

Safeguards Monitoring Report

Project Number: 46499-002
Loan: 3392

Semi Annual Report (July-December 2021)
April 2022

Solomon Islands: Sustainable Transport Infrastructure Improvement Program (STIIP)

Prepared by Ministry of Infrastructure Development for the Solomon Islands Government and the Asian Development Bank.

This safeguards 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.

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.



**SOLOMON ISLANDS GOVERNMENT
MINISTRY OF INFRASTRUCTURE DEVELOPMENT**

CENTRAL PROJECT IMPLEMENTATION UNIT

**SAFEGUARDS MONITORING REPORT
JULY- DEC 2021**

Document History and Status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
A		CPIU	CPIU	09/03/2022	Draft
B		CPIU	CPIU	07/04/2022	Draft

Distribution of copies

Revision	Copy no	Quantity	Issued to

File name:	Safeguards Monitoring Report July-Dec 2021
Project Manager:	Mike Qaqara
Name of organisation:	Central Project Implementation Unit, Ministry of Infrastructure Development
Name of project:	Sustainable Transport Infrastructure Improvement Program (STIIP)
Name of document:	Safeguards Monitoring Report
Document version:	Draft 1

Table of Contents

1.0 Introduction	5
1.1 Project Background	5
2.0 Legislative and Policy Framework	7
2.1 Environmental Procedures	7
2.2 Land Access Procedures	8
3.0 Institutional Arrangements for Monitoring	10
4.1 Overall Summary	12
4.1.1 Constraints	13
4.1.2 Actions	14
4.3 Implementation Monitoring Activities	15
4.4 Corrective Actions Reported to Job Management for Follow Up	15
5.0 Social Safeguards Activities	16
5.1 Preparation Activities	16
5.2 Implementation Activities	16
6.0 Stakeholder Consultation and Grievances	21
8.0 Capacity Building & Training	25
9.0 Conclusions	26
10.0 Recommendations	27

Acronyms

ADB	Asian Development Bank
AIDS	Acquired Immune Deficiency Syndrome
BMP	Building Materials Permit
BOQ	Bill of Quantities
CAC	Community Advisory Committee
CCECC	China Civil Engineering Corporation Contractor
CEMP	Construction Environmental Management Plan
CHEC	China Harbour Engineering Company Limited
CPIU	Central Project Implementation Unit
CSS	Country Safeguards System
DDR	Due Diligence Report
DLI	Disbursement-Linked Indicators
ECD	Environment Conservation Division
EIA	Environmental Impact Assessment
EIS	Environmental Impact Statement
EMP	Environmental Management Plan
EO	Environment Officer
GAP	Gender Action Plan
GRM	Grievance Redress Mechanism
HIV	Human Immune Deficiency Virus
LAR	Land Acquisition and Resettlement
LARP	Land Acquisition and Resettlement Plan
LBES	Labour Based Equipment Supported
MBMC	Machine Based Maintenance Contract
MECDM	Ministry of Environment Climate Change Disaster Management and Meteorology
MID	Ministry of Infrastructure Development
MMERE	Ministry of Mines, Energy and Rural Electrification
MoU	Memorandum of Understanding
MoA	Memorandum of Agreement
MTR	Mid Term Review
NTF	National Transport Fund
NTP	National Transport Plan
PER	Public Environment Report
RBL	Results Based Lending
REOI	Request of Expression of Interest
ROW	Right of Way
SIG	Solomon Islands Government
SPM	Safeguards Procedures Manual
SPS	Safeguards Policy Statement
STIIP	Sustainable Transport Infrastructure Improvement Project
TOR	Terms of Reference
TSDP	Transport Sector Development Project

1.0 Introduction

1.1 Project Background

1. This six-monthly Safeguards Monitoring Report has been prepared by the Central Project Implementation Unit (CPIU) safeguards team for the Ministry of Infrastructure Development (MID) of the Solomon Islands Government (SIG). The CPIU has been established to implement transport infrastructure projects and strengthen and sustain the MID transport infrastructure program. The Sustainable Transport Infrastructure Improvement Program (the program) is aimed at improving transport infrastructure financed by the National Transport Fund (NTF) that pools government and development partner resources and uses improved country systems and government agencies to deliver transport infrastructure and services. Transport infrastructure to be covered under the program will include land, maritime and aviation infrastructure, with emphasis mainly on land and maritime transport.

2. The impact of the program will be sustainable access to socioeconomic opportunities and inclusive growth.

3. The outcome of the program will be improved multimodal transport system efficiency and sustainability.

4. The outputs of the program are selected from the National Transport Plan's (NTP's) key performance indicators. Certain outputs are further developed into annual disbursement-linked indicators (DLIs), achievement of which will set the progressive steps towards the NTP outcome achievement.

5. The program has three outputs:

- a) Transport infrastructure rehabilitated and maintained for all users and upgrade and increase the proportion of roads regularly maintained;
- b) Country systems strengthened to finance and implement the NTP; and
- c) MID's management and supervision capacity strengthened to deliver the NTP more efficiently and effectively.

6. As of 31 st December 2021, the program had completed 65 months of the 71 months duration (92%). The program was declared effective on 20 July 2016 and is due for completion on 30 June 2022.

7. The program is supporting delivery of projects identified in the National Transport Plan (NTP) that make up the Annual Work Plan (AWP) of the CPIU. As shown in Table 1-1 the project is focussing on maintenance rather than investment sub-projects. Overall, there are currently 31 active subprojects¹ (26 maintenance and 5 investment subprojects).

¹ The maintenance subprojects involve only repair works on existing infrastructure such as vegetation cleaning, pothole patchworks, edge repair, drain cleaning etc. The investment subprojects involve rehabilitation or reconstruction of infrastructure such as bridge construction, sealing of the existing roads , construction of wharves etc.

Table 1-1: Active Project Status

Package Type	Region	Total Active Projects		Maintenance			Investment		
		No.	(SBD million)	No.	(SBD million)	Sealed* (km)	Unsealed (km)	No.	(SBD million) (km)
Region 1		17	182,9	13	125,6	134	28	4	57,3 13
Road	1	16	151,1	13	125,6	134	28	3	25,5 13
Bridge	1	1	32					1	31,8 0
Wharf	1								
Other	1								
Region 2		9	31,5	8	17,4	22	41	1	11,8
Road	2	8	31,0	7	16,9	22	41	1	11,8
Bridge	2								
Wharf	2	1	0,5	1	0,5				
Other	2								
Region 3		5	24,3	5	24,3		140		
Road	3	5	24,3	5	24,3		140		
Bridge	3								
Wharf	3								
Other	3								
All		31	238,7	26	167,3	156	209	5	69,1 13
Road		29	206,4		166,8	156	209	4	37,3 13
Bridge		1	32					1	31,8 0
Wharf		1	0,5		0,5				
Other									
Total		31	238,7	26	167,3	156	209	5	69,1 13
			100%		70%				29%
NTF = National Transport Fund Source: CPIU * Includes sealed and unsealed sections.									

8. The program is the first transport infrastructure program involving results-based lending (RBL) and one of the assumptions of the program was that it would work within the country safeguards system (CSS) to the extent possible whilst ensuring that the key principles of the Asian Development Bank (ADB) Safeguards Policy Statement (2009) and Government of Australia's safeguard requirements are followed in planning and implementation of all activities.

9. The report first outlines the legal framework and institutional arrangements for preparation, implementation and monitoring activities and then goes on to discuss environmental and social safeguards activities undertaken during the period from July to December 2021.

2.0 Legislative and Policy Framework

10. Monitoring activities form part of the implementation of the environmental impact assessment and management system in the Solomon Islands which is provided for under the Environment Act of 1998 and the accompanying regulatory instrument, the Environment Regulation, 2008. The act and regulations are administered by the Ministry of Environment, Climate Change, Disaster Management and Meteorology (MECDM). The Program operates under this legislation and is also subject to the requirements of the ADB's Safeguards Policy Statement (SPS). Program loan agreements require safeguards screening and assessment in accordance with the MID Safeguards Procedures Manual (SPM) which follows the SIG CSS with additional requirements to also comply with the SPS. The SPM is based on three tiers of road maintenance and rehabilitation activity generally undertaken by the CPIU: (i) Tier 1 - labour-based equipment-supported (LBES); (ii) Tier 2 - machine-based maintenance contracts (MBMC); and (iii) Tier 3 - road rehabilitation, new road construction.

- Tier 1 – labour-based equipment support (LBES) or community-based routine maintenance contracts, mainly for roads, including clearing drains/culverts/outlets, patching potholes, and cutting grass etc. Please note that due to budget & institutional constraints in the STIIP program, these sub- projects generally have no equipment support and are restricted to grass cutting, drain clearance and pothole repair with simple hand held tools.
- Tier 2 – machine-based maintenance contracts (MBMC), mainly for maintenance of roads, includes repairing damage, refilling and/or compacting base materials, and sealing etc.
- Tier 3 – includes rehabilitation or reconstruction (roads and wharves) which have been badly neglected and have fallen into dis-repair and/or damaged by extreme weather events or other natural disasters. The works include resurfacing or re-sheeting roads, repairing jetty/wharf slabs or piles, rebuilding/repairing/replacing damaged bridges and large culverts, building new water crossings or rehabilitation of roads. In some cases, wharves or jetties will be constructed at new locations.

11. The major differences are in the length of the project cycle and the level of detail required for the due diligence and reporting. Since Tiers 1 and 2 address existing infrastructure whose right of way (ROW) is more or less defined and established (though not by any means uncontested), the project cycle is shortened. They do not undergo feasibility studies and appraisal, since the benefits of maintenance are not in dispute and the scope of works is relatively straightforward and defined. The design is not as complicated as new works and can be done using internal CPIU resources. Consequently, procurement is a one-time endeavour and is done for the selection of the civil works contractor.

2.1 Environmental Procedures

12. As a “development activity” each sub-project proposed under the program requires a development application be prepared, which includes a detailed sub-project description. The Environment and Conservation Department (ECD) of MECDM then carries out screening of the development activity and makes recommendations concerning the level of environmental assessment that is required before development consent (with or without conditions) can be granted. The LBES (Tier 1) and MBMC (Tier 2) activities are generally exempted from development consent. Major road rehabilitation and new projects (Tier 3) require, as part of the development consent application process, either a public environmental report (PER) or environmental impact statement (EIS) depending on the location and scale of the development activity and its likely impacts. The PER and EIS require an environmental management plan (EMP) and community consultation as part of the process.

13. It should be noted that a building materials permit (BMP) for aggregate or gravel extraction and/or quarrying arising from road works and other public works is required from the Ministry of Mines Energy and Rural Electrification (MMERE) if the amount of material exceeds a prescribed amount. However, the responsibility for submittal of the permit application is generally the responsibility of the construction contractor but only after development consent has been granted by the Director of ECD. The SPM also contains aggregate extraction and quarry management guidelines that are to be followed. Tier 1 activities and most Tier 2 sub- projects do not reach exceed prescribed amounts.

2.2 Land Access Procedures

14. As is the case in the environmental impact assessment (EIA) procedures, the land acquisition and resettlement (LAR) procedures in the SPM build upon the existing procedures developed by the CPIU under the Transport Sector Development Project (TSDP) and are subsequently being used in the program. Across the different tiers, there are common steps taken such as scoping, information disclosure, consultation, establishment of a community advisory committee (CAC), grievance redress, contract enforcement, and monitoring and assessment.

15. No LAR plan (LARP) is prepared for Tier 1 and Tier 2 projects, as there is no land acquisition. For activities under both tiers, only temporary access is required in adjoining land. A due diligence report (DDR) is still prepared for Tiers 1 and 2 to document consultation carried out, as required including the completed memorandum of understanding (MOU) negotiated with landowners and land users and to ensure there is no need for land acquisition. Certain Tier 3 activities may require permanent land access or acquisition, and in these cases, will require a negotiated settlement and/or LARP.

16. The difference between Tier 1 and Tier 2 procedures are in three areas:

- The solicitation of Request of Expression of Interest (REOI) which is only done in Tier 1 as the works are labour intensive.
- The organization of the CACs is recommended but not required in Tier 2 contracts which are less than six months in duration.
- The signing of a MOU with customary land owners voluntarily granting the MID/CPIU and the private contractor access to land as staging area and for the conduct of works. This is done in MBMC contracts for Tier 2 activities only and as necessary for Tier 3 activities.

17. Depending on their scope of work and the circumstances which prompted their implementation, certain Tier 3 activities may also have a truncated project cycle. Urgent emergency works implemented in the aftermath of a natural disaster do not have time for extensive feasibility studies, appraisal and approval.

18. The basic procedures across the different tiers are similar but in Tier 3 they iterate or repeat throughout the project cycle. The procedures for Tier 3 account for the possibility of physical displacement and resettlement, however remote.

19. For land acquisition, the MID/CPIU generally enters into a Memorandum of Agreement (MOA) with the landowners for NTF sub- projects. The MOA has almost the same terms and conditions as the MoU which the MID/CPIU enters into with customary landowners for non-NTP MBMC projects. It grants Tier 3 projects voluntary access, i.e., with no cash compensation to land outside the road reserve or the ROW for expansion, staging area, and the conduct of works. Unlike the MOU, the MOA requires payment for any non-land assets

affected by the works. More importantly, it is legally binding, as it goes through review and approval of the Attorney General's Office (AGO) before taking effect and Third-Party validation.

20. If an MOA is refused by the landowners, the MID/CPIU would coordinate with the Commissioner of Lands for land acquisition under Part V of the Land and Titles Act. A LARP is prepared, approved by the MID, and disclosed for Tier 3 activities. To date, this process has been rarely used over the period of the last five years with the TSDP project and the current program.

3.0 Institutional Arrangements for Monitoring

20. The ECD of MECDM is also tasked to assist in auditing the implementation of the EMPs that are required for more complex sub-projects and to ensure that environmental management and mitigation of the projects complies with the consent conditions and that they are undertaken to the required standards. One of the requirements of ECD is that they participate during monitoring and auditing of major rehabilitation, reconstruction and construction projects at agreed intervals, on a sample basis dependent on availability and project budget. As noted previously the MID's SPM includes the three tiers of activities.

21. MID Environment Officers (EO) and Community Development Officers (CDO) within the CPIU are responsible for implementation of safeguards including monitoring which support the program managers to implement relevant contract conditions and MECDM ECD regulations. MID staff officers are supported by sub-contractors working under MID term contracts with the National Transport Fund (NTF) to support the overall CPIU program. Presently the team has two EO on staff (the senior one is the safeguards manager), one CDO on staff and two consultants who focus on community development and liaison but also do some environmental monitoring as part of their normal community-based field work. The CDO have been allocated into the three MID CPIU operational regions supporting the CPIU regional managers while the EO needs to service all three regions. The updated team is shown in Table 3-1 below.

22. The International Safeguards Advisor (ISA) has continued on an intermittent role and last visited Honiara in March 2020 for a total input of 14 days. International travel restrictions prevented further fieldwork inputs after March 2020, and it is still presently unclear about a scheduled return (subject to COVID-19 travel restrictions). He has been providing home office inputs to the team on a regular basis online.

23. A total of 13 subprojects were initially handed over to SMEC (either as Engineer or Engineer Representative). From 1 April 2021 onwards, they have been managing only 5 subprojects. The CPIU safeguards team is responsible for quality assurance in those subprojects and has continued to initiate regular safeguards meetings with SMEC to review and comment on progress.

24. The implementation arrangements for SMEC did not include safeguards support so presently the CPIU safeguards team is responsible for all of these sub-projects. With one of the CPIU permanent staff the safeguards team is now one staff member, Team Leader for safeguards and 3 Safeguards Consultants who are now contracted to the NTF.

Table 3-1 Current CPIU Safeguards Team for Monitoring Period July- Dec 2021

Employer		Position	Name	Budget for Travel by	Comments
MID	CPIU	Chief Safeguards Officer	Steve Sae	MID	Major issue is the delay in processing travel & per diem. Both officers report to Acting Director. These issues continued in this period.
MID	CPIU	Community Liaison Officer	Steve Bunabo	MID	
NTF	CPIU	Safeguards Consultant Region 1	Primo Chapa	NTF	Contract until June 2022 under TA9119 SOL.
NTF	CPIU	Safeguards Consultant Region 3	Usenio Tadago	NTF	
	CPIU		Allan Basile	NTF	

Employer		Position	Name	Budget for Travel by	Comments
		Safeguards Consultant Region 2			
ADB	CPIU	Local Gender Consultant	Jean Tafoa	ADB	Filled in May 2020 Reports to International Safeguards Advisor (ISA) and Acting Director

4.0 Safeguard Activities and Status

4.1 Overall Summary

25. The implementation of the revised 2021 work plan progressed in this monitoring period and in similar fashion to the previous period included limited planning, design and procurement procedures and was more focused on severely curtailed implementation and a very low level of monitoring activities. The STIIP work plan has been significantly affected due to the effects of the COVID-19 pandemic and civil unrest in Honiara in Nov 2021. An overall summary of jobs being implemented by CPIU safeguards team under the work plan is shown in Appendix 1 and the total number of sub-projects has been decreasing as the program winds down. There were 31 active NTF implementation subprojects including 10 Tier 1 (LBES), 20 Tier 2 (MBMS), and there was one Tier 3 subproject. The Tier 1 and Tier 2 subprojects have applied for and received development consent exemptions by ECD of MECDM. The majority of the sub projects are being carried out in Region 1 (55%), 17 sub-projects followed by region 2 in the eastern region of the country at 9 sub-projects and then region 3 (5 subprojects). Overall, the subprojects under CPIU have been badly affected during the period and the progress has been slow.

26. During the last 6 months, it has not been possible for the safeguards team to do significant monitoring of Tier 2 & 3 CEMPs due to pressure exerted by COVID on finances. There is pressure on the country's finances so MOFT has been very strict on budgets for officers to travel to the provinces so monitoring in the Provinces was not possible.

27. For Tier 2 contracts in Honiara, access to vehicles with fuel and other logistics was also a major drawback for the Safeguards team. Also, the availability of Job Managers to accompany team members to visit the local contractors was often a problem due to COVID pandemic

28. Furthermore, there were many lockdown exercises and/or simulations during the period past 6 months which badly affected the overall MID works program. Travel restrictions were strictly applied during these lockdowns period (no one was allowed to leave or enter the Honiara emergency zone).

29. The Tier 2 subprojects require a Construction Environmental Management Plan (CEMP) to be prepared. As discussed in the last monitoring report, for one of the tier 2 subprojects (Construction of Drainage Structures on North Malaita Road), the CEMP was pending. This has been prepared and is currently with the Contractor before final revisions and approval..

30. No face to face training programs were possible during the reporting period due to severe restrictions caused by a combination of COVID restriction followed by civil unrest and bad weather that occurred from mid- November 2021. The CPIU Training Plan shows 2 safeguards workshops planned in the next period – refresher courses one for staff and the other for supervisor level contractors.

31. The only Tier 3 sub- project Mongga Bridge construction required a PER and DC. The PER was reviewed by ADB and disclosed on the ADB website in July 2021. A draft CEMP for the only Tier 3 sub-project (Mongga Bridge) was prepared by the contractor CCECC which is being reviewed by CPIU. The safeguards team is still awaiting the revised draft before final approval.

32. There are no significant social safeguards processing issues as no land acquisition is required in any of the Tier 1 and Tier 2 subprojects. In accordance with MID SPM, there are MOU/MOAs required for lay-down, spoil disposal, materials storage and preparation areas,

construction camps and some limited quarried material that continue to be negotiated with the local communities for temporary use of custom land by the contractor with support provided by the CPIU and CAC. An inventory of any non-land assets within the proximity of the corridor is also completed and any construction damage that occurs to these assets partially encroaching on a gazetted corridor (eg. Overhanging fruit trees) is the responsibility of the Contractor under its contract construction damage clause. If there is damage caused to non-land assets on customary land the Contractor is fully liable under this clause.

33. At the request of the ADB regional office, a significant back log of Due Diligence Reports (DDR's) for the active Tier 1 and Tier 2 sub-projects to document social safeguard requirements were prepared and submitted to the ADB for their review during the last period. All outstanding documents are now ready for submission.

4.1.1 Constraints

34. The country continues to have significant issues with COVID-19 cases and has imposed very strict travel requirements and entry into the country. It has also experienced very significant civil unrest in and around Honiara and complete lockdowns became necessary in the Honiara urban area and neighbouring hinterland in which the majority of STIIP maintenance works were being implemented.

35. Access to the country has been severely affected by closure of international flights which affected the priorities and work program for the CPIU. International consultants and contractors continue to be unable to get their staff back due to strict travel requirements, so some sub-projects using international contractors continue to be affected. Subsequent CEMPs will include COVID-19 preparedness and response measures in line with government protocols and internationally accepted advice and guidance.²

36. For the Gender Responsive Infrastructure planned under 2 Tier 2 maintenance sub-projects in Foxwood (East Guadalcanal) and Komibo (West Guadalcanal), the CEMP's are being revised to add environmental protection in the management of the GRIs. That is to ensure proper waste management for the waste emanating from their operation.

37. The safeguards team produces personnel work plans for each up-coming quarter in order to improve coordination with job managers. However, the travel budget issue has meant prepared work plans in proximity to Honiara have even been suspended. During Jan-June 2021, the local safeguards consultants were hired under the Pasifiki contract who are supposed to support them with travel budget, per diem etc. However, the team were facing delays in receiving the advance which resulted into postponement/cancellation of site visit. The Pasifiki contract was completed on 30 June 2021, and the CPIU decided not to extend their contract. The safeguards consultants are now hired as individual consultants under the NTF budget. The contract of these individual consultants were renewed in Q4 2021 with the commencement from 1 July 2021.

38. Further workshops planned with engineering staff and contractors could not be organized due to the COVID-19 and civil unrest as discussed in paras above. The

² See e.g.: World Health Organization. 2020. Considerations for public health and social measures in the workplace in the context of COVID-19. Geneva. Available here: <https://www.who.int/publications-detail/considerations-for-public-health-and-social-measures-in-the-workplace-in-the-context-of-covid-19>; HM Government. 2020. Working safely during COVID-19 in construction and other outdoor work. Guidance for employers, employees and the self-employed. Available here: <https://assets.publishing.service.gov.uk/media/5eb961bfe90e070834b6675f/working-safely-during-covid-19-construction-outdoors-110520.pdf>. The Canadian Construction Association – COVID 19 Standard Protocols. Available here: <https://www.cca-acc.com/wp-content/uploads/2020/04/CCA-COVID-19-Standardized-Protocols-for-All-Canadian-Construction-Sites-04-16-20.pdf>

coordination and improvements to the preparation and approval of CEMPs and establishment and implementation of CAC procedures have not been completed during the period.

39. Even though the preparation work has been reduced, the number of staff available is now only four and there is an increasing number of subprojects being funded by other donors which is having a significant effect on the ability of the team to focus on the many safeguards requirements in the MID SPM.

4.1.2 Actions

40. The quality assurance group (QAG) has continued to be coordinated by the CPIU safeguards team in order to coordinate the activities of the many different donor programs and ensure that SPM protocols are being followed in the planning and implementation of safeguards by the various specialists retained by the donor projects. Consistency of policy application across the provinces is the proposed outcome of this group.

41. With the cooperation of some job managers some environmental monitoring activities were possible in Region1 near Honiara, dominated by Tier 2 road maintenance sub-projects for which regular monitoring was carried out to the extent possible. However as discussed above this monitoring work was forced to be suspended for July- Dec 2021.

42. Similarly social safeguards work activities have also been severely disrupted with bans on visits to villages due to the fear of COVID from Honiara based staff. Nonetheless The team has continued to try to develop good relations with rural communities in Region 1 and their more urbanised communities using remote methods by telephones.

4.2 Environmental Preparation Activities

43. The International Safeguards Advisor prepared two reviews of drafts of the PER for the Mbokokimbo to Aola sub- project prepared as part of the feasibility study. This proposal is not part of the current AWP. As part of the proposal, SMEC continues to work on the route location and design of a new high-level bridge at Mbokokimbo and its approaches. SMEC is preparing the overall feasibility which was supposed to be completed by end June 2021. This includes the preparation of the PER. A first draft was submitted by SMEC and the comments were provided on 13 April 2021 by International Safeguards Advisor for further revision by SMEC. A second review and round of comments were sent to SMEC for further revision in December 2021. This proposal has to date not been screened by ECD and due to the scope and potential issues arising from the project it is possible that ECD may require a full EIS to be prepared.

44. The one Tier 3 sub-project in the AWP is the Mongga bridge sub-project, for which the safeguards activities were being carried out jointly by CPIU and SMEC. This sub-project has been delayed by COVID-19 and delays in design review. The extension of the development consent has now been granted with a PER prepared and reviewed by the ADB Regional officers. There were no other active Tier 3 sub- projects in the program during the reporting period.

45. Further consultation with the Noro Town Council Clerk regarding the proposed sealing of Noro Township road (now World Bank project) was completed. A PER was required subject to further design and discussion with ECD, MECDM and has been supported and reviewed by the CPIU team.

4.3 Implementation Monitoring Activities

46. There are now 20 Tier 2 maintenance contracts, the focus was on engaging with contractors on the substance of CEMP's which have been of highly variable quality. As there is a paid work item in the Bill of Quantities (BOQ) to facilitate preparation, the safeguards team have tried to increase the level of scrutiny of the documents before approval. The situation has improved as a result of training to Contractors conducted during the last period but lack of coordination with job managers and travel budget issues have curtailed monitoring outside Region 1 unless a specific sub- project covers the travel cost of the Safeguards team to support particular aspects.

47. Two monthly monitoring of CEMP compliance is the target and is planned for but budget has made the task increasingly difficult outside Guadalcanal.

48. The results of the field monitoring of CEMP's that was possible found that those sub-projects which had approved documents were found to be complying with the main elements of workforce health and safety; and traffic management. The revised CEMP template has improved performance and more training has been planned although now delayed.

4.4 Corrective Actions Reported to Job Management for Follow Up

49. On site monitoring of CEMPs were suspended during the period due to the COVID-19 travel restrictions and civil unrest.

5.0 Social Safeguards Activities

5.1 Preparation Activities

50. The International Safeguards Advisor has still not received any LAR documentation for the Mbokokimbo to Aola sub- project prepared as part of the feasibility study. These activities particularly for sub- projects that require a feasibility study have been transferred to SMEC consultancy and preparation activities were shared between the CPIU and SMEC safeguard specialists.

51. As the current sub-projects are generally maintenance sub-projects, the social safeguards relate to doing an inventory of non-land assets that are either on or near the designated corridor. Any non-land assets are recorded and paid out to the affected people as from the “construction damage” allowance in the sub-project BOQ before any works are commenced.

52. For bridges within an existing corridor, temporary use of some land for laydown areas and any associated quarrying activity normally requires an MOU once a contractor and CAC has been appointed. These preparation activities were being carried out by the SMEC consultancy with continuing follow-up support from the CPIU Safeguards team. The Contractor has completed the maintenance work of the access road from Mbokokimbo bridge to the proposed Mongga bridge.

5.2 Implementation Activities

53. The larger Tier 3 sub- projects such as the Mbokokimbo to Aola road improvement sub-project with some associated bridge sub-projects have continued very slowly during the period and no social safeguards activities were possible.

54. The majority of the implementation subprojects which the CPIU team worked were either Tier 1 Labour-Based Maintenance (LBES) or Tier 2 machine-based maintenance (MBMC) sub-projects which did not require the preparation of a feasibility study. The activities involved the appointment of Community Advisory Committees (CACs) and follow up for both types of projects which is required in accordance with the updated CPIU SPM of 2020. The team were working in all three regions but these activities were suspended during the monitoring period.

55. During the project review mission in Oct 2021, it was agreed that the DDRs of the subprojects yet to be prepared as discussed in the last review mission (April 2021) would be completed and shared with ADB for review by 15 Dec 2021. The CPIU has consolidated records of all completed and ongoing DDRs for consistency and the results are presented in Table 5-1. All the DDRs have been completed except seven from Region3. These pending DDRs were prepared earlier by a CPIU consultant who passed away last year and hence the documents (in the computer drives) are not accessible. These DDRs will be prepared /reviewed by CPIU Safeguards Officer and TA Consultants for submission to ADB.

Table 5-1: Status of Due Diligence Reports

Name of the Subproject	Province	Contractor	DDR Status	Comment
TIER 1 SUBPROJECTS				
Region 1				
LBES R&SM Marau-Kopiu Road	Guadalcanal	FL Road Maintenance	Completed	Ready for Submission

Name of the Subproject	Province	Contractor	DDR Status	Comment
LBES Bellona Unsealed Rd Sect 1 Central West	Guadalcanal	JN	Completed	With ADB for review (uploaded on dropbox on 7 July 2021)
LBES Unsealed Bellona Rd Sect 2	Guadalcanal	THS Contractors	Completed	With ADB for review (uploaded on dropbox on 7 July 2021)
LBES Unsealed St Martin Feeder	Guadalcanal	B & I	Completed	To submit to ADB by 15 Dec 2021
Region 2				
LBES R&SM Kaevanga Rd, Koghe Road - Unsealed	Isabel	Glose Uku Constructio	Completed	Ready for Submission
LBES R&SM Unsealed Rd Kaevanga (section 1) - Kaevanga to Moana CHSI	Isabel	Mareba	Completed	Ready for Submission
LBES R&SM Unsealed RD Kaevanga (section 2) - Moana CHS to Kolomola	Isabel	Kaolo Sunset Road Construction	Completed	Ready for Submission
LBES R&SM Unsealed Rd Haevo (section 1): Haevo to Hiros Hill Rd & Buma Coastal Road	Isabel	Ras Construction	Completed	Ready for Submission
LBES R&SM Unsealed Rd Haevo (section 2) - Hiros Hill to Koregu	Isabel	Koregu Community Road Projec	Completed	Ready for Submission
LBES Routine Maintenance Lambulambu, Koriovuku and Lengana Wharf , Western Prov.	Western	Maloma Const	Not need	Ready for Submission
Region 3				
LBES Afio Road (sect1) - Routine & Specific. Small Malaita - CW Const	Malaita	CW Construction	Partially Completed	Some of the documents such as CAC records and others could not be accessed as all these documents were in the computer drive of Region3 Safeguards Officer who passed away last year. The computer drives will be opened by an IT expert to access all the relevant documents. If the documents are still not accessible, the DDRs will be prepared again by the Safeguards team.
LBES Afio Road (sect 2) - Routine & Specific. Small Malaita	Malaita	Peter and Sons Co	Partially Completed	
LBES Rehab/Maint Unsealed Santa Ana Airport Rd REP Contract Complete	Makira	RGJ	Partially Completed	
LBES Makira Western Rd - Waimasi to Pura 1 C/way Contract Complete	Makira	EM	Partially Completed	
LBES Makira West. Rd - Pura 1 to Macedonia C/way Contract Complete	Makira	MDM Enterprises	Partially Completed	
LBES Unsealed Ulawa Coastal Rd Sect 3 Contract Complete	Makira	Haureta Comm	Partially Completed	
LBES Unsealed Makira Eastern Rd Sect 1 (MID Gate -Kirakira Town Rd) Contract Complete	Makira	Bauro Community JD Nika	Partially Completed	
LBES Lata Baemaoa Sect 1	Temotu	Mabar	Completed	Ready for Submission

Name of the Subproject	Province	Contractor	DDR Status	Comment
LBES Lata Baemaoa Sect 2	Temotu	Matir Road	Completed	Ready for Submission
LBES Lata Baemaoa Sect 3	Temotu	Bwelo Forest	Completed	Ready for Submission
LBES Nea Nemboi Unsealed Rd	Temotu	Kiodilir Road	Completed	Ready for Submission
LBES Noipe Jn to Mbanyo Head Rd	Temotu	NT Road	Completed	Ready for Submission
LBES Mbanyo-Noipe, Nemba Inland Road	Temotu	Rockpoint	Completed	Ready for Submission
TIER 2 SUB-PROJECTS				
Region 1				
Honiara Hwy. Lot 1 - RM incl. specific works (Alligator River to Vura Junction)	Guadalcanal	Emco Pacific (SI) Ltd	Completed	Ready for Submission
Honiara Hwy. Lot 2 - RM of Honiara Highway incl. specific works (Vura Jn to White River Br.)	Guadalcanal	SSS Construction Ltd	Completed	Ready for Submission
Routine Maintenance of Panatina Vura Selected Sealed Roads	Guadalcanal	Xiao	Completed	Ready for Submission
Routine and specific maintenance of East Guadalcanal Highway Lot-1 (Alligator Creek to Matepono)	Guadalcanal	Emco Pacific (SI) Ltd	Completed	With ADB for review (uploaded on dropbox on 7 July 2021)
Routine Maintenance East Guadalcanal Highway Lot-2 (Eastern end of Matepono - Eastern end of Mberande Bridge)	Guadalcanal	Sustainable Resource Management Ltd	Completed	With ADB for review (uploaded on dropbox on 7 July 2021)
Routine Maintenance of West Guadalcanal Highway Lot-1 White River-Ndoma bridge 1	Guadalcanal	CCECC	Completed	With ADB for review (uploaded on dropbox on 7 July 2021)
Routine maintenance of West Guadalcanal Lot-2 (Ndoma Br 1-Komibo Br, including Naro Hill)	Guadalcanal	Civil Works Contractor	Completed	With ADB for review (uploaded on dropbox on 7 July 2021)
Honiara New Sealing Works - 5 Roads	Guadalcanal	SSS Construction Ltd	Completed	Ready for Submission
R&SM West Guadalcanal unsealed Road. Lot 3 - Specific Maintenance of Komibo Bridge to East Naro Hill unsealed road	Guadalcanal	Civil Works Contractor	Completed	With ADB for review (uploaded on dropbox on 7 July 2021)
Periodic and Routine Maintenance UnSealed Honiara Feeder Roads (East/Central)	Guadalcanal	Civil Works Contractor	Completed	Ready for Submission

Name of the Subproject	Province	Contractor	DDR Status	Comment
Specific / Routine Maintenance UnSealed Feeder Roads (West/Central) Lot-1	Guadalcanal	Trades Transformati on Company Limite	Completed	Ready for Submission
Specific / Routine Maintenance UnSealed Feeder Roads (West/Central) Lot-2	Guadalcanal	NAYA Company Ltd	Completed	Ready for Submission
Specific Maintenance of landslide scoured section along Naha 4 unselaed feeder roads in East Honiara	Guadalcanal	TR Group	Completed	Ready for Submission
Specific & Routine Maintenance Selected Sealed Feeder Roads, East Honiara Lot 1	Guadalcanal	SSS Construction Ltd	Completed	Ready for Submission
Specific & Routine Maintenance Selected Sealed Feeder Roads, West Honiara Lot 2	Guadalcanal	Emco Pacific (SI) Ltd	Completed	Ready for Submission
Region 2	Province	Contractor	DDR Status	
Rehabilitation of Unsealed Gizo Inland 6 mile Road from New Manda Junction to Saeraghi (11km) in Gizo, Western Province	Western	Fair Trade Company Ltd	Completed	Ready for Submission
LBES Buala-Garanga Rd Ph 4 -Sect 1	Isabel	Guess N	Completed	Ready for Submission
LBES Buala-Garanga Rd Ph. 4 -Sect 2	Isabel	Sosoilo	Completed	Ready for Submission
Periodic/Routine Main: Buala/Garanga and other unsealed feeder roads	Isabel	KOL Group of Companies	Completed	Ready for Submission
Periodic and Routine Maintenance of Gizo D, Trunk & Coastal Roads - Sealed and Unsealed	Western	Fair Trade Company Ltd	Completed	Ready for Submission
Periodic and Routine Maintenance of Noro & Munda Rds - Sealed & Unsealed	Western	Trades Transformati on Company Limited	Completed	Ready for Submission
Region 3	Province	Contractor	DDR Status	
Periodic/Routine Maint (North Malaita) Unsealed Roads: Aukito Fouiaand Adua CHS Road	Malaita	Lion Heart Company Ltd	Completed	With ADB for review (uploaded on dropbox on 7 July 2021)
Periodic/Routine Maint (South Malaita): South Malaita Road - unsealed	Malaita	Islands Engineering Consultants (SI) Ltd	Completed	With ADB for review (uploaded on dropbox on 7 July 2021)
Periodic/Routine Maint (East Malaita): Dala/Atori and Nafinua/Kwaibaita Feeder Roads - unsealed	Malaita	Trades Transformati on Company Limite	Completed	Ready for Submission

Name of the Subproject	Province	Contractor	DDR Status	Comment
Periodic/Routine Maint (Central Malaita): Busurata, Coral Feeder, Fouaala Feeder, Kwaisuliniu, Buma Feeder, Fiu/Kelakwai and Fulisango Feeder Roads - Machine Based Unsealed Roads	Malaita	Islands Engineering Consultants (SI) Ltd	Completed	With ADB for review (uploaded on dropbox on 7 July 2021)
Construction of Drainage Structures on North Malaita Road	Malaita	Lion Heart Company Ltd	Completed	Ready for Submission
Periodic/Routine Maint - Unsealed Ring roads in Ulawa	Makira	Nofokava Construction Ltd	Completed	With ADB for review (uploaded on dropbox on 7 July 2021)
Emergency Bridge Maintenance: Locations include Makira (5 sites), Aupare L/L, Tarihu L/L, Maniawaniuhi C/W, Makarima L/L, Wairaha L/L	Makira	Nofokava Construction Ltd	Not applicable	-
Temotu Selected Roads. MB Periodic & RM 1yr	Temotu	Civil Works Contractor	Completed	Ready for Submission
'TIER 3 SUB-PROJECTS				
Region 1	PROVINCE	CONTRACT OR	DDR STATUS	
Construction of Mongga Bridge in North Guadalcanal	Guadalcanal	CCECC	Completed	DDR was included in the approved PER

6.0 Stakeholder Consultation and Grievances

56. Up to the end of the previous monitoring period, the CPIU safeguards team was working on their normal stakeholder engagement activities which included consultation, awareness and grievance tasks and other activities to support both preparation follow-up and implementation activities for the one Tier 3 and mostly Tier 1 & Tier 2 Maintenance projects.

57. Typical activities were as follows:

- Facilitating CAC meetings and minute taking if necessary to support Chairman. Negotiating MOUs for temporary lay down areas and construction camps and machinery storage yards
- Negotiating quarry agreements with customary land owners
- Publicising sub- project schedules and possible nuisance impact periods
- Doing inventories within the corridor of non-land assets that have potential to be damaged by the Contractor's activities
- Assisting in the verification and resolution of grievances.

Due to the restrictions brought about by COVID and then exacerbated by the civil unrest and recent bad weather, these activities were suspended for this monitoring period.

7.0 Complaints and Grievances

58. Complaints are considered an intermediary step between an issue and submission of a formal written grievance. Resolution of most complaints are handled verbally and based on close interactions with those making the complaint. The majority of issues being raised by the community during the period were complaints and were handled internally.

Grievances

59. A grievance is considered submitted when a formal complaint is lodged by an individual, group, or community alleging damage, impact, or dissatisfaction resulting from project actions. It is usually submitted in expectation of a corrective action. No grievances have been registered during the period due to low levels of activity but the legacy issues from the previous period have not been resolved.

60. There were no grievances registered during the monitoring period due to some restrictions on access to villages and transport.

Table 7-1 Grievance Register July-Dec 2021

No	Date	Province	Sub-Project	Claim title	Activities	Basis of claim	Location	Action Taken
1	June 2021	Guadalcanal	Mongga Bridge sub project	Mongga Bridge wet crossing	1.Meeting with land owners to verify claim concerning Mongga wet Crossing used since the previous bridge was washed out.	Western side landowner wants compensation for use of wet crossing since the 1980's	Mongga Village western side	DLHS now mobilised to investigate the claim
2	Nov 2019	East Guadalcanal	Mongga Bridge Sub-project	Mongga Bridge Land ownership both ends	Edwin Tino submitted a claim to MID demanding that the land on the eastern end of the Mongga bridge is owned by his tribe so he demanded MID to purchase the land first before they can negotiate for constructing the bridge.	Tino claim is denied by the Thimbo tribes. Tino not to claim that portion of land on the eastern embankment of the bridge	Tino claim was presented by a law firm	Continue to consult and liaise with the community Land is on existing gazetted corridor There are 5 Parties claiming ownership of both ends of the Mongga Bridge, 3 Parties on the eastern end 2 Parties on the western end and another 4 parties claiming ownership of the Landing site to the north near Ade Ade The MOU/MOA to allow the use of campsite and landing site was signed between the disputing Parties The 3 disputing parties on the Eastern end of the Bridge were consulted MOU has been signed
3	2018	West Guadalcanal	SIG Naro Lambi Bridge Sub-project	Charupehe Bridge	The trustee for the Iakuili Kotina Association namely Selwyn Baokosu, Reuben and others submitted a claim demanding MID the environmental damages and the use of gravel during the	Submitted by a legal representative on behalf of the trustee	Charupehe Bridge	Commissioner of Lands owns the PE Title for Nughu Plantation Land where the Charupehe bridge is located so the claim is invalid. Naro Lambi Bridge was funded by SIG.

No	Date	Province	Sub-Project	Claim title	Activities	Basis of claim	Location	Action Taken
					construction of the bridge in 2016 and 2017 financed by SIG.			
4	2019	West Guadalcanal	TSDP & SIG Naro Lambi Bridge Sub-project	Cherupehu and Bora Bridge	Follow on from 2018 issue above. The land owner of both sides of the two bridges namely Charupehe and Bora were claiming that CHEC and Solfish did not compensate for the using the detour road access downstream of the two bridges while constructing the bridges in 2016 - 2017 financed by SIG.	Submitted by Antonio from Marubo of west Guadalcanal	Charupehu and Bora Bridge	A CAC meeting was held on 8 Jan 2020 attended by MID Safeguards team. The agreed outcome was to Refer to the MOA that was signed regarding the Detour Access. Check previous CAC meeting minutes regarding gravel extraction agreements and payment arrangements. Check the project status whether its completion certificate was issued by MID.

8.0 Capacity Building & Training

61. No face to face training programs were possible during the reporting period due to severe restrictions caused by a combination of COVID restriction followed by the civil unrest and bad weather that occurred from mid-November 2021. The CPIU Training Plan shows 2 safeguards workshops planned in the next period – refresher courses one for staff and the other for supervisor level contractors. It is uncertain as to whether implementation will be possible.

9.0 Conclusions

62. During the last 6 months, it has not been possible for the safeguards team to do significant field monitoring due to pressure exerted by COVID on finances. There is pressure on the country's finances so MOFT has been very strict on budgets for officers to travel to the provinces and monitoring in the Provinces was not possible. Even in Honiara, there were restrictions on movement due to fuel shortages and more recently civil unrest.

63. The most significant preparation work was done in relation to the feasibility study conducted by SMEC on the proposed Mbokokimbo to Aola road and bridge project. The project is not included in the current AWP. The safeguards team has now reviewed two drafts of the PER and once it is reviewed and further screened by the ECD of the MEMCD it is possible that a full EIS will be required. The team have not reviewed any LAR documents for the proposal to date. As there are up to twelve river crossings and coastal wetlands affected the proposal may be classified as a Category A project and would not have qualified for funding under the STIIP program. The scope of the proposal suggests that it will need to be financed by a subsequent project/program.

10.0 Recommendations

64. Within the next monitoring period, at least one follow up training seminar/workshop is recommended within the CPIU to further target improved coordination with CPIU job managers and with the operational level of contractor supervisors and their need to improve the implementation of monitoring for the Tier 2 MBMC CEMP procedures. Implementation of the training is still considered uncertain.

APPENDIX 1

STATUS OF SAFEGUARDS ACTIVITIES – SUBPROJECTS (Jan- June 2021)

Notes:

1. Tier 2 MBMC Urgent Emergency Works were not subject to normal requirements
2. Abbreviation: NY- Not yet executed but planned if budget available for staff & travel resources NA Not Applicable, NS Not Suitable site for gender intervention
3. Separate DDR required for ongoing Tier 1 & 2 subprojects with any significant issues
4. Limited (Category B) Land Acquisition and Resettlement Plan (LARP) for Tier 3 subprojects if there is limited involuntary resettlement issues- ADB Category A sub-projects are automatically excluded from STIIP program.
5. Many of Earlier Completed Tier 1 (LBES) sub-projects were prepared and started under TSDP and extended into STIIP program.

S. No.	Description (as per CTB/MTB)	Contractor	Tier 3 Preparation, Planning & Design Phase except for Tier 1 EOI										Implementation Phase									
			SP M Tier	Site Visit / Scoping	FS Type	Interim Scoping Committee Tier 3	PER Complete Tier 3	Dev Cons Granted Tier 3	MOUs For project Approval Tier 3	EOI's Phase 1 Training Tier 1 LBES only	On-going Consultation Tier 3	Tier 3 LARP Required (NA/Yes/No)	MOU's for Material, Laydown areas, Campsite, Gravel Tier 2 & 3	CAC Formed if more than six months All Tiers	Phase 2 Training Completed For Tier 1	DDR Required (Yes/No) For Tier 2 if non land assets in corridor	DDR Prepared (Yes/No)	If No, DDR to Prepare By (Date)	CEMP Prepared	CEMP Approved	Status of DDR (Review and Approval by ADB)	Remarks
1	Honiara Hwy. Lot 1 - RM incl. specific works (Alligator River to Vura Junction)	Emco Pacific (SI) Ltd	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA		NA	NA	NA	Yes	Yes		yes	Yes	Completed ready for submission	No social safeguard issues in Gazetted corridor
2	Honiara Hwy. Lot 2 - RM of Honiara Highway incl. specific works (Vura Jn to White River Br.)	SSS Construction Ltd	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	NA	NA	Yes	Yes		yes	Yes	Completed ready for submission	No social safeguard issues in Gazetted corridor
3	Routine Maintenance of Panatina Vura Selected Sealed Roads	Xiao	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	No	NA	Yes	Yes		yes	Yes	Completed ready for submission	No social safeguard issues in Gazetted corridor
4	Routine and specific maintenance of East Guadalcanal Highway Lot-1 (Alligator Creek to Matepono)	Emco Pacific (SI) Ltd	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	No	Yes	NA	Yes	Yes		yes	Yes	1. Submitted for ADB Review	No social safeguard issues in Gazetted corridor

S. No.	Description (as per CTB/MTB)	Contractor	Tier 3 Preparation, Planning & Design Phase except for Tier 1 EOI											Implementation Phase								
			SP M Tier	Site Visit / Scoping	FS Type	Interim Scoping Committee Tier 3	PER Complete Tier 3	Dev Cons Granted Tier 3	MOUs For project Approval Tier 3	EOI's Phase 1 Training Tier 1 LBES only	On-going Consultation Tier 3	Tier 3 LARP Required (NA/Yes/No)	MOU's for Material , Laydown areas, Campsite, Gravel Tier 2 & 3	CAC Formed if more than six months All Tiers	Phase 2 Training Completed For Tier 1	DDR Required (Yes/No) For Tier 2 if non land assets in corridor	DDR Prepared (Yes/No)	If No, DDR to Prepare By (Date)	CEMP Prepared	CE MP Approved	Status of DDR (Review and Approval by ADB)	Remarks
5	Routine Maintenance East Guadalcanal Highway Lot-2 (Eastern end of Matepono - Eastern end of Mberande Bridge)	Sustainable Resource Management Ltd	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	No	Yes	NA	Yes	Yes		yes	Yes	1. Submitted for ADB Review	No social safeguard issues in Gazetted corridor
6	Routine Maintenance of West Guadalcanal Highway Lot-1 White River-Ndoma bridge 1	CCEC C	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	No	Yes	NA	Yes	Yes		yes	Yes	1. Submitted for ADB Review	No social safeguard issues in Gazetted corridor
7	Routine maintenance of West Guadalcanal Lot-2 (Ndoma Br 1-Komibo Br, including Naro Hill)	Civil Works Contractor	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	Yes	NA	Yes	Yes		yes	Yes	1. Submitted for ADB Review	No social safeguard issues in Gazetted corridor
9	Honiara New Sealing Works - 5 Roads	SSS Construction Ltd	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	NA	NA	Yes	Yes		Yes	Yes	Completed ready for submission	No social safeguard issues in Gazetted corridor
21	Periodic and R Maintenance UnSealed Honiara Feeder Roads (East/Central)	Civil Works Contractor	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA		No	No	NA	Yes	Yes		NY	NY	Completed ready for submission	Safeguards to follow up with contractor for CEMP. Contractor needs to submit soft copy
22	Spec / Rout Maintenance UnSealed Feeder (West/Central) Lot-1	Trade s Transformation Company Limited	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA		NA	NO	NA	Yes	Yes		Yes	Yes	Completed ready for submission	Honiara contracts do not need MOU and CAC

S. No.	Description (as per CTB/MTB)	Contractor	Tier 3 Preparation, Planning & Design Phase except for Tier 1 EOI										Implementation Phase									
			SP M Tier	Site Visit / Scoping	FS Type	Interim Scoping Committee Tier 3	PER Complete Tier 3	Dev Cons Granted Tier 3	MOUs For project Approval Tier 3	EOI's Phase 1 Training Tier 1 LBES only	On-going Consultation Tier 3	Tier 3 LARP Required (NA/Yes/No)	MOU's for Material, Laydown areas, Campsite, Gravel Tier 2 & 3	CAC Formed if more than six months All Tiers	Phase 2 Training Completed For Tier 1	DDR Required (Yes/No) For Tier 2 if non land assets in corridor	DDR Prepared (Yes/No)	If No, DDR to Prepare By (Date)	CEMP Prepared	CEMP Approved	Status of DDR (Review and Approval by ADB)	Remarks
23	Specific / Routine Maintenance UnSealed Feeder Roads (West/Central) Lot-2	NAYA Company Ltd	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA		NA	No	NA	Yes	Yes		Yes	Yes	Completed ready for submission	?
24	Specific Maintenance of landslide scoured section along Naha 4 unsealed feeder roads in East Honiara	TR Group	2	NA	Exempt	NA	Exemption	Exemption	NA	NA	NA		NA	NA	NA	Yes	Yes		Yes	Yes	Completed ready for submission	Emergency Works
25	LBES Bellona Unsealed Rd Sect 1 Central West	JN	1	NA	Exempt	NA	Exemption	Exemption	NA	NA	NA		NA	YES	Yes	Yes	Yes		NA	NA	1. Submitted for ADB Review	CAC Formed No MOU issues
26	LBES Unsealed Bellona Rd Sect 2	THS Contractors	1	NA	Exempt	NA	Exemption	Exemption	NA	NA	NA		NA	YES	Yes	Yes	Yes		NA	NA	1. Submitted for ADB Review	CAC Formed No MOU issues
27	Specific & Routine Maintenance Selected Sealed Feeder Roads, East Honiara Lot 1	SSS Construction Ltd	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA		NA	NA	NA	Yes	Yes		Yes	Yes	Completed ready for submission	Not applicable as it is within Honiara town boundary
28	Specific & Routine Maintenance Selected Sealed Feeder Roads, West Honiara Lot 2	Emco Pacific (SI) Ltd	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA		NA	NA	NA	Yes	Yes		Yes	Yes	Completed ready for submission	CAC Formed No MOU issues
29	Construction of Mongga Bridge in North East Guadalcanal	CCEC C	3	18-Mar		Now CAC	Draft complete	NY	Yes	NA	still ongoing		Yes	Yes	NA	Yes	Yes		Yes	Yes	4. Approved by ADB	CEMP still under review by SMEC. CAC Formed Non- Land Assets in Corridor

S. No.	Description (as per CTB/MTB)	Contractor	Tier 3 Preparation, Planning & Design Phase except for Tier 1 EOI										Implementation Phase									
			SP M Tier	Site Visit / Scoping	FS Type	Interim Scoping Committee Tier 3	PER Complete Tier 3	Dev Cons Granted Tier 3	MOUs For project Approval Tier 3	EOI's Phase 1 Training Tier 1 LBES only	On-going Consultation Tier 3	Tier 3 LARP Required (NA/Yes/No)	MOU's for Material , Laydown areas, Campsite, Gravel Tier 2 & 3	CAC Formed if more than six months All Tiers	Phase 2 Training Completed For Tier 1	DDR Required (Yes/No) For Tier 2 if non land assets in corridor	DDR Prepared (Yes/No)	If No, DDR to Prepare By (Date)	CEMP Prepared	CEMP Approved	Status of DDR (Review and Approval by ADB)	Remarks
																						recorded IOA included in DDR Budget included for payment by Contractor ?
30	Rehabilitation of Unsealed Gizo Inland 6 mile Road from New Manda Junction to Saeraghi (11km) in Gizo, Western Province	Fair Trade Company Ltd	2	19-Oct	Exempt	Now CAC	Exempt	Exempt	Yes	NA	Yes		Yes	Yes	NA	Yes	Yes		Yes	Yes	Completed ready for submission	
37	LBES R&SM Kaevanga Rd, Koghe Road - Unsealed	Glose Ukru Construction	1										No	Yes	Yes	Yes	Yes		NA	NA	Completed ready for submission	
38	LBES R&SM Unsealed Rd Kaevanga (section 1) - Kaevanga to Moana CHSI	Mareba	1	NA	Exempt	NA	Exempt	Exempt	NA	18-Mar	18-Mar		No	Yes	Yes	Yes	Yes		NA	NA	Completed ready for submission	
39	LBES R&SM Unsealed RD Kaevanga (section 2) - Moana CHS to Kolomola	Kaolo Sunset Road Construction	1	NA	Exempt	NA	Exempt	Exempt	NA	18-Mar	18-Mar		No	Yes	Yes	Yes	Yes		NA	NA	Completed ready for submission	
40	LBES R&SM Unsealed Rd Haevo (section 1): Haevo to Hiros Hill Rd & Buma Coastal Road	Ras Construction	1	NA	Exempt	NA	Exempt	Exempt	NA	18-Mar	18-Mar		No	Yes	Yes	Yes	Yes		NA	NA	Completed ready for submission	
41	LBES R&SM Unsealed Rd Haevo (section 2) - Hiros Hill to Koregu	Koregu Community Road Project	1	NA	Exempt	NA	Exempt	Exempt	NA	18-Mar	18-Mar		No	Yes	Yes	Yes	Yes		NA	NA	Completed ready for submission	

S. No.	Description (as per CTB/MTB)	Contractor	Tier 3 Preparation, Planning & Design Phase except for Tier 1 EOI										Implementation Phase									
			SP M Tier	Site Visit / Scoping	FS Type	Interim Scoping Committee Tier 3	PER Complete Tier 3	Dev Cons Granted Tier 3	MOUs For project Approval Tier 3	EOI's Phase 1 Training Tier 1 LBES only	On-going Consultation Tier 3	Tier 3 LARP Required (NA/Yes/No)	MOU's for Material , Laydown areas, Campsite, Gravel Tier 2 & 3	CAC Formed if more than six months All Tiers	Phase 2 Training Completed For Tier 1	DDR Required (Yes/No) For Tier 2 if non land assets in corridor	DDR Prepared (Yes/No)	If No, DDR to Prepare By (Date)	CEMP Prepared	CE MP Approved	Status of DDR (Review and Approval by ADB)	Remarks
42	LBES Routine Maintenance Lambulambu, Koriovuku and Lengana Wharf , Western Prov.	Maloma Const	1	NA	Exempt	NA	Exempt	Exempt	NA	Yes	NA		No	Yes	Yes	Yes	Yes		Yes	Yes	Completed ready for submission	LBES but the activity caused some impacts to the environment therefore they submitted CEMP for this contract
44	Periodic and Routine Maintenance of Gizo D, Trunk & Coastal Roads - Sealed and Unsealed	Fair Trade Company Ltd	2		Exempt	Now CAC	Exempt	Exempt					No	Yes	NA	Yes	Yes		Yes	Yes	Completed ready for submission	
45	Periodic and Routine Maintenance of Noro & Munda Rds - Sealed & Unsealed	Trade Transformation Company Limited	2	20-Jun	Exempt	NA	Exempt	Exempt	NA	NA	20-Jun		Yes	Yes	NA	Yes	Yes		Yes	Yes	Completed ready for submission	
74	Periodic/Routine Maint (East Malaita): Dala/Atori and Nafinua/Kwaibaita Feeder Roads - unsealed	Trade Transformation Company Limited	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA		No	Yes	NA	Yes	Yes		yes	Yes	Completed ready for submission	

S. No.	Description (as per CTB/MTB)	Contractor	Tier 3 Preparation, Planning & Design Phase except for Tier 1 EOI										Implementation Phase									
			SP M Tier	Site Visit / Scoping	FS Type	Interim Scoping Committee Tier 3	PER Complete Tier 3	Dev Cons Granted Tier 3	MOUs For project Approval Tier 3	EOI's Phase 1 Training Tier 1 LBES only	On-going Consultation Tier 3	Tier 3 LARP Required (NA/Yes/No)	MOU's for Material , Laydown areas, Campsite, Gravel Tier 2 & 3	CAC Formed if more than six months All Tiers	Phase 2 Training Completed For Tier 1	DDR Required (Yes/No) For Tier 2 if non land assets in corridor	DDR Prepared (Yes/No)	If No, DDR to Prepare By (Date)	CEMP Prepared	CE MP Approved	Status of DDR (Review and Approval by ADB)	Remarks
76	Construction of Drainage Structures on North Malaita Road	Lion Heart Company Ltd	2		Exempt	NA	Exempt	Exempt	NA	NA	NA		NA		NA	Yes	Yes		Yes	No	Completed ready for submission	SMEC's responsibility (Construction Supervision component) 22 Oct 2021: Received DDR, CEMP and MoM (dt. 22 Sept 2021) with contractor from SMEC.
77	LBES Afio Road (sect1) - Routine & Specific. Small Malaita - CW Const	CW Construction	1	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA		NA			Yes	Yes		NA	NA	Completed ready for submission	
78	LBES Afio Road (sect 2) - Routine & Specific. Small Malaita	Peter and Sons Co	1	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA		NA			Yes	Yes		NA	NA	Completed ready for submission	
97	Periodic/Routine Maint - Unsealed Ring roads in Ulawa	Nofokava Construction Ltd	2	NA	Exempt	NA	Exempt	Exempt	NA	NA	NA			Yes	NA	Yes	Yes		Yes	Yes	1. Submitted for ADB Review	

