

Semi-annual Report

August 2020

# **PNG: HIGHLANDS ROADS IMPROVEMENT INVESTMENT PROGRAM (TRANCHE 3)**

## **HENGANOFI-NUPURU ROAD SUB-PROJECT**

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

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Semi-annual - January – June 2020

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INVESTMENT PROGRAM (TRANCHE 3)  
CSTB# 3533**

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## Table of Contents

ABBREVIATIONS .....	5
1.0 EXECUTIVE SUMMARY .....	6
2.0 INTRODUCTION.....	8
2.1 Project Background.....	8
2.2 Sub-Project Description .....	8
2.3 Institutional Arrangements .....	10
2.4 Purpose and Methodology .....	10
3.0 BACKGROUND OF RESETTLEMENT ACTIVITIES .....	12
4.0 BUDGET AND TIME FRAME .....	13
4.1 Resettlement Staffing.....	13
4.2 Capacity Building and Training Activities.....	13
4.2.1 Training conducted for Socio – Economic Survey .....	13
5.0 DELIVERY OF COMPENSATION AND ENTITLEMENTS.....	15
5.1 Memorandum of Agreement.....	15
5.2 Due Diligence Survey .....	15
6.0 PUBLIC PARTICIPATION AND CONSULTATIONS.....	16
6.1 Public Consultations and Women’s Participation.....	16
Table 2: Summary of consultation and gender participation .....	16
6.2 Grievance Redress Mechanism .....	17
6.2.1 Composition of the GRC .....	18
6.2.2 Grievances Filed with GRC.....	18
7.0 BENEFIT MONITORING .....	19
7.1. Road Construction Employment.....	19
7.2 Benefits from Quarry Operations .....	21
Table 11: Summary of quarry volume extracted and payment value .....	22
7.3 Other Direct Local Benefits .....	22
7.4 Other Indirect Local Benefits.....	24
7.4.1 Trade Store Business .....	24
7.4.3 Coffee Buying Business .....	25
Picture 6: A local coffee buyer at Nupuru Junction .....	26
7.4.4 Local Product Sale.....	26
7.4.5 Entertainment Business.....	26
7.4.6 Public Motor Vehicle (PMV) Business.....	27
8.0 REQUIREMENTS FOR REMEDIAL ACTIONS .....	28
8.1 Pending Grievances.....	28
8. Implementation of In-Kind Assistance.....	28

Appendix 1 – List of References.....	29
APPENDIX 2: -- List of People Interviewed .....	29
APPENDIX 3: Photographs .....	30

**TABLES:**

Table 1: Resettlement Costs Estimates Based on the RP Budget.....	12
Table 2: Composition of the Grievance Redress Committee .....	18
TABLE 3: SUMMARY OF QUARRY VOLUME & ESTIMATED VALUE .....	22
TABLE 4: SUMMARY OF LEASE RENTAL PAID TO CUSTOMARY LAND OWNERS.....	23
TABLE 5: LOCAL PURCHASES .....	23

## ABBREVIATIONS

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

## 1.0 EXECUTIVE SUMMARY

1. This semi-annual social safeguard monitoring report covered the period from January to June 2020. This report was carried out by the DOW through the Highlands Road Management Group (HRMG) and the monitoring results will be communicated to ADB through this report.
2. Henganofi-Nupuru road sub-project is one of the 4 sub-projects of Tranche 3 of the Highlands Region Roads Improvement Investment Program, an ADB assisted road program. The sub-project is covered by CSTB contract # 3533 entered into by the Independent State of Papua New Guinea represented by the Department of Works and China Wu Yi LTD (CWY China).
3. The contract was awarded last March 4, 2017 and mobilization started in October 2017. The construction period of the project is 24 months. The Long-Term Performance Based Maintenance Services is 60 months from the issuance of the Performance Certificate for the Improvement Work. The Project Completion Certificate was issued to the contractor on 25<sup>th</sup> of February, 2020.
4. HRMG, the project implementing unit (PIU) has provided support related to activities to acquire land for upgrading the HRRIP road. With this mandate, HRMG has provided training/seminars, technical and financial support to empower and upgrade the capabilities of its staff and other project stakeholders.
5. The results of the resettlement impact assessment indicated that the existing road carriage occupies a total of 17.95 hectares of customary land. The upgrading and rehabilitation of the road will require an additional 19.55 hectares of customary land for the whole road section. In total, the project will require a total of 37.85 hectares of customary land which is the subject matter of the memorandum of agreements (MOAs) between DOW and the customary land owners.
6. Aside from the resettlement impacts on customary land, the whole road section of 33.96 km is free from any resettlement impacts on assets including residential houses, trade stores or any other structures. The whole road section is also free from crops and trees, fences and grave sites. Accordingly, there will be no physical or economic displacement arising out of the proposed road improvement project. The cut-off date is March 13, 2015, the date when the resettlement impact assessment for the Henganofi-Nupuru road section was complete.
7. The resettlement category is determined by the severity of impacts on affected people. In the case of Henganofi-Nupuru road subproject, as there are no impacts on houses, businesses, crops, trees or any other asset apart from land impacts on 11 tribes, there are no affected people. These factors determined that the subproject falls into Category C for involuntary resettlement impacts following ADB's Operations Manual of October 2013 (OM Section F1/BP, 1 October 2013).
8. For the covered period there were 17 public consultations conducted along the sub-project at numerous intervals from January to June 2020 covering all the affected wards. There were 122 participants and out of this total, 85 were males (69.7%) while there were 37 females (30.7%).
9. The establishment of the GRC for this sub-project was facilitated by HRMG as part of its delegated mandate to implement the resettlement plan. The initial Grievance Redress Committee (GRC) meeting was convened on the 1<sup>st</sup> of February 2018. The preparatory meeting was convened purposely to formalize the GRC members, approach to resolve grievances, and officially open the GRC to start operational function.
10. For the covered period from January to June 2020, a total of 781 grievances have been received by HRMG through the Resettlement and Social Safeguards unit and has been registered in the complainant log sheet. A physical re-verification exercise has been conducted to screen and assess the escalating number of grievances. GRC deliberated on the merits of the grievances

and convened that grievances classified as eligible for compensation have been submitted to the Henganofi District Administration for compensation upon availability of funds.

11. From January to June, 2020, the contractor employed a total workforce of 1,446 local workers and personnel. Out of the total employed for the period covered 1,326 were males (91.70%) while there were 120 females (8.3%). There were 1,230 DPs employed in the project. For the covered period, it is estimated that the project generated Kina 720, 000.00 as wages from the project.

12. The monitoring from January to June also categorized the contractor's employees by origin or place of residence. For the covered period the contractor employed a total of 1,650 persons to work in the project. Out of this total, 210 persons were foreigners, 282 were from other LLGs, 720 were from the Kafentina LLG while 309 were from the Fayantina LLG. The 309 workers originating from the Faiyantina LLG received a total estimated wages of K 154,500.00 working in the subproject. It was also estimated that the 720 workers from Kafetina LLG received a total wage of K 360,000.00.

13. In addition, the contractor also farmed out certain construction that were paid per task or per piece. For the months of January to June, the majority of females were engaged notably as traffic spotters along the project road at various locations. The 78 women working in the non-payroll activities earned Kina 39,000.00 with a monthly average of K6,500.00 for the covered period.

14. The land owners benefiting from the royalty payments from the two quarries received a total payment of Kina 44,544.00. For the covered period the contractor has paid an aggregate amount of K 6,600.00 for the Konamempi campsite and K7, 200 for Upegu Campsite respectively. The contractor has its main campsite located at Konamempi village at CH 0+460. For this covered period, the contractor has made various local purchases for its operation. The local purchases include various construction materials, food (vegetables and local meat), water, and miscellaneous items. For food and miscellaneous items, the contractor has spent a total of Kina 43,500.00 from January to June.

15. As improvement works progresses further, indirect social benefits started to be felt by residents as a direct result of the upgrading and rehabilitation of the Henganofi Nupuru subproject road. These benefits include the start of small businesses, rental houses, new local markets and the increase of public motor vehicles (PMVs) plying the route and the decrease of transportation fares as a result of improved accessibility.

16. There are two recommendations for corrective actions; (a) grievances classified as eligible for compensation or may deemed genuine to be resolved by Henganofi District Administration as per physical re-verification exercise and further deliberation by GRC; (b) Monitoring and Implementation of in-kind assistance programs.

## **2.0 INTRODUCTION**

### **2.1 Project Background**

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

18. 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.

19. 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-Munihu Road, Pangia-Wiru Loop Road, Gewa-Gembogl Road and Henganofi-Nupuru Road.

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

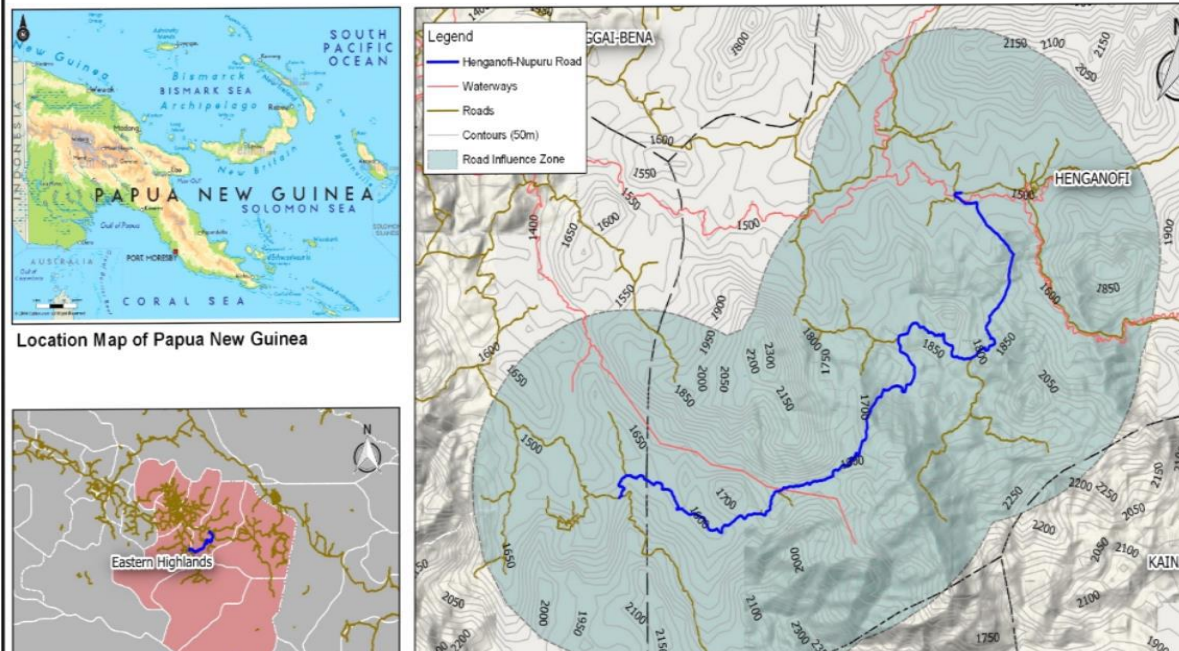
21. The Executing Agency (EA) for the whole HRRIP is the Department of Works (DOW) whilst the Highlands Roads Management Group (HRMG) is the Implementation Agency (IA) based in Mt. Hagen Provincial Works Compound, Western Highlands Province (WHP).

22. The Henganofi - Nupuru Road Section is covered by CSTB contract # 3533 entered into by the Independent State of Papua New Guinea represented by the Department of Works and National Road Authority and China Wu Yi Co., LTD (CWYC). The CSTB contract was signed on March 15, 2017.

### **2.2 Sub-Project Description**

23. The road from Henganofi to Nupuru, starts from the Kafentina LLG at Konamempi passes through the Faiyantina LLG and ends at Nupuru and is approximately 34 km in length. The road project commences at the junction with the Highlands Highway at Knoamempi, approximately one kilometer from Henganofi Station and ends at the junction with the Okapa road in Nupuru. The road serves the Henganofi and Okapa Districts of Eastern Highlands Province which together have an average population of 40,000 persons. The road is the only link from the two districts to Goroka and Kainantu townships and hence improvement is vital to the economic development of the area and the delivery of fundamental services to the population. Figure 1 Location of the Henganofi - Nupuru Road.

## LOCATION MAP HENGANOFI - NUPURU ROAD



24. The Henganofi – Nupuru road was initially a walking trail which since the late 1960s or early 1970s has gradually been opened to provide the current road by the elected MPs. The route traverses mountainous terrain and extensive sections of the alignment follow ridges. Elsewhere, the route is benched into sidelong ground and comprises a twisting alignment with steep gradients at the approaches to river and creek crossings. Improvement of either the horizontal or vertical alignment would not be economically justified at the present time.

25. The route crosses a total of 4 rivers and 3 major creeks on existing bridges. Two of these bridges are of comparatively recent construction and will require only minor maintenance whereas the remaining structures will require rehabilitation of the superstructure, the provision of steel decking to replace the existing timber and the provision of pedestrian facilities across the bridges. One new bridge is required.

26. The route passes through 11 villages/tribal settlements, the largest of which is Fore that acts as a local center for gathering and marketing for the population living within the middle third of the road length and the immediate surrounding area. There are also numerous junctions along the road project with local roads connecting to the interior of the two LLGs.

27. The first 20 kilometers of the road primarily follows a ridge top alignment and the landscape is dominated by swathes of grassland with occasional secondary growth of trees, generally around settlement areas and individual homes. In the section of the road from km 20 to the end at Nupuru, the local tribes have made extensive plantings of pine trees.

28. The entire length of the road corridor has been extensively disturbed by human habitation and the activities of clearance for cultivation, the gathering of wood for fuel and hunting for food, hides and feathers for ceremonial purposes. As a consequence, there are no natural habitats of significance immediately adjacent to the road corridor and within the areas which will be affected by the proposed improvement works.

29. The MOA covered the land from the edge of the existing road up to the construction limits including road clearance and other infrastructure (e.g., drainage and culverts). This linear area on both sides of the road was the subject matter of the DMS.

30. The resettlement category is determined by the severity of impacts on affected people. In the case of Henganofi-Nupuru road subproject, as there are no impacts on houses, businesses, crops, trees of any other asset apart from land impacts on 11 tribes, there are no affected people. It is therefore to be concluded that this subproject falls into Category C for involuntary resettlement impacts, according to ADB's Operations Manual of October 2013 (OM Section F1/BP, 1 October 2013).

## **2.3 Institutional Arrangements**

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

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

33. 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.

34. 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.

35. 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 and Methodology**

36. This report presents the status of social safeguards including the compliance with approved RAP in respect of the Henganofi Nupuru road section, covering the review period of January 1<sup>st</sup> to June, 2020. This semi-annual monitoring report (SMR) is a requirement under the Safeguards Policy Statement 2009 (SPS 2009) of ADB.

37. As of June 30,2020, the end of this first semi-annual report coverage, sealing has been completed and stops at Nupuru Junction. Thus, project completion certificate has been awarded to the contractor on 14th February,2020 by Project Supervision Consultant and Highlands Road Management Group (HRMG).

38. This semi-annual report will also focus on what have been done on resettlement and will discuss what parameters or indicators that were utilized to internally monitor the implementation of the remaining resettlement activities during actual road construction such as missed out and undervaluation of affected assets, public consultations, grievance redress and monitoring of direct and indirect project benefits.

39. Indicators for the internal monitoring are those related to process, immediate outputs and results. This information will be collected directly from the field and will be reported monthly to the DOW by the HRMG staff to assess the progress and results of RP implementation, and to adjust the work program, if necessary. These monthly reports will be consolidated for the quarterly reports and semi-annual social safeguards monitoring reports. Specific monitoring standards 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

40. The total cost of this resettlement plan prepared by the Design consultants and endorsed by HRMG to DOW POM amounted to Kina 319, 410.00. This budget included income enhancement measures, physical and price contingencies and administrative expenses. The cost of external monitoring is provided directly by ADB which is not included in the RP budget. The details are shown in the Table 1: Resettlement Costs Estimates Based on the RP Budget.

**Table 1: Resettlement Costs Estimates Based on the RP Budget**

Budget Costs	Amount
Income Enhancement Measures	182,000.00
	<b>182,000.00</b>
Physical Contingency (20%)	36,400.00
Price Contingency (10%)	18,200.00
	<b>236,600.00</b>
Administrative Expense (15%)	35,490.00
Independent Monitoring (20%)	47,320.00
<b>Grand Total</b>	<b>319,410.00</b>

41. The selection criteria for subprojects for the HRRIP include provisions that the proposed work is on an existing road, does not involve major earthmoving works and avoids the displacement of residential structures or other, permanent structures. These selection criteria in effect aim to minimize the resettlement impacts for any candidate road for the HRRIP.

42. Basically, the compensation component of the approved RP budget is executed by the Project Implementation Unit (PIU) or HRMG through PMO for funding allocation, nevertheless, for this Henganofi – Nupuru sub-project road the Henganofi District being the stakeholder to the road project has allocated funds for compensation of APs along the road corridor.

43. This initiative was based on the selection criteria of HRRIP projects in which the district administration headed by the local Member of Parliament Hon.Robert Aitiyafa, facilitated the widening of the road corridors and improvement payments. The records of these payments are with the district administration. Grievances recommended by GRC were settled by the district administration.

44. A verification survey was conducted by the HRMG staff together with LLG ward leaders and councillors, officials from District and Provincial Works based on the Consultant's master list. Some assets that are likely to be affected but were not included in the master list will be reassessed by the HRMG staff. The total number of DPs on the Consultant's assessment will either increase or decrease depending on the outcome of the verification survey.

45. The final re-verification exercise of grievances for APs have been carried-out along the road corridor on the 10<sup>th</sup> of July 2019 by HRMG Social Safeguards Team to confirm and verify the escalating number of grievances logged by HRMG/CRO. For the covered period, there were total of 781 grievances for Henganofi – Nupuru subproject road. The finalized master list approved for payment has been given to the district administration by HMRG for payment.

## **4.0 BUDGET AND TIME FRAME**

### **4.1 Resettlement Staffing**

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

47. It is headed by the Senior Field Project Coordinator (SFPC) who is in charge of day to day monitoring activities and is supported by the Safeguards Coordinator, Social Safeguards Officer and Environmental Officers. He is ably supported by the Manager of Technical Services and support staff. There are eight (8) Community Relations Officers (CRO) constituting of a male and female in each of the four (4) road sub-project under Tranche 3. HRMG is assisted by the Social/Resettlement and Environmental Safeguards Specialists from the Project Supervision Consultant (PSC). The organizational chart is shown in Appendix 6: -- Organizational Chart.

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

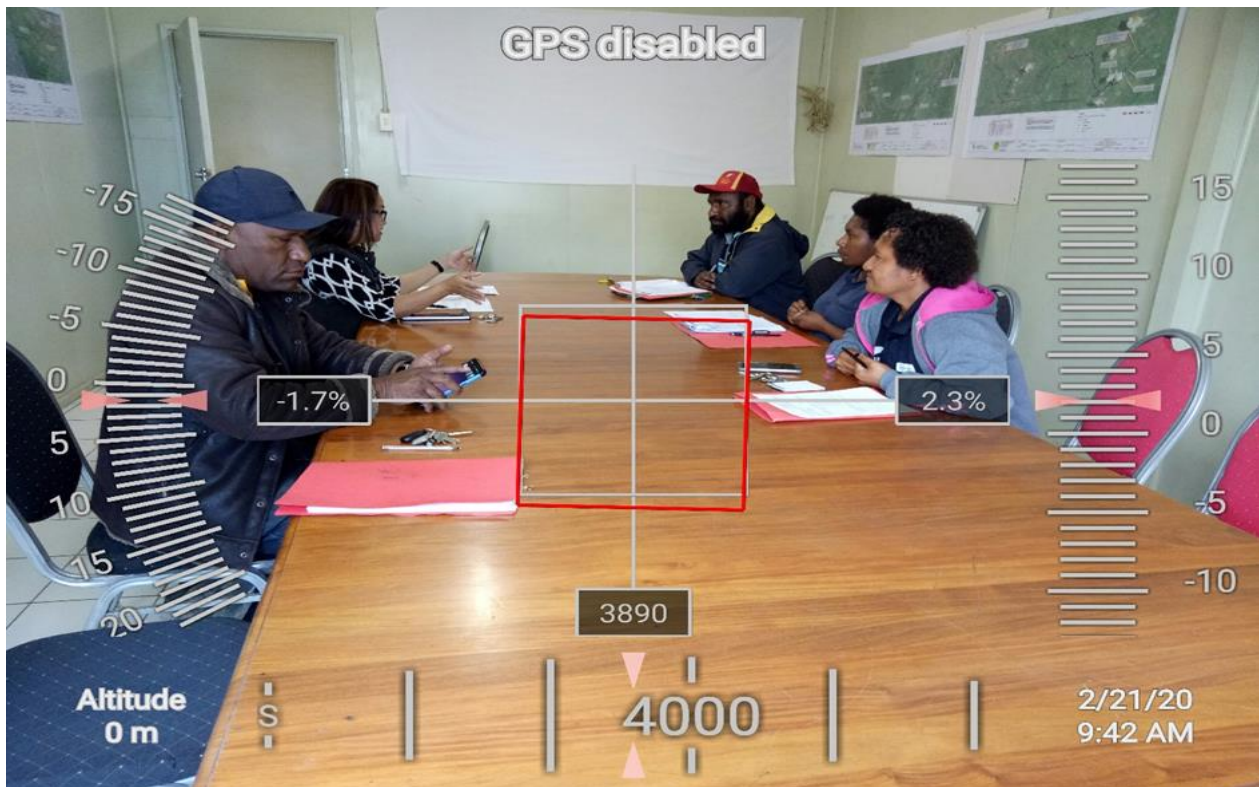
### **4.2 Capacity Building and Training Activities**

#### **4.2.1 Training conducted for Socio – Economic Survey**

49. The International Environmental & Social Safeguard Specialist along with the National Resettlement Specialist have facilitated in - house training and meetings to conduct socio - economic survey from the 19<sup>th</sup> – 22<sup>nd</sup> February, 2020, at HRMG conference room, DoW Mt. Hagen. The in-house training and meeting was attended by HRMG Environmental and Social Safeguards Officers of HRMG since they were nominated to conduct socio-economic survey for tranche 3 sub-projects.

50. The coaching focused on comparing socio – economic data established for each sub-project road as per the Resettlement Plan (RP). The results of this survey will be the baseline information of the socio-economic characteristics wherein which primary data to be generated will be compared with, to measure quantitatively and qualitatively the impacts of the road project to the affected households within the road project.

51. Data collection for socio-economic benefits were successfully carried-out together with the HRMG Community Relations Officer nominated at the project.



**Photo 4: Socio Economic Survey Coordination meeting facilitated by International Social Safeguards & Environmental Specialist of Renardet S.A Engineering.**

## **5.0 DELIVERY OF COMPENSATION AND ENTITLEMENTS**

### **5.1 Memorandum of Agreement**

52. 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 Henganofi - Nupuru 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 paid under administrative expenses of the sub-project.

53. 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).

### **5.2 Due Diligence Survey**

54. Unanimous support was expressed by the participants for the upgrading, rehabilitating and maintaining roads in Henganofi-Nupuru due to a wide range of economic and social benefits (e.g., rehabilitation of coffee gardens, diversification of coffee factories, expansion of cash cropping for wider markets because of improved accessibility, reduced cost for transport of goods, and better access to health care, education and other services, improved family ties and social network, among others) identified by the participants. Women understand that road improvements offer them particular benefits related to their responsibilities to grow food, opportunity to engage in businesses, and better care for the health and education of their children.

55. The Resettlement Plan was submitted and approved by ADB in 2015. There were no affected residential or business structures, fences and graves. The local Member of Parliament, Hon. Robert Aitiyafa assured the design team that in the event that there will be affected assets, the District Administration will address all claims for compensation.

56. During a meeting on the 10<sup>th</sup> of January 2018 with the displaced persons (DPs) and affected persons (APs) near Konamempi village, Hon. Robert Aitiyafa reassured the locals that grievances raised during construction which are deemed genuine upon the recommendation of the GRMC will be settled by the District Administration. The local Member of Parliament together with the District Administration initiated and settled the payments of trees and crops during improvements works as per the Valuer General's Rates of 2013.

57. Grievances raised during construction will be addressed through the established Grievances Redress Committee (GRC) headed by the District's Chief Executive Officer with the Implementing Agency (HRMG) providing technical advice. Represented also in the GRMC are Local Councilors and Women's representative along the project impacted areas.

58. Anis Foundation, a Non-Government Organization (NGO) trained locals along the road influence zone (RIZ) about livelihood restoration programs. This was facilitated and monitored by Environment and Social Safeguards Branch (ESSB) of the Department of Works. The locals were trained on poultry, small business management, breeding drought resistance crops such as Chinese cabbages and others.

## 6.0 PUBLIC PARTICIPATION AND CONSULTATIONS

### 6.1 Public Consultations and Women's Participation

59. Public Consultations were conducted with roadside communities who are direct stakeholders. Other indirect stakeholder includes the District Administrator, LLG Presidents, Ward Councilors, religious representatives and women representatives. The consultations for the most part covered the project and the positive and negative impacts of the project.

60. Awareness and public consultations are jointly being conducted by HRMG, Project Supervision Consultant, District Administration and the contractor (CWYC). All the public consultations recorded jointly by the parties have been included in the fourth quarter report of 2019 and in this second semi-annual report of 2020 for the subproject road.

61. There were 17 consultations conducted along the sub-project at numerous intervals and locations from January to June 2020. These consultations engaged most of the affected communities located along the road corridor. For the period covered there was a total of 122 participants. These included the males and females from the affected LLGs. Out of the given total, 85 were males (69.7%) and 37 were females (30.3%). Summary sheets are provided in the following Table 3 below.

**Table 2: Summary of consultation and gender participation**

Month	No. of Consultations Done	No. of Males	No. of Females	Total Participants	Total No. of AP participated
January	2	25	7	32	49
February	15	60	30	90	50
March	0	0	0		0
April	0	0	0		0
May	0	0	0		0
June	0	0	0		0
<b>Total</b>	17	85	37	122	99
<b>Percentage</b>		69.7%	30.3%		100%

53. The important points discussed during the consultations were impacts of the sub-project including both positive and negative. Some of the positive benefits outlined during project awareness consists of better road access would link to other basic services such as health and education, generation of spin-off benefits, improve in socio-economic activities, creation of employment during construction phase, and improvement in livelihood opportunities. For the reporting period (January – June 2020), it can be noticed that consultations were carried-out for only January – February 2020 prior to project completion.

54. The negative impacts of the road project discussed during the consultations include primary and secondary improvement damages incurred by the contractor and subcontractor, and other adverse impacts to the environment and ecosystem and loss of land if required by the project. However, the positive impacts outweigh the negative impacts. As the year ends through public consultations with the general population people begin to realize and experience the importance of having a better and viable road. A brief summary of the issues was summarized in Table 3 below.

**Table 3: Summary of Issues and Concerns Raised During Public Consultations**

Construction Location	Issues or Concerns raised by AP	Response provided by HRMG Officers
<ul style="list-style-type: none"> <li>Nupuru Junction, 34km</li> </ul>	APs asked how soon outstanding compensation claims would be paid by the district administration	HRMG officers advised the APs that a final re-verification exercise has been completed thus finalized list submitted to Henganofi District for payment.
<ul style="list-style-type: none"> <li>Imaka village</li> <li>Hoguporo village</li> <li>Lobu village</li> </ul> <p>(22<sup>nd</sup> February)</p>	<p>People from these three-village same concern on the timing of payment for their grievances.</p> <p>Note: *Similar complaints were raised by several locals in different villages and the responses by HRMG's Officers were the same.</p>	HRMG officers advised the people that after the final re-verification process a finalized list will be compiled followed by payments from Henganofi District.
<p>Mehenave Village</p> <p>(22<sup>nd</sup> February 2019)</p>	The Mehenave villagers at CH 13+000 enquired when they will receive their payment for their grievances. Also, they are asking who is responsible for the payment and why is the payment delayed	HRMG CRO provided response to the concerns raised. Also, he will take their concern up with DOW management and Henganofi District

## 6.2 Grievance Redress Mechanism

55. The establishment of the GRC for this sub-project was facilitated by HRMG as part of its delegated mandate to implement the resettlement plan. The initial Grievance Redress Committee (GRC) meeting was convened on the 1st of February, 2018. The preparatory meeting was convened purposely to formalize the GRC composition, formulation of approaches to resolve grievances and officially convene the GRC to commence.

56. The GRC meets at short intervals depending on the number of grievances to be resolved. An aggrieved party may re-negotiate the offer made during the first hearing and may introduce new arguments and evidence to support their respective positions. After the summation of their views, the GRC shall make a decision based on the policies governing HRRIP, prevailing laws of PNG and customary laws of the place where the dispute arose.

57. On in-kind compensation, it was explained that HRMG was not responsible for the implementation and monitoring of the livelihood restoration programs. Anis Foundation, a local non-government organization was nominated by ESSB and all its activities and programs were monitored and reported directly to the Project Director's office by ESSB. Hence, issues relating to these programs are outside the current function of HRMG.

#### 6.2.1 Composition of the GRC

58. The committee is composed of the District Officials, women's representative, local 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 APs who may have resettlement related complaints arising out of the project. The names of the GRC members are shown in Table 2: Composition of the Grievance Redress Committee.

**Table 2: Composition of the Grievance Redress Committee**

No.	Name	Position	District
1	Paul Bayuwe	DA Henganofi District	District Administrator
2	John Feyome	Fayantina LLG Manager	Henganofi District Rep
3	Eriko Fufurefa	NGO and Women's Rep	Women's Rep
4	Jones Sunaba	Ex Officio	Department of Works
5	Dominic Keowa	Acting Provincial Works Manager	Department of Works
6	Alois	Ward Councilor	Ward 4
7	Amos Bekou	Ward Councilor	Ward 7
8	Soks Afio	Ward Councilor	Ward 5
9	Paraka Newman	HRMG Officer	Technical Adviser
10	Jerry K Maki	HRMG Officer	Technical Adviser
11	Steven Kolaiye	NRS, Renardet S A Engineer	Technical Adviser

59. While there were no deadlines to submit the complaints, members of the GRC were urged to encourage DPs with complaints to lodge their grievances. The complainants may file their complaints with the HRMG Safeguards Officers on site so that their complaints may be formally registered in the compliant log sheet which is the basis for setting up the agenda of the GRC.

#### 6.2.2 Grievances Filed with GRC

60. When construction of the sub-project road reached its completion stage, there were very few grievances raised. However, the previous grievances raised by APs for the second semi-annual 2019 were brought forward due to the fact that it has not been resolved.

61. For the covered period from January to June 2020, GRC deliberated on a total of 781 grievances based on the physical on-site re-verification exercise carried-out HRMG technical advisors, District Administration and DoW Goroka technical officers to ascertain the genuineness of the grievances filed.

61. The master list of grievances classified as eligible for compensation or may deemed to be genuine were given to Henganofi District for payment in due course.

## 7.0 BENEFIT MONITORING

62. Mobilization and initial construction activities for the subproject road commenced on the 18th of November 2017. The Project Completion Certificate was issued on 25th of February, 2020 by Project Supervision Consultant and Highlands Road Management Group (HRMG). The sub-project road has been completed by the contractor China Wui Yu Limited within the given time frame which is 24 months as per contract.

63. During construction phase, the subproject road communities and the DPs along the road project corridor as well as other skilled personnel within the vicinity of Eastern Highlands and neighboring highlands provinces have been experiencing beneficial impacts. Both man and woman have equally participated in civil works, however, for this reporting period only few locals were engaged on line drains, headwalls, sub-base, basecourse and sealing as the sub-project road reached its completion stage. Other indirect benefits have also been realized by all the communities in and outside of the project influence zone. The following are the positive effects experienced by the communities along the road for the covered period.

### 7.1. Road Construction Employment

64. Project employment is one of the positive effects of the project and the contractor is greatly encouraged to source its manpower requirements from the DPs and the residents of the affected wards and villages. It is also a condition in the MOA, wherein the customary land owners permitted DOW to upgrade and rehabilitate the sub-project fully expecting that they will be hired to work in the road project.

65. From January to June 2020, the Henganofi – Nupuru project hired a total of 697 workers and personnel or an average of 232 persons per month. There were 645 males (92.54%) while there were 52 females (7.46%) during the covered period employed in the sub-project. There were 606 DPs that were employed in the sub-project. This represents 87% of total persons hired. The breakdown is shown in the following **TABLE 5: SUMMARY OF MONTHLY EMPLOYMENT BY GENDER**.

**TABLE 5: SUMMARY OF MONTHLY EMPLOYMENT BY GENDER**

Month	Male	Female	Total	DPs Employed	Estimated Female Wages	Estimated Total Wages
January	221	20	241	207	20,070.00	120,500.00
February	214	16	230	203	19,230.00	115,000.00
March	210	16	226	196	19,170.00	113,000.00
April						
May						
June						
<b>Total</b>	<b>645</b>	<b>52</b>	<b>697</b>	<b>606</b>	<b>58,470.00</b>	<b>348,500.00</b>
<b>Percentage</b>	<b>92.54%</b>	<b>7.46%</b>	<b>100.00%</b>	<b>86.94%</b>		

66. For the covered period, it is estimated that the contractor paid the 697 workers and personnel a total of Kina 348,500.00 or an average of Kina 116,000.00 per month. Out of this total, Kina 58,470.00 were paid to female workers from January to March 2020.

67. In addition, the contractor also farmed out certain construction activities that were not captured by the employment data because these deliverables are paid per task or per piece. Hence, there were women documented working in the quarry, segregating flat stones to be used in the line drains and culverts but were not reflected in the data collated by the contractor.

68. There are four construction activities where women have participated but were not reflected in the employment data because their mode of payment is not on a daily basis but on the completion of a certain piece or task. These are construction of gabion baskets, line drains, rip-raps, head walls and stone sorting.

69. For the covered period, there were a total of 21 women who worked and were paid for these 4 construction activities. There were 4 women who were involved in gabion works and 2 women who were involved in line drains. Women sort stones that are specified in for the gabion baskets. These are usually done in the quarries and the sorted stones are then delivered by the contractor to the various construction sites. Other details are shown in **Error! Reference source not found..**

**TABLE 6: SUMMARY OF WOMEN'S' PARTICIPATION IN NON-PAYROLL ACTIVITIES**

Month	Rip Raps	Spotters	Line Drains	Gabions	Head Walls	Security	Total	%
January	0	10	2	4	0	1	13	19 %
February	0	3	0	2	0	0	5	2.3 %
March & April	0	2	0	1	0	0	3	Less % due to project completion

70. The minimum wage rate in Papua New Guinea according to Labor Office is K3.50 per hour. This rate is fixed for both short term and long-term engagement. Therefore, local and international companies are fully obliged to comply. This is the basis for estimating the wages paid to women for the covered period. Approximately Kina 500.00 is attained by each woman as fortnightly wages. This is then multiplied by the number of women for the covered period.

71. For the covered period, the 21 women working in the project for non-payroll activities were able to earn an estimated kina 10,600.00 from January to April 2020. The details are shown in the following **TABLE 7: ESTIMATED MONTHLY INCOME OF WOMEN IN NON-PAYROLL ACTIVITIES.**

**TABLE 7: ESTIMATED MONTHLY INCOME OF WOMEN IN NON-PAYROLL ACTIVITIES**

Month	Total Number of Women	Estimated Wages (Kina)
January	13	6,500.00
February	5	2,500.00
March	3	1,500.00
April		
May		
June		
<b>Total</b>	<b>21</b>	<b>10,600.00</b>

72. The monitoring for the covered period was able to disaggregate the employment data by affected local government level. There was a total of 1,656 persons employed from January to June 2020. Out of this total, 720 persons were from Kafentina LLG, 444 persons from Fayintina LLG, 282 from other LLGs while only 210 were foreigners. The details are shown in the following Table 8: Summary of Employment by Origin.

**TABLE 8: SUMMARY OF EMPLOYMENT BY ORIGIN**

Month	Foreigner	Kafentina LLG	Fayintina LLG	Other LLG	Total
January	35	120	74	47	276
February	35	120	74	47	276
March	35	120	74	47	276
April	35	120	74	47	276
May					
June					
<b>Total</b>	<b>140</b>	<b>480</b>	<b>296</b>	<b>188</b>	<b>1,104</b>
<b>Average</b>	<b>35</b>	<b>120</b>	<b>74</b>	<b>47</b>	<b>276</b>
<b>Percentage</b>	<b>12.7%</b>	<b>43.5%</b>	<b>26.8%</b>	<b>17.03%</b>	<b>100.00%</b>

73. The subproject road traverses two local government units, namely Kafentina and Fayantina LLGs. 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 minimum salary of Kina 500 per month.

74. It is estimated that 720 workers from Kafentina LLG received Kina 240,000 from the covered period working in the subproject. For the same period, it was also estimated that the 444 workers from Fayantina LLG received Kina 148,000 from January to April 2020. Salaries and wages of foreigners and workers from other LLGs were excluded in this computation. Combining the income of the workers from the two affected LLGs, the total amount was Kina 388,000.00 or a monthly average of Kina 97,000.00 for January to April 2020. The details are shown in the following Table 10: Estimated Monthly Wages Paid to Workers From Affected LLGs.

**TABLE 10: ESTIMATED MONTHLY WAGES PAID TO WORKERS FROM AFFECTED LLGS**

Month	Kafentina LLG	Estimated Wages	Fayantina LLG	Estimated Wages	Total
January	120	60,000.00	74	37,000.00	97,000.00
February	120	60,000.00	74	37,000.00	97,000.00
March	120	60,000.00	74	37,000.00	97,000.00
April	120	60,000.00	74	37,000.00	97,000.00
May					
June					
<b>Total</b>	<b>480</b>	<b>240,000.00</b>	<b>296</b>	<b>148,00.00</b>	<b>388,000.00</b>

## 7.2 Benefits from Quarry Operations

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

76. All quarries and burrow pits used by the contractor for extracting materials were formally closed prior to completion of the sub-project road. Basically, there were a total of four (4) quarries operated by the contractor consisting of two (2) riverine and two (2) land base quarries. The riverine quarries include Konanempi which is located at the start of the sub-project road whilst Upegu quarry is located 31 km away from the project site and produces base course, sub base and crushed materials, etc. As the project progressed further up the chainage the contractor has identified two (2) potential land-based quarries to extract capping materials.

77. Upegu quarry has been the main supplier of aggregates for the construction of the sub-project road due to its high-grade aggregate quality. An agreement was signed between the Upegu Quarry Landowners and the contractor to extract raw materials at an agreed market value of K3.15 per cubic meter (m<sup>3</sup>). This agreement does not include the campsite lease rental payments.

During the covered period, the contractor has ceased its material extraction prior to project closure. Therefore, only stock pile crush materials were used for the subproject road construction thus material extraction data for the covered period is unavailable.

78. The contractor being the leaseholder of Upegu quarry have obtained a Quarry Permit from CEPA for a term of 10 years (23<sup>rd</sup> March 2018 to 24<sup>th</sup> April 2028) since riverine gravel extraction have reached more than 10,000 tones. This is pertinent to ADB SPS 2009 and GoPNG Laws to protect and safeguard riverine communities as well as its ecosystem.

79. Also, the contractor started buying materials from the Highlands Highway quarry at Bena Bridge as well as some extraction from Konamempi River. A total of 6 600 m<sup>3</sup> of gravel was bought from Bena bridge quarry and extracted from Konamempi river for the period covered.

80. The landowners benefiting from the royalty payments from the quarries received a total payment of K44,544.00. This payment is for the materials extracted from their land from January to June 2020. The volume extracted each month for the period covered and their estimated values paid each month are shown below in table 10.

**Table 11: Summary of quarry volume extracted and payment value**

**TABLE 3: SUMMARY OF QUARRY VOLUME & ESTIMATED VALUE**

Month	Upegu Quarry	Bena Bridge Quarry	Total	Estimated Value (Kina)
January		7,424		7,424
February		7,424		7,424
March		7,424		7,424
April		7,424		7,424
May				
June				
<b>Total</b>		<b>44,544</b>		<b>44,544</b>
<b>Monthly Average</b>		<b>7,424</b>		<b>7,724</b>
<b>Percentage</b>				

\*Estimated amount is based on the signed contract of K11.6 per cubic meter for Bena Bridge Quarry

### 7.3 Other Direct Local Benefits

81. The contractor also leases customary land to locate their camp and other facilities. In addition, the contractor also pays customary land owners for disposal sites where the contractor stockpiles the excess spoils, basically from clearing and grubbing activities.

82. The contractor pays a monthly lease of Kina 1,200.00 for Konanempi Campsite and Kina 1,100.00 for Upegu Campsite just before the quarry closure. All disposal sites located along the project corridor is free of charge as per the signed agreement with the landowners. They only request for excess soils to be dumped, leveled and stabilized in areas they see has potential for future development. Upon completion of the project all permanent improvements shall be demobilized by the contractor.

83. For the covered period, the contractor has paid an aggregate amount of Kina 6,600 to the customary land owners. The details are shown in the following **TABLE 4: SUMMARY OF LEASE RENTAL PAID TO CUSTOMARY LAND OWNERS**.

**TABLE 4: SUMMARY OF LEASE RENTAL PAID TO CUSTOMARY LAND OWNERS**

Month	Upegu Quarry	Konanempi Camp	Total
January		1,100.00	1,100.00
February		1,100.00	1,100.00
March		1,100.00	1,100.00
April		1,100.00	1,100.00
May		1,100.00	1,100.00
June		1,100.00	1,100.00
<b>Total</b>		<b>6,600.00</b>	<b>6,600.00</b>

84. The contractor has its main campsite located at Konanempi village at CH 0+460. For this period covered the contractor has made various local purchases for its operation. The local purchases include various construction materials, food (Vegetables and local meat), water, and miscellaneous items. The garden foods are purchased from affected local markets especially Henganofi local market, Fore and sometimes Goroka main market. Other local purchase includes the purchasing of live meat such as chicken, ducks, pigs and goats. A total of Kina 27,200.00 was spent for the time covered. A total of Kina 1,800.00 was spent on the purchase of local construction materials. There was no payment on other local expenditure in the project. A total of Kina 29,000.00 in total was spent on local purchase for the time covered. The details are shown below in the following table 13.

**TABLE 5: LOCAL PURCHASES**

Month	Local Purchases of Food	Local Construction Materials	Local Purchases of Other Items	Other Local Expenditures	Total (K)
January	6,800.00	450.00			7,250.00
February	6,800.00	450.00			7,250.00
March	6,800.00	450.00			7,250.00
April	6,800.00	450.00			7,250.00
May					
June					
<b>Total</b>	<b>27,200</b>	<b>1,800</b>			<b>29,000</b>
<b>Percentage</b>	<b>93.8%</b>	<b>6.2%</b>			<b>100.00%</b>

85. As part of sharing project benefits to the affected communities, the contractor has sub-contracted local companies doing minor civil works, equipment hires and provision of security service at the camp site.

86. In addition, the Contractor has also provided the following in-kind assistance and donations to the wards and villages along the subproject;

- 1) Provide crashed materials (gravel) to schools and churches as requested;
- 2) Provide fuel to Henganofi Police personnel and Fore Health Center;
- 3) Provide and assist locals by transporting sick people to Goroka;
- 4) Provide coffins and grave construction materials to close relatives of the deceased;

## **7.4 Other Indirect Local Benefits**

87. The upgrading and rehabilitation works of the Henganofi - Nupuru sub-project road has so many indirect socio - economic benefits for the road influence zone communities as well as other nearby districts. Some of the indirect benefits have been captured during a recent socio-economic survey for Resettlement Completion Report of the subproject road which has been conducted by the Project Supervision Consultant from the 25<sup>th</sup> – 26 of February, 2020. These benefits include micro business, rental houses, roadside vending, purchase of new public motor vehicle, and even decrease of transportation cost as a result of improved accessibility.

### **7.4.1 Trade Store Business**

88. Since the project commencement the communities along the project have realized the opportunities that the project brought. Thus, they have ventured into ways in which they can capitalize and benefit from the project. They created small business so that they can benefit indirectly from the project spin offs. The set-up trade store business along the project corridor. Many of the trade store owners are APs residing along the project corridor and have admitted seeing an increase in demand for the factory-made products they sell. The demand is so great that they run out of stock and have to travel two to three times a week to Henganofi or Goroka to buy their supplies compared to before where it was once a week. During the month of January to June 2020 these small enterprises have admitted seeing continuous increase in their profit margin than they did before.

89. Better road conditions have now allowed more traffic flow thus increase of people travelling on the road unlike the past. This has forced store owners to gain confidence to venture into other micro business activities such as coffee cherry buying and informal financial markets like lending loans to interested clients in the area.

90. Basically, the demand for store goods have increased overtime along the project road corridor. According to the socio-economic survey, it was revealed that there are now 37 newly constructed permanent trade stores, 23 semi-permanent trade stores and few recently constructed with local or bush materials.

91. It was also revealed that other well-known merchandizers or wholesale distributors have vast interest to do business at main locations, especially Fore Market and Nupuru Junction to serve the micro business community.

### **7.4.2 New Local Markets**

92. Roadside vending along the road corridor at various locations has been a common practice for those subsistence farmers who had the surplus to sell. They set up those markets to sell their vegetables, kaukau, cooked food and even reselling of betelnut, cigarettes, and store goods to the communities themselves, the general public travelling the road as well as CWYC employees.

93. Local employees and casuals had the opportunity to purchase from the local markets as foreign employees were provided with lunch. After the construction works moves on the market remains and become a place of social gathering where buying and selling continues. Some of those locations are now nominated as permanent market places. There are different ways in which they set up these markets. People from further away only bring canvases for which they place their goods and sell. People nearby bring mobile table which they set up and take back home when done. People residing along the road edge set up by building permanent marketing stalls made from bush materials for their everyday sales. From January to June the tally of these markets has increased. Monitoring of these activities shows an average of 73 canvas markets;

table markets and 33 marketing stalls are doing active trading each day along the project corridor for the time covered.



**Picture 5: Mothers doing their sales at Fore market**

#### 7.4.3 Coffee Buying Business

94. Late in the month of December in the Eastern Highlands Province is the season for the coffee trees to flower and bear it cherries. Along the Henganofi- Nupuru road project, the main cash crop is coffee and supports many households in the two affected LLGs. Since the commencement of the project till December the road conditions have greatly improved due to the rehabilitation work carried out by the contractor. This has enabled local transportation to travel further in enabling local growers to transport their cash crops out to buyers along the road, Henganofi station, Goroka town and Lae. The people have expressed their gratefulness as a result of the project for the reduced costs of transport.

95. For the period covered coffee buyers from outside of the two LLGs have started to move in to purchase dried coffee. Coffee scaling stalls and bags are a familiar site along the road. Due to an increased number of buyers and competition coffee price has gone up to K4.20 per Kilo compared to before where it was K 3.80-K 3.90. The people from the affected LLGs are now able to get good money for their coffee and exclude all the extra expenses of transporting their coffee to urban centers like Henganofi station and Goroka Township. These incomes from coffee goes back into purchasing goods sold along the project corridor by the new markets and trades stores erected.



**Picture 6: A local coffee buyer at Nupuru Junction**

#### **7.4.4 Local Product Sale**

96. The other new business venture created by the project and have emerged in the month of January to June is the selling of locally created product. People with excess of good native bush materials have started to capitalize on manufacturing and selling native products such as posts made from trees, bamboo walls (called blind) weaved by hand and trimmed natural roofing leaves (kunai). These natural products are placed on the roadsides for interested people traveling the road within and outside of the two affected LLGs to purchase. This has never been done before and is a direct result of the improved road access. The standard prices of these products are K3.00-5.00 per posts, K 5.00 for one heap of natural roofing leaves and K 200 for the Blind walls depending on the length weaved.

#### **7.4.5 Entertainment Business**

97. The other new business is the entertainment business taken up by most youths along the road. The young population have set up games and invited neighboring villages to take part in those games especially basketball and volleyball. The disposal sites that have been levelled by the contractor were used to stage these games. Youths from all over gather at the selected location to compete for prize money. The landowners make money by renting out their courts, nets and balls to be used for the game. Fee of K 2.00- K3.00 is paid to them per game played.

98. The other gaming business that has started at Konamempi and has increased up the road project is the introduction of the dart game. This games purpose is for interested persons to come and play with the chance of winning edible store good and prize money as well. Many people traveling the road are now playing this game to try their chance of winning goods and money. The dart owners make money from the fees paid to play per game which is K 1.00. When interviewed they expressed their gratefulness for the road and have stated that instead of doing unlawful activities such as smoking marijuana and consuming homebrew, they are now making a living for themselves by setting up these small businesses along the road project

#### **7.4.6 Public Motor Vehicle (PMV) Business**

99. Before the project when the roads were in a bad state, there were only 4 local Public Motor Vehicles (PMV) operating along the road corridor. The re-opening of the road and its improvements as of July has seen increased number of PMV's and a decrease in the fares paid by the passengers from K 6.00 to K 4.00. This is as a result of improved road conditions which has made trip faster to travel from point A to point B benefiting the local population along the road project corridor as well as the PMV owners. Many of these PMV owners have admitted to seeing increase in their daily revenue as a result of making more trips to and from Henganofi station and Goroka town. There are now over 10 PMV's transporting people to and from the urban centers.

## **8.0 REQUIREMENTS FOR REMEDIAL ACTIONS**

100. As of June 30, 2020, there were two outstanding issues, namely the grievances pending in the GRC and in-kind assistance. The implementation of the recommended income restoration measures involving the construction of gender friendly structures are scheduled to commence once the portion of the proposed locations would have been sealed. The following paragraphs discuss briefly these two outstanding issues.

### **8.1 Pending Grievances**

101. From January to June 2020 the logged grievances increased to 781 which is the final total after the final re-verification exercise was carried out from CH 26+000 to CH 34+000 to verify the merits of these complaints during the third quarter. The GRC have deliberate on these grievances prior to project completion.

102. Based on the GRC recommendations, the genuine claims have been forwarded to the District Administration and HRMG for further deliberations. Since the District Administration spearheaded the widening of the road and improvement payments back in 2016, HRMG will provide the technical advice and support where necessary. The DA and the government will address all outstanding grievances following due government process after the project completion.

### **8. Implementation of In-Kind Assistance**

103. The implementation of the livelihood restoration programs was facilitated by ESSB. Anis Foundation, a non-government organization was engaged by Environment and Social Safeguard Branch (ESSB) of Department of Works to carry out these programs and trainings. The programs include financial literacy trainings, breeding of drought resistant crops, poultry trainings, breeding goats, etc. The monitoring reports are directly implemented by the Project Director and ESSB.

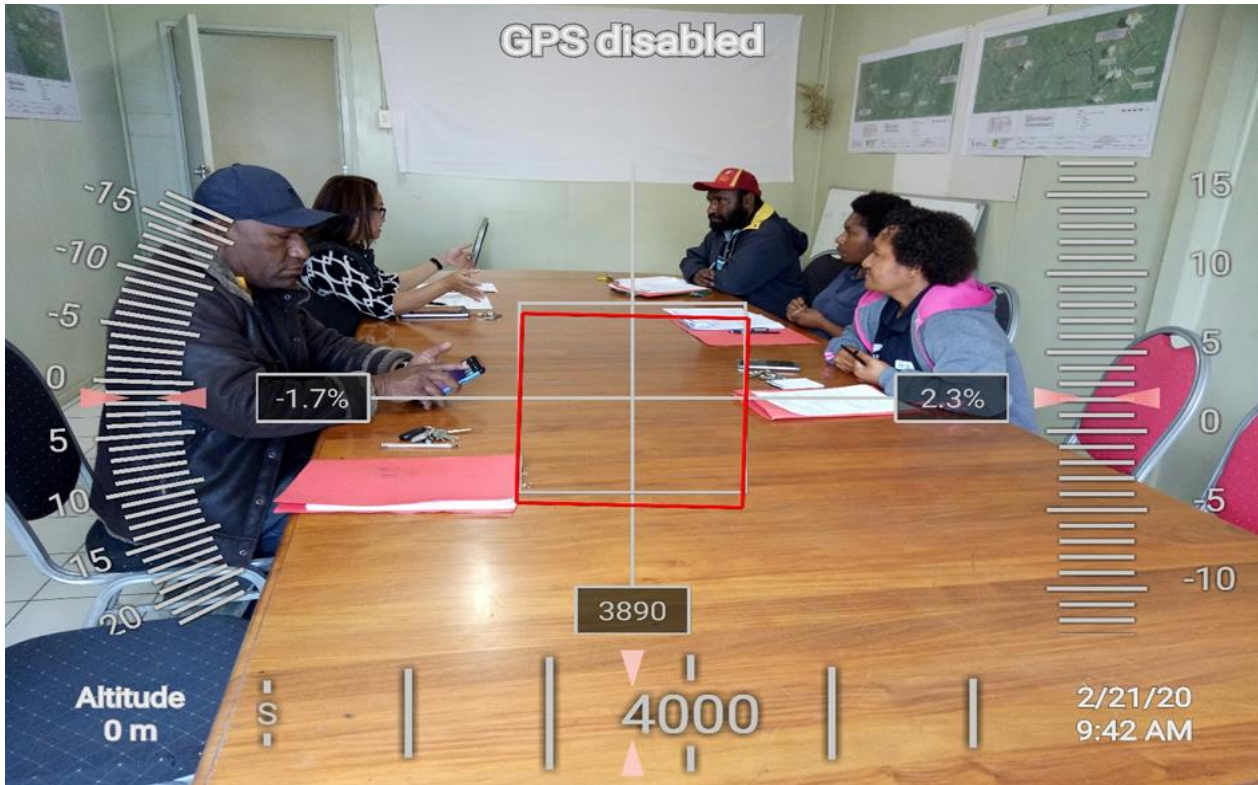
## **Appendix 1 – List of References**

1. Resettlement Plan (RP) Henganofi Nupuru Sub-Project, March 2016
2. Third and Fourth quarter social monitoring reports, July 2018
3. Back to Office Report of HRMG Environmental Officer and Quarterly Reports.
4. Conformed Documents for the Improvement Works and Long-Term Performance Based Maintenance Service (LTPBM) for Henganofi Nupuru Road. Contract Number CSTB 3533.

## **APPENDIX 2: -- List of People Interviewed**

1. Mr. Alberto Fieramosca – Resident Engineer PSC.
2. Mr. Leonilo Q. Tavera – Resident Engineer PSC
3. Alphonse Niggins, Senior Field Coordinator, HRMG
4. 5. Steven Kolaiye – National Resettlement Specialist, PSC
5. Paul Nombri, Manager, Technical Services, HRMG
6. Nazmie Ruape, Social Safeguards Officer, HRMG
7. Graham Tofagau, Public Relations Officer, China Wu Yi Co., Ltd
8. Anita Uvovo, Environmental Officer, HRMG
9. John Upave, Community Relations Officer, HRMG
10. Terrix Lanefae, Public Relations Officer, China Wu Yi Co., Ltd
11. James Andowawe, Health and Safety Officer, China Wu Yi Co., Ltd
12. Joel Yawaye, Environmental Officer, China Wu Yi Co., Ltd

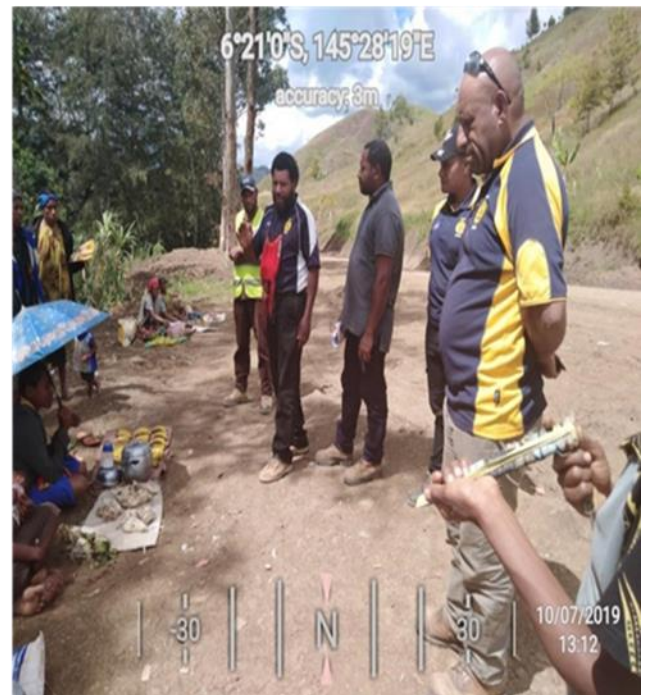
### APPENDIX 3: Photographs



**Photo 1:** Socio Economic Survey Coordination meeting facilitated by International Social Safeguards & Environmental Specialist of Renardet S.A Engineering.



**Photograph 2:** Public consultation at Nupuru Junction CH 34+000. The road influence zone communities expressed their gratitude to GoPNG and ADB for funding a much-needed road network that would serve rural farmers as well as for other socio-economic benefits.



**Photograph 3:** Briefing of GRC members Mr. Dominic Keowa, PWM EHP and Mr. Jones Sunaba DOW supervisor regarding their Terms of Reference (TOR) prior to the re-verification exercise



**Photograph 4:** Female Spotter engaged along project site to facilitate the movement of vehicles. This is one of the non-payroll activities that are predominantly given to women.



**Photograph 5:** Mothers selling garden food and reselling store goods at Fore Market. Income derived from this activity augments household income.



**Photograph 6:** A newly purchased pmv bus by a local coffee grower. Upon interviewing, the driver said that he makes 5 – 7 trips per day and receives K500 – K600 per day for the bus owner.