Leader for District Sanctioned Reassessment Team
4. Joe Ulka – Nominated Assistant CRO for Mitnande LLG
5. Pasta Blacky – PRO for Contractor - CHEC
6. Paul Nombri – Manager Technical Services – HRMG
7. Steven Kolaiye – National Social Safeguards Specialist – Renardet
8. Evelyn Kuk – Contractor’s Environmental Officer