

Safeguards Monitoring Report

Project Number: 46499-002
Loan: 3392

Semi Annual Report (January-June 2022)
September 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.

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**SOLOMON ISLANDS GOVERNMENT
MINISTRY OF INFRASTRUCTURE DEVELOPMENT**

**CENTRAL PROJECT IMPLEMENTATION UNIT
SUSTAINABLE TRANSPORT INFRASTRUCTURE IMPORVEMENT PROGRAM
SAFEGUARDS MONITORING REPORT
JAN-JUN 2022 (FINAL REPORTING PERIOD)**

Document History and Status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
v.1					Draft
v.2					
v.3					

Distribution of copies

Revision	Copy no	Quantity	Issued to
v.1	1	1	

File name:	Safeguards Monitoring Report Jan June 2022
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 Final 1

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Appendix 1: Summary Table of all Subprojects included in STIIP

Appendix 2: Mongga Bridge (Tier 3) Monitoring Report

Abbreviations

ADB	Asian Development Bank
BMP	Building Materials Permit (issued by MMERE)
BOQ	Bill of Quantities
CAC	Community Advisory Committee
CCECC	China Civil Engineering Corporation Contractor
CEMP	Construction Environmental Management Plan (of the contractor)
CHEC	China Harbour Engineering Company Limited
CPIU	Central Project Implementation Unit (within MID)
CSS	Country Safeguards System
DDR	Due Diligence Report
DLI	Disbursement-Linked Indicator
ECD	Environment Conservation Division (within MECDM)
EIA	Environmental Impact Assessment
EIS	Environmental Impact Statement (requirement of the CSS)
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 (requirement of the CSS)
RBL	Results Based Lending
REOI	Request for Expression of Interest
ROW	Right of Way
SIG	Solomon Islands Government
SPM	Safeguards Procedures Manual (of MID)
SPS	Safeguards Policy Statement 2009 (of ADB)
STIIP	Sustainable Transport Infrastructure Improvement Program
TOR	Terms of Reference
TSDP	Transport Sector Development Project

1.0 Introduction

1.1 Project Background

1. This six-monthly Safeguards Monitoring Report (SMR) 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) and covers the Sustainable Transport Infrastructure Improvement Program (the program). As the program is completing mid-2022, this is the final SMR to be prepared. Currently consultants have been engaged to assist in undertaking a review of the program to support preparation of the project completion report, and this includes consultations with the CPIU team and consultants supporting delivery of the program. The CPIU has been established to implement transport infrastructure projects and strengthen and sustain the MID transport infrastructure 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. The outcome of the program will be improved multimodal transport system efficiency and sustainability.

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

4. 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.

5. As of 30-Jun-22, the program had completed 71 months of the 71 months' duration (95%). The program was declared effective on 20 July 2016 and due for completion on 30 June 2022. Some subprojects are still active and are currently being completed.

6. The program is supporting delivery of projects identified in the 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 subprojects. Overall, there are currently 29 active subprojects¹ (24 maintenance and five investment subprojects).

Table 1-1: Active project status at 30-Jun-22

Ministry of Infrastructure Development										
National Transport Fund - Sustainable Transport Infrastructure Improvement Program										
Amount are in SBD, unless otherwise specified										
Package Type	Region	No.	Total Active Projects (SBD million)	Maintenance				Investment		
				No.	(SBD million)	Sealed* (km)	Unsealed (km)	No.	(SBD million)	(km)
Region 1		17	181,6	13	125,6	134	28	4	56,0	13
Road	1	16	151,1	13	125,6	134	28	3	25,5	13
Bridge	1	1	30					1	30,5	0
Wharf	1									
Other	1									
Region 2		7	13,5	7	13,5	4	30			
Road	2	6	13,0	6	13,0	4	30			
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		29	219,4	26	163,4	137	198	4	56,0	13
Road		27	188,4		162,9	137	198	3	25,5	13
Bridge		1	30					1	30,5	0
Wharf		1	0,5		0,5					
Other										
Total		29	219,4	26	163,4	137	198	4	56,0	13
			100%		74%				26%	

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.

7. 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.

8. 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 Jan to June 2022.

2.0 Legislative and Policy Framework

9. 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 CSS with additional requirements to also comply with the SPS.

10. 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. Due to budget issues and constraints in the STIIP, these subprojects generally had no equipment provided and were 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 major 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. Rehabilitation of roads including resurfacing or re-sheeting, repairing jetty/wharf slabs or piles, rebuilding/repairing/replacing damaged bridges and large culverts, building new water crossings.

11. The major differences include length of project cycle and level of detail required for the due diligence. 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. Classified as a “development activity” per the CSS each subproject proposed under STIIP requires a development application be prepared, which includes a detailed subproject description. The Environment and Conservation Department (ECD) then carries out screening of application and makes a recommendation 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 for 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 landowners 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 is also tasked to assist in auditing the implementation of the EMPs that are required for more complex subprojects 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 Liaison Officers (CLO) 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 one EO on staff who also the safeguards manager, one CDO on staff and three 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's 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. During the reporting period, the International Safeguards Advisor (ISA) continued the 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. Field visits were scheduled to restart in August 2022 and some results are discussed in this present report.

23. A total of 13 subprojects were handed over to SMEC (either as Engineer or Engineer Representative) as discussed in the previous monitoring report. From 1 April 2021 onwards, they have been managing only five subprojects. All SMEC safeguards personnel completed their assignments during the period so CPIU safeguards is now completely responsible for on-going support and monitoring of all active sub- projects in the program.

24. The implementation arrangements for SMEC did not include safeguards support so presently the CPIU safeguards team is still responsible for all of these subprojects. With one of the CPIU permanent staff the safeguards team is now one staff member Team Leader for safeguards) and three Safeguards Consultants who are now contracted to the NTF. As discussed above there are still 30 active subprojects in the program which are being supported by the CPIU safeguards team which are due for completion by Dec 2022 (beyond the current STIIP period and to be completed under SIG funding).

Table 3-1: Current CPIU safeguards team

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. Director. Steve Bunabo is presently on study leave in Japan.
MID	CPIU	Community Liaison Officer	Steve Bunabo	MID	
NTF	CPIU	Safeguards Consultant Region 1	Primo Chapa	NTF	A variation to extend Local TA contractors to June 2023 is currently being evaluated by SIG and NTF.
NTF	CPIU	Safeguards Consultant Region 3	Usenio Tadago	NTF	
NTF	CPIU	Safeguards Consultant Region 2	Allan Basile	NTF	
STIIP	CPIU	Local Gender Consultant	Jean Tafoa	ADB	Filled in June 2020 Reports to Program Lead & International Safeguards Advisor (ISA) and Acting Director. A proposal to continue her contract under NTF is being considered.to reduce risks of the GRI Facilities Women's Community Based Committees not being sustainable.

4.0 Safeguard Activities and Status

4.1 Overall Summary

25. The implementation of the revised 2022 work plan progressed in this monitoring period and in similar fashion to the previous period included limited planning, design and procurement procedures. It was more focused on severely curtailed implementation and a low level of monitoring activities due to the STIIP work plan being significantly affected by the effects of the COVID-19 pandemic and after-effects of civil unrest and rioting in the Honiara area and environs. 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 subprojects has been decreasing as the program winds down. According to Table 1-1, the Program now has 29 Active sub- projects compared to 31 during the last period. Of the 29 active NTF implementation subprojects these included 10 Tier 1 (LBES), 18 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 (59%), 17 subprojects followed by region 2 in the eastern region of the country at 7 subprojects and then region 3 (5 subprojects). Overall MID CPIU was significantly affected by COVID particularly in the period January to March and works progress slowly returned to a more normal pace.

26. During the majority of the period, the safeguards team was able to do limited monitoring of Tier 2 and the one Tier 3 CEMP's due to pressure exerted by COVID on finances and difficulties associated with bad weather. There has been sustained pressure on the country's finances so MOFT has been very strict on budgets for officers to travel 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 very local contractors was often a problem due to COVID and MID budget concerns.

28. Furthermore, there were many lockdown exercises which gradually reduced during the period which again badly affected the overall MID works program. Travel restrictions were strictly applied during these lockdowns period during the previous period (no body was allowed to leave or enter the Honiara emergency zone) and activity gradually started in the current period.

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. To date this CEMP has still not been approved by the CPIU Chief Safeguards Officer.

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 the riots, civil unrest and bad weather that occurred from mid-November 2021 and into the current period. The CPIU Training Plan shows two safeguards workshops planned in 2022, refresher courses one for staff and the other for supervisor level contractors.

31. The only active Tier 3 subproject Mongga Bridge construction required a PER and Development Consent (DC). The PER was reviewed by ADB and disclosed on the ADB website in July 2021. A draft CEMP for the only active Tier 3 subproject (Mongga Bridge) was prepared by the civil works contractor CCECC which was reviewed and approved by CPIU. Two monitoring trips were conducted to this sub-project during this period. The monitoring report is provided in Appendix 2.

32. There are no significant social safeguards processing issues as no land acquisition is required in any of the 28 Tier 1 and Tier 2 subprojects. In accordance with the 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 (e.g. 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) for the active Tier 1 and Tier 2 subprojects 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 and will be disclosed upon receipt, review and clearance.

4.1.1 Constraints

34. The country continued to have significant issues with COVID-19 cases and has imposed very strict travel requirements and entry into the country which did not ease until the end of the reporting period.

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 continued to be unable to get their staff back due to strict travel requirements, so some subprojects using international contractors continued to be affected.

36. For the Gender Responsive Infrastructure planned under 2 Tier 2 maintenance sub projects in Foxwood - Good Shepherd (East Guadalcanal) and Komibo (West Guadalcanal), the CEMPs were 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. This active is ongoing and further due diligence on these subprojects is considered necessary due to a number of deficiencies in coordination and quality control by both contractors and MID subproject management and supervision.

37. The safeguards team produces personnel work plans for each up-coming quarter in order to improve coordination with job managers. During Jan-June 2021, the three CLO safeguards consultants were hired under a contract with Pasifiki – a local human resources firm which provided for support with travel budget, per diem etc. However, the team were facing delays in receiving the necessary advances which resulted into postponement/cancellation of many site visits. 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.

38. The contract renewal of these individual consultants was delayed for a significant period and then finally approved in Nov 2021. Discussion with the team has revealed that these new arrangements are taking even longer than the previous one due to the much longer SIG process which must be finally approved by both MOFT and the PS of MID.

39. Further workshops planned with engineering staff and contractors to overcome on-going difficulties associated with coordination have not occurred due to the budget issues and the majority of local contractors at supervisor level to discuss gender aspects, coordination and improvements to the preparation and approval of CEMPs and establishment and implementation of CAC procedures were not completed during the period.

40. Even though the preparation work has been reduced, the number of staff available was only four and there was an increasing number of subprojects being funded by other donors which had a significant effect on the time of the MID safeguards team. Safeguards preparation work was carried out for related Ministry of Civil Aviation projects, World Bank and also for the preparation of the Phase 2 of JICA works on the Honiara Highway approaching the Henderson Airport. These activities were supported by expenses by the other development partners.

4.1.2 Actions

41. An ad hoc quality assurance group 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 if retained by the donor projects. Consistency of policy application across the provinces was the proposed outcome of this group.

42. With the cooperation of some job managers some environmental monitoring activities for STIIP were possible in Region 1 near Honiara, dominated by Tier 2 road maintenance subprojects for which regular monitoring was carried out to the extent possible.

43. 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 telephone and Facebook.

4.2 Environmental Preparation Activities

44. The International Safeguards Advisor prepared two reviews of drafts of the PER for the Mbokokimbo to Aola subproject prepared as part of the feasibility study. This proposal is not part of the current AWP. SMEC has now completed its contract period. Draft design of the route location and design of a new high-level bridge at Mbokokimbo and its approaches has been completed. The overall feasibility study was supposed to be completed by end June 2021 and included the preparation of the PER. A first draft was submitted by SMEC and the comments have been provided on 13 April 2021 by the International Safeguards Advisor for further revision by SMEC and 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. To date the SIG screening, the PER requirements and development consent procedures are outstanding and subject to contract completion negotiations with MID.

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. The safeguards team continues to be contacted to provide either preparation activities and/or quality control and assurance activities by other donors who support the team with any expenses incurred.

4.3 Implementation Monitoring Activities

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

47. There are now 18 Tier 2 maintenance contracts, the focus was on engaging with contractors on the substance of CEMP 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 a previous period but lack of coordination with job managers and travel budget issues have curtailed monitoring outside Region 1 unless a specific subproject covers the travel cost of the Safeguards team to support particular aspects. Continuing issues with the preparation and approval of birth certificates during and after procurement have continued so that budget available for many sub-projects for contractors to implement safeguards have been very quickly exhausted.

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

49. The results of the field monitoring of CEMP's that was possible found that those subprojects 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 was planned although was not implemented.

4.4 Corrective Actions Reported to Job Management for Follow Up

50. On site monitoring of the Tier 3 Mongga Bridge Sub-project found there was one major non-compliance with the CEMP, and two minor compliances. Action recommendations have been reported to the Deputy Director and Program Lead (see Appendix 2).

51. Follow up was also necessary on the CEMP for the two GRI Facilities in Guadalcanal at which significant additional due diligence is urgently required for connections to power supply, water supply and sanitation

5.0 Social Safeguards Activities

5.1 Preparation Activities

52. The International Safeguards Advisor has still not received any LAR documentation for the Mbokokimbo to Aola 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. There has been no progress on this matter during the period.

53. As the current subprojects are generally maintenance subprojects, the social safeguards team (CLOs) routinely do 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 subproject BOQ before any works are commenced.

54. For bridges within an existing corridor, temporary use of some land for laydown areas and any associated quarrying activity normally require 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 to upgrade the access road from Mbokokimbo bridge to the proposed Mongga bridge under construction and no affected non-land assets were found.

5.2 Implementation Activities

55. The majority of the implementation subprojects which the CPIU team were working on were either Tier 1 Labour-Based Maintenance (LBES) or Tier 2 machine-based maintenance (MBMC) subprojects 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 SPM (2020). The team were working in all three regions but these activities were suspended in Regions 2 and 3 during the monitoring period unless support was funded by individual contractors who requested support from the CPIU team.

56. During the project review mission in Oct 2021, it was agreed that the DDRs of the subprojects yet to prepared as discussed in a 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 documents have now been completed.

Table 5-1: Status of Due Diligence Reports

Subproject	Province	Contractor	DDR Status	Comment
TIER 1 SUBPROJECTS				
Region 1				
LBES R&SM Marau-Kopiu Road	Guadalcanal	FL Road Maintenance	Completed	Submitted
LBES Bellona Unsealed Rd Sect 1 Central West	Guadalcanal	JN	Completed	Submitted 07- Jul-21
LBES Unsealed Bellona Rd Sect 2	Guadalcanal	THS Contractors	Completed	Submitted 07- Jul-21
LBES Unsealed St Martin Feeder	Guadalcanal	B & I	Completed	Submitted 15-Dec-21
Region 2				
LBES RSM Kaevanga Rd, Koghe Road - Unsealed	Isabel	Glose Ukru Constructio	Completed	Submitted
LBES RSM Unsealed Rd Kaevanga (section 1) - Kaevanga to Moana CHSI	Isabel	Mareba	Completed	Submitted
LBES R&SM Unsealed RD Kaevanga (section 2) - Moana CHS to Kolomola	Isabel	Kaolo Sunset Road Construction	Completed	Submitted
LBES RSM Unsealed Rd Haevo (section 1): Haevo to Hiros Hill Rd & Buma Coast	Isabel	Ras Construction	Completed	Submitted
LBES RSM Unsealed Rd Haevo (section 2) - Hiros Hill to Koregu	Isabel	Koregu Community Road Project	Completed	Submitted
LBES RSM Lambulambu, Koriovuku and Lengana Wharf.	Western	Maloma Const	Completed	Submitted
Region 3				
LBES Afio Road (sect1) – RSM Small Malaita - CW Const	Malaita	CW Construction	Completed by CPIU	MID Officer passed away computer drive not accessible
LBES Afio Road (sect 2) - Routine & Specific. Small Malaita	Malaita	Peter and Sons Co	Completed by CPIU	As above
LBES Rehab/Maint Unsealed Santa Ana Airport Rd REP Contract Complete	Makira	RGJ	Completed by CPIU	As above
LBES Makira Western Rd - Waimasi to Puira 1 C/way Contract Complete	Makira	EM	Completed by CPIU	As above
LBES Makira West. Rd - Puira 1 to Macedonia C/way	Makira	MDM Enterprises	Completed by CPIU	As above
LBES Unsealed Ulawa Coastal Rd Sect 3	Makira	Haureta Comm	Completed by CPIU	As above
LBES Unsealed Makira Rd Sect 1 (MID Gate -Kirakira Town Rd)	Makira	Bauro Community JD Nika	Completed by CPIU	As above
LBES Lata Baemaoa Sect 1	Temotu	Mabar	Completed	Submitted
LBES Lata Baemaoa Sect 2	Temotu	Matir Road	Completed	Submitted
LBES Lata Baemaoa Sect 3	Temotu	Bwelo Forest	Completed	Submitted
LBES Nea Nemboi Unsealed Rd	Temotu	Kiodilir Road	Completed	Submitted
LBES Noipe Jn to Mbanyo Head	Temotu	NT Road	Completed	Submitted
LBES Mbanyo-Noipe, Nemba Rd	Temotu	Rockpoint	Completed	Submitted
TIER 2 SUBPROJECTS				
Region 1				
Honiara Hwy. Lot 1 - RM Alligator River to Vura Junction	Guadalcanal	Emco Pacific (SI) Ltd	Completed	Submitted

Subproject	Province	Contractor	DDR Status	Comment
Honiara Hwy. Lot 2 - RM of (Vura Jn to White River Br.	Guadalcanal	SSS Const. Ltd	Completed	Submitted
Routine Maintenance of Panatina Vura Selected Sealed Roads	Guadalcanal	Xiao	Completed	Submitted
East Guadalcanal Highway Lot-1 Alligator Creek to Matepono	Guadalcanal	Emco Pacific (SI) Ltd	Completed	Submitted 07-Jul-21
Routine Maintenance East Guadalcanal Highway Lot-2 (Eastern end of Matepono - Eastern end of Mberande Bridge)	Guadalcanal	Sustainable Resource Management Ltd	Completed	Submitted 07-Jul-21
Routine Maintenance of West Guadalcanal Highway Lot-1 White River-Ndoma bridge 1	Guadalcanal	CCECC	Completed	Submitted -7-Jul-22
Routine maintenance of West Guadalcanal Lot-2 (Ndoma Br 1- Komibo Br, including Naro Hill)	Guadalcanal	Civil Works Contractor	Completed	Submitted 07-Jul-21
Honiara New Sealing Works - 5 Roads	Guadalcanal	SSS Construction Ltd	Completed	Submitted 07-Jul-22
RSM West Guadalcanal unsealed Road. Lot 3 - Komibo Bridge to East Naro Hill	Guadalcanal	Civil Works Contractor	Completed	Submitted 07-Jul-21
Periodic and Routine Maintenance UnSealed Honiara Feeder Roads (East/Central)	Guadalcanal	Civil Works Contractor	Completed	Submitted
Specific / Routine Maintenance Unsealed Feeder Roads (West/Central) Lot-1	Guadalcanal	Trades Transformation Company LTD	Completed	Submitted
Specific / Routine Maintenance UnSealed Feeder Roads (West/Central) Lot-2	Guadalcanal	NAYA Company Ltd	Completed	Submitted
SM landslide scoured section along Naha 4 unsealed feeder roads in East Honiara	Guadalcanal	TR Group	Completed	Submitted
RSM sSelected Sealed Feeder Roads, East Honiara Lot 1	Guadalcanal	SSS Construction Ltd	Completed	Submitted
RM selected Sealed Feeder Roads, West Honiara Lot 2	Guadalcanal	Emco Pacific (SI) Ltd	Completed	Submitted
Region 2	Province	Contractor	DDR Status	
Rehabilitation of 6 mile Road from New Manda Junction to Saeraghi (11km)	Western-Gizo	Fair Trade Company Ltd	Completed	Submitted
LBES Buala-Garanga Rd Ph 4 - Sect 1	Isabel	Guess N	Completed	Submitted
LBES Buala-Garanga Rd Ph. 4 - Sect 2	Isabel	Sosoilo	Completed	Submitted
PRMuala/Garanga and other unsealed feeder roads	Isabel	KOL Group of Companies	Completed	Submitted
PRM Gizo D, Trunk & Coastal Roads - Sealed and Unsealed	Western	Fair Trade Company Ltd	Completed	Submitted
PRM Noro & Munda Rds - Sealed & Unsealed	Western	Trades Transformation Co. Ltd	Completed	Submitted
Region 3				
PRM North Malaita Unsealed Roads: Aukito Fouiaand Adua CHS Road	Malaita	Lion Heart Company Ltd	Completed	Submitted

Subproject	Province	Contractor	DDR Status	Comment
PRM South Malaita: South Malaita Road - unsealed	Malaita	Islands Engineering Cons. (SI) Ltd	Completed	Submitted
PRM East Malaita Dala/Atori and Nafinua/Kwaibaita Feeder Roads - unsealed	Malaita	Trades Transformation Co. Ltd	Completed	Submitted
PRM 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	Submitted
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, Manitanianuhi 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				
Construction of Mongga Bridge in North Guadalcanal	Guadalcanal	CCECC	Completed	DDR incl.in PER reviewed and cleared by ADB, ECD

6.0 Stakeholder Consultation and Grievances

57. 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 and Tier 2 maintenance projects.

58. Typical activities were as follows:

- Facilitating CAC meetings and minute taking if necessary to support the chair. Negotiating MOU 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
- Community safety awareness programs
- Assisting in the verification and resolution of grievances.

Table 6-1 summarises the main activities that were possible during the period. Note that most were carried out in region 1 due to budget and expenses difficulties

Table 6-1: Summary of ongoing safeguard activities Jan - June 2022

Province	Subproject	Activities
Region 1		
Guadalcanal Province	Mongga Bridge Project	<ul style="list-style-type: none"> • Assist to conduct CAC Meetings • Assist to conduct Community Safety Awareness • Assist to conduct School Safety Awareness. • Conduct Inventory of non-land assets for additional area needed to construct bridge protection. • Assist to deal with ongoing land issues.
	Komibo Gender Responsive Infrastructure(GRI) Project	<ul style="list-style-type: none"> • Assist Gender Specialist to meet with Kusika Women's Group. • Assist to deal with land dispute issues • Meeting with land owners to reaffirm MID's commitments for the project. • Assist to prepare and conduct upcoming trainings.
	Good Shepard GRI Project	<ul style="list-style-type: none"> • Assist Gender Specialist to conduct building inspection. • Assist Gender Specialist to meet with Women's Group. • Assist Gender Specialist to prepare and conduct upcoming trainings.
	Schools Speed Calming Measures Project	<ul style="list-style-type: none"> • Assist Gender Specialist to meet Visale, Tanaghai, St John and Nguvia Community High and Primary school principals and

Province	Subproject	Activities
		<p>head teachers regarding speed calming measures.</p> <ul style="list-style-type: none"> Will assist to meet with principals and head teachers to prepare for the construction of speed calming measures.
	Kukum Highway Phase 2	<ul style="list-style-type: none"> Assist Safeguard Officer to organize and do awareness for market vendors.
	North West and West Guadalcanal Road	<ul style="list-style-type: none"> Assist Engineers to assess road and bridges. Assist to inform public regarding the 30-meter-wide road corridor.
	East Guadalcanal Road	<ul style="list-style-type: none"> Assist Engineer and Safeguard responsible to conduct community Awareness and road scoping.
	Central Guadalcanal Road	<ul style="list-style-type: none"> Assist Engineer to scope Central Guadalcanal Road
Central Islands Province	Tulagi Wharf and Ramp Project	<ul style="list-style-type: none"> Organize Courtesy call to Provincial Premier. Assist to facilitate meeting to update Provincial Government regarding MID's approval and funding of STIIP and to introduce the contractor. Assist contractor to mobilize to the site. Assist to conduct Formation of Stakeholders Committee Meeting and conduct Community Awareness Facilitate signing of MOU between MID and CIPG. Plan to conduct stakeholders monthly meeting and CEMP monitoring
Rennell and Bellona Province	Ahanga Wharf	<ul style="list-style-type: none"> Inventory of non-land asset at the proposed project site. Liaise with Ahanga Wharf land owners regarding their intention to dispute the project as they did not agree with one of MOU signatories. Draft Crops Valuation request to Ministry of Agriculture and Livestock (MAL) Follow up with MAL for Minute of the Ahanga Wharf Project Site Crops Valuation Report.
	Bellona Road Section 1	<ul style="list-style-type: none"> Assist to Conduct Community Advisory Committee Meeting Assist to conduct Community Advisory Committee Monitoring
	Bellona Road Section 2	<ul style="list-style-type: none"> Assist to Conduct Community Advisory Committee Meeting Assist to conduct Community Advisory Committee Monitoring
Region 2		
Choiseul Province	Choiseul Bay Connectivity Project Phase 3	<ul style="list-style-type: none"> Conduct community awareness for communities from Ngaliwoli-Poroporo. Draft MOU to be signed between the MID, CPG and Landowners. Provide ongoing support.
Region 3		
Malaita Province	Maluú Wharf Project	<ul style="list-style-type: none"> Continuously liaise with landowners regarding request for SIG to purchases Project site.

Province	Subproject	Activities
	North Malaita Drainage Structures Project	<ul style="list-style-type: none"> • Facilitate North Malaita Road Drainage Structure Initial site visit with SMEC • Compile Field Report
Makira Ulawa Province	Kirakira Wharf Project	<ul style="list-style-type: none"> • Courtesy Call to Premier MUPG Premier • Conduct non-land asset inventory. • Compile Inventory Report
	Kirakira Ramp Project	<ul style="list-style-type: none"> • Follow up to verify properties affected for the construction of Kirakira Ramp.

7.0 Complaints and Grievances

59. 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.

A. Grievances

60. 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. There were two grievances registered during the monitoring period and are shown in the grievance register (Table 7-1).

Table 7-1: Grievance register Jan-June 2022

Date	Province & subproject	Claim title	Activities	Basis of claim	Action Taken
June 2021	Guadalcanal Mongga Bridge	Mongga Bridge wet crossing	Meeting with land owners to verify claim concerning Mongga wet Crossing used since the previous bridge was washed out. Concerned land owners continue to follow up on their claim	Western side landowner wants compensation for use of wet crossing since the 1980's	DLHS now mobilised to investigate the claim The land valuer had already carried out the valuation to compensate the temporary access going through the private land on the upstream of Mongga The issue of ownership of the land is still pending at the High court awaiting high court decision to determine who are the true landowners to sign the Deed of Settlement. SIG will commit fund to compensate the temporary access
Nov 2019	Guadalcanal Mongga Bridge S	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	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 (north near Ade Ade) The MOU/MOA to allow the use of campsite and landing site was signed between the disputing parties

Date	Province & subproject	Claim title	Activities	Basis of claim	Action Taken
					<p>The 3 disputing parties on the eastern end of the Bridge were consulted MOU has been signed</p> <p>The parties still wait for the High court decision</p> <p>The first decision was already in favour of one party but the losing parties submit appeal case to the high court.</p>
2018	Naro Lambi Bridge Not included in STIIP	Charupehe Bridge	<p>The trustee for the lakuili Kotina Association namely Selwyn Baokosu, Reuben and others submitted a claim demanding MID the environmental damages and the use of gravel during the construction of the bridge in 2016 and 2017 financed by SIG.</p> <p>Continues meeting with the lakuili kotina tribes</p>	Submitted by a legal representative on behalf of the trustee	<p>Commissioner of Lands owns the PE Title for Nughu Plantation Land where the Charupehe bridge is located so the claim is invalid.</p> <p>Naro Lambi Bridge funded by SIG.</p> <p>The claim for Charupehe bridge still pending awaiting the claimant to submit their legal document of ownership.</p> <p>Currently another two tribes have submitted similar claims to MID but so far no party has submitted their legal document of ownership.</p> <p>Some of the former Naro Lambi road CAC members were also joining these parties to submit their claim for compensation.</p>
2019	Guadalcanal TSDP-Naro Lambi Bridge	Cherupehu and Bora Bridge	Follow on from 2018 issue. Landowners of both sides of the two bridges Charupehe and Bora claiming that CHEC did not compensate for se of detour road access downstream of the two bridges while constructing the bridges in 2016 - 2017 (financed under TSDP)	Submitted by Antonio from Marubo of west Guadalcanal	CAC meeting was held on 08-Jan-20 attended by MID safeguards team. Agreed outcome was to refer to the MOA signed for the detour access. No one is following up on this claim because safeguards went to meet with the CAC members to verify claim and explain MOA which cover the temporary access during the construction of the bridges
06/09/2022	Guadalcanal Mbokokimbo bridge	Mbokokimbo bridge claim submitted in 2018	Landowners on western and eastern end of the bridge still expecting and submitting their claim for MID to pay the landowner who claim to be owning both sides of Mbokokimbo bridge.	The government to acquire the land on the approaches to the bridge on both ends.	Their claim was submitted to the AG for approval but due to ownership was not settle, the AG advised the disputing parties to settle their ownership in court before coming to MID with their claim.

Date	Province & subproject	Claim title	Activities	Basis of claim	Action Taken
					Landowner on the western end still follow up to date on their claim and try to convince MID to recognise their right of ownership without having to go through a legal court process to determine the rightful owners.
06/09/2022	Guadalcanal Komibo Jetty	Environmental damage to tambu site	<p>Komibo is a landing port for travellers who are travelling to and from the Weather coast and many of the travellers are women (including pregnant women), children, people with special needs and the sick. Therefore, the construction of the jetty will provide a safe landing.</p> <p>The construction of the jetty will coincide with the construction of a gender response facility</p>	Lack of proper consultation with rightful land owning tribes before constructing the boat jetty and the GRI Facility at Komibo	Meet with landowner and Chief Panel to verify the claim and it was revealed that the person submitting the claim has no legal right to make claim

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 riots, civil unrest and bad weather that occurred from mid-November 2021. The CPIU Training Plan showed two safeguards workshops planned in the current period – refresher courses one for staff and the other for supervisor level contractors. It was not possible to carry out these activities due to COVID restrictions.

9.0 Conclusions

A. Overview

62. This SMR is the final safeguards monitoring report for the STIIP which has been running since July 2016. The program excluded any category A investment (according to the ADB SPS), overall the program was categorized as B for environment and C for involuntary resettlement and indigenous people at appraisal and remained so at completion. Subprojects that would be classified as category A were ineligible under the program and were removed from consideration during the environmental and social screening process. There was one port sub- project which was initially included but then removed due to a combination of budgetary and safeguards screening uncertainty. Based on the experience over the term of the program, the categorization of safeguards risk was considered appropriate. During the program the environmental risks associated with routine road maintenance works were typical of such a program. At program close there were 29 active NTF contracts of which 10 were Tier 1 (LBES), 18 were Tier 2 (MBMC), and there was one Tier 3 (Mongga bridge). These continuing subprojects will still require monitoring until Jan-Feb 2023.

63. Tier 1 and Tier 2 subprojects were exempted from development consent procedures by the ECD of MEMCD. Tier 1 (LBES subprojects) had very limited environmental and social impacts as they involved mainly grass-cutting and drain cleaning, and in most cases relied on hand tools. DDR were prepared for these subprojects even though the social safeguards impacts were low. The Tier 2 subprojects involve the preparation of CEMP and due diligence reports (DDR) by contractors (or CPIU supporting the contractors). Tier 3 subprojects were subject to SIG development consent procedures involving preparation of a PER.

64. Environmental issues during construction for Tier 1 and 2 sub- projects involved the management of routine issues such as traffic ,dust and noise. No major issues were encountered that could not be managed with the mitigation measures set out in the EMP and CEMP developed by the contractor. The ability of CPIU supervision resources to monitor activities was limited by sub-optimal consultancy contract administration and compounded by COVID-19 domestic movement restrictions. At times funding for travel to site was not readily available. This improved when supervision services were contracted to a consulting firm. Although CPIU safeguards consultants were still very restricted compared to consultant safeguards personnel.

65. Considerable delays in the processing of consulting contract extensions resulted in three safeguards consultants providing services without guarantee of payment. This impacted motivation and one experienced national consultant consequently left CPIU to pursue other employment. Going forward it is recommended that the CPIU safeguards manager be given the opportunity to review works contracts bills of quantities to ensure adequate (provisional sum) funding is committed to ensure contractors can fund the SPM requirements. The pricing of SPM compliance should not be considered a competitive pricing element.

66. MID's formal adoption of the SPM (delivered under DLI4) has genuinely transformed MID safeguard management practices. Formal training sessions targeted the supervisor level of contractor firms to build capacity in preparing and implementing CEMPs. STIIP played an important role in institutionalizing use of the manual, with it now being used across all MID operations. Familiarity with the procedures is growing amongst other SIG ministries.

67. The importance of the continuing role of the CPIU safeguards team has been recognized by the NTF with all three safeguards consultants allocated funding until end 2023 - well beyond STIIP closure. The arrival of the consultants did not affect the general administration of the CPIU as they operated from their own office at some distance from the CPIU. In fact it created considerable role conflict as to the role of the CPIU and the role of the consultant the implementation of the sub -projects.

68. As for safeguards , the arrival of the Consultants did not change the funding situation for the CPIU local safeguards consultants as they continued to be reliant on the NTF procedures for advance and payment of expenses and salaries. The safeguards consultants employed by the Consultant were able to claim their salaries and expenses directly from the consulting firm. CPIU safeguards consultants were assisting the less experienced Consulting firm consultants in their day to day activities but were still constrained by their NTF funding arrangements. CPIU safeguards was still responsible for quality control and assurance.

69. The following sections summarize the specific safeguards related issues and those that also involve interactions with financial and procurement issues. It is important to understand the context of working within the CPIU for the STIIP which followed another five-year TSDP. The more independent management model used for STIIP may have been too ambitious given the more consultant driven approach of TSDP.

B. Planning & Design Issues

70. Initial screening for safeguards during annual work plan development in a systematic way has continued to be unclear. Safeguards is still not involved enough with planning the AWP so it continues to be too reactive.

71. The relationship with the NTP has never been made clear so the AWP and the start of each new cycle was seldom discussed with the whole CPIU team present.

72. The lack of regular visits due to COVID by the International Safeguards Advisor (ISA) also contributed to the lack of regular coordination.

73. For Tier 1 LBES there was no significant equipment support leading to poor quality outcomes with significant local environmental problems due to poor alignments, no import of material and lack of adequate drainage. Tended to focus on vegetation control only. Tier 1 LBES has complicated first and second phase training and community involvement during preparation and there is unclear definition of what constitutes "local contractors." Safeguards support is essential for "local contractors" for them to understand and set up basic project management and financial capacity and the role of the CAC and how to set it up and also to address grievances.

74. The weaknesses in the LBES programs are counterbalanced by its strengths which include teaching village population about resilience by increasing their ability to operate and maintain their own local roads. Also, there was significant involvement of female contractors in regions 2 and 3 (18% of the total LBES contracts) and large numbers of village women were employed which stimulated their family livelihoods' sub project results were limited by under resourcing but if implemented correctly offer significant community resilience and independence for maintenance of roads bridges and wharves in remote communities

75. Tier 2 had pre-contract preparation time unlike Tier 1 with no up-front community involvement which leads to low involvement and capacity particularly in the more remote communities. Established contractors with Honiara connections and familiarity with MID were the main beneficiaries of Tier 2 subprojects.

C. Implementation issues

76. For Tier 2 and 3 subprojects in many cases the contractor did have a designated safeguards person who had attended training – if not there was limited understanding of the requirements. Training proved effective but follow up was hampered by extended delays in scheduling due to the unavailability of budgets

77. Establishment and Implementation of the CAC as a basic part of SPM procedure was an ongoing problem and requires at least some safeguards support which in some cases was too little too late.

78. Also, for the preparation and approval of the CEMP particularly for Tier 2 MBMC procedures was also problematic due to the much shorter preparation and procurement time as well as qualified personnel to “own” the document.

79. Safeguards monitoring and reporting for Tier 2 and 3 subprojects was hampered by poor access to vehicles, fuel, logistics and other expenses (see financial).

D. Interdependent Financial Issues

80. Being an RBL modality meant that the implementation of STIP gave responsibility for safeguards to SIG. Safeguards planning and supervision requires a lot of field time. It also requires adequate budget for vehicles and plane fares to be readily available to address screening issues, compliance, and reaction to incidents. Inadequacy of budget and timeliness of provision of travel advance/funding has been an issue identified in the SMRs prepared since 2016 to the present, but there was no action taken. The model implemented in the previous loan (TSDP) where support and expenses for safeguards was under the contract budget control of a supervision consultant sitting in the CPIU seemed to function in a much more streamlined and efficient manner. For operating and implementation expenses and budget, a change in the source of the budget i.e. from NTF to supervision consultant, could have facilitated a much smoother planning and supervision experience.

81. Similarly, the contracts for most of the safeguards team were a constant source of low morale when contracts expired without extensions leading to significant personal problems for the contract staff. A local human resources firm was hired to support contract personnel, but it was unable to afford covering contract personnel while variations were put in place. Advances to finance field personnel was also an issue so the choice of this firm with minimal financial resources for short term lending should be questioned.

82. More recently the NTF has been used to support contract personnel and it appears to be working better on the issue of contractor salaries. Logistics and other expenses issues may actually have become worse and requires further refinement

E. Interdependent Procurement Issues

83. The birth certificate process – how to make sure there is sufficient contractor budgets for the safeguards team to properly implement safeguards procedures. Under TSDP a procedure was developed that required sign off from each section of the CPIU before a BOQ was confirmed. This procedure has become haphazard and obviously needs better coordination from CPIU management.

84. Contract variations were always slow in coming and reinforces the need for using the birth certificate process which brought better safeguards outcomes under TSDP.

F. Interdependent Gender Issues

85. Even though it is recognized that gender is not part of safeguards, there were elements of the gender DLI activities which required environmental planning, design and management.

86. The most significant problem for the gender program was the delays in hiring a dedicated well-funded (ADB) local gender specialist until late in the STIIP program (early 2020). Up until this appointment there was a series of short-term contracts with the same contractual issues as safeguards personnel in which contracts were delayed and extensions stopping the work program for long periods. As the DLI's affected financial success, the ISA prioritized and carried out extended periods as the only gender person and important gender interventions required negotiations with local churches and organizations to locate suitable sites. Many agreed sites were not continued due to lack of management support to follow through with negotiations or subprojects were suddenly withdrawn from the program due to the size of required budgets.

87. Also, there was no person responsible for evaluation in the team, so the extensive array of gender data required was neglected and only caught up when a gender specialist was available. Many times, the ISA requested student support to carry out data input activities, but the requests were not approved.

G. Recent issues

88. During the last six months, the amount of monitoring activities steadily returned to near normal in Region 1. However in the other two regions budgetary constraints continued to plague the program except for some activities supported by individual contractors who requested and paid the expenses of the CPIU team. Other donor programs were also involved in requesting the services of the CPIU and paid necessary expenses.

89. For the Mongga bridge construction project, one of the major risks is quality of continued supervision of CEMP activities after completion of STIIP. So far the supervision results have been satisfactory but the recent monitoring field trip identified some non-compliances.

90. Malaita drainage structures project has some major safeguards issues. The project commenced without approval of CEMP and even though the work is now 25% complete, to date CEMP is yet to be revised by the contractor (and approval by CPIU). The CAC is yet to be formed.

91. 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 design of this project has been postponed a number of times during the course of the STIIP program and is not in the current AWP.

92. 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 has 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 in any event. The scope of the proposal suggests that it will need to be financed by a subsequent project/program.

93. The two most complex gender DLI activities involving construction of refuge facilities with shower, toilet and retail components for women and children were implemented by variation to existing Tier 2 maintenance sub -projects. Safeguards reviewed the proposals and CEMPs were modified to reduce risks particularly in relation to community health and safety. Discussion with the local gender specialist has identified lack of safeguards due diligence in the final inspection and issuance of job completion certificates compromising the sustainability of these facilities.

94. There are 29 active subprojects which will require ongoing monitoring in accordance with the SPM and be financed by SIG. There are also many other activities being carried out by the safeguards team to support other donor activities. MID has applied to the NTF for extension of their contracts for an additional year and approval of the extension is now considered to be urgent.

95. Even though the document has been reviewed by the safeguards team, formal approval of the CEMP for the Malaita Drainage Structures subproject is still pending and requires an urgent non-compliance report to be issued by the supervising engineer. A major non-compliance and two minor non-compliances were observed at a recent CEMP monitoring field visit. Corrective action has been recommended to the Acting Director of the CPIU. Formation of the CAC will require further support from the CPIU safeguards team.

96. Gender refuge facilities have been built at two locations in Guadalcanal which are considered priority activities for the full implementation of the STIIP GAP. These facilities have been completed with insufficient due diligence on physical infrastructure quality control and raise both environmental and social safeguards risks. Completion certificates were issued without referral to the safeguards team. Furthermore required training for the women's community groups that will operate and maintain the facilities still has not been implemented. The combination of these issues threaten the sustainability of these facilities and it is recommended that the requested additional funds required to address the identified deficiencies be allocated and implemented urgently.

97. In order to facilitate these matters, it is also recommended that the contract for the local gender specialist be extended by NTF and/or other donor for at least one year to reduce the high risks now considered to affect the sustainability of these facilities.

98. It is hoped that the current STIIP review process being undertaken to help inform the project completion report will identify a number of lessons and issues that can be 'designed out' of the next transport sector project.

APPENDIX 1: STATUS OF SAFEGUARDS ACTIVITIES – SUBPROJECTS

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. Land Acquisition and Resettlement Plan (LARP) for Tier 3 subprojects if there is limited involuntary resettlement issues- ADB Category A subprojects are automatically excluded from STIIP.
5. Many of Earlier Completed Tier 1 (LBES) subprojects were prepared and started under TSDP and extended into STIIP.

S. N o.	Description (as per CTB/MTB)	Contractor	Status	Type	Region	Tier 3 Preparation, Planning & Design Phase except for Tier 1 EOI Pjority og completehase										Implementation Phase									
						SP M Tier	FS Type	Interim Scopin g Committee	PER Complete	Dev Cons Grante d	MOUs For projec t Approval	EOI's Phase 1 Traini ng Tier 1 LBES only	On-going Consulta tion	Tier 3 LARP Require d	MOU's for Materia l , Laydo wn areas, Campsite, Gravel	CAC Form ed if more than six mont hs	Phase 2 Trainin g Comple ted	DDR Requir ed	DDR Prepar ed	If No, DDR to Prepa re By	CEMP Prepar ed	CEMP Appro ved	Status of DDR (Revie w and Appro val by ADB)	Remarks	
1	Honiara Hwy. Lot 1 - RM incl. specific works (Alligator River to Vura Junction)	Emco Pacific (SI) Ltd	Active	Road	1	2	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	NA	NA	No	Yes		yes	Yes		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 Constructi on Ltd	Active	Road	1	2	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	NA	NA	No	Yes		yes	Yes		No social safeguard issues in Gazetted corridor	
3	Routine Maintenance of Panatina Vura Selected Sealed Roads	Xiao	Active	Road	1	2	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	No	NA	No	Yes		yes	Yes		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	Active	Road	1	2	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	No	Yes	NA	No	Yes		yes	Yes	Approved	No social safeguard issues in Gazetted corridor	
5	Routine Maintenance East Guadalcanal Highway Lot-2 (Eastern end of Matepono - Eastern end of Mberande Bridge)	Sustainabl e Resource Manageme nt Ltd	Active	Road	1	2	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	No	Yes	NA	No	Yes		yes	Yes	Approved	No social safeguard issues in Gazetted corridor	

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6	Routine Maintenance of West Guadalcanal Highway Lot-1White River-Ndoma bridge 1	CCECC	Active	Road	1	2	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	No	Yes	NA	No	Yes		yes	Yes	Approved	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	Active	Road	1	2	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	Yes	NA	No	Yes		yes	Yes	Approved	No social safeguard issues in Gazetted corridor	
8	Emerg Repairs: Honiara Lot 3, Vura- Naha, SINU Kukum, SINU Panatina & Panatina Ridge Sealed Rds.	Red Devil Transport Ltd	Complete	Road	1	2	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	NA	NA	No	NA	NA	NA	NA		Emergency Repairs excluded	
9	Honiara New Sealing Works - 5 Roads	SSS Constructi on Ltd	Active	Road	1	2	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	NA	NA	No	Yes		Yes	Yes		No social safeguard issues in Gazetted corridor	
10	Aekato village to April Ridge	TR Group	Complete	Road	1	2	Exempt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	NA	NA	No	No	20/06/ 21	No	No		No social safeguard issues in Gazetted corridor	
11	Mbokokimbo to Aola - Mberande to Mbokokimbo	CCECC	Complete	Road	1	3	Previous FS	Yes from TSDP	Not require d	Yes	Yes	NA	Yes	No	Yes	Yes	NA	No	Yes		Yes	Yes		MOU for Camp site signed CAC formed	
12	Mbokokimbo Bridge & Channeling Works	CHEC	Complete	Road	1	3	Previous FS	Yes from TSDP	Not require d	Yes	Yes	NA	Yes	No	Yes	Yes	NA	No	No	30/06/ 21	Yes	Yes		CAC formed Legacy issues from previous project were resolved	
13	LBES Unsealed St Martin Feeder	B & I	Complete	Road	1	1	Exempt	NA	Exempt	Exempt	NA	?	NA	NA	NA	Yes	Yes	No	Yes		NA	NA		CAC Formed No MOU issues	
14	LBES R&SM Marau-Kopiu Road	FL Road Maintenan ce	Complete	Road	1	1	Exempt	NA	Exempt	Exempt	NA	?	NA	NA	NA	Yes	Yes	No	Yes		NA	NA		CAC Formed No MOU issues	

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						SP M Tier	FS Type	Interim Scopin g Commit tee	PER Compl ete	Dev Cons Grante d	MOUs For projec t Appro val	EOI's Phase 1 Traini ng Tier 1 LBES only	On-going Consulta tion	Tier 3 LARP Require d	MOU's for Materia l , Laydo wn areas, Camps ite, Gravel	CAC Form ed if more than six mont hs	Phase 2 Trainin g Comple ted	DDR Require d	DDR Prepar ed	If No, DDR to Prepa re By	CEMP Prepar ed	CEMP Appro ved	Status of DDR (Revie w and Appro val by ADB)	Remarks	
15	LBES R&SM Tangarare-Kusumba Rd	Solas	Compl ete	Roa d	1	1	Exem pt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	Yes	Yes	No	No	30/06/ 21	NA	NA		CAC Formed No MOU issues	
16	LBES R&SM Komate-Poisugu Rd	Poisuhu V	Compl ete	Roa d	1	1	Exem pt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	Yes	Yes	No	No	30/06/ 21	NA	NA		CAC Formed No MOU issues	
17	LBES Tina Betivatu Road Sect 1	M Dan	Compl ete	Roa d	1	1	Exem pt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	Yes	Yes	No	No	30/05/ 21	NA	NA		CAC Formed No MOU issues	
18	LBES Tina Betivatu Rd Sect 2	BEP Road Maintenan ce	Compl ete	Roa d	1	1	Exem pt	NA	Exempt	Exempt	NA	NA	NA	NA	NA	Yes	Yes	No	No	30/06/ 21	NA	NA		CAC Formed No MOU issues	
19	Poha Bridge Scour Protection	Capitol Const Pty	Compl ete	Roa d	1	2	Exem pt	NA	Exempt	Exempt	NA	NA	NA		Yes	Yes	NA	No	No	30/06/ 21	no	no		Less than six months duration	
20	R&SM West Guadalcanal unsealed Road. Lot 3 - Specific Maintenance of Komibo Bridge to East Naro Hill unsealed road.	Civil Works Contractor	Compl ete	Roa d	1	2	Exem pt	NA	Exempt	Exempt	NA	NA	NA		No	Yes	NA	No	Yes		Yes	Yes	Approv ed		
21	Periodic and R Maintenance UnSealed Honiara Feeder Roads (East/Central)	Civil Works Contractor	Active	Roa d	1	2	Exem pt	NA	Exempt	Exempt	NA	NA	NA		No	No	NA	No	Yes		NY	NY		Safeguard s to follow up with contractor for CEMP. Contractor needs to submit soft copy	
22	Spec / Rout Maintenance UnSealed Feeder Roads (West/Centra l) Lot-1	Trades Transforma tion Company Limited	Active	Roa d	1	2	Exem pt	NA	Exempt	Exempt	NA	NA	NA		NA	NO	NA	No	Yes		Yes	Yes		Honiara contracts do not need MOU and CAC	
23	Specific / Routine Maintenance UnSealed Feeder Roads (West/Centra l) Lot-2	NAYA Company Ltd	Active	Roa d	1	2	Exem pt	NA	Exempt	Exempt	NA	NA	NA		NA	No	NA	No	Yes		Yes	Yes		?	
24	Specific Maintenance of landslide scoured section along Naha 4 unsealeddd	TR Group	Active	Roa d	1	2	Exem pt	NA	Exemption	Exemption	NA	NA	NA		NA	NA	NA	No	Yes		Yes	Yes		Emergenc y Works	

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	feeder roads in East Honiara																								
25	LBES Bellona Unsealed Rd Sect 1 Central West	JN	Active	Road	1	1	Exempt	NA	Exemption	Exemption	NA	NA	NA		NA	YES	Yes	No	Yes		NA	NA	Approved	CAC Formed No MOU issues	
26	LBES Unsealed Bellona Rd Sect 2	THS Contractors	Active	Road	1	1	Exempt	NA	Exemption	Exemption	NA	NA	NA		NA	YES	Yes	No	Yes		NA	NA	Approved	CAC Formed No MOU issues	
27	Specific & Routine Maintenance Selected Sealed Feeder Roads, East Honiara Lot 1	SSS Constructi on Ltd	Active	Road	1	2	Exempt	NA	Exempt	Exempt	NA	NA	NA		NA	NA	NA	No	Yes		Yes	Yes		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	Active	Road	1	2	Exempt	NA	Exempt	Exempt	NA	NA	NA		NA	NA	NA	No	Yes		Yes	Yes		CAC Formed No MOU issues	
29	Construction of Mongga Bridge in North East Guadalcanal	CCECC	Active	Bridge	1	3		Now CAC	Draft complet e	NY	Yes	NA	still ongoing		Yes	Yes	NA	Yes	Yes		Yes	Yes	4. Approved by ADB	CEMP approved. DDR approved	
30	Rehabilitatio n of Unsealed Gizo Inland 6 mile Road from New Manda Junction to Saeraghi (11km) in Gizo, Western Province	Fair Trade Company Ltd	Compl ete	Road	2	2	Exempt	Now CAC	Exempt	Exempt	Yes	NA	Yes		Yes	Yes	NA	No	Yes		Yes	Yes		Allan to Update for Region 2	
31	LBES Unsealed Kubolota	Double M	Compl ete	Road	2	1									No	Yes	Yes	No	Yes		NA	NA		Allan to Fill	
32	LBES Buala Garanga Rd Ph3	FNB	Compl ete	Road	2	1									Yes	Yes	Yes	No	Yes		NA	NA		Allan to Fill	
33	LBES Buala-Garanga Rd Ph 4 -Sect 1	Guess N	Compl ete	Road	2	1									Yes	Yes	Yes	No	Yes		NA	NA		Allan to Fill	

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34	LBES Buala-Garanga Rd Ph. 4 -Sect 2	Sosoilo	Compl ete	Roa d	2	1								NO	No	No	No	Yes		NA	NA		Allan to Fill		
35	Grading & Periodic MB Maint of selected unsealed roads in Isabel	Red Devil Transport Ltd	Compl ete	Roa d	2	2								No	No	NA	No	No	30/06/ 21	No	No		This contract has faced major social issues in the past.		
36	Periodic/Rout ine Main: Buala/Garan ga and other unsealed feeder roads	KOL Group of Companie s	Compl ete	Roa d	2	2								Yes	Yes	Yes	No	Yes		Yes	Yes		Allan to Fill		
37	LBES R&SM Kaevanga Rd, Koghe Road - Unsealed	Glose Ukru Constructi on	Active	Roa d	2	1								No	Yes	Yes	No	Yes		NA	NA		Allan to Fill		
38	LBES R&SM Unsealed Rd Kaevanga (section 1) - Kaevanga to Moana CHSI	Mareba	Active	Roa d	2	1	Exem pt	NA	Exempt	Exempt	NA	18-Mar	18-Mar	No	Yes	Yes	No	Yes		NA	NA		Allan to Fill		
39	LBES R&SM Unsealed RD Kaevanga (section 2) - Moana CHS to Kolomola	Kaolo Sunset Road Constructi on	Active	Roa d	2	1	Exem pt	NA	Exempt	Exempt	NA	18-Mar	18-Mar	No	Yes	Yes	No	Yes		NA	NA		Allan to Fill		
40	LBES R&SM Unsealed Rd Haevo (section 1): Haevo to Hiros Hill Rd & Buma Coastal Road	Ras Constructi on	Active	Roa d	2	1	Exem pt	NA	Exempt	Exempt	NA	18-Mar	18-Mar	No	Yes	Yes	No	Yes		NA	NA		Allan to Fill		
41	LBES R&SM Unsealed Rd Haevo (section 2) - Hiros Hill to Koregu	Koregu Communit y Road Project	Active	Roa d	2	1	Exem pt	NA	Exempt	Exempt	NA	18-Mar	18-Mar	No	Yes	Yes	No	Yes		NA	NA		Allan to Fill		
42	LBES Routine Maintenance Lambulambu , Koriouuku and Lengana Wharf , Western Prov.	Maloma Const	Active	Wha rf	2	1	Exem pt	NA	Exempt	Exempt	NA	Yes	NA	No	Yes	Yes	No	Yes		Yes	Yes		LBES but the activity caused some impacts to the environme nt therefore they submitted CEMP for		

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																								this contract	
43	SM Wharves Western Province	Sol- Lube	Compl ete	Wha rf	2	2								No	No	No	No	No	30/06/ 21	No	No			Completed in 2015 and we do not have any records	
44	Periodic and Routine Maintenance of Gizo D, Trunk & Coastal Roads - Sealed and Unsealed	Fair Trade Company Ltd	Active	Roa d	2	2	Exem pt	Now CAC	Exempt	Exempt				No	Yes	NA	No	Yes		Yes	Yes			Allan to Fill	
45	Periodic and Routine Maintenance of Noro & Munda Rds - Sealed & Unsealed	Trades Transform ation Company Limited	Active	Roa d	2	2	Exem pt	NA	Exempt	Exempt	NA	NA	20-Jun		Yes	Yes	NA	No	Yes		Yes	Yes		Allan to Fill	
46	Unsealed Upper North Road	MTR Communit y	Compl ete	Roa d	3	2												No	No	30/06/ 21	No	No		Regional Manager 3We have no records	
47	Unsealed Malaita South Rd Sec 9	Rotoi Const	Compl ete	Roa d	3	2												No	No	30/06/ 21	No	No		we have no records	
48	LBES Coral Feeder Road	AC Const	Compl ete	Roa d	3	1												No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?	
49	LBES Fouaala Feeder Road	Fouala Communit y	Compl ete	Roa d	3	1												No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?	
50	LBES Kwaisulinu Feeder Sect 1	DEBROS	Compl ete	Roa d	3	1												No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?	

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51	LBES Kwaisulinu Feeder Sec	Tatasi Const	Compl ete	Roa d	3	1											No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?		
52	LBES Upper North Road Sect 1	Riverside Const	Compl ete	Roa d	3	1											No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?		
53	LBES Upper North Rd Sect 2	Wills Engrg	Compl ete	Roa d	3	1											No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?		
54	LBES Buma Feeder Road	LT Associates	Compl ete	Roa d	3	1											No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?		
55	LBES Fiu Kelakwai Feeder Sect 1	CJW	Compl ete	Roa d	3	1											No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?		
56	LBES Fiu Kelakwai feeder Sect 2	Hyu	Compl ete	Roa d	3	1											No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?		
57	LBES- Fulisango Rd Sect 1	Accurate	Compl ete	Roa d	3	1											No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?		
58	LBES- Fulisango Rd Sect 2	Dave Earthworks	Compl ete	Roa d	3	1											No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?		
59	LBES East Road Sect 3	Mid East Communit y	Compl ete	Roa d	3	1											No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?		
60	LBES Dala to Atori Road Sect 4	Halvitch Const	Compl ete	Roa d	3	1											No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?		
61	LBES Dala to Atori road Sect 3	GTQ	Compl ete	Roa d	3	1											No	No	30/05/ 21	No	No		Prepared under TSDP and extended into STIIP?		

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62	LBES East Road Sect 6	ATC Const	Compl ete	Roa d	3	1												No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?	
63	LBES Unsealed East Road	LJF	Compl ete	Roa d	3	1												No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?	
64	LBES R&SM Malaita Nth Rd Sect 5	Taukarasi	Compl ete	Roa d	3	1												No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?	
65	LBES R&SM Malaita Nth Rd Sect 6	Earthworm	Compl ete	Roa d	3	1												No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?	
66	LBES R&SM Malaita Nth Rd Sect 7	Skink	Compl ete	Roa d	3	1												No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?	
67	LBES R&SM Afio Parasi Rd Sect 1	Urihote	Compl ete	Roa d	3	1												No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?	
68	LBES R&SM Afio Parasi Rd Sect 2	Peter and Sons Co	Compl ete	Roa d	3	1												No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?	
69	LBES R&SM Natinua Kwaibaita S1	RHT	Compl ete	Roa d	3	1												No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?	
70	LBES R&SM Nafinua Kwaibaita S2	T&R Road Const	Compl ete	Roa d	3	1												No	No	30/06/ 21	No	No		Prepared under TSDP and extended into STIIP?	
71	South Malaita Bridge Expansion - D&B 3 bridges	Islands Engineerin g Consultants (Si) Ltd	Compl ete	Brid ge	3	2	Exem pt	NA	Exempt	Exempt	NA	NA	NA		No	No	NA	No	No	30/06/ 21	NY	NY		Safeguard s to follow up with Lawrence	
72	Periodic/Rout ine Maint (North Malaita) Unsealed Roads:	Lion Heart Company Ltd	Compl ete	Roa d	3	2	Exem pt	NA	Exempt	Exempt	NA	NA	NA		No	No	NA	No	Yes		Yes	Yes	Approv ed		

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	Aukito Fouiaand Adua CHS Road																								
73	Periodic/Routine Maint (South Malaita): South Malaita Road - unsealed	Islands Engineerin g Consultants (SI) Ltd	Compl ete	Roa d	3	2	Exem pt	NA	Exempt	Exempt	NA	NA	NA		No	Yes	NA	No	Yes		Yes	Yes	Approv ed		
74	Periodic/Routine Maint (East Malaita): Dala/Atori and Nafinua/Kwai baita Feeder Roads - unsealed	Trades Transform ation Company Limited	Active	Roa d	3	2	Exem pt	NA	Exempt	Exempt	NA	NA	NA		No	Yes	NA	No	Yes		yes	Yes			
75	Periodic/Routine Maint (Central Malaita): Busurata, Coral Feeder, Fouaala Feeder, Kwaisuliniu, Buma Feeder, Fiu/Kelakwai and Fulisango Feeder Roads - Machine Based Unsealed Roads	Islands Engineerin g Consultants (SI) Ltd	Compl ete	Roa d	3	2	Exem pt	NA	Exempt	Exempt	NA	NA	NA		No	Yes	NA	No	Yes		yes	Yes	Approv ed		
76	Construction of Drainage Structures on North Malaita Road	Lion Heart Company Ltd	Active	Roa d	3	2	Exem pt	NA	Exempt	Exempt	NA	NA	NA		NA		NA	No	Yes		Yes	No		SMEC's responsibil ity (Constructi on Supervisio n component)	
77	LBES Afio Road (sect1) - Routine & Specific. Small Malaita - CW Const	CW Constructi on	Active	Roa d	3	1	Exem pt	NA	Exempt	Exempt	NA	NA	NA		NA			No	No	30/11/ 21	NA	NA			

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						SP M Tier	FS Type	Interim Scopin g Commit tee	PER Compl ete	Dev Cons Grante d	MOUs For projec t Appro val	EOI's Phase 1 Trainin g Tier 1 LBES only	On-going Consulta tion	Tier 3 LARP Require d	MOU's for Materia l , Laydo wn areas, Camps ite, Gravel	CAC Form ed if more than six mont hs	Phase 2 Trainin g Comple ted	DDR Requir ed	DDR Prepar ed	If No, DDR to Prepa re By	CEMP Prepar ed	CEMP Appro ved	Status of DDR (Revie w and Appro val by ADB)	Remarks	
78	LBES Afio Road (sect 2) - Routine & Specific. Small Malaikta	Peter and Sons Co	Active	Road	3	1	Exempt	NA	Exempt	Exempt	NA	NA	NA		NA			No	No	30/11/21	NA	NA			
79	LBES Totoroa Low Level-Wango bridge	Teina	Complete	Bridge	3	1									Na			No	No	30/06/21	NA	NA		Safeguards to follow up with Regional Manager. MOU should not be an issue for all Tier 1-LBES subprojects	
80	LBES Unsealed Waimasi to Wairaha	Esirama	Complete	Road	3	1									Na	Yes	Yes	No	No	30/06/21	NA	NA			
81	LBES R&I Unseal Ulawa Ring S5	Saela	Complete	Road	3	1									NA	Yes	Yes	No	No	30/06/21	NA	NA			
82	LBES R&RI Ulawa Ring Rd Sec6	Wango	Complete	Road	3	1									NA			No	No	30/06/21	NA	NA		Follow up with Regional Manager 3	
83	LBES R&I Unseal Ulawa Ring S7	Destination Hope	Complete	Road	3	1									NA	Yes	Yes	No	No	30/06/21	NA	NA			
84	LBES R&I Unseal Ulawa Ring S8	RMR Engineerin g	Complete	Road	3	1									NA	Yes	Yes	No	No	30/06/21	NA	NA			
85	LBES Makira West Sec A	H&E Group	Complete	Road	3	1									NA	Yes	Yes	No	No	30/05/21	NA	NA			
86	LBES Makira West Rd Sec C	CM Road Maintenan ce	Complete	Road	3	1									NA	Yes	Yes	No	No	30/06/21	NA	NA			
87	LBES Ulawa Coastal Ring Sec1	TIS	Complete	Road	3	1									NA			No	No	30/06/21	NA	NA		Follow up with Regional Manager 3	
88	LBES Ulawa Coastal Ring Sec2	Mwaradja Community	Complete	Road	3	1									NA			No	No	30/06/21	NA	NA		Follow up with Regional Manager 3	
89	LBES Ulawa Coastal Ring Sec4	Dels Company	Complete	Road	3	1									NA			No	No	30/06/21	NA	NA			
90	LBES Rehab/Maint Unsealed	RGJ	Complete	Road	3	1									NA			No	No	30/11/21	NA	NA			

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	Santa Ana Airport Rd REP																								
91	LBES Makira Western Rd - Waimasi to Puira 1 C/way	EM	Compl ete	Roa d	3	1									NA			No	No	30/11/ 21	NA	NA			
92	LBES Mak. East Rd S. 1 (MID Gate - Kirakira Town Rd) REP	JD Nika	Compl ete	Roa d	3	1												No	No	30/06/ 21	NA	NA			
93	LBES Makira West. Rd - Puira 1 to Macedonia C/way	MDM Enterprise s	Compl ete	Roa d	3	1									NA			No	No	30/11/ 21					
94	LBES Unsealed Ulawa Coastal Rd Sect 3	Hureta Comm	Compl ete	Roa d	3	1	Exem pt	NA	Exem pt ion	Exem pt ion	NA	NA	NA		Yes	Yes	Yes	No	Yes		NA	NA			
95	LBES Unsealed Makira Eastern Rd Sect 1 (MID Gate - Kirakira Town Rd)	Bauro Communit y	Compl ete	Roa d	3	1	Exem pt	NA	Exem pt ion	Exem pt ion	NA	NA	NA		NA	Yes	Yes	No	No	30/11/ 21	NA	NA			
96	Repair of Makira Coastal Rd - Periodic	Fair Trade Company Ltd	Compl ete	Roa d	3	2	Exem pt	NA	Exem pt ion	Exem pt ion							NA	No	No	30/06/ 21	Yes	Yes			
97	Periodic/Rout ine Maint - Unsealed Ring roads in Ulawa	Nofokava Constructi on Ltd	Active	Roa d	3	2	Exem pt	NA	Exem pt	Exem pt	NA	NA	NA			Yes	NA	No	Yes		Yes	Yes	Approv ed		
98	Emergency Bridge Maintenance: Locations include Makira (5 sites),	Nofokava Constructi on Ltd	Compl ete	Brid ge	3	2	Exem pt	NA	Exem pt	Exem pt	NA	NA	NA		NA	NA	NA	No	NA	NA	Yes	Yes		Emergenc y contract. However, the contractors submitted the CEMP	
99	*LBES Makira Rd Sec 2 (Kirakira-Rawo River)	JD Nika	Compl ete	Roa d	3	1	Exem pt	NA	Exem pt	Exem pt	NA	NA	NA		NA			No	No	30/05/ 21	NA	NA			
100	LBES Lata Coastal Road Sect 1	Kairos Time	Compl ete												NA			No	No	30/06/ 21	NA	NA			
101	LBES Lata Coastal Road Sect 2	RD Constructi on	Compl ete												NA			No	No	30/06/ 21	NA	NA			

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10 2	LBES Mbay Road Lata	Yao Constructi on	Compl ete												NA			No	No	30/06/ 21	NA	NA			
10 3	LBES Lata town roads	H&L Brothers	Compl ete												NA			No	No	30/06/ 21	NA	NA			
10 4	LBES Lata Baemaoa Sect 1	Mabar	Compl ete	Roa d	3	1	Exem pt	NA	Exempt	Exempt	NA	NA	NA		NA	CAC	Yes	No	Yes		NA	NA			
10 5	LBES Lata Baemaoa Sect 2	Matir Road	Compl ete	Roa d	3	1	Exem pt	NA	Exempt	Exempt	NA	NA	NA		NA	Yes	Yes	No	Yes		NA	NA			
10 6	LBES Lata Baemaoa Sect 3	Bwelo Forest	Compl ete	Roa d	3	1	Exem pt	NA	Exempt	Exempt	NA	NA	NA		NA	Yes	Yes	No	Yes		NA	NA	Approv ed		
10 7	LBES Nea Nemboi Unsealed Rd	Kiodilir Road	Compl ete	Roa d	3	1	Exem pt	NA	Exempt	Exempt	NA	NA	NA		NA	Yes	Yes	No	Yes		NA	NA			
10 8	LBES Noipe Jn to Mbanyo Head Rd	NT Road	Compl ete	Roa d	3	1	Exem pt	NA	Exempt	Exempt	NA	NA	NA		NA	Yes	Yes	No	Yes		NA	NA			
10 9	LBES Mbanyo-Noipe, Nemba Inland Road	Rockpoint	Compl ete	Roa d	3	1	Exem pt	NA	Exempt	Exempt	NA	NA	NA		NA	Yes	Yes	No	Yes		NA	NA			
11 0	Temotu Selected Roads, MB Periodic & RM 1yr	Civil Works Contractor	Compl ete	Roa d	3	2	Exem pt	NA	Exempt	Exempt	NA	NA	NA		Yes	Yes	NA	No	Yes		yes	Yes			

Appendix 2: Mongga Bridge Sub Project Monitoring Report

To: Mike Qaqara

Cc: Steve Sae, Pratush Kumar

Subject : Field CEMP Monitoring Report Mongga Bridge Sub-Project

Date: 23/08/2022`

1.0 Inspection Details

On 23 August 2023 , the safeguards team carried out an inspection of the Mongga Bridge subproject to audit compliance with CEMP. In summary for the proposed bridge, the works will consist of the following major activities:

1. Removal of the existing low-level bridge
2. Construction of a new 90.0 m long two span steel girder bridge at 7-8m height above ground;
3. Construction of river training measures, scour protection measures and associated water drainage facilities where specified as per design;
4. Construction of approach roads and associated works specified;

The team inspected abutment works on both sides of the river and the main abutment on the northern side of the river. It also conducted a review of the campsite and its various facilities.

2.0 Observations

The risk of water quality and aquatic flora and fauna impacts were the most significant issues identified and discussed in the PER/ESMP documentation. Mitigations proposed in the ESMP included emphasis on ensuring construction of the abutments and pier during the dry season and to divert the river flow if the water level began to rise. The construction of the abutments and main pier is on schedule and will be completed within five weeks so there is no further risk anticipated to aquatic flora and fauna. Impact on water quality was considered of very minor significance and technically non-compliant with CEMP. (see below for more detail).

3.0 Compliance

Inspection of the camp area revealed one major non-compliance and two minor non compliances. Even though the camp was in general well organised and kept in good order there were three issues noted that were not in compliance with the CEMP and ESMP. Sanitary facilities including showers and toilet and septic tanks were all satisfactory and in working order. All workers were equipped with correct PPE.

Major Non Compliance. Bunding of the fuel storage had not been completed and requires urgent attention.

Minor Non Compliance. Groundwater outflow from the main pier is being discharged into the water column. The flow should be discharged to two sediment basins which then overflow to the river. However the turbidity caused from direct discharge is dispersed within 20 metres.

Minor Non Compliance. Inspection of the kitchen revealed build-up of dirt and grease around the kitchen sink and washing area. Housekeeping needs improvement with more frequent washing and disinfecting kitchen floors. Recommend the installation of a grease trap below the main sink so the drainage system will be more efficient and reduce smell.

4.0 Recommendation. Action by Supervising Engineer to remedy major non-compliance.

See attached photos.

Plate 1: Well organised work area on northern side of river with good housekeeping at Works site



Plate 2: View from Southern side showing entire work area with two abutments and main pier under construction



Plate 3: Main pier under construction on dry bank



Plate 4: Pumped groundwater from pier excavation on northern bank. Slightly turbid water outflow but dissipates quickly within 20m downstream.



Plate 5: Major non-compliance at fuel storage area as no safety bund in place with small leak to environment



Plate 6: Correct PPE observed for all local workers

