

Social Safeguards Monitoring Report

September 2014

TIM L-2857/2858: Road Network Upgrading Project

Contract Packages R3

Dili – Tibar - Liquica Road

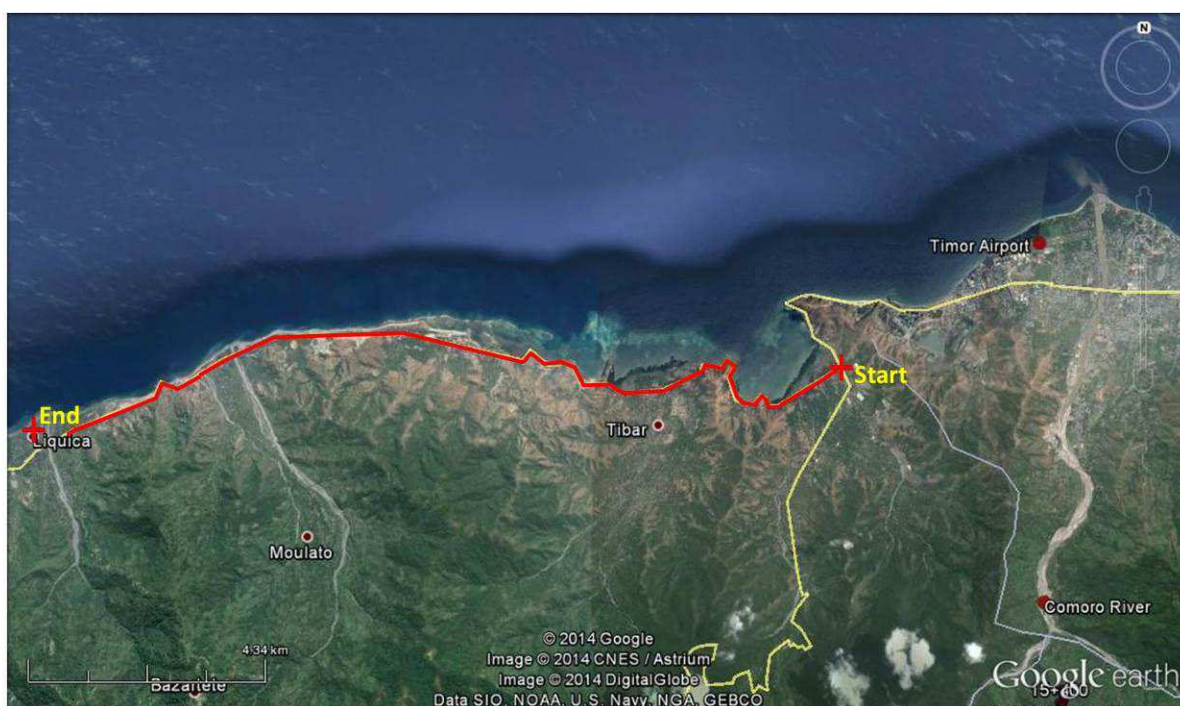
Prepared by Ministry of Public Works for the Asian Development Bank.



REPÚBLICA DEMOCRÁTICA DE TIMOR-LESTE

MINISTERIO DAS OBRAS PÚBLICAS

Social Safeguards Monitoring Report (Report No. 2)



Contract Package R- 3
Dili - Tibar - Liquiça Road

Road Network Upgrading Project



Katahira & Engineers International

September 2014, Timor-Leste

Social Safeguards Monitoring Report (Report No. 2) Contract Package R-3, Dili - Tibar - Liquiça Road

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1.0 INTRODUCTION

The road improvement of the 28.72 kilometer long Dili – Tibar - Liquiça Road is a project of the Government of Timor-Leste (GoTL) under the Timor Leste Road Network Upgrading Project (RNUP) funded by the Asian Development Bank (Loan No. 2857/2858-TIM). The Ministry of Public Works (MPW) is implementing the project through the Project Management Office (PMU) with the support of Katahira Engineers International as consultant for construction supervision. The Spanish construction company Constructora San Jose S.A. was engaged by the GoTL to undertake the construction works.

2.0 PROJECT BACKGROUND

The Contract Package Profile mentioned RNUP / R3 Rehabilitation and Maintenance of Dili - Tibar - Liquiça Road (Km. 0.0 to Km 28.72 and from Dili: Sta. 6+828.00 to Sta. 35+544.40). It covers the road section starting at Sta. 14+000 at the road junction of Liquiça - Dili - Gleno in Tibar and west to Liquiça with a length of 21.5 km. The road traces the northern coastline of the island as it runs towards Liquiça where it ends in Sta. 35+544 and connects to the Liquiça - Maubara Road. This road is part of the strategic east-west road network that directly connects Dili to District Centers along the northern coastline (See *Figure 1*). The road will also be part of the main artery to and from the proposed international container port in Tibar. This proposed international port will reduce the dependence of Timor to the port facility in the Indonesian side of the island which currently receives the international freight destined to Timor Leste. Once completed the road is envisioned to support the economic development of the country, help reduce poverty, and improve access to the markets and social services for the residents of the districts served by the road.



Figure 1 Location Map of the Dili -Tibar – Liquiça Road

The road construction work will include widening, repair and restoration with asphalt carriage way. The shoulder width will vary depending on terrain condition. In flat terrain, the width of the road shoulder will be 0.75 meters and 1.0 to 1.5 in mountainous sections on both side of the carriage way. The design width of asphalt pavement is 6m (3 meters in both side of the center line).

3.0 MONITORING ACTIVITIES

This Social Safeguard Monitoring Report is the second of a series of quarterly monitoring work for the project starting June 2014 ending in December 2015. The quarterly monitoring is part of the approved Resettlement Plan of the Project. A Timorese Resettlement Assistant hired by the Consultant was tasked to handle direct negotiations with all the Affected Persons (AP's) along the road corridor. Once the negotiations are completed, payment of compensation to the AP's is done in public by representative from PMU, the Consultant and the Contractor, with the Suco Chief of the area witnessed. In addition, they also undertake regular visits to the project area to coordinate with the AP's, touch base with the Local Leaders (suco, aldeia, and district etc.), and community to address issues, grievances and other concerns related to resettlement, disturbance and compensation concerns. Public Meeting involving the affected persons were also held prior to actual direct negotiations with the assistance of the suco chief with administrative responsibility on areas where the road section is located.

4.0 COMPLETED COMPENSATION ACTIVITIES

Thus far, the project had completed negotiation with all the Affected Persons up to the end of the project. What remains to be done is to pay the agreed compensation amount to complete the process. Listed below is the summary of compensation and negotiation completed from June to September 2014.

Station	Station	Suco	Number of Individuals	Amount (US\$)	Remark
14+460	16+620	Tibar	6	1,026.00	Negotiated
18+060	19+120	Ulmera	20	867.00	Paid
19+180	20+780	Ulmera	27	5,363.00	Paid
26+780	27+760	Mota Ulun	17	1,943.00	Paid
27+600	27+760	Mota Ulun	4	543.00	Paid
28+075	28+965	Lauhata	15	2,275.50	Paid
30+860	32+900	Lauhata	58	11,627.50	Negotiated
33+040	33+820	Maumeta	22	2,462.00	Negotiated
34+600	35+060	Dato	13	2,819.00	Negotiated

5.0 ISSUES ENCOUNTERED AND ACTIONS TAKEN

Listed below are the resettlement and social issues encountered by the project between the end of June to end of September 2014, and the actions taken to address the issue.

Issue: Changes in the Road Design from Sta. 14+438 to Sta. 17+240 (380)

5.1 Currently, a study is being undertaken to change the road section from Sta. 14+438 to Sta. 17+240 (380) from the original two lanes to four lanes. The change in road design is to accommodate the anticipated increase in traffic load and volume going to and from the proposed international port in the area (*Figure 2*).

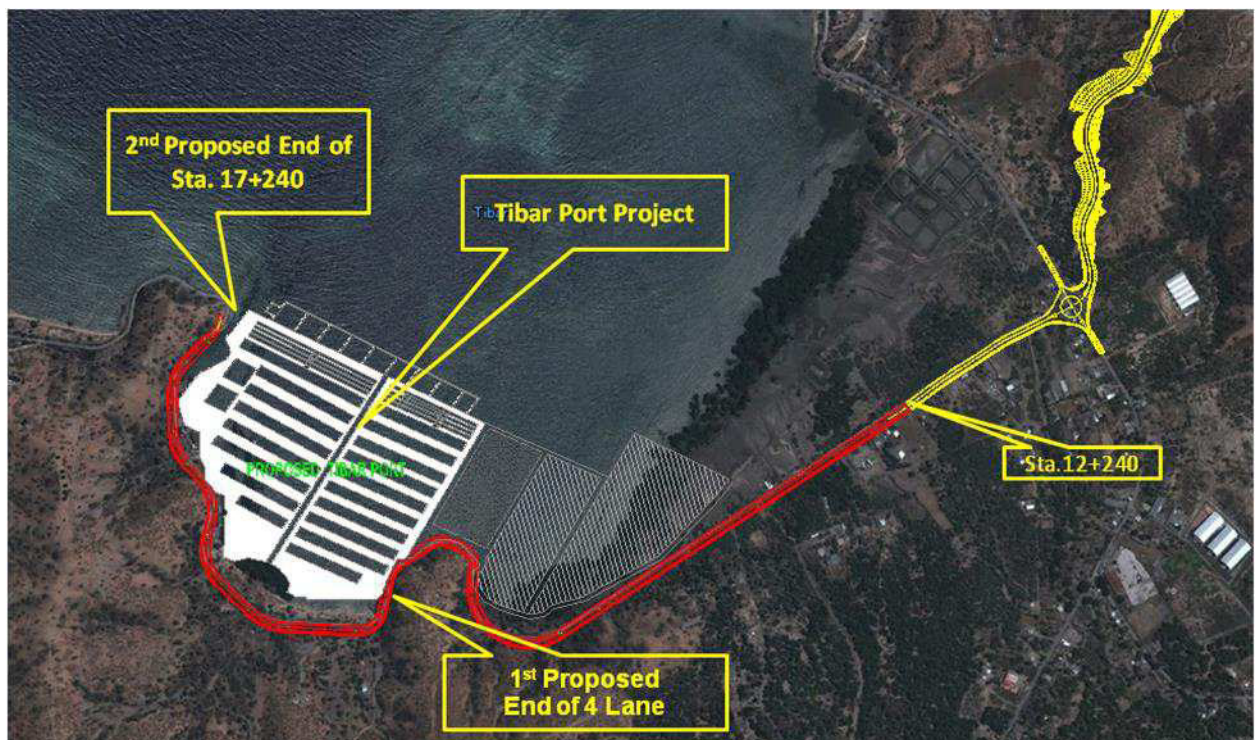


Figure 2 Location Map of the 4 Lane Road Segment

Action Taken:

The road widening from 2 to 4 lanes may cause an increase in the number of individuals (including structures, land and trees) that may be disturbed from what was originally determined when the road design was originally 2 lanes. For this reason, the resettlement related activities are temporarily held in abeyance. Construction activities are also suspended. A new socio economic survey for the above mentioned road section will be undertaken to determine the number of person that will be affected when the road wisth is change from 2 to 4 lane.

Issue: Improvement of the cross drain in Sta. 16+864 and 16+877 will disturb the adjacent cyclone wire fence.

5.2 The planned improvement of the cross drain near Sta. 16+864 and 16+877 will disturb the adjacent cyclone wire fence. The owner of the fence is still out of the country thus, negotiation activities will have to wait until the return of the owner.

Issue: Five (5) private land owners claim that the project encroached their land.

5.3 Five private land owners claim that the road widening between Sta. 20+300 to Sta. 20 + 600 will encroach their land (see Figure 3). These land owners have land certificates as follows:

Mateus de Jesus	Certificate Number 5666116
Mau Loe	Certificate Number 5666067
Delvin Soares	Certificate Number 5666066
Mertinha	Certificate Number 5666093
Miguel	Certificate Number 5666118

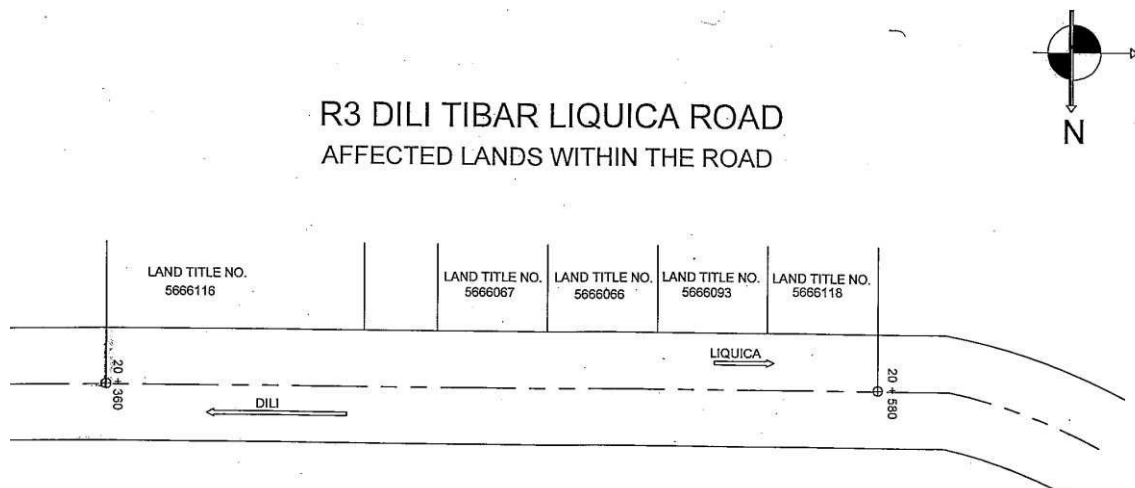


Figure 3 Map showing the approximate location of land relative to road section Sta. 20+360 to Sta. 20+580

Action Taken:

A two point approach was used by the project namely;

- Request the Directorate the Land and Property through the PMU to authenticate the land certificate and verify the location of the land boundary of the concerned private land owners.
- Conduct a dialog with the concerned land owners showing them the limit of construction on the ground.

The concerned land owners were eventually convinced and the construction is now proceeding on site.

Issue: Owner of the permanent kiosk in Sta. 18+380 is requesting a considerable sum for compensation.

5.4 The owner of the permanent kiosk in Sta. 18+380 is requesting compensation 2.25 times the amount offered by the project.

Action Taken: Further negotiation will be made to reduce the amount requested by the owner of the affected kiosk.

Issue: Owner of the dilapidated temporary kiosk in Sta. 18+500 is requesting a higher compensation payment.

5.5 The owner of the dilapidated temporary kiosk in Sta. 18+500 is requesting compensation nearly 2.25 times the amount offered by the project. Aside from its condition, the owner had not been using the structure for some time. For safety reason, the project deemed it fit to have the structure removed.

Action Taken: Negotiation is on going to reduce the compensation cost requested by the owner.

Issue: Owner of the semi-permanent kiosk in Sta. 20+480 is requesting a higher compensation payment.

5.6 The owner of the semi-permanent kiosk in Sta. 20+480 is requesting compensation nearly 3.3 times the amount offered by the project.

Action Taken: Negotiation is on going to reduce the compensation cost requested by the owner. If ever practical or when necessity arise, the other option that might considered by the project is to construct a new replacement kiosk in the adjacent area since the owner raised said option in one of the negotiation meeting. The compensation cost offered by the project will be used in the construction. The only obstacle for this option is the availability of people with construction knowhow in the area.

5.7 Issue : *Some electrical posts of EDTL are within the construction limit*

Action Taken: Consultant requested EDTL copy furnished PMU MPW to relocate the electrical posts outside the construction limit. Relocation of electrical posts are on-going.

Current site condition can be seen in the Photo Documentation Section.

6.0 OTHER SOCIAL CONCERN FOR THE PROJECT (DISTRESSED SLOPE IN STA. 20+800 TO STA. 20+940)

The slopes along the road between Sta. 20+800 to Sta. 20+940 are in a distressed condition (See Photo Documentation). The following are observations during the site visit in the area.

- A. A primary fracture is present at the upper slope section above the cemetery, near the crest of the ridge. This fracture may extend towards the general location of Sta. 20+940.
- B. Displacement were noted in the primary fracture by as much as 1.0 meter in some section. Direction of dip of displacement is towards the general direction of the road.
- C. Aside from the major fracture, a number of secondary fractures also propagate from and runs parallel to the primary fracture. Displacement is common some by as much as +/- 20 cm and also dips towards the road.
- D. Observed at the road section between Sta. 20+800 to Sta. 20+940 are failed slopes with detached block between +/- Sta. 20+840 to Sta. 20+860 (slope below the cemetery) and Sta. 20+900 to Sta. 20+940 (below the extension of the fracture in the slope crest). Potential future scenarios with the advent of rainy season in this road section are:
 - massive erosion of slope resulting to heavy siltation on the canal and road carriageway,
 - movement of the detached block further down slope which may cause damage to the road section and drainage due to impact
 - movement of adjacent slope section left hanging when the detached block fails may follow, the scale of which will be dictated by the pattern and scale of the fractures in the upper slope section
 - slope section where the cemetery rest may also move downslope due to the presence of fractures on slope above the cemetery in the long term or induced by the movement of adjacent failed slope section in the short term

6.1 Suggested Actions Needed for the Distressed Slope

- A** From what has been observed and unless proven otherwise by a detailed study, the detached blocks and disturbed slope section along the road (Sta. 20+800 to Sta. 20+940) is a consequence of the slope movement starting near the crest of the slope as manifested by the major fracture.
- B** Aside from the above mentioned progressive slope failure, a catastrophic slope failure may also occur given the right condition such as intense rainfall, continues slide plain formed partly by interconnected rock discontinuity, and increase in hydrostatic/pore pressure. In a catastrophic scenario, the whole slope from Sta. 20+800 to Sta. 20+940 starting from the crest to the slope toe will move as a whole.
- C** Movement of varying scale is a common feature of the slope of the mountainous terrain of the project area. The bedrock being metamorphic in nature has a high degree of rock discontinuity such as faulting layering and foliation among others making them highly susceptible to slope movement and eventually failure resulting to rock fall and land slide.
- D** Although the slope movement in the area is a natural process, caution must still be taken. The possibility that slope failure that might affect the cemetery may be blamed by the relatives of the deceased to the road widening activities of the project. At present, the cemetery have 7 tombs. The slope where the cemetery is located may eventually fail as a result of the movement coming from the crest (catastrophic).
- E** Failure may also be a response to the continuous movement of the adjacent detached block, which may cause the adjacent / surrounding section of the upper slope to hang. Hanging slope is highly susceptible to slide due to gravity or lubrication and increase in pore pressure brought by high rainfall.
- F** Further, the possibility of debris from the slope failure may cause death or injury to road users should not be discounted.

In view of the above, the following are suggested:

- a) Inform the authorities (Ministry of Public Works, PMU etc) given the seriousness of the of the slope condition on site.
- b) Inform the Suco Chief and the relatives of the 7 deceased buried in the area about the existing slope condition and possible consequences

- c) To formulate a cost effective slope remediation program, a detailed slope investigation will be needed which will involve but not limited to the following activities;
- i. Topo survey of the affected slope covering the area from the ridge crest to the shore line. A topo map of the site is needed in plotting the data gathered in the detailed investigation and an essential element of a slope investigation
 - ii. Conduct a detailed geological mapping to determine the character and distribution of geological features (e.g. rock types, soil, weather zones geological structures etc.) on site
 - iii. Conduct a detailed discontinuity mapping noting the types of rock discontinuity in the area (e.g. faulting, fracturing, layering, foliations, jointing etc.)
 - iv. Conduct a slope analysis using appropriate software. Among others, an essential component of an effective slope analysis is the result of a statistical analysis of data from the detailed discontinuity mapping.
 - v. A geophysical survey using geo-resistivity method should be considered primarily to determine the slide plane of the slide. In addition, the geophysical survey may also help determine the presence of multiple slide (as manifested by the number of slide plane), and depth of the slide plane (essential in determining and designing appropriate counter measure). Since the bedrock is exposed, sampling by drilling is no longer a major consideration in the usual geotechnical investigation to reduce cost.

7.0 SUMMARY AND CONCLUSIONS

7.1 Thus far, the project had negotiated with all the Affected Persons up to the end of the project (Sta. 35+560) in Liquiça. What remains to be the done is the actual payment to complete the compensation process.

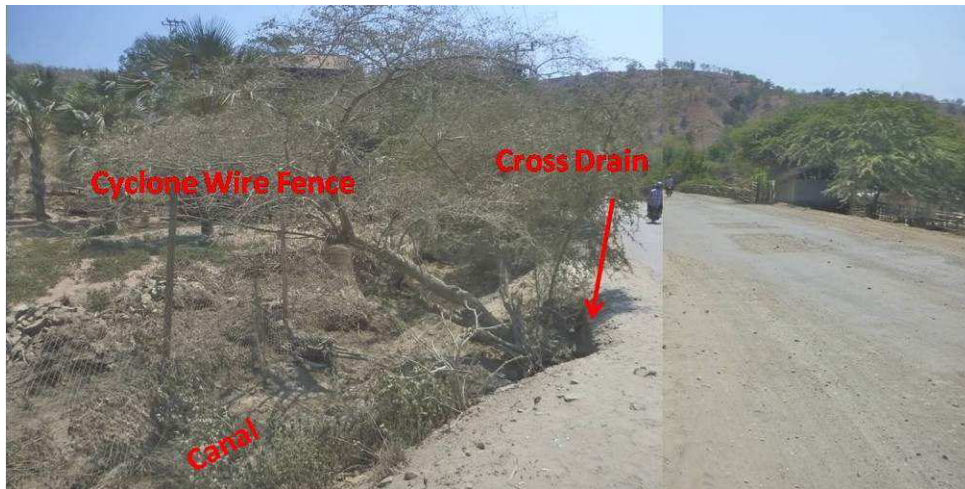
7.2 To cut cost, the project will continue to negotiate with the 4 remaining Affected Persons who wants a much higher amount than the project's estimate to compensate the 3 affected kiosks and tamarind tree. Negotiation will resume when the owner of the cyclone wire fence returned to Dili.

- 7.3** The project also recognizes the need to continue negotiating to avoid as much as possible the use of the grievance mechanism embedded in the Resettlement Plan of the project to avoid delay in the construction.
- 7.4** The distressed slope condition between Sta. 20+800 to Sta. 20+940 need to be addressed. Slope failure in the area is not a question of if but rather a question of when. Possible consequences will be damage to the road, possible adverse response against the project by the relatives of the buried bodies if they think the slide of the cemetery is triggered by the road widening activities and possible death and injury to motorist / road users.
- 7.5** The next Quarterly Monitoring Report will be prepared in December 2014.

Appendix A

PHOTO DOCUMENTATION

PHOTO DOCUMENTATION



Section of the 3 meter long cyclone wire that will be disturbed by the planned improvement on the cross drain near Sta. 16+864 and 16+877.



Concrete kiosk in Sta. 18+380 that need further negotiation to reduce the amount requested by the owner.



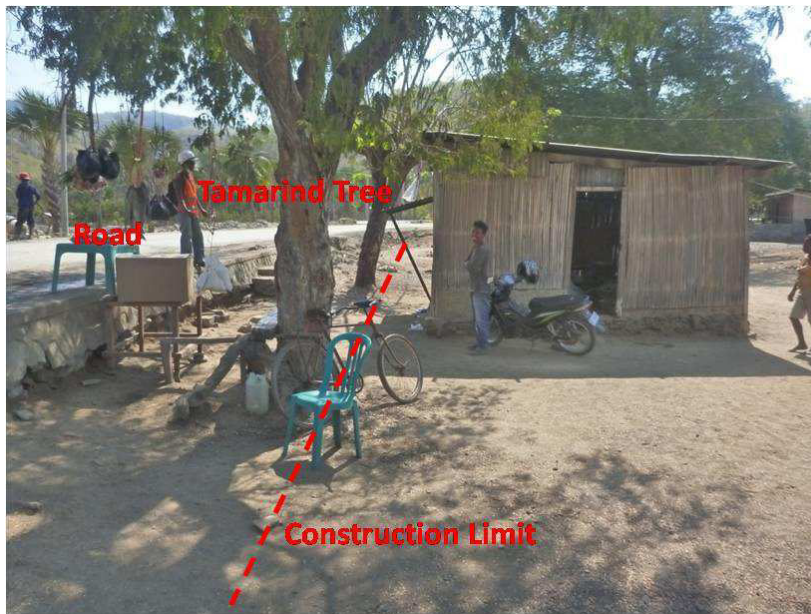
A delapidated temporary kiosk in Sta. 18+500 considered affected structure by the project for safety consideration. Negotiation is on going to reduce the compensation cost requested by the owner.



On-going construction between Sta. 20+360 to Sta. 20 +580 L/S after the five private land owners were convinced by the project that the construction is outside their claimed land boundary.



On-going negotiation for the semi-permanent kiosk in Sta. 20+480 R/S to reduce compensation cost requested by the owner.



On-going negotiation for the tamarind tree in front of the kiosk in Sta. 20+520 to reduce the requested compensation cost.



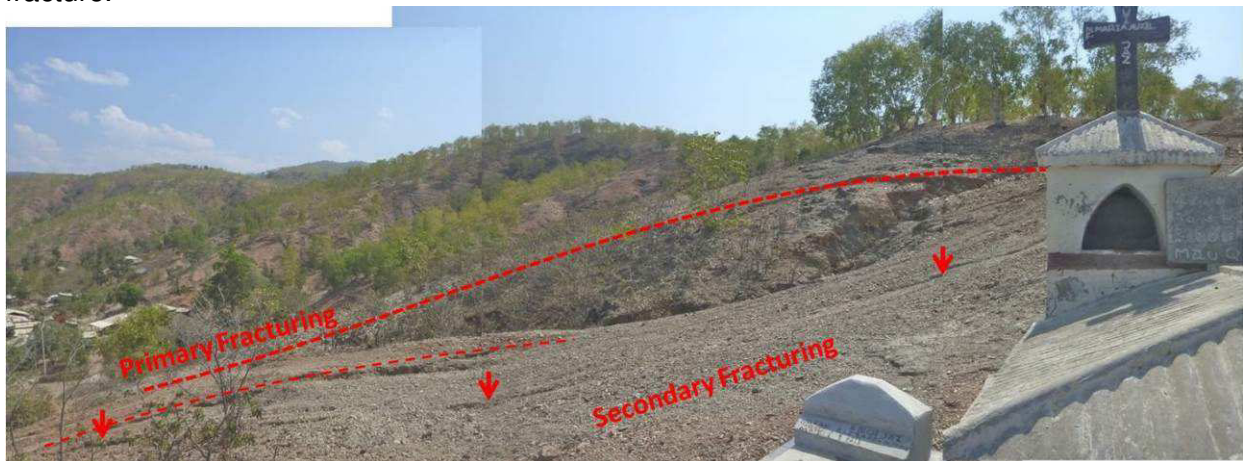
Portion of the canal for excavation near Sta. 24+008. Canal excavation is needed to convey surface water flow to the sea. Negotiation for the affected trees and structures has been completed.



On-going relocation by EDTL of electric post outside the construction limit in various road section of the project.



Fracturing of slope section above the cemetery at the vicinity of Sta.20+800 to Sta. 20+840. Top photo is looking down slope towards the direction of the road. Bottom photo is looking upslope from the tombs. Note the displacement of about 1 meter in some section of the fracture.



Detail of fracturing near the crest of the slope above the cemetery. Displacement of about 1 meter and direction of movement shown by yellow arrow. Secondary fractures propagating from and running roughly parallel to the primary fracture.



Primary fracture near the crest of the slope in the vicinity of Sta. 20+880, the extension of fracture from Sta. 20+840 (top photo). Red arrows in the bottom photo show the trace of secondary fracture propagating from the primary fracture with direction of dip generally trending towards the road.



Left photo show the position of the above two photos relative to the cemetery.

Yellow arrow shows possible slide direction in case of slope failure.

7 tombs are on site



Slope condition in road section approximately between Sta. 20+800 to Sta. 20+940. Present are failed slopes with detached block between +/- Sta. 20+840 to Sta. 20+860 (slope below the cemetery) and Sta. 20+900 to Sta. 20+940. Potential future scenarios with the advent of rainy season are:

- massive erosion of slope resulting to heavy siltation on the canal and road carriageway,
- movement of the detached block further down slope which may cause damage to the road section and drainage due to impact
- movement of adjacent slope section left hanging when the detached block fails may follow, the scale of which will be dictated by the pattern and scale of the fractures in the upper slope section
- the slope section where the cemetery rest may also move downslope due to the presence of fractures on slope above the cemetery in the long term or induced by the movement of adjacent failed slope section in the short term.

The possibility that the slope failure might be blamed to the road construction by the relatives of the buried in the cemetery should be considered by the project.

Appendix B

Summary of Affected Persons with Completed Payment and Negotiation

Summary of Affected Persons with Completed Payment and Negotiation between end of June to end of September
Timor Leste Road Network Upgrading Project (RNUP)

1. SUCO TIBAR

No	Station	Name	Location	Suco	Description	Amount	Remarks
1	14+460	Victor de Carvalho	L/S	Tibar	Plant (Aifunan)	\$ 15.00	
2	14+785	Adelina dos Santos	R/S	Tibar	Baraka	\$ 50.00	
3	15+320-15+440	Lourindo Pereira	L/S	Tibar	Fence	\$ 465.00	
4	15+540-15+600	Francisco dos Sntos	L/S	Tibar	Fence and Trees (Ai kaixote, ai nimba, ai amare)	\$ 185.00	
5	16+180-16+220	Serafin Hornai da Cruz	R/S	Tibar	Fence and Baraka	\$ 215.00	
6	16+220-16+260	Laurindo Pereira	R/S	Tibar	Trees (Ai nimba, ai kakeu, coconut, akadiru, ai kaixote) and Plant (Ai funan)	\$ 96.00	
					Total	\$ 1,026.00	

2. SUCO LAUHATA

No	Station	Name	Location	Suco	Description	Amount	Remarks
1	30+860	Deometri dos Santos	L/S	Lauhata	Baraka	\$ 50.00	
2	31+080	Domingos Correia da Costa	L/S	Lauhata	Fence, Baraka and Plant (Ai oan Metan)	\$ 295.00	
3	31+100-31+120	Laurindo dos Santos	R/S	Lauhata	Kios and Tree (Ai matan dukur)	\$ 60.00	
4	31+140-31+161	Marcos Correia dos Santos	R/S	Lauhata	Tree (Ai amare)	\$ 50.00	
5	31+140-31+180	Manuel Marcolino	L/S	Lauhata	Fence and Baraka	\$ 240.00	
6	31+180-31+200	Julio dos Santos	L/S	Lauhata	Trees (Ai amare, coconut)	\$ 95.00	
7	31+183	Francisco Dobralisa	R/S	Lauhata	Baraka	\$ 15.00	
8	31+200-31+220	Mateus da Silva	R/S	Lauhata	Fence and Trees (Ai matan dukur, Ai kasi)	\$ 132.00	
9	31+220-31+260	Felixberto dos Santos	R/S	Lauhata	Fence and Trees (Ai portugal, ai kaixote)	\$ 196.00	
10	31+260-31+280	Venancio dos Santos	L/S	Lauhata	Fence and Tree (Ai amare)	\$ 92.50	
11	31+260-31+300	Jose da Conceicao	R/S	Lauhata	Fence, Baraka and Trees (Ai Lele, ai matan dukur)	\$ 310.00	
12	31+297-31+337	Armanda de Jesus	L/S	Lauhata	Fence, Baraka and Trees (Ai lele, ai matan dukur, ai amare)	\$ 295.00	
13	31+300-31+325	Godino de Jesus	R/S	Lauhata	Fence and Tree (Ai amare)	\$ 120.00	
14	31+325-31+360	Norberto dos Santos	R/S	Lauhata	Fence, Kios, and Tree (Ai amare, ai dak, coconut) and Plant (Aifunan)	\$ 470.00	
15	31+337-31+350	Bernardino Barreto	L/S	Lauhata	Fence, Tree (Ai matan dukur) and Plant (Ai nanas, ai farina)	\$ 100.00	
16	31+364-31+385	Adelia Maria	R/S	Lauhata	Fence	\$ 80.00	
17	31+385-31+400	Benilde Maria dos Santos	R/S	Lauhata	Trees (Ai amare, ayata)	\$ 65.00	
18	31+400-31+445	Faustino dos Santos	L/S-R/S	Lauhata	Trees (Has, Jambu, Ai matan dukur, sabraka) and Fence	\$ 745.00	
19	31+420-31+460	Francisco dos Santos	R/S	Lauhata	Fence, Baraka and Trees (Ayata, ai kasi, ai matan dukur) and plant (Ai funan)	\$ 170.00	
20	31+445-31+480	Joao Jacob	L/S	Lauhata	Plants (Ai nanas, hudi, ai funan), Trees (Ayata, ai amare, ai fao) and Stone fence	\$ 264.00	

21	31+460-31+490	Floriano Barreto	R/S	Lauhata	Baraka, Fence and Trees (Ai matan dukur, ai mahoni, ai nitas) and Plant (Hudi)	\$ 246.00	
22	31+480-31+520	Armando Ribeiro dos Santos	L/S	Lauhata	Fence, Tree (Ai amare) and Plant (Hudi)	\$ 364.00	
23	31+490-31+520	Ercio dos Santos	R/S	Lauhata	Tree (Ai amare) and Baraka	\$ 120.00	
24	31+520-31+540	Luciabano	L/S	Lauhata	Baraka, Fence, Tree (Ai kaixote, ai hanek, jambu, ayata, ai fao)	\$ 230.00	
25	31+520-31+540	Alberto dos Santos	R/S	Lauhata	Baraka and Tree (Ai Amare)	\$ 150.00	
26	31+540-31-560	Hermenezildo da Costa Goncalvez	L/S	Lauhata	Fence and Trees (Has, bilimbi) and Plant (Hudi)	\$ 187.00	
27	31+560-31+585	Moizes dos Santos	L/S	Lauhata	Baraka, Trees (Ai nitas, ai kaixote, ai teka) and Fence	\$ 190.00	
28	31+580-31+602	Nicolau dos Santos	L/S	Lauhata	Trees (Ai matan dukur, ai kasi)	\$ 30.00	
29	31+600-31+720	Imaculada da Conceicao	R/S	Lauhata	Fence, Trees (Ai kaixote, ayata) and Baraka	\$ 245.00	
30	31+620-31+660	Luis Soares dos Santos	R/S	Lauhata	Trees (Ailele, Ai amare)	\$ 190.00	
31	31+740-31+802	Leonardo dos Santos	R/S	Lauhata	Trees (Ai amare, has) and Plant (Hudi)	\$ 209.00	
32	31+740-31+802	Leopoldo Cristoper Lopes	L/S	Lauhata	Fence, Trees (Ailele, has, coconut) and Plant (Hudi)	\$ 1,155.00	
33	31+802-31+860	Luis Soares dos Santos	L/S	Lauhata	Baraka, Fence and Trees (Coconut, ailele, has)	\$ 580.00	
34	31+860-31+910	Laurentino da Costa	L/S	Lauhata	Fence, Trees (Coconut, Ai kaixote, ayata) and Plants (Ai nanas, Hudi)	\$ 693.00	
35	31+920-31+940	Ezequiel Sousa	L/S	Lauhata	Trees (Ai kaixote, ailele, ai matan dukur) and Plant (Ai funan)	\$ 50.00	
36	32+360-32+380	Pedro de Jesus	L/S	Lauhata	Tree (Ai hanek)	\$ 15.00	
37	32+460-32+480	Basilio dos Santos	R/S	Lauhata	Tatis kios and fondation of kios	\$ 100.00	
38	32+460-32+490	Bendito dos S. Madeira	L/S	Lauhata	Trees (Ai teka, ai mahoni, ai lele, coconut, ai saria), Plant (Ai funan) and Fence	\$ 989.00	
39	32+480	Tobias Ribeiro de Jesus	R/S	Lauhata	Tree (Ai nitas)	\$ 50.00	
40	32+490-32+500	Marcelino Francisco dos Santos	L/S	Lauhata	Baraka	\$ 30.00	
41	32+500-32+540	Abel Sousa	R/S	Lauhata	Tree (Ai nitas) and Plant (Ai funan)	\$ 112.00	
42	32+540-32+560	Jose Correia	R/S	Lauhata	Kios tatis	\$ 70.00	
43	32+545-32+565	Juliana Alves Soares	R/S	Lauhata	Baraka and Tree (Ai matan dukur)	\$ 110.00	
44	32+560-32+600	Rozina dos Santos	R/S	Lauhata	Baraka	\$ 20.00	
45	32+600-32+620	Leonor da Silva	L/S	Lauhata	Baraka, Tree (Ai matan dukur) and Plant (Ai funan)	\$ 41.00	
46	32+600-32+620	Maria Mendes	R/S	Lauhata	Baraka, Trees (Ayata, ai kaixote, Sabraka) and Plant (Ai funan)	\$ 50.00	
47	32+650	Camelo dos Santos	R/S	Lauhata	Tree (Coconut)	\$ 80.00	
48	32+650-32+660	Anaflora de Jesus	L/S	Lauhata	Trees (Ai mahoni, has)	\$ 160.00	
49	32+670-32+717	Aida dos Santos	L/S	Lauhata	Plants (Hudi, ai funan) and Trees (Ai kaixote, has)	\$ 141.00	
50	32+640-32+700	Borges Donascimento Bras	L/S	Lauhata	Trees (Ai kaixote, ai mahoni), Fence and Baraka	\$ 215.00	
51	32+720-32+740	Joao Nascimento Bras	R/S	Lauhata	Tree (Ai Portugal) and Plant (Ai funan)	\$ 55.00	
52	32+720-32+741	Laurentino dos Santos	L/S	Lauhata	Tatis Kios, Fence and Tree (Has)	\$ 275.00	
53	32+745-32+800	Joao da Cruz	L/S	Lauhata	Trees (Ai kaixote, ai hanek, ai matan dukur) and Fence	\$ 75.00	
54	32+750-32+800	Santiago dos Santos	R/S	Lauhata	Baraka, Trees (Ai kaixote, ai portugal, ai amare, ai kafe) and Plant (Ai funan)	\$ 71.00	
55	32+800-32+820	Severina Clara	L/S	Lauhata	Trees (Ayata, ai amare, hale), Palnt (Ai funan) and Baraka	\$ 320.00	
56	32+830-32+850	Zeca Alves Correia	L/S	Lauhata	Trees (Ai kaixote, ai hanek)	\$ 40.00	
57	32+850-32+890	Herminia Alves Pereira	R/S	Lauhata	Fence and Tree (Ai samtuku)	\$ 100.00	
58	32+890-32+900	Rosa Maria	R/S	Lauhata	Trees (Ai nitas, Ai amare)	\$ 25.00	
					Total	\$ 11,627.50	

3. SUCO MAUMETA

No	Station	Name	Location	Suco	Description	Amount	Remarks
1	33+040-33+080	Celestino da S. Gonsalves	R/S	Maumeta	Plant (Ai funan) and Tree (Ai nitas)	\$ 56.00	
2	33+100-33+120	Teresa Martins	R/S	Maumeta	Baraka and Tree (Ai amare)	\$ 110.00	
3	33+120-33+151	Armanda Pereira	R/S and L/S	Maumeta	Fence and Trees (Ai hanek, ai nimba, ai portugal, ai gamal, ai matan dukur)	\$ 165.00	
4	33+180	Cesar Fernandes	L/S	Maumeta	Tree (Ai hanek)	\$ 305.00	
5	33+160-33+200	Isabel Soares	R/S	Maumeta	Fence, Plant (Ai funan) and Trees (Ai nimba, ai mahoni)	\$ 240.00	Have one tree only cut the branch
6	33+200-33+240	Maria da C. Silva	R/S	Maumeta	Fence, Plant (Ai funan) and Baraka	\$ 213.00	
7	33+222-33+260	Laurentino dos Santos	L/S	Maumeta	Fence, Baraka and Tree (Ai matan dukur) and Plant (Ai funan)	\$ 243.00	
8	33+265-33+290	Merita Afonso de Jesus	L/S	Maumeta	Fence and Plant (Ai funan, Ainanass)	\$ 56.00	
9	33+290-33+315	Joao de fatima	L/S	Maumeta	Fence and Plant (Hudi)	\$ 117.00	
10	33+315-33+337	Laurindo dos Santos	L/S	Maumeta	Fence and Plant (Hudi)	\$ 102.00	
11	33+340-33+360	Filomena Mendes Vidigal	L/S	Maumeta	Tree (Ai amare)	\$ 95.00	
12	33+360-33+400	Joanico dos Santos	L/S	Maumeta	Trees (Ai amare, ayata) and Baraka	\$ 110.00	
13	33+380-33+400	Acasio Alves	R/S	Maumeta	Tree (Ai amare)	\$ 30.00	
14	33+440	Albertina dos S. Silva	R/S	Maumeta	Trees (Ai kaixote)	\$ 20.00	
15	33+460-33+480	Joao Vidigal	R/S	Maumeta	Fence, Tatis kios, Plant (Aifunan) and Tree (Ayata)	\$ 122.00	
16	33+480-33+540	Lino Alves	L/S	Maumeta	Trees (Ai amare, ai kaixote)	\$ 70.00	Have one tree only cut the branch
17	33+540	Jacinta dos Santos	L/S	Maumeta	Tatis of kios and Tree (Ai kaixote)	\$ 90.00	
18	33+620	Lucia dos Santos	L/S	Maumeta	Tree (Ai amare) and Plant (Ai funan)	\$ 13.00	
19	33+580-33+600	Jeronimo dos Santos	L/S	Maumeta	Trees (Ai matan dukur, ai amare)	\$ 50.00	
20	33+640-33+680	Martina dos Santos	L/S	Maumeta	Tree (Ai amare)	\$ 90.00	
21	33+680-33+700	Vicente de Fatima	L/S	Maumeta	Fence and Tree (Ai amare)	\$ 120.00	
22	33+800-33+820	Carlos Pereira dos Santos	R/S	Maumeta	Fence	\$ 45.00	
						\$ 2,462.00	

4. SUCO DATO

No	Station	Name	Location	Suco	Description	Amount	Remarks
1	34+600-33+640	Maria da Costa Hornai	L/S	Dato	Tree (Ai amare)	\$ 30.00	
2	34+620-34+640	Filomena dos Santos	R/S	Dato	Tree (Ai amare)	\$ 190.00	
3	34+660-34+760	Elda da C. Goncalves	R/S	Dato	Trees (Ai amare, ai matan dukur) and Fence	\$ 170.00	
4	34+680-34+700	Adelina dos Santos	L/S	Dato	Trees (Ai amare, ai lele, ai matan dukur) and Baraka	\$ 220.00	
5	34+800-34+820	Florindo Pereira	R/S	Dato	Plants (Hudi, ai funan), Trees (Ayata, Sarmalen)	\$ 51.00	The Mango only cut the branch
6	34+856-34+880	Antonio Maria	R/S	Dato	Trees (Ai hanek, ai marungi) and Plant (Ai funan)	\$ 21.00	
7	34+860	Anibal Perira	L/S	Dato	Tree (Ai amare)	\$ 20.00	
8	34+880-34+900	Jacinta Rodrigues Pereira	L/S	Dato	Kios, Trees (Ai kafe, ai nimba)	\$ 750.00	
9	34+920-34+940	Romaldo de F. Pereira	L/S	Dato	Fence and Tree (Mango)	\$ 165.00	
10	34+940-34+960	Dulce dos Santos	L/S	Dato	Fence, Plants (Ai funan, ai nanas) and Trees (Kulu, Goeavas)	\$ 277.00	
11	34+980-35+040	Deonisio de Jesus da Costa	L/S	Dato	Fence, Tree (Coconut) and Plant (Ai funan)	\$ 653.00	
12	35+040-35+060	Delfina L.U. Martins	R/S	Dato	Fence and Plant (Ai funan)	\$ 247.00	
13	35+060	Francisco dos Santos	L/S	Dato	Baraka	\$ 25.00	
						\$ 2,819.00	

