

Semi-annual Report

August 2018

HIGHLANDS REGION ROAD IMPROVEMENT INVESTMENT PROGRAM -PROJECT 3 Gewa-Gembogl Road Sub-Project

Prepared by Department of Works for the Asian Development Bank

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SEMI-ANNUAL SOCIAL SAFEGUARDS
MONITORING REPORT

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

Gewa to Gembogl Road Sub-Project

January – June 2018

Prepared by the Highlands Roads Management Group of the Department of Works
for the Asian Development Bank.

August 2018

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ABBREVIATIONS

ADB	- Asian Development Bank
AMCS	- Ambumangre Micro Credit Scheme
BTOR	- Back to Officer Report
CHEC	- China Harbour Engineering Company
CRO	- Community Relations Officer
CSC	- Construction Supervision Consultant
CSTB	- Central Supply and Tenders Board
DLP	- Defects Liability Period
DMS	- Detail Measurement Survey
DOW	- Department of Works
DSRT	- District Sanctioned Reassessment Team
EA	- Executing Agency
ESSU	- Environment and Social Safeguards Unit
FPM	- Field Project Manager
GOPNG	- Government of Papua New Guinea
GRC	- Grievance Redress Committee
GRM	- Grievance Redress Mechanism
HCRN	- Highlands Core Road Network
HIV/AIDs	- Human Immunodeficiency Virus / Acquired Immune Deficiency Syndrome
HRMG	- Highlands Road Management Group
HRRIIP	- Highlands Region Road Improvement Investment Program
IA	- Implementation Agency
LLG	- Local Level Government
LO	- Land Owner(s)
MFF	- Multi-tranche Financing Facility
MOA	- Memorandum of Agreement
MTS	- Manager of Technical Services
NRA	- National Roads Authority
PC	- Public Consultation
PIU	- Project Implementation Unit
PNG	- Papua New Guinea
RE	- Resident Engineer
RP	- Resettlement Plans
SFPC	- Senior Field Project Coordinator
WHP	- Western Highlands Province

1.0 INTRODUCTION

1.1 Background

1. Papua New Guinea's (PNG) Highlands Region comprises of the Provinces of Eastern Highlands, Chimbu, Jiwaka, Western Highlands, Enga, Southern Highlands and Hela which contribute significantly to PNG's economy through their agricultural produce and natural resources of mineral, oil and gas. Thus, a well-maintained Highlands Core Road Network (HCRN) is essential to facilitate the movement of goods and services as well as the people in this region.
2. As such, the Government of PNG (GOPNG) over the years has heavily invested financially in constructing roads and improve maintenance on some sections of the highlands highway. There is still a lot of sub-roads sections that were deteriorated and lack maintenance over many years.
3. This has prompted the GOPNG to negotiate a Multi-Tranche Financing Facility (MFF) Loan with the Asian Development Bank (ADB) to be implemented through the Highlands Region Road Improvement Investment Program (HRRIP).
4. The arrangement addresses the deteriorating HCRN by way of enforcing regular maintenance on those roads that are in good condition as well as upgrading and rehabilitating those that are in poor condition. Equally notable is the arrangement in place to ensure ongoing maintenance once completed and after the one year Defects Liability Period (DLP) through National Roads Authority (NRA).
5. HRRIPs focuses on the HCRN has now produced successful completion of Tranche 1 project comprised of Laiagam–Porgera and Mendi–Kandep sub-roads sub-projects. For Tranche 2 Project, Kotna–Lampramp is completed and now into the Defects Liability Period (DLP) whilst; Ialibu–Kagua has seen construction work completed but awaiting formal completion reports from DOW through HRMG and; Mendi–Tambul is nearing its completion. Tranche 3 includes the upgrading and rehabilitation of Hengonofi-Nupuru Road, Gewa-Gembogl Road, Pangia-Wiru Loop Road and, Nipa-Munihu Road which have all commenced construction activities.

1.2. Institutional Arrangement

6. The National Department of Works is the Executing Agency (EA) for the whole HRRIP whilst the Highlands Roads Management Group (HRMG) is the Implementation Agency (IA) and it is based in Mt. Hagen of Western Highlands Province (WHP). A Project Implementation Unit (PIU) was established by DOW headed by a Project Director which manages the daily routine activities of the program. The HRMG is headed by a field project manager, supported by project engineers and field operation staffs as well as safeguards officers and supervision consultants.
7. The Executing Agency (DOW), according to the arrangement delegates to HRMG the overall responsibility in overseeing the planning, implementation and monitoring of HRRIP trenches. Most notable is its role in ensuring smooth acquisition of user rights for additional land as well as compensation for damages on project-affected land and livelihood restoration activities to ensure compliance to ADB Safeguards Policy Statements 2009 and RPs and loan covenants.

8. The DOW has two (2) units and they are; Project Implementation Unit (PIU) based in Port Moresby; and Highlands Roads Management Group (HRMG) based in Mt. Hagen with the latter being DOW's Implementation Agency (IA) for HRRIP sub-projects headed by the Field Project Manager (FPM).
9. Further, FPM work is supported by two sub-units and they are; the construction unit headed by the Engineer and the Social and Environmental Safeguards Units headed by the Senior Field Project Coordinator (SFPC).
10. The SFPC is ably supported by the Manager of Technical Services (MTS) and Environmental Safeguards, HIV/AIDs, Gender, Social Safeguards and Resettlement Field Officers.

1.3. Reporting Protocol

11. Routine site visitation of project sites either once or twice a month by Project Environmental Officer, Social Safeguards Officer and Resettlement Officer tasked to each sub-project. The HIV/AIDs Officer and Gender Officer also provides reports through the back to office reports (BTOR). Officers may return to the project site or stay at the regional if there is unforeseen circumstances usually regarding resettlement and environmental issues.
12. Monthly reports are done based on site visits and submission of BTORs and other field reports whilst Quarterly Reports captures the three monthly report's performances. The two Quarterly Reports then form the basis for the semi-annual reports that are being submitted to ADB and DOW head quarter through PIU.
13. Safeguards monitoring, and reporting is done by field safeguards officers from HRMG and vetted by International Safeguards specialists based in HRMG in Mt. Hagen. Daily and weekly monitoring of safeguards are implemented by the contractor safeguards officers and supervised by the CSC Specialist who prepares weekly and monthly and quarterly reports to HRMG. The HRMG prepares the semi-annual safeguards monitoring reports on behalf of DOW and forward to PIU and DOW's Environmental and Social Safeguards Unit (ESSU) for vetting and finalization prior to submission to ADB for disclosure purposes.

1.4. Project Description

14. The 21.03 kilometer (km) road section from Gewa Bridge to Gambogl village is one of the subprojects under Tranche 3 of the HRRIP. The road section starts at Kundiawa Township and proceeds to Gewa then to Gambogl. However, the first 10.6 km from Kundiawa to Gewa has already been rehabilitated with funding from the Government.
15. This sub-project covers 14 affected tribes under nine council wards namely; Gewa, Bombanuno, Yombai, Duglpagl, Umbai, Golgme, Sumburu, Womatne, and Gambogl. These nine council wards are either in Nilgkande Local Level Government (LLG) or Mitnande LLG in the Kundiawa Gambogl District.
16. The entire existing road is of 21.03 km in length it is situated on customary land, but rapid assessment conducted by the design team in March 2015 concluded there were no improvements including residential, trade stores or any other structures that would be affected by this sub-project.

17. The sub-road project from Gewa to Gembogl was categorized as C, according to ADB project categorization on social safeguards which stated that impacts will be insignificant, however there may be some unanticipated impacts during construction whereby the Gewa-Gembogl District Authority and DOW has established a Memorandum of Agreement (MOA) with the local tribal communities to address and mitigate those impacts during construction phase.

1.5. Purpose and Methodology

18. This is the first semi-annual report for 2018 for the Gewa - Gembogl Road and presents the status of Social Safeguards ensuring compliance with the approved Resettlement Plan (RP) and loan covenants for this Project.
19. This road section covered by CSTB #3530 was signed on the 3rd May 2017 entered into by the National Department of Works representing the Independent State of Papua New Guinea and China Harbour Engineering Company (CHEC) with the official project commencement date being 06/07/17. However it was further delayed to 4th September 17 due to non-payment of mobilization funds to contractor.
20. As of 31 June 2018, the end of this semi-annual report coverage. The clearing and grubbing is still continuing; line drainage; retaining walls are concurrently built; whilst camp setting, quarry identification and setting and other mobilization associated work have all been completed.
21. This report would focus on the implementation of resettlement activities and will discuss few parameters or indicators that will be utilized to internally monitor the implementation of the remaining resettlement activities. These indicators include; public consultations; grievance redress; and monitoring of direct and indirect project benefits. Long term impact assessment will be done after the completion of the project.

2.0 RESETTLEMENT ACTIVITIES

2.1 Memorandum of Agreement

22. DOW negotiated and entered into a MOA with all affected tribes and clans for the free use of the minimal additional land required to rehabilitate and upgrade the Gewa Gembogl Road.
23. The affected tribes and clans had also validated the permission given prior during colonial administration by forefathers to use their land for the existing road. The Gewa-Gembogl Road is on the existing road corridor that is linked to the foot of famous highest mountain of PNG, the Mt. Wilhelm.
24. MOAs did not cover the structures, trees, crops and land improvements located in the affected lands thus are still subject to payment similar to other HRRIP projects. Moreover, the payments was done in accordance to updated Valuer Generals Schedule.
25. There are no direct compensation to acquire the use of lands required for the sub-road project. The road is national road and state owned which the government is rehabilitating.

2.2 Resettlement Plan

26. According to the Resettlement Plan (RP), there is no affected private or communal structures, crops and trees, graves and fences or other assets as the road will be within the existing road corridor. However, it has been recently identified that such was not the case thus, a survey was sanctioned and conducted by District Authority and payments done in early 2017 for affected assets, especially food/tree crops and structures.
27. In recognition for their cooperation as shown in their past efforts to shift some of their assets away from the road alignment, emphasis has been placed on income enhancement measures aiming to mitigate the non-measurable effects on the communities. These are discussed below.

2.3. Income Enhancement Measures

28. Income enhancement measures included in the RP and signed contract shall be implemented prior, during and after the construction either by GoPNG or Contractor. The income enhancement measure include Income and Livelihood Enhancement Training and Workshops as well as the construction of Bus Bays. Employment opportunities for both skilled and unskilled labours and mothers selling local fresh produce.
29. **Ambumangre Micro Credit Scheme (AMCS)** – has been engaged to conduct Trainings and Seminars related to Livelihood Enhancement through:
 - a) Business Development Training - Training for owners of roadside trade stores, canteens, side road vendors on generating additional income and finance management. It also includes micro finance and credit.
 - b) Agriculture and Farming Techniques - Training on crop rotation, spacing of seedlings, nursery operations, soil erosion control and composting.
 - c) Chicken Husbandry - Trainings were conducted on how to raise chicken to augment family income using locally available poultry feed substitutes. Selected participants were provided with a pair of cross chickens for breeding purposes.
30. Despite the good work by AMCS in Livelihood/ Income Enhancement Program for this project, HRMG points out that it still has no records or has not been given any formal progress updates by ESSU who has initially oversee these activities.
31. **Bus Bays** will be constructed as according to the Resettlement Plan (RP) also under Income Enhancement Measure. The construction of bus bays will be included towards the later stage of the completion part of the project.

3.0. PUBLIC CONSULTATION AND PARTICIPATION

3.1 Public Consultations

32. It is paramount that Public Consultations (PC) be implemented during project phases for clarity to members of affected tribes and clans. Local people and businesses has to be informed of the correct ways to lodge their grievances that arise from environmental damages caused by construction activity or any other Sub-project related activities. These are the responsibility of the contractor and the implementation agency.

33. DOW through HRMG would only be liable to address any issues if these emanate within the construction limits. Other than that, it is the responsibility of the contractor to adhere to its construction environmental management plans and social obligations and to respond to any un-anticipated impacts outside the construction limits.
34. The sub-project's Community Relations Officers (CROs) addresses all ongoing issues through PCs, meetings and grievance redress in close consultation with HRMG and CSC's Resident Engineer (RE). If issues at end are pressing and/or sensitive, then it would certainly require a scheduled public consultation to be attended by concerned parties. On this note, there have been 18 PCs held during this reporting period.

Table 1. Summary of Public Consultations held during this period.

Quarter	Number of PCs	Total Male	Total Female	Total Attendees	AP Attendees
1 st Qtr. 2018	7	94	42	136	99
2 nd Qtr. 2018	11	112	55	167	125
Total	18	206	97	303	224

Source: HRMG CROs Monthly Public Consultation Forms and Attendance Sheets

35. The Appendix 1 shows some of the photos taken during Public Consultations at various locations along the road project.

3.2. Grievance Redress Mechanism

36. Grievance Redress Mechanism (GRM) is established to receive as per RP and safeguards requirements. It facilitates and deliberates on all grievances received from the DPs who may have some resettlement related complaints arising out of the project.
37. The establishment of the Grievance Redress Committee (GRC) for this sub-project was facilitated by HRMG as part of its delegated responsibility on 26 October 2016. However the original composition (below – Table 2) has slightly changed due to change in political leadership change and change of individuals to changes in jobs.

Table 2. Original composition of the GRC

No.	Name	Gender	Status	Organization	Position in
1	Surgen Gande	M	District	Kundiawa Gembogl	Chairman
2	Emmanuel	M	a/Provincial Civil	Chimbu Works	Ex – Officio
3	Francesca	F	President	Chimbu Women	Women Rep
4	Arnold Gende	M	Ward Councilor	Mitnande LLG	Councilors
5	Andrew Wena	M	LLG President	Mitnande LLG	LLG Official
6	Fr. George Mondia	M	Catholic Priest	Catholic Church	Church Rep
7	Charlie Guambie	M	LLG Manager	Nilgkande LLG	LLG Official
8	Mathias Awi	M	Social Safeguards Officer	HRMG	Technical Advisor

38. As stated above, the original composition has changed and thus reasons are here for clarity. Chairmanship position is now held by Mr. Nixon Nebare (incumbent District Administrator also engaged in the same project) in place of Mr. Surgen Gande (former District Administrator)
39. Fr. John Bige to replace Fr. George Mondia who has been transferred to Lae. a/PCE Kundiawa Works Mr. David Gigmai to be Ex-Officio replacing Mr. Emmanuel Kenwai who is now with Renardet SA Consultants engaged in the same project. HRMGs Technical Advisor Mr. Mathias Awi to be replaced by Mr. Jerry K Maki and Mr. Newman Paraka both from HRMG.
40. The new inclusion in the GRC would be National Social Safeguards and Resettlement Specialist from Renardet, Mr. Steven Kolaiye.

Table 3. Current Gewa Gembogl Composition

No.	Name	Gender	Status	Organisation	Position in GRC
1	Nixon Nebare	M	Administrator	Kundiawa Gembogl	Chairman
2	David Gigmai	M	A/ PCE	Works Chimbu	Ex-Officio DOW
3	Francesca Moiyoy	F	President	Chimbu Women Association	Women Rep
4	Arnold Gande	M	Ward Councillor	Mitnande LLG	Councillors Rep
5	Andrew Wena	M	LLG President	Mitnande LLG	LLG Official
6	Fr. John Bige	M	Priest	Catholic Church	Church Rep
7	Charlie	M	Manager	Nilgkande LLG	LLG Official
8	Steven Kolaiye	M	National Specialist, SSG	Renardet SA	Technical Advisor
9	Paraka Newman	M	Environmental Officer	HRMG	Technical Advisor
10	Jerry K Maki	M	Social Safeguards Officer	HRMG	Technical Advisor

3.2.1 First Grievance Redress Mechanism Meeting

41. There are several cases of under payments and missed outs in the proposed improvement payment that was executed by the former District Administration officers in Gewa-Gembogl. These grievances were considered thus prompted the first GRC meeting at the project site office in Kundiawa on Wednesday, 31st January 2018. The grievances were amicably resolved that all grievances in relation to the initial Improvement Payment initiated by the District Administration would be dealt within the project development phase through the “Pay as you Go Approach”.

3.2.2 District Sanctioned Reassessment

42. Due to influx in grievances, the local MP had sanctioned a District Sanctioned Reassessment Team (DSRT) headed by Mrs. Margaret Gari that commenced in March 2018. DSRT to review all grievances and finalize reports to be redress through the GRM.

43. District Sanctioned Reassessment Exercise had completed its first phase from Gewa Bridge to Seime Bridge and several genuine ones from further uplands. HRMG as reliably advised on 22nd May 2018, was handed a copy of the finalized report on 22nd June 2018 at Golme Contractors Camp site by Margaret Gari.

3.2.4 Second GRC Meeting

44. A second meeting was necessary between HRMG and the Sanctioned Team to meet to amicably resolve verification works on the grievances done by DSRT. The 67 grievances logged by HRMGs CRO in addition to 428 from the final verification work of the DSRT. The second GRC meeting purposely held to finalize the genuine aggrieved groups or individuals for eventual payment.

3.2.5 Construction Related Grievance

45. Due to the tough geographical terrain of the project area, more than 18 construction related grievances mainly on slippages have been lodged. This is related to environmental issues encounter during clearing and grabbing works.
46. DSRT also took note and advised the APs that their issues regarding slippages would be deliberated in the GRC. Many have raised their concerns with the contractor but were told that they shall be dealt through the GRC. HRMG however has advised the APs, DSRT and the contractor that all construction related issues should rightfully be addressed by the contractor and not GRC. DOW's and Contractor's special deliberation and for appropriate action and are provided in the Annex photographs.

4.0. DIRECT SOCIAL BENEFITS

47. The discussions under this section will focus on several parameters as follows.

4.1. Road Construction Employment

48. As stipulated through the provisions in the contract signed by contractor and DOW, local participation through employment of skilled and unskilled labourers as well as subcontracts should be encouraged.
49. Another critical aspect is the involvement of the women who should constitute 30% of the project workforce. As of the date of this report, it constituted only 17.72% which is still a shortfall of 12.28%. DPs constitute 70.70% of the total local workforce whilst other locals only 29.30%.

Table 4. Summary of Monthly Employment for Locals

Quarter	Male	Female	Total	%	DPs
1 st 2018	235	13	248	23.13%	131
2 nd 2018	647	177	824	76.87%	627
Total	882	190	1,072	100%	758
Total in % Jan – June 2018	82.28%	17.72%	100%		70.70%

Table 5. Summary of Local Women's' Participation in Non-Payroll Activities.

Quarter	Line	Gabions	Head Walls	Others	Total
1 st 2018	0	0	0	13	13
2 nd 2018	92	46	21	18	177
Totals	92	46	21	31	190
	48.40%	24.20%	11.10%	16.30%	100%

Table 6. Summary of Employment by Origin.

Quarter	Nilgkande LLG	Mitnande LLG	Other LLG	Foreigner	Total
1 st 2018	101	40	107	63	311
2 nd 2018	645	60	139	154	998
Totals	746	100	246	217	1,309
	57%	7.60%	18.80%	16.60%	100.00%

50. The next semi-annual reporting should cover the average wages per month for all locals with focus on women in payroll activities as well as non-payroll activities.
51. Local employment for the two LLGs may seem uneven but it is due to the common localization¹ approach by contractors. As work advances further uplands, there definitely would be an increase in employment for Mitnande LLG whilst Nilgkande would decrease.

4.2 Benefits from Quarry and Revenues

52. Sumburu Quarry in Ch: 24 + 350 has been identified and established and extraction has proceeded for June only. However data is not available thus would be included in July 2018 Monthly Report as well as in the Third Quarterly Report. After the third and the fourth internal quarterly reports, reliable data on this item should be available for the Second Semi Annual Report for 2018.

4.3 Other Local Benefits

53. The local purchases by the contractor composed of vegetables and fruits as well as local construction materials equally benefit the impacted communities in the project area. Below are the purchases of goods done for the period.

Table 7. Other local Benefits

Quarter	Construction Materials (K)	Purchases of Food (K)	Other Expenditures (K)	Total
1 st 2018	0.00	900	350	1,250
2 nd 2018	15,500	3000	3400	21,900
Total	15,500	3900	3750	23,150
	67%	17%	16%	100%

¹ Localization is a term used for employment of locals in that particular area where the project is been implemented.

5.0 INDIRECT SOCIAL BENEFITS

54. There are also indirect social benefits arising from the upgrading and rehabilitation of the subproject road. These include construction of new structures brought about by the road project and the increase of public motor vehicles plying the route and expected decrease of transportation fares because of improved accessibility.
55. These indirect social benefits as seen in Tranches 1 and 2 began appearing during the latter part of the construction duration, about one year after the start of the road construction activities. It would be prudent to wait at least a year before monitoring of these indirect social benefits would commence.

6.0 STAFF CAPACITY BUILDING AND TRAININGS

56. A very important component of the project is the staff capacity building by way of training, workshops and seminars. Equally important is the logistical support to staff members to diligently execute tasks in the field. Staffs are working in a harsh environment and difficult terrains that requires mobility and safety therefore appropriate logistic support can enhance the work performance of the safeguards staff members.
57. As such, two Social Safeguards Officers, Mr. Jerry Maki and Mr. Mathias Awi have attended a Safeguards Training Workshop on the 14 June 2018 in Port Moresby organized by ADBs PNG Resident Mission. (Photos below)
58. The staff members were given phone cameras after numerous requests. These cameras were eventually purchased and handed to officers working on each of the Tranche 3 projects. These cameras are essential to capture image and for report purposes.

7.0 SUMMARY & REQUIREMENTS FOR REMEDIAL ACTIONS

59. As of 31 June 2018, the end of this Semi-annual Monitoring Reporting (SMR) period on social safeguards and social impacts for Gewa Gembogl sub-project, the impact assessed on benefits has been substantial due to the roads works progressing on site with spin off benefits.
60. Issues were discussed, and resolutions were provided during consultations and are documented in the July monthly report as well as 2nd quarter report. Further updates will be provided in the next semi-annual safeguards reporting period.
61. Meetings with the DSRT is necessary for mutual arrangements to be in place between DSRT and HRMG and contractor to resolve issues and redress grievances as the project is under implementation.
62. A copy of the progress and final reports for the Livelihood Enhancement Program facilitated by Ambumangre Micro Finance Scheme has to be submitted to HRMG for monitoring purposes.
63. There is hostility between Mitnande LLG and Nilgkande LLG as aftermath to the 2017 PNG National Elections which resulted in many casualties. As such, HRMG has considered it necessary for the best interest of the project to enlist a CRO for the

Mitnande LLG. Mr. Joe Ulka, a former public servant and reputable citizen has been considered and anticipates in the project.

64. HRMG and CSC Safeguards officers will closely monitor the progress of the implementation of safeguards, carry out joint consultation meetings and awareness together with the contractor and Gembogl district officers in the affected communities. GRC meetings will be maintained to deliberate on issues and provide resolutions and advise on the project impacts and mitigations measures and following up on the livelihood implementation programs.

8.0 CORRECTIVE ACTION PLAN

Table 8: Below are some of the suggested corrective Action Plan/Activities:

Activit	Social issues	Item and Corrective Action	Responsibility	Completion D
1	Income enhancement Programs Implementation continues	Service Providers - Ambumangre Micro Credit Scheme, an NGO to provide Income enhancement Programs such as Training in SME, Agriculture and husbandry programs	HRMG/ CSC/ ESSB	Nov 2018
2	Grievance especially environmentally related issues such as erosion, slippage, etc	Provide Report on how the Grievances has been resolved or mitigated and records made available to GRC	HRMG/ CSC/ ESSB	Nov 2018
3	Data on Quarry and Camp site agreements with LOs and Contractor	Contractor to provide information on MoUs and other existing agreements signed with LOs regarding the rent/or purchase of land for the	HRMG/ CSC/ ESSB	Nov 2018
4	Livelihood Restoration Final Report Submission	Final reports for the Livelihood Enhancement Program facilitated by Ambumangre Micro Finance has to be submitted to HRMG	DOW-ESSU/NGO.	Nov 2018

APPENDIX 1. PHOTOGRAPHS

A. Ch: 1 + 250 – Bombanuno Market



Photograph.1. Addressing and gathering public opinion of APs at Bombanuno road side market.

B. Ch: 9 + 300 Golgme Government Station & Contractors Camp



Photograph. 2. Talking to the general public and gathering public opinion from APs at Golgme government station and contractor's camp site.



Photograph 3. GRC Meeting. Members seen here are; Paul Komba, Emmanuel Kenwai, Andrew Wena in the fore ground and Jerry Maki, Steven Koleya and Chairman seated and facing the committees.



Photograph 4. Meeting with DSRT.
(L-R: J Maki from HRMG; Team Leader Margaret Gari; CRO Paul Komba; Tobias and Paul both Team members for DSRT)



Photograph 5. Ch: 13 + 388. Water logged area thus food garden slipping and a permanent house about 50m away shows signs of slipping



Photograph 6. Ch: 14 + 300. Cracks caused 60m to 80m from construction limit as a result of construction activity. Land owner is aggrieved as this is his only piece of land.



Photograph 7. Mr. Konga receiving his Attainment certificate



Photograph 8. Mr. Maki receiving his Attainment Certificate.



Photograph 9. HRMG CRO Mr. Paul Komba receiving his new camera phone.



Photograph 10. Joe Ulka (right) notified of HRMGs intention.