PNG: BRIDGE REPLACEMENT FOR IMPROVED RURAL ACCESS SECTOR PROJECT

Package 1: Hiritano and Magi Highway

Package 2: New Britain Highway

Prepared by Project Implementation Unit, Department of Works for the Asian Development Bank

This semi-annual social monitoring report is a document of the Borrower. The views expressed herein do not necessarily represent those of ADB’s Board of Directors, Management, or staff, and may be preliminary in nature. Your attention is directed to the “terms of use” section of this website.

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

BRIDGE REPLACEMENT FOR IMPROVED
RURAL ACCESS PROJECT

Package 1 : Hiritano and Magi Highway
Package 2 : New Britain Highway

SOCIAL SAFEGUARDS
MONITORING REPORT
(July to December 2019)

Project Implementation Unit
Department of Works
National Capital District
Papua New Guinea

June 2020
TABLE OF CONTENTS

1. Introduction..........................................................................................................................................vii
2. Project Description..............................................................................................................................vii
3. Purpose ................................................................................................................................................ix
4. Methodology .........................................................................................................................................ix
5. Report Organisation ...........................................................................................................................x
6. Monitoring results and findings .........................................................................................................x
7. Compensation payment .....................................................................................................................xi
8. Consultation activities .........................................................................................................................xi
9. Grievance redress ................................................................................................................................xii
10. Training and Skills Development ....................................................................................................xii
11. Employment .........................................................................................................................................xii
12. Income from Sale of Fresh Produce and Building material .............................................................xii
13. Royalty ................................................................................................................................................xii
14. Livelihoods and Social Actions ..........................................................................................................xii
15. Bridge Stairs and Walkways ...............................................................................................................xiii
16. Internal monitoring .............................................................................................................................xiii
17. Conclusions and Recommendations ...............................................................................................xiii
   17.1 Conclusions ....................................................................................................................................xiii
   17.2 Recommended actions ..................................................................................................................xiii
Section 2: Package 2B .............................................................................................................................xiv
18. Monitoring results and findings ........................................................................................................xiv
19. Compensation payment .....................................................................................................................xiv
20. Consultation activities .........................................................................................................................xv
21. Grievance redress ..............................................................................................................................xv
22. Training and Skills Development ......................................................................................................xv
23. Construction related Employment ....................................................................................................xv
24. Income from Sale of Garden Produce ...............................................................................................xv
25. Provide equal employment opportunity for woman ..........................................................................xv
26. Livelihoods restoration including improved agricultural practices and social actions ..................xv
27. Opportunity to invest compensation funds in social welfare activities .............................................................. xvi
28. Special focus on vulnerable groups ........................................................................................................................ xvi
29. Safety features in bridges including pedestrian walkways ................................................................................... xvi
30. Internal monitoring ................................................................................................................................................. xvi
31. Conclusions and Recommendations .................................................................................................................... xvi
  31.1 Conclusions ......................................................................................................................................................... xvi
  31.2 Recommended actions ......................................................................................................................................... xvi
Appendices ................................................................................................................................................................. xvii
  Appendix 1: List of References for Package 1 and 2 ............................................................................................... xvii
ATTACHMENT 1: PHOTOS OF PACKAGE 1 COMPLETED BRIDGES (6 BRIDGES) ...................................................... xviii
ATTACHMENT II: PHOTOS OF LIVELIHOOD RESTORATION TRAINING- MAGI HIGHWAY BRIDGE SITES ................................................................. xix
## Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Full Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADB</td>
<td>Asian Development Bank</td>
</tr>
<tr>
<td>ADRA</td>
<td>Adventure Development Relief Agency</td>
</tr>
<tr>
<td>AP</td>
<td>Affected People</td>
</tr>
<tr>
<td>BRIRAP</td>
<td>Bridge Replacement for Improved Rural Access Sector Project</td>
</tr>
<tr>
<td>CP</td>
<td>Central Province</td>
</tr>
<tr>
<td>CHEC</td>
<td>China Harbour Engineering Corporation</td>
</tr>
<tr>
<td>CBO</td>
<td>Community Based Organisation</td>
</tr>
<tr>
<td>CLO</td>
<td>Community Liaison Officer</td>
</tr>
<tr>
<td>DA</td>
<td>District Administrator</td>
</tr>
<tr>
<td>DCSC</td>
<td>Design and Construction Supervision Consultant</td>
</tr>
<tr>
<td>DMS</td>
<td>Detailed Measurement Survey</td>
</tr>
<tr>
<td>DOW</td>
<td>Department of Work</td>
</tr>
<tr>
<td>EA</td>
<td>Executive Agency</td>
</tr>
<tr>
<td>ESSU</td>
<td>Environment and Social Safeguards Unit</td>
</tr>
<tr>
<td>GR</td>
<td>Grievance Redress</td>
</tr>
<tr>
<td>GRC</td>
<td>Grievance Redress Committee</td>
</tr>
<tr>
<td>GRM</td>
<td>Grievance Redress Mechanism</td>
</tr>
<tr>
<td>GRP</td>
<td>Grievance Redress Process</td>
</tr>
<tr>
<td>HIV/STDs</td>
<td>Human Immunodeficiency Virus</td>
</tr>
<tr>
<td>IA</td>
<td>Implementation Agency</td>
</tr>
<tr>
<td>MOA</td>
<td>Memorandum of Agreement</td>
</tr>
<tr>
<td>NBP</td>
<td>New Britain Province</td>
</tr>
<tr>
<td>NCD</td>
<td>National Capital District</td>
</tr>
<tr>
<td>PIU</td>
<td>Project Implementation Unit</td>
</tr>
<tr>
<td>PNG</td>
<td>Papua New Guinea</td>
</tr>
<tr>
<td>POM</td>
<td>Port Moresby</td>
</tr>
<tr>
<td>PWM</td>
<td>Provincial Works Manager</td>
</tr>
</tbody>
</table>
RP - Resettlement Plan
ROW - Right-of-Way
SMR - Semi-annual Monitoring Report
SPS - Safeguard Policy Statement
STD - Sexual Transmitted Diseases
TOR - Terms of Reference
WGJV - Wild Cat and Golding Joint Venture Limited
1. Introduction

01. The Bridge Replacement Project is aimed at replacing 27 aging and single-lane bailey bridges that are badly deteriorating on the National Highways in Papua New Guinea (PNG) with double-lane permanent bridges. The majority of the existing bridges are reusable on the Provincial or district roads impacted by these National Highways.

02. The PNG Government has negotiated a loan with the Asian Development Bank (ADB) and European Investment Bank (EIB) to implement the Bridge Replacement for Improved Rural Access Project (BRIRAP). The Execution Agency (EA) for the project is Department of Works (DOW) whilst the Project Implementation Unit (PIU) is the Implementation Agency (IA).

03. The project has been divided into 4 packages (Package 1, 2, 3 & 4) Package 1 was implemented in Central province where 6 permanent bridges were completed in August 2017. Package 2 included 12 bridges that were prematurely terminated by DOW due to construction issues. Package 3 & 4 include 9 bridges that have been delayed due to funding constraints after completion of design and engineering; and completion of Resettlement Plan and CEMP.

04. Package 1 Construction Contract was awarded to China Harbour Engineering Company (CHEC). Construction works were completed in August 22, 2017. Defects liability period of 12 months was terminated on 23 August 2018. Package 2 Contract was awarded to Wildcat Golding Joint Venture (WGJV) on 24th February 2015 but was terminated in 2017 due to poor performance. The project was re-tendered and the Contract awarded to China JiangSU International Economic and Technical Corporation Group Limited (CJI). Construction commenced in August 2018.

05. Package 3 & 4 is being funded by European Investment Bank (EIB). This report omits Package 3 & 4 reporting as they are now reporting to EIB and as not been monitored during the last monitoring period ended.

2. Project Description

06. The Hiritano Highway that begins from Port Moresby has a total of 256 km. It is the main road link between Kerema in the Gulf Province with western part of Central Province and Port Moresby (POM) in the National Capital District (NCD). This highway has 29 bridges of which 3 are under BRIRAP. The highway has been rehabilitated recently but the aging bridges were not replaced. All three bridges are a significant bottleneck for the fast movement of traffic in this recently rehabilitated highway. The highway goes under water in the rainy season particularly around bridge sections that is yet another problem that will be resolved by BRIRAP.

07. The Magi Highway has a distance of 225 km that passes across 25 bridges from NCD to Eastern part of Central Province. This highway too has been rehabilitated recently. As in the case of the Hiritano Highway, the bridges in the Magi Highway were not rehabilitated causing significant traffic delays and posing safety risks to pedestrians and traffic as some of the bridges are over 25 years old.

08. The New Britain Highway covers a total distance of 229 km. It is the main transport corridor that links West and East New Britain provinces. The highway is the main route to transport commodities such as palm oil, timber and sea food produced in the New Britain Island to the sea ports at Bialla and Kimbe. The New Britain Highway has been rehabilitated recently but none of the bridges were included in the program mainly due to lack of funding at that time. The BRIRAP is replacing 12 out of a total of 39 bridges along this highway. There are other arrangements in place for the rehabilitation of bridges outside of BRIRAP program.

09. Table 1 provides information about the bridges that is the focus of this project.
Table 1: Construction Progress by Package

<table>
<thead>
<tr>
<th>Serial No.</th>
<th>Bridge Name</th>
<th>Chainage</th>
<th>Span (M)</th>
<th>Construction Progress as at 31 December, 2017</th>
<th>Construction progress as at December 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Package 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Dogona (MH)</td>
<td>62.7</td>
<td>25</td>
<td>100.00</td>
<td>100</td>
</tr>
<tr>
<td>2</td>
<td>Kokebagu (MH)</td>
<td>77.6</td>
<td>25</td>
<td>100.00</td>
<td>100</td>
</tr>
<tr>
<td>3</td>
<td>Sivitatana (MH)</td>
<td>80.7</td>
<td>25</td>
<td>100.00</td>
<td>100</td>
</tr>
<tr>
<td>4</td>
<td>Laloki (HH)</td>
<td>0+0</td>
<td>80</td>
<td>100.00</td>
<td>100</td>
</tr>
<tr>
<td>5</td>
<td>Brown River (HH)</td>
<td>22.5</td>
<td>80</td>
<td>100.00</td>
<td>100</td>
</tr>
<tr>
<td>6</td>
<td>Angabanga (HH)</td>
<td>141.1</td>
<td>160</td>
<td>100.00</td>
<td>100</td>
</tr>
<tr>
<td>Package 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Ulamona</td>
<td>8.4</td>
<td>20</td>
<td>15.27</td>
<td>0%</td>
</tr>
<tr>
<td>2</td>
<td>Ibeta</td>
<td>20.0</td>
<td>40</td>
<td>27.36</td>
<td>0%</td>
</tr>
<tr>
<td>3</td>
<td>Pika</td>
<td>30.7</td>
<td>40</td>
<td>31.91</td>
<td>0%</td>
</tr>
<tr>
<td>4</td>
<td>Soi</td>
<td>35.3</td>
<td>30</td>
<td>24.77</td>
<td>5%</td>
</tr>
<tr>
<td>5</td>
<td>Koloi</td>
<td>49.0</td>
<td>40</td>
<td>36.28</td>
<td>10%</td>
</tr>
<tr>
<td>6</td>
<td>Lobu</td>
<td>52.5</td>
<td>40</td>
<td>62.36</td>
<td>10%</td>
</tr>
<tr>
<td>7</td>
<td>Kiava</td>
<td>88.2</td>
<td>25</td>
<td>86.73</td>
<td>0%</td>
</tr>
<tr>
<td>8</td>
<td>Aleeu</td>
<td>94.1</td>
<td>15.2</td>
<td>76.32</td>
<td>3%</td>
</tr>
<tr>
<td>9</td>
<td>Obutabu</td>
<td>107.1</td>
<td>40</td>
<td>57.80</td>
<td>0%</td>
</tr>
<tr>
<td>10</td>
<td>Marapu</td>
<td>135.1</td>
<td>30</td>
<td>58.23</td>
<td>15%</td>
</tr>
<tr>
<td>11</td>
<td>Ubai</td>
<td>150.1</td>
<td>30</td>
<td>49</td>
<td>0%</td>
</tr>
<tr>
<td>12</td>
<td>Korori</td>
<td>157.1</td>
<td>25</td>
<td>67.25</td>
<td>3%</td>
</tr>
</tbody>
</table>

During this reporting period CJI has not made significant progress in construction, therefore above remains nearly the same until the next reporting period.

10. The resettlement impacts are associated with all bridge sites. The resettlement impacts assessed at the time of project preparation for both packages were rated as Category B. This was confirmed by the findings of the Detailed Measurement Survey (DMS). The resettlement plans (RPs) have been prepared, approved and implementation has been completed for all sites in Package 1 and Package 2. Further details are presented in Table 2.

Table 2: Key-information of Resettlement Implementation

<table>
<thead>
<tr>
<th>Resettlement Plan</th>
<th>RP Submission Date</th>
<th>RP Implementation..to..</th>
<th>RP Budget (Kina)</th>
<th>Compensation Payment Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Magi Highway</td>
<td>Aug 2014</td>
<td>May 2015 to August 2018.</td>
<td>311,792.70</td>
<td>All improvement works and land fully paid. The disputed ownership cases have been resolved through court action. DOW has also completed</td>
</tr>
<tr>
<td></td>
<td>Date</td>
<td>Duration</td>
<td>Amount</td>
<td>Details</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>------------</td>
<td>-------------------------</td>
<td>---------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Hiritano Highway</td>
<td>Aug 2014</td>
<td>May 2015 to August 2018</td>
<td>$635,365.30</td>
<td>All improvement works fully paid. Disputed cases are before the courts. DOW has completed payment for all compensation claims. However, Brown River APs alleged illegitimate APs collected payments and they took matter to court. Court has decided in favour of disputants. Plaintiffs appealed the decision to National Court and were also dismissed. PIU sought funds to conduct LIR to reconfirm ownership and is pending.</td>
</tr>
<tr>
<td>New Britain Highway</td>
<td>January 2015</td>
<td>Feb 2015 to ongoing</td>
<td>$444,464.05</td>
<td>Improvement works and land mainly paid. No more outstanding cases. However, two new claims have been submitted by 2 APs from Korori and Kiava bridge sites for damage of Oil Palm trees and food crops during road approach clearing. DOW is constantly monitoring to verify the claims.</td>
</tr>
</tbody>
</table>

11. Apart from compensation payment, the RP includes several other activities such as assistance to AP’s livelihoods restoration and social development activities i.e. health and safety and HIV/STDs awareness to communities, gender actions, human trafficking prevention, etc. Two service providers have been recruited for the implementation of social programs including livelihoods restoration activities in Package 1. The relevant activities in respect of Package 2 will commence in April 2019.

12. The RPs reveal that resettlement impacts are relating to the displacement of assets on land such as houses, trade stores, crops and trees, huts, animal cages, fence lines and grave yards.

13. The RP also consisted of the establishment of institutional arrangements for implementation, grievance redress mechanism and, consultations with the APs during and until all resettlement activities are completed. Internal monitoring has been undertaken by the Design and Construction Supervision Consultant (DCSC) whilst external monitoring is not required for category B project. The SPS (2009) as well as the loan agreement require that social safeguard monitoring reports are prepared at six monthly intervals and submitted to ADB for disclosure.

3. **Purpose**

14. This report presents the status of social safeguards including the compliance with approved RPs in respect of BRIRAP, covering the review period of July to December 2018. The comprehensive bi-annual safeguards monitoring reports is a requirement under the Safeguards Policy Statement (SPS) 2009. Package 1 report, although construction was completed after construction issues are captured, and Livelihood Restoration Training Program (LRTP) achievements in Package 1; and Package 2B will be rolled out in early 2019.

15. This report presents the concerns raised by APs and resolutions after construction; and outcomes and issues encountered during the implementation of LRTP, for the review period referred to above. The report also presents the corrective action plan in order to address such new issues, where relevant. The progresses of implementation of corrective actions are presented in this SMR.

4. **Methodology**

16. This report was written using data gathered from several sources. The primary data has been sourced through discussions with APs, service provider, project staff, DCSC, officials, the contractor and representatives of community-based organisations (CBOs). More in-depth discussions were conducted with APs to gather relevant information on the new concerns, the manner of implementation of LRTP and its impacts and finally the improvement of AP’s living standards.
17. The list of reports reviewed are in Appendix 1 whilst names of people interviewed in package 1 is in Appendix 2, and Appendix 3 presents the similar list for package 2.

5. Report Organisation

18. This report consists of the foregoing introduction and 2 other main subject areas as follows:

   a). Introduction
   b). Monitoring results and findings
   c). Conclusions and recommendations

In doing so, the monitoring results, conclusions and recommendations are presented separately for packages 1 and 2, respectively.

Section 1: Package 1

6. Monitoring results and findings

18. This report covers concerns raised by APs after construction findings for package 1. Defects liability period ended after 12 months on the 23rd of August 2018 and bridge assets handed over to BAMs, however, new concerns have been raised regarding land compensation on some bridge sites, especially along Hiritano Highway. This report also presents progress report on Livelihood Restoration Training Program.

19. The basis for monitoring is the parameters and indicators listed in the RP. The RP contains support to APs in twelve activities. Specific monitoring indicators are expected to be used in order to assess progress of these parameters. The RP contains activities listed below:

   a) Compensation payment
   b) Consultations
   c) Grievance redress
   d) Training and skills development
   e) Construction-related employment
   f) Provide equal opportunity for women employment
   g) Income enhancement through selling fresh garden produce to contractor
   h) Livelihoods restoration including improved agricultural practices
   i) Opportunity to invest compensation funds in social welfare activities
   j) Special focus on vulnerable groups including counselling for such people
   k) Safety access to bridges including pedestrian walkways
   l) Other social actions such as gender actions, human trafficking prevention, health and safety
   m) Internal monitoring.

20. Compensation payment for improvements (trees, crops, etc.) has been fully made out at the beginning of RP implementation in 2015. This includes compensation for land at all bridge sites. Several sites have land disputes all of which were before the PNG Courts (Table 3). The activities that were carried out during the review period are grievance redress,
consultation of APs, and the engagement of livelihoods service provider. Discussed below is the status of performance of above-listed activities during the reporting period.

Table 3: Status of Land Disputes, Package 1

<table>
<thead>
<tr>
<th>Serial</th>
<th>Bridge Site</th>
<th>Land Disputes Pending Resolution (No.)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Sivitatana</td>
<td>1</td>
<td>Court case concluded and the ownership of affected land determined. Compensation already paid for by DOW that was re-distributed among the Aps.</td>
</tr>
<tr>
<td>2</td>
<td>Kokebagu</td>
<td>0</td>
<td>No disputes.</td>
</tr>
<tr>
<td>3</td>
<td>Dogona</td>
<td>1</td>
<td>No issues during this period.</td>
</tr>
<tr>
<td>4</td>
<td>Laloki</td>
<td>1</td>
<td>Dispute resolved during the previous review period. No further disputes.</td>
</tr>
<tr>
<td>5</td>
<td>Brown</td>
<td>3</td>
<td>Two new landowners emerged sanctioned by the District and National Courts. They now demand DOW to pay them their entitlement that was wrongly paid to APs. DOW requested for a new Land Investigation Report before paying these clans.</td>
</tr>
<tr>
<td>6</td>
<td>Angabanga</td>
<td>1</td>
<td>LO dispute for camp land. Dispute mitigation in progress before Provincial Land courts. The Presiding Magistrate requested DOW to finance the land boundary demarcation. DOW is yet to respond.</td>
</tr>
</tbody>
</table>

7. Compensation payment

22. The payment for improvements as well as for land has been completed in 2015. The relevant details were presented in the compensation completion report dated February 2015. The difference between approved budget and what was actually paid is due to land ownership disputes which have been resolved by court

8. Consultation activities

23. The consultations undertaken during the review period were relating to livelihoods restoration, and outstanding land dispute at Brown River and Angabanga. The consultations of APs were conducted by DOW staff.

Table 4 has relevant data.

<table>
<thead>
<tr>
<th>ISSUE</th>
<th>LOCATION</th>
<th>Description</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Disputes</td>
<td>Brown</td>
<td>Dispute between 4 clans. Clan 1 &amp; 2 received payment in 2015. Clan 3 &amp; 4 disputed clan 1 &amp; 2 and matter was settled by Provincial Land Court and granted ownership to clan 3 &amp; 4.</td>
<td>Clan 3 &amp; 4 submitted claims to DOW. DOW is yet to conduct Land Investigation Report before paying them.</td>
</tr>
<tr>
<td>Livelihood Restoration Training Program</td>
<td>Angabanga</td>
<td>Provincial Land Court yet to demarcate land boundaries, Provincial Magistrate requested DOW to finance Land demarcation in October 2018 but delayed.</td>
<td>Court decision pending.</td>
</tr>
<tr>
<td>Vegetable and livestock farming and Financial Literacy training were completed in September 2018, Both men and women participated. Many participants are now fully engaged in farming. The NGO secured</td>
<td>Livelihood program is well and truly impacting positively on the lives of many families</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
markets for the farmers in Port Moresby and are now supplying vegetables.
in the Central Province.

| HIV/AIDS/STDs | Nil site | Concluded when construction was completed. |

9. Grievance redress

24. APs from Brown River visited the PIU office to lodge their claim. DOW advised that a LIR will be conducted before paying any party declared by the Courts. Angabanga APs did not come to the office. They rely on the court to make decision.

10. Training and Skills Development

25. Livelihood Restoration Training was conducted along the Magi Highway and successfully completed. Training was conducted for organic agriculture farming methods and livestock; and financial literacy. APs actually appreciated and thanked the DOW and ADB for the initiative.

11. Employment

26. Nil activity during the last 6 months.

12. Income from Sale of Fresh Produce and Building material

27. Nil activity during the last 6 months. However, APs engaged through the Livelihood skills training have gone to full scale farming and are now generating cash income. One family at Sivitatana received K2, 000.00 during the month of October by selling vegetables. That was the first such earning through vegetables.

13. Royalty

28. No royalty payment during the last 6 months.

14. Livelihoods and Social Actions

29. The RP includes livelihoods restoration action such as training and facilitation in crops and livestock production, agricultural extension, etc. ANIS is the non–government organization (NGO) that was engaged to conduct Livelihood Restoration Training has completed 3 stages of training. The first training in February 2018 was on food crops, the second training in June 2018 was on Livestock farming and the third training in October 2018 was on Financial Literacy. A total of 246 APs attended of which 128 were trained on Food Crop farming, 64 undertook training in Livestock development and 13 attended Financial Literacy training. The outcome of the training was phenomenal in that many of the participants went into vegetable farming, some of which were growing well (see pictures at attachment II). This intervention on livelihood training has been a huge success.

30. The service provider recruited for Hiritano Highway is ADRA, which has been engaged in project work via a Memorandum of Agreement (MOA). ADRA was given an orientation training conducted by consultant to the Project Implementation Unit (PIU). The relevant staff of ESSB took part in this training. However, during the last 6 months ADRA failed to provide services as agreed on the MOA. DOW has advised them to show cause as to why they did not implement the project as agreed. ADRA advised DOW that they were busy on other priority services and considered the Hiritano
Highway livelihood restoration training as less priority in nature. That NGO’s contract will be terminated by end of January 2019.

15. **Bridge Stairs and Walkways**

31. Nothing to report as the project was completed.

16. **Internal monitoring**

32. Internal monitoring was undertaken by PIU and ESSB during the past 6 months. Only one visit was made to all completed projects to monitor Social safeguards and environment monitoring. The second visit was conducted to monitor livelihood training in October 2018.

17. **Conclusions and Recommendations**

17.1 **Conclusions**

33. The main conclusions arising from the monitoring activities during the review period are:

1) All compensation for improvements such as crops, trees, houses and other assets have been fully paid already. What remains to be resolved is the payment for land on which the bridges and access roads have been built where such payments have reached others who have represented themselves as land owners. Two disputed cases have been resolved by PNG Courts during the review period;

2) There were 2 grievances relating to crop damage caused by poor drainage at Kokebagu and Sivitatana but DOW resolved those by rejecting the claims because they were false. Drainage on both bridge sites are better than before the new bridges. The community is making good use of the stairs in all sites. This was a new activity planned by DOW and implemented by the contractor;

3) Such activities in the RP improving agriculture, focus on vulnerable people, implementation of social actions, etc. are being implemented by the service provider called ANIS. Progress so far on training as been so well. Most families have now gone into full scale vegetable farming. ANIS has secured vegetable markets in Port Moresby especially the bigger supermarkets. Training have been completed in October 2018. The next task is to supply them with seedlings, especially for tree crops such Mangoes, guava, ducks and goats to participants commencing early 2019.

34. Based on the above conclusions, it is clear that most activities in the RP have been completed except for livelihoods restoration and few other social actions.

17.2 **Recommended actions**

35. As stated in the previous paragraphs, the pending activities of the RP are the implementation of livelihoods restoration activities and assistance to vulnerable people. Table below provides the action plan proposed for the implementation of above activities. The actual progress of such activities will be reported in the next report.

<table>
<thead>
<tr>
<th>Serial No.</th>
<th>Item and Corrective Action</th>
<th>Responsibility</th>
<th>Completion Date (Planned)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Program to restore livelihoods and social development targeted at</td>
<td>DOW/Service provider</td>
<td>December, 2018</td>
<td>Service provider is operational in Magi. Hiritano Highway has not been implemented but plan for</td>
</tr>
</tbody>
</table>
32. The above information reveals that resettlement activities have been completed and the remaining issues will be monitored and reported in the next SMR.

Section 2: Package 2B

18. Monitoring results and findings

33. The main findings of internal monitoring for bridge replacement works in New Britain Highway during the review period are presented in this section. Work has resumed in June 2018 but actual construction by CJI commenced in November 2018.

34. The basis for monitoring is the parameters listed in the RP. The RP contains support to APs covering eleven areas listed below. The specific monitoring indicators are expected to be developed and used in order to assess progress.

i. Compensation payment
ii. Consultations
iii. Grievance redress
iv. Training and skills development
v. Construction-related employment
vi. Provide equal employment opportunity for women
vii. Income enhancement through selling fresh garden produce to contractor
viii. Livelihoods restoration including improved agricultural practices
ix. Opportunity to invest compensation funds in social welfare activities
x. Special focus on vulnerable groups
xi. Safety features in bridges including pedestrian walkways
xii. Internal monitoring

35. Compensation payment for improvements (trees, crops, etc. affected) and land have been fully paid out at the beginning of the project in 2015. Two duplicated issues for compensation were raised by two APs from Kiava and Korori Bridge sites, especially relating to Oil Palm trees that were removed based on the initial IOL.

19. Compensation payment

36. All compensation payments as per the RP were settled in 2015. During the construction by the previous Contractor, two APs complained that they did not receive payment for their Oil Palm trees. These issues have been outstanding because there were doubts as to the authenticity of the claims. DOW is dealing with them and will report on the final
settlement on the next SMR. The details of compensation paid are found in the compensation completion report dated 26th May 2015.

20. Consultation activities

37. As a result of awarding new contract to CJI, consultation on the ground commenced in 27-30 June 2018, 26-30 July, 2018, August 25 – 30th, 2018, 25-30 September, 2018, and 27-30 September 2018, Provincial Government and APs were informed on resumption of construction by CJI, informed them of grievance redress procedures and implementation livelihood restoration Training Program. They were also advised of their right to raise concerns regarding resettlement, employment, gender equality in terms of employment and business opportunities.

21. Grievance redress

38. The Grievance Redress Mechanism is in-place headed by DOW staff, though an independent Grievance Redress Committee (GRC) formally was not formally established due to minimal to no negative impacts during the construction period.

22. Training and Skills Development

39. Local youths are employed by CJI and providing “on the job training”. Unfortunately, no female youths are employed. The company basically refused to employ females arguing that the nature of construction jobs are not suitable for women folk due to the high risk.

23. Construction related Employment

40. APs lodged a number of complaints at the CJI office regarding recruitment of local labour. CHODAI intervened and directed CJI to recruit a local specialist to work as Community Relations Officer to take charge of recruitment drive. A male and a female CROs were recruited in September 2018. Almost all recruitments were done by the CROs and are now operating without construction interruption.

24. Income from Sale of Garden Produce

41. CJI started purchasing local produce, especially local vegetables.

25. Provide equal employment opportunity for woman

42. Only three woman were employed as full time workers as cooks and cleaners the 2 campsites. When pressed by DOW to recruit more women, CJI refused outright arguing that the types of jobs are not suitable for that gender group. At the same time they have a very short span of time to complete the works, where they have no luxury of time to train woman to work and therefore they want to recruit male workers only to work on construction sites.

26. Livelihoods restoration including improved agricultural practices and social actions

42. The RP includes livelihoods restoration action such as training and facilitation in crops and livestock production, agricultural extension, etc. Arrangements have been finalised to recruit a service provider who can deliver this package. Implementation of the Livelihood Restoration Training Program will commence in April, 2019. A baseline study will be conducted by early April, 2019. Results will be monitored and reported on the next SMR.
27. Opportunity to invest compensation funds in social welfare activities

43. APs have been interviewed during the disbursement of cash compensation payment APs to know whether they had plans to invest into income generating activities. During the reporting period APs were also interviewed whether some of the cash payments have been invested for income generation. All APs responded that the amount of cash they received was not sufficient for further investment.

28. Special focus on vulnerable groups

44. The project sites did not have people with disabilities that required special attention from DOW or the Contractor. The female group are hardworking and they fend for themselves in attending to their oil palm plots and garden plots.

29. Safety features in bridges including pedestrian walkways

45. Safety of workers were of greater concern to DOW and Chodai as the Consulting Supervisors. Early clearing and grubbing works indicated negligence on the part of contractor where they failed to provide adequate Personal Protective gears to workers. Some were seen without helmets, no hand clubs and some were wearing thongs on site. Contractor was informed to provide safety gears but they failed. Will monitor and provide a report on the next review period.

46. Walkways on the bridge and step ladders to access creeks and rivers for washing and drinking are being considered and will report on the next reporting period.

30. Internal monitoring

47. Internal monitoring undertaken during the review period relates to demand by few APs for compensation over Oil Palm trees, land boundary issues particularly at Soi and Otutabu Bridge sites, recruitment and training of local employees, spin-off contracts to local companies, grievance redress, HIV/AIDS awareness and engagement of a suitable service provider to implement livelihoods package. Implementation of livelihood programs will commence by April, 2019.

31. Conclusions and Recommendations

31.1 Conclusions

44. The main conclusions arising from the monitoring activities during the review period are:

i. The full work suspension has not permitted implementation of the outstanding activities of the RP. Such activities are relating to the implementation of livelihoods package, employment and other benefits to the APs and community in general;

ii. Arrangements are being made to engage a service provider who will implement the livelihood package.

47. Based on the above conclusions, it is to be highlighted that all the compensation payments have been completed. The compensation payment to 2 new claimants for crops will be made in 2019.

31.2 Recommended actions

48. The pending activities of the RP and the plan proposed for the implementation during 2019 are summarised in the Table below.
Table 8: The Corrective Action Plan (Package 2)

<table>
<thead>
<tr>
<th>Serial No.</th>
<th>Item and Corrective Action</th>
<th>Responsibility</th>
<th>Completion Date (Planned)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Formalise current GRM including: DOW/PIU/DA/S CDC</td>
<td>DOW/PIU/DA/S CDC</td>
<td>GRC has been disbanded due to no negative impacts.</td>
<td>The existing grievance redress mechanism is being adopted: Contractor, Supervising Engineer, DOW &amp; New Britain Provincial Lands Office</td>
</tr>
<tr>
<td>2</td>
<td>Resolve all grievances DOW/SDC/GRC</td>
<td>DOW/SDC/GRC</td>
<td>To action when project activities re-commence in 2019</td>
<td>2 cases of compensation-related grievances</td>
</tr>
<tr>
<td>3</td>
<td>Programs to improve livelihoods and social development actions DOW/SDC</td>
<td>DOW/SDC</td>
<td>To commence in April 2019.</td>
<td>Suitable service provider will be engaged</td>
</tr>
<tr>
<td>4</td>
<td>Increase women employment DOW/SDC/Contractor</td>
<td>DOW/SDC/Contractor</td>
<td>Three women have been employed so far.</td>
<td>Action already initiated by awareness to contractor and communities. Follow-up action by CLO</td>
</tr>
<tr>
<td>5</td>
<td>Special focus on vulnerable (AP) groups DOW/SDC/Contractor</td>
<td>DOW/SDC/Contractor</td>
<td></td>
<td>Initial work to identify vulnerable people by CLO</td>
</tr>
<tr>
<td>6</td>
<td>Collect post-resettlement data on APs employment and livelihoods improvement PIU/ESSU</td>
<td>PIU/ESSU</td>
<td></td>
<td>Implemented by service provider</td>
</tr>
</tbody>
</table>

49. The remaining resettlement activities i.e. livelihoods restoration and compensation payment will be completed in 2020. The progress against the corrective action plan will be reviewed in the next SMR.

Progress of RAP and Livelihood Program by Service Provider will be monitored by PIU and reported in the next SMR.

Appendices

Appendix 1 : List of References for Package 1 and 2

5. Safeguards monitoring report (Jan- June 2018)
ATTACHMENT 1: PHOTOS OF PACKAGE 1 COMPLETED BRIDGES (6 BRIDGES)

<table>
<thead>
<tr>
<th>Angabanga Bridge (Hiritano H/W)</th>
<th>Brown River Bridge (Hiritano H/W)</th>
<th>Laloki Bridge (Hiritano H/W)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dogona Bridge (Magi H/W)</td>
<td>Kokebagu Bridge (Magi H/W)</td>
<td>Sivitatana Bridge (Magi H/W)</td>
</tr>
</tbody>
</table>
ATTACHMENT II: PHOTOS OF LIVELIHOOD RESTORATION TRAINING - MAGI HIGHWAY BRIDGE SITES

Saroakeina

Site 3: Sivitatana

Community Governance Training by Nera Kame at Sivitatana Village.

Team Chairman displaying newly presented meat mincer at Sivitatana village.

Facilitator Micah presenting.

Facilitators & Participants after training at Sivitatana Village.

PosHarvest by Mr. Ronald Pam.

Women listening facilitator.

PosHarvest by Mr.

Participants attentive listening.

Saroakeina village.

PosHarvest training been delivered by facilitator Ronald Pam.

Women participants listening to facilitator.

President Mr. Ronald Pam addressed participants feeding back and summarise with motivational talk at Sivitatana Village.
PHOTOs HIGHLIGHTING OUTCOME OF TRAINING ALONG MAGI HIGHWAY