

Semi-annual Report

August 2018

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

Prepared by Department of Works for the Asian Development Bank

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SEMI-ANNUAL SOCIAL SAFEGUARDS MONITORING
REPORT No. 2

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

Pangia – Wiru Loop Road Sub-Project
(January–June 2018)

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

August 2018

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ABBREVIATIONS

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

EXECUTIVE SUMMARY

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

their respective Deeds of Releases (DORs) and photographs of each AP were also taken when they received the payments in front of their ward leaders/councillors.

- K. There were 10 public consultations conducted with roadside communities in the Pangia-Wiru Loop sub-project road at numerous intervals from January to June 2018 covering all the affected wards. There were a total of 550 participants and out of this total, 350 were males (63.63%) while there were 200 females (36.36%).
- L. There were 250 participants who belonged to AP households. This number represented 45.45% of total public consultation participants. Most of the concerns were resettlement and construction related issues. Other issues were resolved on site by the civil contractor and others were resolved by HRMG through the grievance redress committees.
- M. The GRCs have convened meeting several times to deliberate on the merits of claims filed before them. During the covered period, GRCs have convened 2 meetings and deliberated on grievances filed by APs. After completing the fourth GRC meeting, the final lists of genuine grievances as approved in deliberations were submitted to HRMG for settling payments. The total number of grievances filed by APs was 1,600 and out of this total 1,145 (71.56%) claims were considered as genuine while 455 (28.43%) claims were considered not genuine by GRC.
- N. The total of 1,145 grievances considered genuine was fully settled as of 28 March 2018. The payments were made effective in Pangia Station. Majority of APs have turned up during the payment disbursement and fully received their payments.
- O. There were 155 new grievances filed with HRMG during the covered period (January – June 2018). The grievances have been registered in the complainant log-sheet and would be presented to GRCs for deliberations in the next GRC meeting. Final results from GRCs will be communicated to HRMG for further actions. The grievances filed by aggrieved APs were categorized into three (3) different groups; (a) under-payments, (b) environmental damages for 4.5km road section, (c) issue relating to ceremonial grounds , (d) issue relating to School Grounds
- P. Based on the RP, HRMG has fully complied with (a) full payment of all affected assets within the construction limits; (b) conducted public consultations and disclosure of project information and entitlement policies; (c) established a functioning grievance redress committee; and (d) set up its internal monitoring system for this sub-project.
- Q. **Direct Employment** – For the months of January to June 2018, the Pangia-Wiru Loop subproject was able to generate 1,344 payroll positions with estimated wages of Kina 672,000.00 or a monthly average of Kina 112,000.00 for the month of January to June 2018. Out of this total, 388 employment payroll positions were filled up by residents of East Pangia LLG with an estimated wage of Kina 194,500.00. For the South Wiru LLG, the project was able to generate 590 payroll positions with an estimated wages equivalent to Kina 295,000.00 from January to June 2018.
- R. **Women's Participation – Women's Participation** – For the first half of 2018, there were a total of 152 female workers directly employed by the contractor classified as payroll activities earned an estimated wage of Kina 76,000.00. For the same period the total of 257 women participated in non-payroll activities was earning a total of Kina 128,500.00. For the covered period women directly and indirectly participated in the construction activities was earning a combined total of Kina 204,500.00

- S. **Other Benefits** – The customary land owners earned a total of Kina 34,710.00 or a monthly average of Kina 5,785.00 as royalties from the operations of the quarries for the project. Additionally, customary land owners earned a total of Kina 90,000.00 for land leases paid for the camp and other facilities located at Lagani Campsite (Km 13.600). Furthermore, local purchases of the contractor netted the surrounding communities a total of Kina 2,700.00 for the month of January to June, 2018.
- T. There are three (2) pending matters on the implementation of the RP and these are the; (a) expeditious resolution of the 155 grievances filed before the GRC and the prompt payment of meritorious grievances by HRMG, (b) settling issues relating to previous environmental damages done by local contractor within 4.5km road section and (c) the implementation of in-kind assistance to two (2) schools and two (2) ceremonial grounds that will be adversely impacted by the project.

1.0 INTRODUCTION

1.1 PROJECT BACKGROUND

1. 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.

2. 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.

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

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

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

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

1.2 SUB-PROJECT DESCRIPTION

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

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

9. The candidate road will serve an estimated population of 63,478 persons (2011 Census of Ialibu/Pangia District). This area is a potential route connecting the Highlands Region to Port Moresby, the capital of PNG. This area is also a potential route to transport petroleum and mineral resources.

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

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

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

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

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

2.3 INSTITUTIONAL ARRANGEMENTS

15. 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.

16. 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 HHRIP subprojects to carry out the planning, implementation and monitoring for land activities, as required and is based in Mt. Hagen.

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

namely Eastern and Western Sections of the Highlands Region. The details are shown in Appendix 3.

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

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

20. 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

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

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

23. This Semi-Annual report is based on data gathered from several sources. The primary data was gathered through key informants' interviews (KIs) with project staff, officials, community leaders, the contractor and APs. More in-depth focused group discussions (FGDs) were conducted with APs to gather relevant information on resettlement, the manner of implementation of RP and its impacts and finally direct and indirect benefits accruing to the APs. The secondary data sources were gathered through the monthly reports prepared by Environmental Officers of HRMG and National Environmentalist of the Construction and Supervision Consultants (CSC). Some required information is provided by the Community Relations Officer and is presented in this report.

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

- Budget and Time Frame;
- Delivery of Compensation and Entitlements;
- Public Participation and Consultations;

- Benefit Monitoring;
- Requirements for Remedial Actions.

2.0 BUDGET AND TIME FRAME

2.1 SAFEGUARDS STAFFING

25. 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 APs have been mobilized since Tranche 1 and Tranche 2 and is now fully staffed to undertake its responsibilities in Tranche 3.

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

27. 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.

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

29. 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.

2.2 CAPACITY BUILDING AND TRAINING ACTIVITIES

30. During the covered period from January to June 2018, there were a total of three (3) training seminars conducted. The first training seminar was conducted on 18 March 2018 and was focused on tree planting and quarry management. The participants were the officials of the contractors, including their environmental officers, HRMG officials, CROs, staff and members of the project supervision consultants, specifically the resident engineers and the quantity engineer who will interact frequently with both the contractors and affected communities.

31. The second training seminar was conducted on 31 May 2018 and was emphasized on the issuance of notice of violation (NOV) and corrective action request (CAR). Both seminars was facilitated by the International Environmental Specialist in Mt.Hagen. The third seminar training workshop was conducted on 14 June 2018 and focused on the implementation of social safeguards activities and best approaches in reporting in alignment with ADB requirements. The training was facilitated by International Social Safeguards Specialist in ADB resident mission headquarter in Port Moresby.

3.0 DELIVERY OF COMPENSATION AND ENTITLEMENTS

3.1 MEMORANDUM OF AGREEMENT

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

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

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

3.2 PROCESS OF INITIAL COMPENSATION

35. 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 have been assessed by the HRMG staff. The total number of APs based on the Consultant's assessment was 62 households. In the verification survey, an additional 146 households are most likely to be affected. Hence, based on the updated master list, the total number of households totalled 208 households.

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

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

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

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

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

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

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

3.3 SECOND COMPENSATION PAYMENT BASED ON GRC' RECOMMENDATIONS

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

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

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

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

Carriage Way	Total APs	C & T	Structures	Fence	Grave	Total Amount
Left	595	119,806.00	74,870.00	9,361.00	1,640.00	205,677.00
Right	550	121,924.00	66,189.00	4,260.00	1,950.00	194,323.00
Total	1145					400,000.00

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

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

4.0 PUBLIC PARTICIPATION AND CONSULTATION

4.1 PUBLIC CONSULTATIONS AND WOMEN'S PARTICIPATION

48. A number of formal and informal public consultations were conducted along the road sub-project at numerous intervals. The consultations were conducted by Safeguards officers of HRMG, Community Relations Officer, and Officers from Construction Supervision Consultant as well as officials from Contractor. The Consultations were conducted as required from time to time.

49. Informal Consultations, meetings and group discussions were also conducted with roadside communities by local leaders and officials from the District. The Consultations were in relation to discussions on project related issues raised by roadside communities. Most of the concerns were resettlement and construction related issues. Other issues relating to civil works were resolved on site by the civil contractor and others were resolved by HRMG through the grievance redress committees.

50. For the covered period there were 10 public consultations conducted for the sub-project at numerous intervals from January to June 2018. The consultations covered all the affected wards especially when there were issues and concerns raised by roadside communities. There were around 550 participants in the 10 public consultations conducted. Out of this total, 350 participants (63.63%) were males while 200 participants (36.36%) were females. These are summarized in the following table 2: Summary of Public Consultations and Women's Participation.

Table 2: Summary of Public Consultations & Women participation

Month	# of Consultations	Male Participants	Female Participants	Total Participants	APs Who Participated
January	2	54	23	77	20
February	1	24	35	59	22
March	1	50	27	77	30
April	1	70	45	115	41
May	3	92	40	132	95
June	2	60	30	90	42
Total	10	350	200	550	250
Percentage		63.63%	36.36%	100%	45.45%

51. There were 250 participants who belonged to AP households. This number represented 45.45% of total public consultation participants. Important points discussed during the consultations included positive and negative impacts of the Project. Positive impacts discussed during the consultations include better road access would link to other basic services, generation of spin-off benefits, improve in socioeconomic activities, creation of employment opportunities and improve in livelihoods.

52. On the part of the contractor, it had conducted several public consultations basically on environmental and employment issues during the covered period. However, there were also some resettlement related issues that were raised during the contractor's public consultations. These issues have been submitted to HRMG and are now before the GRCs for deliberations. The final results will be communicated to HRMG for settling payments to genuine grievances.

53. As at the end of the current reporting period, there are still individuals who expressed discontent as they argue that while some of their structures were included in the recent validation, their affected crops were omitted. Accordingly, the CRO of HRMG and PRO of the contractor were tasked to review these issues and submit their recommendations. These issues

have been reviewed by HRMG and will be proceed to GRCs for deliberations and the results will be communicated to HRMG for further actions.

54. Negative impact of project discussed during the consultations includes; damages incurred by the previous contractor, loss of assets and other adverse impact to environment and eco-system and loss of land if necessary. Positive impacts reportedly outweigh the negative impact as local residents begin to realize the importance of having a better and accessible road. A brief summary of issues is summarized in **Table 3: Summary of Issues Raised During public Consultations**.

Table 3: Summary of Issues Raised During public Consultations

Consultation Location	Issues/Concerns Raised by APs	Response by HRMG Officers
Pupi Village Km26.080	There were 2 Ceremonial Grounds located at Pupi Village at Km 26.990 which the road will traverse so ADB could address the surrounding communities who collectively own the ceremonial grounds.	In-Kind assistance will be provided to the surrounding communities who will collectively benefit from them.
Payama Village Km 26.250	The road traverses 2 Primary Schools; Tunda Primary School at Km 25.100 and Williame Primary School at Km 30.00 hence communities requested DOW/ADB to at least provides some assistance to these two (2) pioneer schools in South Wiru LLG.	In in-kind development package will be provided to schools.
Maupini Village Km 19+100	Previous Environmental Damages.	Previous damages are caused by the local contractor, hence landowners could collectively lodge a formal complaint with the former contractor to address the issue. ADB/HRMG only addresses issues regarding assets within construction limits. Asset damages outside the construction limits will be on the account of the Contractor.
Kauwo Village Km 1.500	Previous environmental Damages done by local contractor.	The claims are now before the Department of Works for payment.
Tunda Primary School Km 24.600	Claims over school ground.	The claims are separate from the project hence it is now before the Department of Lands for proper review.

55. The discussions focused on previous damages caused by local contractor. Some expressed concerns over further environmental damages. There were some resettlement related issues such as unmarked graves and burial sites which were missed out during the DMS. These were referred to the GRCs and only approved claims have been submitted to HRMG for consideration.

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

57. During the verification process, HRMG personnel explained to the affected wards and villages the contents while they are verifying the affected assets. This includes the implementation process and their entitlements, overall objectives of the RP and the

establishment of a grievance redress mechanism. Upon the completion of the verification process, AP was informed about their affected assets and the valuation of the said assets which are to be presented to DOW/POM to secure payments.

58. APs 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.

4.2 GRIEVANCE REDRESS MECHANISM

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

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

Table 4: Composition of the Grievance Redress Committee

No.	Name	Position	District
1	Mr Samson Wereh	Asst DA lalibu-Pangia District	District Administrator
2	Mr Nixon Kanema	DAO/Project Officer	Pangia District Rep
3	Cr. Miriam John	South Wiru Rep	Women's Rep
4	Cr. Punopo	Kauwo 1 Ward Councillor	Affected Ward Councillor
5	Cr. Miwi Yawi	Kauwo 2 Ward Councillor	Affected Ward Councillor
6	Cr. Isaac	Kalane Ward Councillor	Affected Ward Councillor
7	Cr. Angula	Kauwo Ward Councillor	Affected Ward Councillor
8	Mr Mathias Awi Konga	HRMG Officer	Technical Adviser
9	Mr Garry Dum	HRMG Officer	Technical Adviser

4.2.1 NEW GRIEVANCES FILED WITH GRCs

61. For the covered period (January-June 2018), a total of 155 additional grievances have been filed with HRMG through the Social and Resettlement Unit. APs have aired their concerns about their assets being adversely impacted during the course of the civil works and claimed that neither HRMG nor Contractor have look into their claims. The claims have been registered in the complainant log-sheet and are now before the GRCs for deliberations. Only those commendable grievances as determined by the GRCs shall be scheduled for payment by HRMG.

62. The Grievances filed by aggrieved APs are in relation to missed out payments, under-payments and further environmental damages. Those grievances in relation to further environmental damages will be settled by the contractor. Other grievances are relating to ceremonial grounds and school grounds which is now before the GRCs to deliberate and the resolutions will be communicated to HRMG for proper actions. The details of the grievances are provided in the following Table 5: Summary of Complaints and Grievances in GRCs.

Table 5: Summary of Complaints and grievances in GRC from January-June 2018

Location	Total Number of Grievances Filed with GRC	Category of Grievances Filed		
		Missed Out	Assessed Damaged During Construction	Assets Under-Paid
Left Side	75	34	22	19
Right Side	80	41	33	6
Total	155	75	55	25

5.0 BENEFIT MONITORING

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

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

5.1 ROAD CONSTRUCTION EMPLOYMENT

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

66. From January to June 2018, the Pangia Wiri Loop project hired a total of 1,344 workers and personnel or an average of 224 persons per month. There were 1,192 males (88.69%) while there were 152 females (11.31%) during the covered period employed in the sub-project. There were 705 APs that were employed in the sub-project. This represents 52.41% of total persons hired. The breakdown is shown in the following Table 6: Summary of Monthly Employment by Gender.

Table 6: Summary of Monthly Employment by Gender: January-June 2018

Months	Male	Female	Total	APs Employed	Estimated Female Wages	Estimated Total Wages
January	184	20	204	95	10,000.00	102,000.00
February	197	23	220	100	11,500.00	110,000.00
March	201	26	227	120	13,000.00	113,500.00
April	204	28	232	120	14,000.00	116,000.00
May	203	28	231	125	14,000.00	115,500.00
June	203	27	230	145	13,500.00	115,000.00
Total	1,192	152	1,344	705	76,000.00	672,000.00
Average	198.67	25.33	224	117.5	12,666.67	112,000.00
Percentage	88.69%	11.31%	100%	52.41%	11.30%	100%

67. For the covered period, it is estimated that the contractor paid the 1,344 workers and personnel a total of Kina 672,000.00 or an average of Kina 112,000.00 per month. Out of this total, Kina 76,000.00 was paid to female workers from January to June 2018.

68. 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.

69. 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. These are construction of gabion baskets, line drains, rip-raps, head walls and stone sorting

70. For the covered period, there were a total of 257 women who worked and were paid for these 4 construction activities. There were 88 women who were involved in gabion works and 80 women who were involved in line drains. In addition, there were 59 women who were involved in assisting the construction of head walls and 30 women who were involved in other non-payroll construction activities. 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 Table 7: Summary of Women's' Participation in Non-Payroll Activities.

Table 7: Summary of Women's' Participation in Non-Payroll Activities

Month	Gabions	Line Drains	Head Walls	Others	Total
January	25	15	9	5	54
February	10	10	5	5	30
March	13	10	10	5	38
April	15	20	15	5	55
May	10	10	10	5	35
June	15	15	10	5	45
Total	88	80	59	30	257
Average	14.66	13.33	9.83	5	42.83
Percentage	34.24%	31.12%	22.95%	11.67%	100%

71. 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.

72. For the covered period, the 257 women working in the project for non-payroll activities were able to earn an estimated kina 128,500.00 from January to June 2018. The details are shown in the following Table 8: Estimated Monthly Income of Women in Non-Payroll Activities

Table 8: Estimated Monthly Income of Women in Non-Payroll Activities

Month	Total Number of Women	Estimated Wages (Kina)
January	54	27,000.00
February	30	15,000.00
March	38	19,000.00
April	55	27,500.00
May	35	17,500.00
June	45	22,500.00
Total	257	128,500.00

73. The monitoring for the covered period was able to disaggregate the employment data by affected local government level. There were a total of 1,344 persons employed from January to June 2018. Out of this total, 389 persons were from East Pangia LLG, 590 persons from South Wiru LLG, 254 from other LLGs while 111 were foreigners. The details are shown in the following Table 9: Summary of Employment by Origin.

Table 9: Summary of Employment by Origin from January to June 2018

Month	Foreigner	East Pangia	South Wiru Rural LLG	Others	Total
January	25	58	80	35	198
February	20	36	95	50	201
March	15	85	100	49	249
April	19	75	125	60	279
May	15	80	90	25	210
June	17	55	100	35	207
Total	111	389	590	254	1,344
Average	18.5	64.83	98.33	42.33	224
Percentage	8.25 %	28.94 %	43.89 %	18.89 %	100%

74. The subproject road traverses two local government units, namely East Pangia and South Wiru 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.

75. It is estimated that 389 workers from East Pangia LLG received Kina 194,500.00 from the covered period working in the subproject. For the same period, it was also estimated that the 590 workers from South Wiru LLG received Kina 295,000.00 from January to June 2018. 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 489,500.00 or a monthly average of Kina 81,583.33 for the month of January to June 2018. 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	East Pangia LLG	Estimated Wages	South Wiru LLG	Estimated Wages	Total
January	58	29,000.00	80	40,000.00	69,000.00
February	36	18,000.00	95	47,500.00	65,500.00
March	85	42,500.00	100	50,000.00	92,500.00
April	75	37,500.00	125	62,500.00	100,000.00
May	80	40,000.00	90	45,000.00	85,000.00
June	55	27,500.00	100	50,000.00	77,500.00
Total	389	194,500.00	590	295,000.00	489,500.00
Average	64.83	32,416.67	80	49,166.67	81,583.33

5.2 BENEFITS FROM QUARRY OPERATIONS

76. The owners of the lands where the quarries are located are usually the tribes and clans who own the customary lands. However, there are tribe members who are assigned the portions of customary lands where the quarries are located. These tribal occupants suffer direct

disturbances and are entitled to a bigger share than ordinary tribal members. The royalties received each month are divided based on internal agreements within the tribes.

77. For the month of January to June 2018, there was three (3) operating quarry site and this is known as the Elu Quarry, Kabulbul Quarry whilst Tomiare Quarry did not produce any borrows during the month of January to June 2018.

78. During the covered period it was estimated that a total of 26,700 tons of borrows were extracted from both operating quarries. It is estimated that the amount of these burrows reached Kina 34,710.00 or a monthly average of Kina 5,785.00 and all of these amounts were paid to the land owners along the sub-project road. The details are shown in the following Table 11: Summary of Quarry Volume & Estimated Value.

Table 11: Summary of Quarry Volume & Estimated Value-JANUARY-JUNE 2018

Month	Elu Quarry (m ³)	Kabulbul Quarry (m ³)	Tomiare Quarry (m ³)	Total M ³	Total
Jan	0.00	1,000.00	0	1,000.00	1,300.00
Feb	0.00	1,500.00	0	1,500.00	1,950.00
March	0.00	2,000.00	0	2,000.00	2,600.00
April	3,900.00	4,600.00	0	8,500.00	11,050.00
May	4,000.00	4,200.00	0	8,200.00	10,660.00
June	2,000.00	3,500.00	0	5,500.00	7,150.00
Total	9, 000	16,800.00	0	26,700.00	34, 710.00
Average	1,650.00	2,800.00	0	4,450.00	5,785.00

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

5.3 OTHER DIRECT LOCAL BENEFITS

79. The contractor also leases customary land to locate their campsite and other facilities. The contractor has only one camp located at Km 13+600 and is known as Lagani Camp. The contractor pays a monthly lease of Kina 15,000.00 to the customary landowners for the locating the campsite there.

80. For the covered period, the contractor has paid an aggregate amount of Kina 90,000.00 to the customary land owners. The details are shown in the following Table 12: Summary of Lease Rental Paid to Customary Land Owners

Table 12: Summary of Lease Rental Paid to Customary Land Owners

Month	Lagani Camp(Km 13+600)	Total
January	15,000.00	15,000.00
February	15,000.00	15,000.00
March	15,000.00	15,000.00
April	15,000.00	15,000.00
May	15,000.00	15,000.00
June	15,000.00	15,000.00
Total	90,000.00	90,000.00
Average	15,000.00	15,000.00

81. There is only one construction camp located in the Pangia-Wiru loop road section. The camp has locally purchased various construction materials but also food, water, and miscellaneous items. For the months of covered period (January to June 2018), this camp spent Kina 2,700.00 to purchase those items locally produced and owned by the roadside

communities. The contractor on average spent around Kina 450.00 per month to purchase those items. The information provided below is an estimated figure obtained from the contractor. For instance, the contractor spent an average of Kina 200.00 per month to purchase local food items, Kina 100.00 per month to purchase local construction materials and Kina 100.00 per month to purchase of other local items. The details are shown in the following Table 13: Local Purchases.

Table 13: Local Purchases for the month of January-June 2018

Month	Local Purchases of Food	Local Construction Materials	Local Purchases of Other Items	Other Local Expenditures	Total
January	250.00	100.00	100.00	0.00	450.00
February	250.00	100.00	100.00	0.00	450.00
March	250.00	100.00	100.00	0.00	450.00
April	250.00	100.00	100.00	0.00	450.00
May	250.00	100.00	100.00	0.00	450.00
June	250.00	100.00	100.00	0.00	450.00
Total	1,500.00	600.00	600.00	0.00	2,700.00
Average	250.00	100.00	100.00	0.00	450.00
Percentage	55.55%	22.22%	22.22%	0.00%	100%

82. 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 sufficient skills and capacity to carry out maintenance work.

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

- a) assistance and support to social obligations for roadside communities,
- b) assist locals by transporting sick people to nearby health centres;
- c) fuel to police and security personnel;
- d) crushed materials (gravel) to schools and churches as requested;
- e) coffins and other materials to close relatives of the deceased.

5.4 SUMMARY OF BENEFITS FOR THE FIRST HALF OF 2018

84. **Direct Employment** – For the months of January to June 2018, the Pangia-Wiri Loop subproject was able to generate 1,344 payroll positions with estimated wages of Kina 672,000.00 or a monthly average of Kina 112,000.00 for the month of January to June 2018. Out of this total, 388 employment payroll positions were filled up by residents of East Pangia LLG with an estimated wages of Kina 194,500.00. For the South Wiru LLG, the project was able to generate 590 payroll positions with an estimated wages equivalent to Kina 295,000.00 from January to June 2018.

85. **Women's Participation – Women's Participation** – For the first half of 2018, there were a total of 152 female workers directly employed by the contractor classified as payroll activities earned an estimated wages of Kina 76,000.00. For the same period the total of 257 women participated in non-payroll activities was earning a total of Kina 128,500.00. For the covered period women directly and indirectly participated in the construction activities was earning a combined total of Kina 204,500.00.

86. **Other Benefits** – The customary land owners earned a total of Kina 34,710.00 or a monthly average of Kina 5,785.00 as royalties from the operations of the quarries for the project. Additionally, customary land owners earned a total of Kina 90,000.00 for land leases paid for the camp and other facilities located at Lagani Camp. Furthermore, local purchases of the contractor netted the surrounding communities a total of Kina 2,700.00 for the month of January to June, 2018.

6.0 REMEDIAL ACTIONS TAKEN

87. Based on the last semi-annual social safeguard monitoring report of 2017, there are some aspects that should be immediately addressed. There are also some aspects that require improvement to have a clearer picture of the benefits that are being derived from the subproject road. The following paragraphs contain brief discussions on the remedial actions taken on some of these matters.

6.1 SETTling OF PENDING GRIEVANCES

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

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

6.2 CONSULTATION ON IMPLEMENTATION OF IN-KIND ASSISTANCE

6.2.1 CONSULTATIONS WITH AFFECTED CLANS RELATING TO CEREMONIAL GROUNDS

90. A Consultation was conducted with affected wards/clans relating to issues over two (2) ceremonial grounds located at chainage: 26.080 and chainage: 26.250 respectively. APs were advised during the consultations that the ceremonial grounds will be paid an in-kind compensation in lieu of compensation payment in monetary form.

91. During the consultations representatives of the affected wards who are the sole owner of the ceremonial grounds have collectively agreed that they have accepted to receive the in-kind assistance to be provided as part of compensation payment for the adverse impact to done to ceremonial grounds during the course of civil work.

92. Based on the collective suggestion raised by the representatives of the affected communities in 2 tribal clans about the community projects, the following are some of the projects that were preferred by the affected communities and others living within the vicinity of the ceremonial areas. The details are shown in the following table 14: Community Projects Nominated by Affected Clans.

Table 14: Summary of Community Projects as Nominated by Affected Clans

Location of Ceremonial Ground	Community Projects as Nominated by Affected Tribal-Clans
Pupi Village Chainage 26+080	1) Lucas Saw Mill for cutting Timbers; 2) Providing generator which could provide electricity services for the surrounding communities; 3) Providing building materials to affected communities ;assist them in constructing new houses; 4) Funding community halls which could cater a little market place for mothers.
Pupi Village Chainage 26+250	1) Providing generators for the Catholic Church situated within the Ceremonial ground; 2) Providing Generator that could provide electricity services for the surrounding communities; 3) Funding existing elementary school by providing building materials and water tanks to cater clean water to school and communities; 4) Funding community halls which could cater a little market place for mothers.

93. Final consultations will be conducted with leaders and legitimate owners of these two (2) affected ceremonial grounds to finally select what community projects they most prefer. They collective decisions will be communicated to HRMG for taking proper actions in settling these issues.

6.2.2 CONSULTATIONS CONDUCTED RELATING TO SCHOOL GROUNDS

94. Another separate consultation was conducted with the representatives of the two (2) affected schools namely Tunda Primary School located at Chainage: 24+600 and Williame Primary School located at Chainage: 28+700. Issues discussed during the consultations are relating to adverse impacts done to assets situated with the perimeter of schools.

95. There are several consultations conducted with landowners of Tunda Primary school in relation to a separate claim submitted to the Department of Lands and Physical Planning over the use of customary land in establishment of the school. This is a separate claim and is now before the court to decide the validity of the claim. However HRMG has proposed in providing an in-kind assistance to Tunda Primary school as part of compensation payment for adverse impact done to assets within the school area.

96. The head teachers for both Schools have raised concerns that the civil works for the road sub-project will have a long-term positive effect for the school and they really appreciated the project. However, they have raised concern that the civil works will also have negative effect to the school areas such as affecting fences, improvements and buildings. Also the school grounds will be affected as the road will pass through and have asked ADB/DoW to look at some possible mitigation measures to address the issue.

97. The Head teachers and Board Members of two (2) schools, have collectively agreed to receive the in-kind assistance to be provided as part of compensation payment for the adverse impact to done to assets within the school perimeter. The details are shown in the following table 15: Summary of Proposed Types of In-Kind Assistance for Affected Schools.

Table 15: Summary of Proposed Types of In-Kind Assistance for Affected Schools.

Name of School & Locations	School Projects as Nominated by Head-Teachers & Board Members
Tunda Community School Chainage 24+500	1) Provision of construction materials for construction of classrooms and houses for teachers; 2) Tuffer tanks to be provided to cater water for the school; 3) Generators for supplying electricity services to school; 4) Provision of permanent fencing materials to fence the school perimeter.
Williame Primary School Chainage 28+700	1) Provision construction materials for construction of classrooms and houses for teachers; 2) Tuffer tanks to be provided to cater water for the school; 3) Generators for supplying electricity services to school; 4) Provision permanent fencing materials to fence the school perimeter.

98. A final consultation will be conducted with leaders and legitimate owners of these two (2) affected ceremonial grounds to finally select what community projects they most prefer. They collective decisions will be communicated to HRMG for taking proper actions in settling these issues.

6.3 SETTLING COMPENSATION ISSUES FOR THE 4.5KM ROAD SECTION

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

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

7.0 FUTURE REQUIRED ACTIONS

7.1 PENDING ISSUES

101. There are some pending matters on the implementation of the Resettlement Plan (RP) and these are the; (a) expeditious resolution of the 155 grievances filed before the GRC and the prompt payment of meritorious grievances by HRMG and (b) settling issues relating to previous environmental damages done within 4.5 km road section.

7.2 IMPLEMENTATION OF IN-KIND ASSISTANCE

102. Providing in-kind assistance to two (2) schools that was adversely impacted by the project and providing in-kind assistance to two (2) ceremonial grounds that was adversely impacted by the project.

7.3 IMPLEMENTATION OF INCOME RESTORATION MEASURES

103. Under income restoration measures provided in the RP, the tribes and the clans will be provided with three (3) bus bays with provisions of road side vending and three (3) waiting sheds that will provide temporary storage areas for farm inputs and outputs as well as road side

vending areas. The timing of the construction of bus bays will be just after the sealing of the particular road section where these facilities will be located to ensure that these facilities will be undertaken in coordination with the whole road sub-project.

104. During the detailed design phase, there were already candidate areas where these bus bays and waiting sheds will be located. These were determined and confirmed through consultations with local leaders and through observations to determine the human traffic in these candidate junctions. Another round of consultations will be conducted to determine with finality the locations of these bus bays and waiting sheds. The proposed locations of these facilities based on the approved resettlement plan are shown in **Table 16: Proposed Locations of Bus Bays and Waiting Sheds**

Table 16: Proposed Locations of Bus Bays and Waiting Sheds

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

APPENDICES

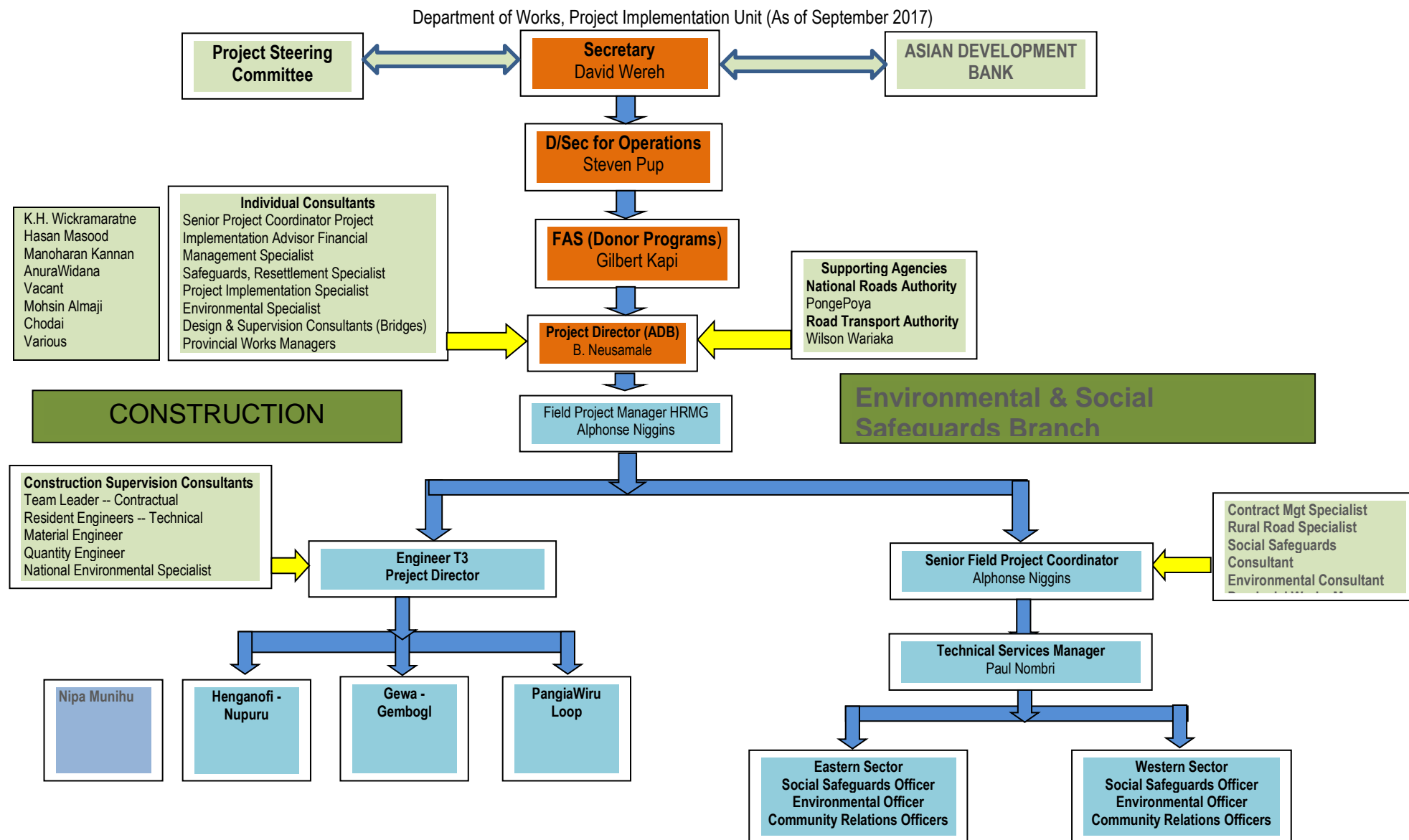
APPENDIX 1 – LIST OF REFERENCES

1. Resettlement Plan (RP) Pangia-Wiru Loop Sub-Project, March 2016
2. Initial Compensation Payment Completion Report, May 2017
3. Brief Resettlement Completion Report, June 2017
4. Resettlement Completion Report, July, 2017
5. Third Quarter Social Safeguard Monitoring Report, 2017
6. Semi-Annual Report (January – June 2017)
7. Highlights of the fourth GRC Meeting (2017)

APPENDIX 2: -- LIST OF PEOPLE INTERVIEWED

1. Alphonse Niggins, Senior Field Coordinator, HRMG
2. Paul Nombri, Technical Services manager, HRMG
3. Mathias Awi, Social Safeguards Officer, HRMG
4. Garry Dum, Environmental officer, Pangia-Wiru Loop
5. Samson Wereh, GRC Chairperson and District Administrator, Ialibu-Pangia District
6. Nickson Kanema, District Affairs Officer, Ialibu-Pangia District
7. Nickon Toropia, Community Relations Office (CRO), Pangia-Wiru Loop Road Sub-project
8. Carlton Punupo, Community Relations Office (CRO), Pangia-Wiru Loop Road Sub-project
9. Ms. Miriam John, Women's Representative and Member to GRC
10. Cr. Charles Angula, Ward Councillor, Kauwo Ward 1 Councillor
11. Cr. Joe Pere, Kaluwe Ward Councillor
12. Patrick Kone, Office of Prime Minister, Ialibu-Pangia District
13. Cr. Issac Karepe, Kalane ward Councilor
14. Ms. Jenny Max, Women's Representative, Kauwo Ward

Appendix 3:-- Organizational Chart



Appendix 4: Photographs



Figure 1: Showing Public Consultation conducted by a HRMG Community Relations Officer at Kauwo Market Place (Km 1.500). Being presented are project information and how to go about in addressing resettlement related issues.



Figure 2: Showing Women's participation in Non-Payroll Construction Activities. These two (2) women cleaning the stones which were used in the construction of line drainages. Similar tasks were carried out by women along the subproject road.



Figure 3: Roadside Vendors selling food items along the road subproject. The food items were sold to commuters and construction workers working along the road subproject. There is a gradual increase in roadside selling activities due to a gradual rise in income received from participating in construction activities.



Figure 4: Vendors selling food items at a roadside Market at near the contractor's campsite at Lagani Village (Km 13 +600)



Figure 5: Showing a 25-Seater PMV Coaster Bus fetching passengers at Koyabu Primary school (Km 8+200).



Figure 6: Showing Bags of dry beans of coffees being ready for transporting to a coffee factories in Mt.Hagen.



Figure 7: Showing Senior Field Project Coordinator giving an overview of the project during the fourth GRC Meeting held at the Conference room of HRMG. The participants were GRC members together with all leaders of the affected LLG wards. Being presented in the meeting are clarifications on certain issues affecting the progress of works and methods of settling grievances from aggrieved APs based on recommendations from GRCs.



Figure 8: Showing an AP signing the Deed of Release before receiving the Payment. It was witnessed by Representative of the Office of Prime Minister (left) & HRMG Safeguards Officer.