

# Progress Report

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## Republic of Kiribati: Outer Islands Transport Infrastructure Investment Project

**Quarterly Progress Report No. 5**  
**QPR for the reporting period 1 January 2022 to 31 March 2022**

Prepared by Outer Islands Implementation Unit  
Tarawa, Kiribati

For Ministry of Finance and Economic Development  
Ministry of Information, Communication, Transport and Tourism Development  
Ministry of Infrastructure and Sustainable Energy

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## **1. Executive Summary**

The Kiribati Outer Island Transport Infrastructure Investment Project (KOITIIP) is currently in its second year of implementation. The focus for the second year is to:

1. Award the contract for the Hydrographic Survey and Mapping Exercise;
2. recruit the Consulting Engineering Firm to provide technical assistance to MISE to complete the MISE-Implementation Manual and the detailed engineering investigation and design work for the causeways and maritime facilities on Nonouti and Tab-South;
3. complete the bidding documents for the Design-Build Contract that will cover the AtoNs rehabilitation, maritime facilities on Abaiang and Beru, design and construction of the jetty in Abaiang, and the small-scale dredging work in Beru;
4. operate the GRM and the GBV GRM that were already discussed and agreed with the outer island stakeholders;
5. prepare the outer island stakeholders before the commencement of the Hydrographic Survey which is expected in August 2022; and lastly,
6. confirm the decision on the aggregate.

The RFP for the Hydrographic Survey and Mapping Exercise was released to the short-listed firms on 31<sup>st</sup> March 2022 and the firms were given until May 27<sup>th</sup>, 2022 to submit their Technical and Financial Proposal. The contract award is expected to happen in late August 2022.

The Chief Technical Advisor (CTA) has joined the OIIU since February 18<sup>th</sup>, 2022. The remaining positions for the OIIU are the Social and Environment Safeguard Specialists who are expected to sign their contract by May 6<sup>th</sup>, 2022.

The mission to the Outer Island was completed on January 21<sup>st</sup>, 2022, one day before the country exercised a complete lockdown due to the Covid-19. The complete lockdown was enforced for 2 months. The ADB & WB KOITIIP mission was conducted immediately after the lockdown restrictions were lifted from March 28<sup>th</sup> to April 12<sup>th</sup>, 2022. Findings of the mission will be soon shared by the ADB and WB. KOITIIP Team Leaders from ADB and WB continue to provide prompt and meaningful assistance virtually to the Project team in Kiribati.

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## **2. Introduction**

Kiribati is made up of 32 atolls and 1 raised limestone island scattered over an ocean area of more than 3.5 million km<sup>2</sup> across the central Pacific Ocean. The country is divided into 3 widely separated island groups: the Gilbert group in the west; the Phoenix group in the center and the Line Islands in the east.

Like many developing nations, Kiribati faces several development challenges. The lack of services and economic opportunities in the outer islands has encouraged migration to South Tarawa creating overpopulation issues in the capital island communities.

A study report titled “Hardships in Kiribati” funded by ADB concluded that transport between the islands is expensive and unreliable and it is one of the main reasons people continue to migrate to the capital island. Furthermore, poor internet communication; limited access to good health services and education; frequent shortage of cargoes such as rice, flour, sugar, coffee, and soap; and limited job opportunities in the outer islands are the main factors that continue to attract migration to South Tarawa.

The Kiribati 20 Year Vision Development Plan (KV 20) identifies infrastructure as one of the investments the Government should focus on. Because implementing infrastructure projects requires huge capital, the Government of Kiribati approached the World Bank and Asian Development Bank to co-finance the development of marine infrastructure investments in the 4 priority islands: Abaiang, Nonouti Tabiteuea South, and Beru. The agreement of the ADB and WB to the Government of Kiribati’s request resulted in the formulation of the Kiribati Outer Island Transport Infrastructure Investment Project (KOITIIP). The ADB and WB officially accepted the request by signing the Grant Agreement and Financing Agreement on 20th July 2020 and 22<sup>nd</sup> March 2020, respectively.

The project development objective of KOITIIP is to improve the safe and resilient transport connectivity in the selected four outer islands. The KOITIIP is financed through a US\$30 million IDA grant and a US\$12 million ADB grant.

The Ministry of Finance and Economic Development (MFED) is the executing agency. The Marine Division under the Ministry of Information, Communication, and Transport (MICT) is the Implementing Agency for the Hydrographic Survey and upgrading of Aids to

Navigation (AtoNs) whilst the Civil Engineering Unit (CEU) within the Ministry of Infrastructure and Sustainable Energy (MISE) is the implementing Agency for the design and construction of land infrastructures such as jetties, ramps, and terminal buildings. The MISE will also be implementing the causeways rehabilitation work. The Outer Island Implementation Unit (OIIU) and Kiribati Fiduciary Service Unit (KFSU) have been established within the MFED to support MICT and MISE in the management of the KOITIIP. The operational cost of the OIIU is supported by ADB and WB on a 30% to 70% share respectively, whilst the KFSU operation is supported entirely by the WB. The KFSU is providing financial management and procurement support not only to KOITIIP but to other ongoing Kiribati-WB projects such as COVID 19, PROP, and STWSP to name a few. The KFSU is expanding its support to include Safeguard services.

The report is prepared to fulfill the requirements of the Grant Agreement between the GoK and the ADB. The report provides updates on the following:

- I. Procurement activities - Ongoing/engaged contracts and progress to the end of quarter 1 of 2022
- II. Safeguards – the results are based on the findings from the outer island mission
- III. Gender-Based Violence
- IV. Gender; and
- V. Financial management -disbursement and use of project funds – This requirement falls under the responsibility of the KFSU and will be provided by KFSU as a separate document.

### 3. Progress

#### 3.1 Procurement

The main Procurement activity that is critical at this stage of the Project is the Hydrographic Survey and Mapping Exercise. The activity is behind schedule due to multiple rounds of reviews of the RFP documents and specifications to ensure they meet the WB procurement requirements. The estimated cost of the activity is US \$6.7 million which requires additional layers of the WB procurement approvals than what is typical for the Quality and Cost Based Selection method. It is important to note that the RFP has received WB approval and has been shared with the shortlisted firms. The firms will submit their Technical and Financial Proposal by 27<sup>th</sup> May 2022 and it is expected that the contract will be signed by end of August 2022. The procurement plan for the Hydrographic Survey and Mapping Exercise is summarized in Table 1 below.

*Table 1 shows the procurement stages with proposed dates for the Hydrographic Survey and Mapping Exercise*

<b>Procurement Stages</b>	<b>Due date</b>	<b>Status</b>
RFP Release to short-listed firms	31 <sup>st</sup> March 2022	Completed successfully
Pre-conference with short-listed firms	13 <sup>th</sup> April 2022	Completed successfully – all representatives from the 4 shortlisted firms presented. The main question from the firms was the type and price of fuel available in Kiribati. The Marine Division provided the contact details for the only supplier in Kiribati which is the KOIL.
Tender Response/submission	27 <sup>th</sup> May 2022	Not yet due
Tender Evaluation	28 <sup>th</sup> May to 10 <sup>th</sup> June 2022	Not yet due
Submit evaluation and recommendation	17 <sup>TH</sup> June	Not yet due

report to ADB & WB on STEP		
ADB & WB review	17 <sup>th</sup> June to 30 <sup>th</sup> June 2022	Not yet due
Notification of the Technical Proposal Evaluation report to the Firms to be proceed to the Financial Proposal Opening	1 <sup>st</sup> July 2022	
Opening of Financial Proposal	8 <sup>th</sup> July 2022	
Submit combined evaluation report	22 <sup>nd</sup> July 2022	
ADB & WB review & no objection	23 <sup>rd</sup> June to 5 <sup>th</sup> August 2022	
Intention to Award	8 <sup>th</sup> August 2022	Not yet due
Standstill Period	9 <sup>th</sup> to 19 <sup>th</sup> August	Not yet due
Contract Negotiation	22 <sup>nd</sup> to 30 <sup>th</sup> August	Not yet due
Contract Award/Signing	31 <sup>st</sup> August	Not yet due

The rest of the procurement activities under KOITIIP are summarized in Table 2.

*Table 2 summarizes the procurement activities under KOITIIP.*

<b>Package No</b>	<b>Activity</b>	<b>Contract Signing date</b>	<b>Issue</b>	<b>Progress</b>

<b>CS-F-1</b>	Hydrographic Survey (UKHO)	2 <sup>nd</sup> December 2020	None	UKHO has been very active in supporting the Marine Division to deliver Component 1 of the Project. The bidding documents (hydrographic instructions and specifications) required from UKHO have been submitted and accepted by the MICTTD. The 10% claim by UKHO had been submitted to the Government of Kiribati on 3 <sup>rd</sup> September 2021. The payment had been cleared and paid in full to the UKHO account.
<b>CS-F-2</b>	Hydrographic Survey Services	The contractor is not yet engaged	None	The RFP documents had been cleared by the WB and were shared with shortlisted firms on 31 <sup>st</sup> March 2022. The pre-conference with shortlisted firms was held on 13 <sup>th</sup> April 2022 and the Technical and Financial Proposals will be submitted by 27 <sup>th</sup> May 2022.
<b>CS-F-3</b>	MISE Consulting Engineering Firm	Not yet engaged.	The activity was categorized as low-risk activity in 2020 and therefore the approach used	The signing of the contract is expected at the end of 2022. The WB had accepted the Terms of Reference and the REOI had been published. However, the REOI has been put on hold as it needs to be reviewed first by the WB. The activity, when created in 2020, was subject to the WB post review, meaning it does not need to be reviewed by the WB. WB TTL had advised that the current activity be canceled and recreated to correct the required details and approach.



			was post review.	
<b>CS-1-1</b>	Chief Technical Advisor	18 <sup>th</sup> February 2022	None	The CTA is now working closely with the PM to manage the KOITIIP. According to the CTA signed contract, the CTA is on a 6-month probationary period. The probationary period will end in August 2022. The review will be conducted by members of the Project Technical Taskforce as stated in the PAM and PAD.
<b>CS-1-2</b>	Project Manager	27 <sup>th</sup> February 2021	None	The PM has been engaged for almost 14 months now. As stated in the Contract, the performance review needs to be conducted every 12 <sup>th</sup> month to determine whether the PM has met the performance requirements and whether he is eligible for the increment or not. The Contract will end in February 2023.
<b>CS-1-3</b>	Senior Engineer	Not yet engaged	None	The consultant will be recruited in the later stage of the Project, 2024 to 2025. The role of the consultant is to provide support to the MISE-Implementing Unit. This is another support in addition to the Mentoring Firm.
<b>CS-1-4</b>	Social Safeguard Specialist	Not yet engaged	None	The REOI was published on the 31 <sup>st</sup> March 2022 and applications closed on 15 <sup>th</sup> April 2022. 4 applications are currently being reviewed. The result of the evaluation is expected on 22 <sup>nd</sup> April 2022 and the contract award is expected by 6 <sup>th</sup> May 2022.

<b>CS-1-5</b>	Gender/Gender-Based Violence Specialist	18 <sup>th</sup> October 2021	None	The Consultant has been engaged for 6 months now. The assessment at the end of the probationary period has been conducted. The result of the evaluation confirms that the Consultant meets all the performance requirements. During the ADB & WB mission, the Consultant presented her findings which were informative and reflected a good analysis of the current situation on the Project outer islands. She was rated satisfactory by the ADB and WB Mission.
<b>CS-1-6</b>	Environment Specialist	Not yet engaged	None	The REOI was published on the 31 <sup>st</sup> March 2022 and applications closed on 15 <sup>th</sup> April 2022. 4 applications are currently being reviewed. The result of the evaluation is expected on 22 <sup>nd</sup> April 2022 and the contract award is expected by 6 <sup>th</sup> May 2022.
<b>CS-1-7</b>	Community Liaison Officer	27 <sup>th</sup> September 2021	None	The evaluation result at the end of the 6-months probationary period confirms that the Consultant's performance exceeds the anticipated performance requirements. The Consultant managed to establish the GRM on the four islands during the last outer island mission conducted between November 2021 to February 2022. She has completed the first draft of the GRM Manual which will be shared with the ADB and WB by the first week of May 2022, a few weeks before the deadline agreed upon during the Mission.

<b>CS-1-8</b>	Monitoring and Evaluation Officer	20 <sup>th</sup> September 2021	None	Again, the consultant's performances exceed the expectation. During the outer island mission, she managed to collect all relevant data that will become baseline data in addition to those that were identified in the DMF and PAD. The additional information includes the number of retailers/shops owned by women and the number of registered boats and motor vehicles
	Hydrographic Surveyor	16 <sup>th</sup> August 2021	None	The consultant, Tion Uriam, has been engaged for almost 8 months now. The position was created to support the Marine Division which in 2021 did not have the budget for the Hydrographic Surveyor. In January 2022, the Public Service Office approved the Hydrographic position, and it has been created as one of the permanent positions under the Marine Division. Tion Uriam will be transferred to the Marine Division after the expiry of his contract with OIIU on 16 <sup>th</sup> August 2022.
	Administrative Officer	24 <sup>th</sup> March 2022	None	The officer is joining the OIIU for 1 year as instructed by the Public Service Office. Government staff is allowed to take a leave from the Government and to gain experience working on the Project for a maximum of 1 year. Exceeding the 1 year will mean that the staff has to resign from the Government position.

There are 3 remaining positions under the OIIU to be filled i.e Social and Environment Safeguard Specialists and the Senior Civil Engineer. The safeguard specialists are expected to sign their contract by 6<sup>th</sup> May 2022. The procurement of the Senior Civil Engineer will commence in 2024 subject to MISE's need.

There are additional procurement activities, summarized in Table 2 below, that will be created on STEP before mid-July 2022.

*Table 3 shows procurement activities that will be created on STEP before mid-May 2022*

Description of Activity	Targets
<b>Design-Build Contract</b> for the design and construction of the ATONs. The contract will be expanded to include the design and construction of the maritime infrastructures in Abaiang and Beru.	<p>The bidding documents for this activity are targeted to be completed by August this year. The documents include the TOR and the specification. The ATON specification has been completed, however, the specifications for the jetty and the dredging work will have to wait for the completion of the Hydrographic Survey work. There is a need for a detailed discussion between the OIIU, Marine Division, ADB, and WB to agree on a detailed plan to proceed with this procurement activity. One possible way is to allow the firm to proceed with the design and upgrade of the AtoNs at the same time the OIIU and Marine Division complete the specification for the jetty and dredging work.</p> <p>The construction of the shelter and AtoNs Workshop will be discussed with the ADB and WB to finalize the bidding documents for the Design-Build Contract</p>
List of training and Survey Equipment/tools required by MISE	<p>The list of equipment has been shared with OIIU. The list has been passed on to KFSU for uploading on STEP. OIIU has requested MISE to provide the specifications for the equipment.</p>

List of training and Survey Equipment/tools required by the Marine Division	As agreed during the Mission, there will be a follow-up meeting to finalize the training needs and equipment for the Marine Division.
Sampling, Physical, and Chemical Analysis of aggregates	The potential sites for aggregate mining were identified during the outer island mission. The next process is to test the quality of the aggregates. The test results will inform the detailed design work. MISE is expected to visit the site, collect and label the samples and send the samples to the laboratory, preferably in Fiji. While MISE is collecting the samples, there is also a need for the OIIU and MISE to identify the laboratory that will conduct the testing. This procurement activity will need to be done through STEP. The Chief Technical Advisor is providing technical assistance with the drafting of the Terms of Reference for this Sampling activity.

### 3.2 Safeguard Activities

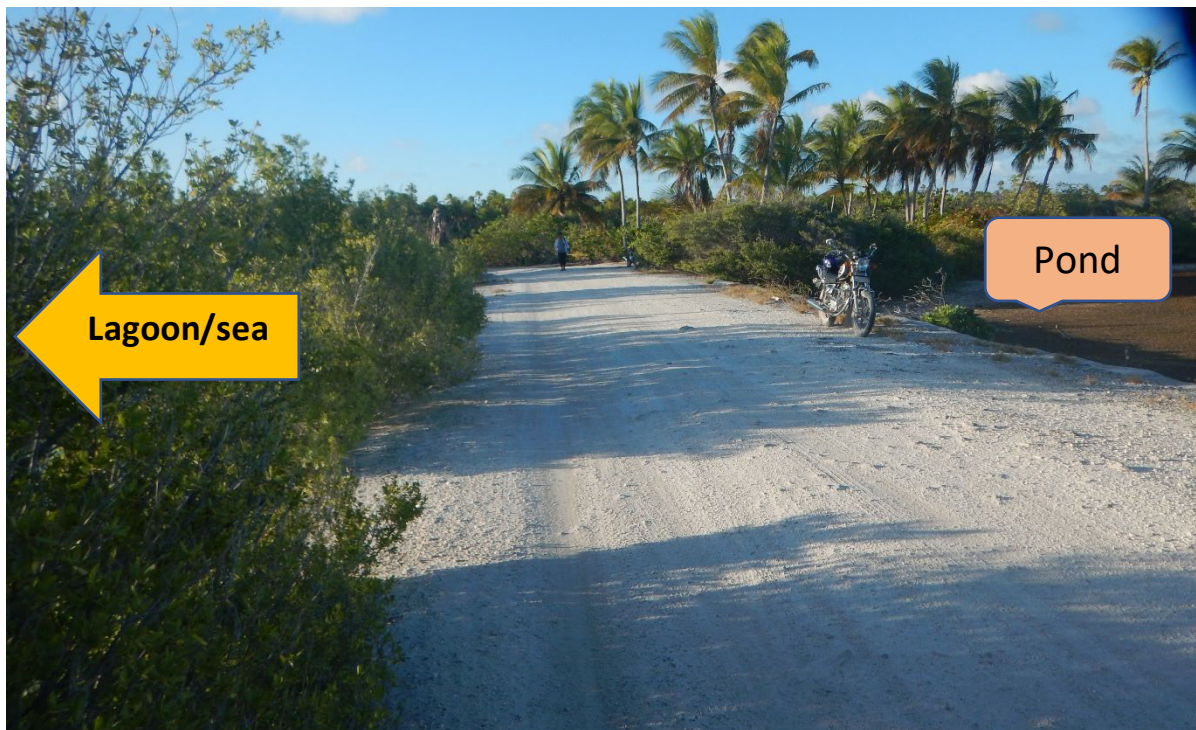
The Grant Agreement and the Financing Agreement indicate clearly that the physical implementation of sub-project activities cannot commence until the safeguard instruments have been reviewed and approved by the ADB, ECD, and WB. The ESMF, developed during the Project preparation, sets out the process and procedures for screening, assessment, review, and monitoring of subprojects and components in a manner that complies with the safeguard requirements of the ADB, WB, and the environment laws of Kiribati. Each subproject must be screened to identify the safeguard instrument required. This will be done by OIIU Safeguard Specialists and assisted by the KFSU Safeguard team.

The OIIU safeguard positions have been approved by the WB. The REOI was advertised from 28<sup>th</sup> March to 15<sup>th</sup> April 2022. There were four expressions of interest (EOI) received for each safeguard position and the evaluation result is expected by 27<sup>th</sup> April. The contract will be awarded by 6<sup>th</sup> May 2022.

Before the OIIU Safeguard Specialists are recruited, the KFSU Safeguard Officers provided excellent support to the OIIU in the recent outer island mission to the Project islands. They were involved in the consultations to gather initial feedback from the island communities. All island communities accepted the Project, however, they raised a few concerns such as:

1. Erosion is experienced in all island coastal areas. Almost every community claimed that the causeway is the main cause. Proper investigation is required by MISE and its Mentoring Firm and MELAD concerned officers. It is important to note that there are other causes of erosion such as the King's tide, natural movement of sediments (accretion and secretion), sea current, and man-made seawalls. The result of the detailed coastal assessment will assist the Environment Safeguard Specialist and the designing engineers to come up with practical solutions to the erosion which then will inform the design work and guide the monitoring work throughout the implementation.
2. Loss and decline of seafood/marine life such as cockle (*anadara antiquata*), koikoi (*tellinella virgrata*), and brown land crab (*cardisoma carnifex*). Causeways had altered sea current which consequently destroyed the marine environment which was used to be the source of marine food for the indigenous people. With the proposed upgrading work to the causeways, the locals are worried as changes in the marine environment will again impact their usual sources of marine food.
3. Seawater Inundation from the proposed culvert installation. Some existing causeways not only support transportation but also protect existing vegetation from seawater intrusion. Installing culverts will result in seawater flowing freely in and out of the ponds affecting coconut trees growing in the proximity.
4. Disagreements between the island communities and landowners. Some communities support the idea of installing culverts to let water flow and reduce the impacts of the causeways on marine life. However, landowners adjacent to the causeways disagree with the proposal as the flow of water will exacerbate erosion on their properties. This is another challenge MISE and Safeguard Specialists need to diligently deal with it. Guidance from the ADB and WB specialists is required.

*Figure 1 shows one of the causeways on Tab-South in which the culvert is proposed to be installed. Island communities agree with the proposal as the pond has a foul smell. Landowners disagree as the culvert will have an impact on their trees*



The detailed risk assessment conducted during the outer island mission is appended as Annex 1. Practical and effective mitigation measures will need to be developed by MISE and ECD MELAD and discussed with ADB & WB specialists.

Identifying potential sites for sourcing aggregates is another task carried out by the KFSU Safeguard Officers. As mentioned in the ESMF, the extraction of aggregates and sand need to follow provisions of the Foreshore and Land Reclamation Act and Environment Act. This implies that potential sites need to be proposed to the MELAD's Lands Management Division (LMD) and Environment Conservation Division (ECD) for approval. The Environment License and mining license will be issued by MELAD once the proposed sites have been assessed and confirmed to comply with the current legislation.

During the mission, some of the potential mining sites have been identified and proposed to the LMD. The LMD will need to visit these sites and confirm with the landowners. The LMD advised that the 2005 amendment to the Foreshore and Land Reclamation strengthen the rights of the landowners to claim compensation for removing the aggregates from their

foreshore. It was agreed that the next visit to the project islands will involve the following discussions with the island councils:

1. Similar projects in the past were implemented by MISE where the island council provided the aggregates and sands. The proposed meeting with the island council will discuss if the option is still feasible. If it is, the MOU needs to be developed, agreed upon, and signed
2. If the island council insists that the Project should pay for the aggregates, the rate needs to be discussed and agreed upon. The regulation does not state the rates, meaning it is open for negotiation. The agreed rates will then need to be discussed with the ADB, WB, and GoK. The cost of the aggregate is not included in the current KOITIIP funding; and
3. Aggregate samples need to be collected and send for testing. MISE has confirmed that it does not have the resources and facilities to conduct the test. The Chief Technical Advisor, CTA, has been tasked to confirm the type of test required as well as the estimated cost. Once the details are available, they will be uploaded on STEP.

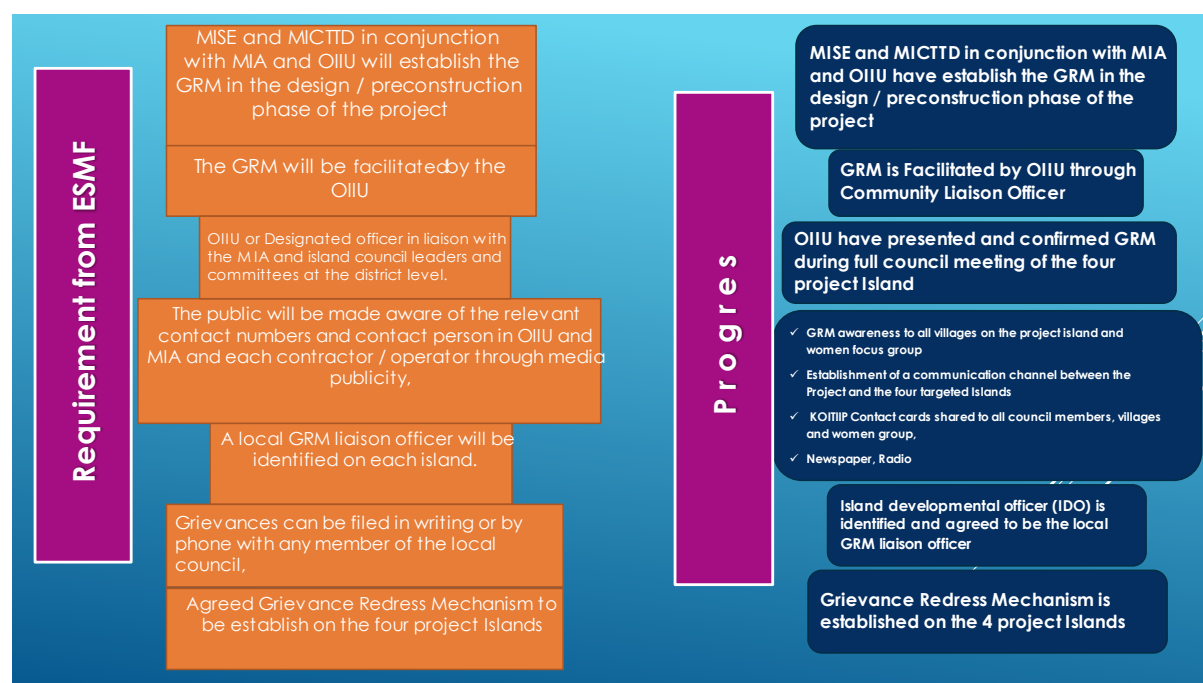
It is important to have a conclusion on the aggregates as soon as practical so the detailed planning for the next steps can be finalized.

### **3.3 GRM**

The GRM from the ESMF was translated to the Kiribati language and it was discussed and agreed upon with members of the island council before it was introduced to the village communities. The island council recommended that the Island Development Officer, IDO, be appointed as the focal person to operate the GRM on the island. Figure 2 summarizes the OIIU's achievement in establishing the GRM on the project islands.



Figure 2 summarizes the processes and progress made to the establishment of the GRM on the Project islands

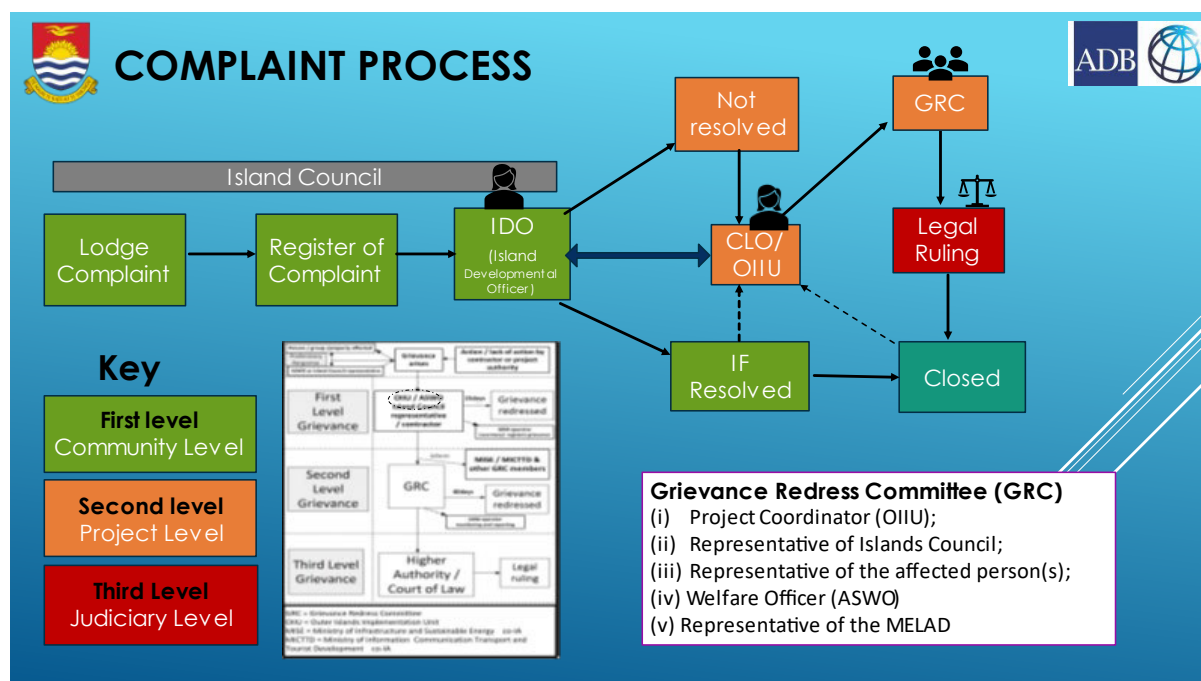


As agreed during the meeting with the island council members, all grievances will be reported to the IDO who will register the complaint and directly inform concerned officers or contractors on the island. If the complaint is not addressed on the island, the IDO will then report it to the OIIU office. The OIIU Community Liaison Officer, who will frequently communicate with the IDO, will collect the details of the complaint from the IDO and ensure that the complaint is addressed according to the procedure and timeframes stated in the GRM Manual. Figure 3 illustrates the processes involved in addressing grievances that will be raised during the project implementation.

The IDO was trained by the Community Liaison Officer, CLO, during the outer island mission on the following:

1. GRM and its development processes
2. Registration and reporting of complaints
3. Confidentiality – coding of names
4. The differences between the general complaints and the GBV complaints

Figure 3 shows the processes and procedures involved in addressing complaints raised during the Project implementation



As agreed during the ADB & WB mission, the OIIU will develop the GRM manual to guide the effort of the Project team in addressing the grievances. The manual is in its first draft version and will be shared with the ADB and WB by mid-May 2022.

### 3.4 Gender-Based Violence

GBV in the country is quite immature about the GBV services requirements or protocols practiced internationally and regionally, however, there has been gradual progress since the GBV policy endorsement in Kiribati in 2011. The available GBV services actively and widely applied and practiced across Kiribati are detailed below.

#### 1. SafeNet Operation

SafeNet was well established by the Ministry of Women, Youth, Sport, and Social Affairs and is being operationalized in the project islands. The 3 main Services available for survivors of Gender-Based Violence across the project islands are Health System, Social Welfare, and Police Service. There is also SafeNet Support Net with members such as leaders from FBO, Youth, Elderly, Women's group, People with Disabilities, Island Clerk, Air Kiribati Agent, and Island Mayor. SafeNet Support works closely with SafeNet Services but their service is limited only to providing immediate

response actions. The GOK has developed a SafeNet Multi-Sectoral SOP, Kiribati Police GBV SOP, and Health GBV SOP with the support of UNW but has not been rolled out yet to the KOITIIP four project islands. There is no proper coordination or mechanism put in place to link all GBV services in providing a better service delivery to GBV survivors. Referral of GBV survivors is not survivor-centered service to other services but is mainly functional for the Service provider's work. For instance, informed consent and survivors' rights are not always considered appropriate approach towards a survivor

## 2. Accessibility of Service

GBV services are only accessible to people who own transport and mobile phones, but not all Offices are designed to cater for the needs of People with Disability and Children. Free help lines such as 191 (DV Counselling Support), 188/192/193 (Police) and 194/195 (Health) are accessible to Outer Islands but are not frequently used by the Outer Island People due to lack of awareness, and therefore outer island people assume that help lines are for South Tarawa only. Service Providers in the Outer Islands are accessible through their own private numbers to the public which needs credit to reach them.

## 3. Safe Accommodation

There is no safe accommodation available on all the Outer Island. GBV survivors are accommodated mostly by Police Officers (POs) and Assistance Welfare Officers (AWO) as it is considered the safest place. High risk cases are referred to South Tarawa. The cost of living of GBV survivors' basic needs such as food, clothes, shelter and sometimes airfare is usually catered by either PO or AWO. Outer Island services need to establish proper accommodations with sound security ground rules for their family's wellbeing. A proposal for The Safe house is highly requested if can be built along or within the Passengers' shelter as part of its premises.

## 4. Victim Support Fund (VSF)

The funding support for survivors of gender-based violence is administered by Kiribati Women Support Centre through the support from DFAT. The VSF covers case referrals, food, clothing, transport hires and other related needs. This fund can be

attained by SafeNet Service Providers on South Tarawa only- therefore, outer island cases are disadvantaged with this existing administration / system while Tarawa based centers are more advantaged like Healthy Family Clinic within the Ministry of Health and Medical Services, Social Welfare Division with the MWYSSA, Domestic Violence, Child Protection, Sexual Office Unit within the Kiribati Police Service, Kiribati Women and Children Support Centre and OLSH Crisis Centre.

However, for the benefits of Outer Island cases - SafeNet services need to apply for VSF by means of their respective Ministries. An issue of the long process of attaining the fund is always a challenge together with some GBV survivors' cases who also seek funding but not entertained because they did not want to file their cases (which they should as part of the criteria) but just need safety orders and to leave their violent relationship. To provide immediate response, service providers normally organize and paid transport hires and accommodations upon charge claims that are paid later via victim support fund. ASWO is the only source in the Outer Island to tap this VSF. Information of this source of funding need to be disseminated to Outer Island people for awareness.

## 5. GBV Administrative Data

SafeNet services collected and kept records of their own GBV data which are shared back to their respective ministries monthly. Data are recorded in record books and filed on the shelves. As for Police data, they only keep record of cases that are filed as Police cases while Health and Social Welfare service kept record of the service, they provide to GBV survivor. Each service record particular information of GBV survivor such as full name, type of violence experienced, home and residential island and village, relationship to perpetrator, age, sex, place of violence, employment status, marital status, and denomination. Only information of perpetrator is recorded by Police. There is no data sharing protocol in place but analyzed anonymize information are shared to the public for awareness purposes mainly. GBV Data is centralized with the Women Development Division, MWYSSA as mandated under Te Rau N Te Mwenga

Act. SafeNet Services are willing to share their GBV data related to KOITIIP so there is a need for data sharing protocol to be put in place.

## 6. Limitation to Service Provision

There are cases that are referred to South Tarawa and Tabiteuea South due to limitations of service provision available on the Island. As for rape cases, the only available test kit is urine pregnancy test, speculum and with no proper lighting and access to clean water. There is no blood transfusion for heavy bleeding cases. Assistance Welfare Officers services are trained as case manager and Child Protection Officers and not DV Counsellors. There is a great need for capacity development of SafeNet Service Providers on the Outer Island in areas mainly in handling GBV cases and Office equipment.

## 7. Reporting Barriers

The Kiribati Social Development Indicator Survey had highlighted the prevalence of violence rate in 2019 which is 67% while 55% of the figure never shared their experiences or sought help elsewhere. During the women s' FGD, women were encouraged to report violence experienced or witnessed that are related to KOITIIP as this could promote a more safer working environment for women and children in their communities. Women who participated in FGD shared their experiences in relation to violence, abusive manners and so much worse, but they never have the courage to lodge their complains.

Barriers that prevent them from reporting such cases are connected to fear of being divorced and not having a secured job to support their children, blind love, giving second chances, low self-esteem, marital vows, accepting apologies as a customary way, less support and encouragement from family, no reporting devices, inaccessible GBV services and witnesses. Police Officer noted that, domestic violence happens but are under reported for reasons such as people normalize it as part of cultural values to discipline people, victims are afraid of being center of community gossips and not really knowing their way out- women cases being lodged are often done today and cancelled the next day or two.

## 8. GBV GRM

The GBV GRM has been consulted to Outer Island full council members, SafeNet Service Providers and Women's Focus Group Discussion (FGD) and those present during awareness in different villages. The GRM was first consulted to the 4 islands Full Council members to confirm its procedure and appointment of Assisting Social Welfare Organization (ASWO) as the project focal person. And as planned, ASWO as the project focal person was appointed and confirmed in the 3 project islands excluding Beru island which appointed Officer Commanding Station instead. The main role of this focal person is to receive, register and report GBV administrative data to KOITIIP and to act accordingly based on Court Results. The existing SafeNet in the Outer Island will handle cases that will be resolved by the Court. The means of reporting GBV complains via phone also include all free help lines such as 188, 192, 193 for police, 194 & 195 for health and 1113 for social welfare and not just 191 as commonly known across the Kiribati region. SafeNet Service Providers available on the Island are again identified during awareness for people to report GBV cases and protections.

## 9. Mapping of GBV Response Services

The mapping of entry points for GBV Cases was conducted during the Women's FGD and identified Village Elders, Police, Nurse, Church leaders, neighbors, Maneaba (Village Meeting house), family members, and ASWO. On each island, almost every village have at least a Police Special Constable and a Clinic while Medical Assistance and Police Sargent are located at the Island Council Village. People report to any SafeNet Officer they feel comfortable with or that is available for them or can report indirectly to them through anyone. Location of Clinics, Police Officers and ASWO are also plotted on Google Map.

### 3.5 Gender

The outer island mission highlights gender gaps identified in Outer Island such as gender inequality, limited access to services and economic opportunities, unsafe about travel and barriers to women working in non-traditional sectors. It also states what the project will or can do on ground to archive its GAP Objectives.

Although Gender equality has been widely spread across the country and had been tried to be adopted in so many ways for public engagements- questions continued bombarding in regard to KOITIIP activities' equal pay policy. During the village consultations, men debated about not agreeing to the idea of having an equal pay with women and people with disability doing the same work. Reasons being from men's past and previous experiences is that women and disabilities have been the main causes for slack of activities and cannot work independently to accomplish the task unless assistance is provided. Men participants suggested that the project better assign suitable works for women / disabilities and men to engage with, while some suggested that payment should be based on the workloads.

Engaging women at work especially on Tabiteuea and Beru island projects or contracts type of employment is unacceptable, unethical or not customary standard since women's natural place to be is at home doing house chores and taking care of the family. The need for community work is based on the gender roles and are conducted through random pick. In some villages where gender roles are not considered important, women could participate in the random-pick up work selection method and with lucky dip in areas such as road and airport maintenance, these women are often replaced by either their husbands or other male family members.

Gender roles and responsibilities still existed in the four project islands but to some extents have identified the type of work suitable for them. For example, in house maintenance, women are given task such as weaving pandanus roof thatch, coconut strings and coconut mats where men are given house post, and house maintenance. As for road and causeway, they are automatically assigned to men. Of the 4 project islands, Beru and Tabiteuea South strongly proposed that it is customary that women are assigned project activities that are in line to their own traditional gender roles and responsibilities.

The discussion with women highlighted working barriers faced in accessing employment and economic opportunities to which are mostly gender-biases related such as gender roles, unsafe feeling of working with men, jealousy, and selection criteria. Despite the ideas portrayed by males in the Society by which women are not to be engaged in male working sectors, most women participating in the FGD showed interest in engaging them in the

Project to earn income for themselves and their family. Single mothers also raised an issue of being denied a chance to generate income when the condition of work is not suitable for women. Considering married women being denied the chance of working, they can still benefit from their husband which is not fair for single mothers who miss the opportunity to earn income for themselves.

To mitigate these issues, more awareness on how this project can safeguard the women's right and safety in the workplace, empowering them to engage in male sectors and creating a more accessible employment opportunities for all women – whether married or single mothers. This could mean an active inclusion of male participation to gain their support to women's employment and to minimize more risks to women. Strategies include community consultation and trialing female work crews.

### 3.6 Baseline Data

In addition to the baseline data stated in the DMF and PAD, the following additional baseline data were collected during the outer island mission to better monitor the impacts of the Project on the island communities. The data are summarized in Table 4:

*Table 4 shows the number and form of transport available on the Project islands*

Registered Transport	Project Islands			
	Abaiang	Nonouti	Beru	Tab South
Motorbikes	223	380	450	201
Pushbikes	33	N/A	321	N/A
Trucks	7	14	11	5
Saloon car	2	3	1	2
Boat	12	3	21	5



Motorbike with carriage	1	0	0	0
Number of Households	1065	611	533	279

Table 4 indicates that currently not all households have transportations. With the proposed infrastructure development under KOITIIP, figures on Table 4 are expected to increase.

It was also found during the mission that most of the registered boats on the project islands are not safe for travel. They currently do not have communication radios, life jackets and navigation equipment. The island council has not yet imposed the safety measure that is currently implemented by the Marine Division. As a result, there was a request by the Councilor from Ribono islet during the full council meeting requesting the hydrographic survey contractor to locate the boat that was capsized in August 2021. This is one of the critical issues the Project needs to address before the Marine Division staff commence the rehabilitation work to the AtoNs, which will require the use of the local boats. The Project also needs to finalize the isolated work procedure that includes safety at sea.

### 3.7 Components

Components/Subcomponents	Progress	Issue
Component 1: Hydrographic Survey	RFP has been shared with shortlisted firms. The firms are given until 27 <sup>th</sup> May 2022 to submit their Technical and Financial Proposals.  The Environment License for the Hydrographic Survey and Mapping Exercise was granted	Delays due to multiple reviews of RFP. KFSU is now recruiting the Procurement Specialist who will review all procurement submissions to ensure they comply with WB additional requirements to high

	on 25 <sup>th</sup> March 2022. The remaining safeguard instruments required for these activities are the Occupational Health and Safety Management Plan and the Waste Management Plan. These documents will be provided by the Contractor a few weeks after the signing of the Contract.	value procurement activities.
<b>Component 2</b>		
Sub-component 2.1: Improvement of ship safety navigation	The bidding documents are under preparation and the draft will be completed by end of May 2022. The Specification for the AtoNs has been completed.	Clustering this activity with the dredging work in Beru and Jetty construction in Abaiang will cause delays as the information required from the hydrographic survey will not be available until late 2023.
Subcomponent 2.2 a: Construction work in Abaiang and Beru	This activity will be clustered with sub-component 2.1 and the draft bidding documents, which is drafted by the Chief Technical Advisor, will be completed by May 2022	
Subcomponent 2.2 b: Construction work in Nonouti and Tabiteuea South	The detailed discussion between MISE, OIIU, ADB and WB is planned for mid-May	This activity is currently behind schedule. Activities that will be agreed in the meeting scheduled for

	2022. The OIIU needs to facilitate this meeting.	mid-May 2022 will need to be planned properly and executed in a way that they would not cause more delays to the Project.
Subcomponent 2.2 c: MISE staff Mentoring and supervision for construction works in Nonouti and Tab South	On Thursday 21 <sup>st</sup> April 2022, the WB TTL requested that the procurement activity for the Mentoring Firm already created STEP be canceled and changed to prior review. The request has been done on STEP on 22 <sup>nd</sup> April 2022 by PM and it is awaiting the WB approval.	This is another activity by MISE that is behind schedule that needs to be monitored. It took almost a year to develop and finalize the TOR for the Mentoring Firm.
Subcomponent 2.3 a: Rehabilitation of causeways	MISE had conducted the conditional assessment to the causeways. It was confirmed that the condition of the causeways remains as it was in 2019. There is no variance.	The detailed engineering investigation work will be done once the Mentoring Firm is engaged which is expected at the end of this year.
Subcomponent 2.3 b	Same as subcomponent 2.2 c	Same as sub-component 2.2 c
<b>Component 3</b>		
Subcomponent 3.1	MISE and MICTTD are finalizing their list of capacity building training and equipment	
Subcomponent 3.2 a	The OIIU budget for the FY 2022 is under development and will be submitted to the ADB & WB before June 2022. All	The budget for additional positions to support the Implementing Agencies

	consultants under the OIIU are expected to be engaged by end of April 2022, except the Senior Civil Engineer who will be engaged at the later stage of the Project.	need to be finalized before June 2022.
Subcomponent 3.3 b	KFSU budget for the FY 2022 needs to be prepared and submitted as part of the KOITIIP budget.	With the Manager not yet engaged, the KFSU budget may be delayed.
<b>Component 4</b>		
Component 4	The draft CDEC needs to be submitted to the ADB and WB for approval before the next mission.	None

### 3.8 Activities from the recent ADB & WB Mission

No	Description	Progress
1	MICT, supported by OIIU, to submit detailed list of training and safety equipment required for MICT to replace the missing AtoNs	The list of training and safety equipment has been shared with the ADB & WB during the MISSION.
2	MISE to upload Mentoring Firm REOI into STEP for WB no-objection review	The REOI has been uploaded but canceled as the setup of the procurement on STEP needs correction. The activity has been corrected now and the TOR is under review by the WB

3	OIIU to organize a meeting between MISE, OIIU, WB, and ADB to discuss MISE's preferred level of use of force account for Su-component 2.3 activities	The target date is mid-May 2022. The OIIU will have discuss with MISE the perfect time at the first week of May 2022.
4	OIIU, supported by MISE to share a proposal justifying a temporary 1-year MISE Safeguards Officer position to be funded by KOITIIP	As agreed during the Mission, this will be discussed during the meeting with MISE in mid-May 2022
5	OIIU, supported by MISE and MELAD, to provide WB and ADB with a document that explains the current understanding of how outer island aggregate is to be used for infrastructure projects	According to the Foreshore and Land Reclamation Act amendment 2005, the landowners have the right to be compensated for the aggregate and sand removed from the foreshore of their land. The rate for the compensation is not specified in the Act and that will be negotiated with the landowners and the island council.
6	MISE, supported by OIIU, to formally confirm the institutional strengthening activities to be procured during (i) FY 22 and (ii) entire project FY 22 and overall implementation.	This is part of the discussion that will be held between the ADB, WB, OIIU and MISE in mid-May 2022.
7	MICT, supported by OIIU, to formally confirm the institutional strengthening activities to be procured during (i) FY22 and (ii) entire project FY22 and overall	The list of training and equipment will be presented in the meeting between MICT, OIIU, ADB and WB schedule in the first week of May 2022. The copy of this training and equipment list has been shared with the ADB and WB during the mission.

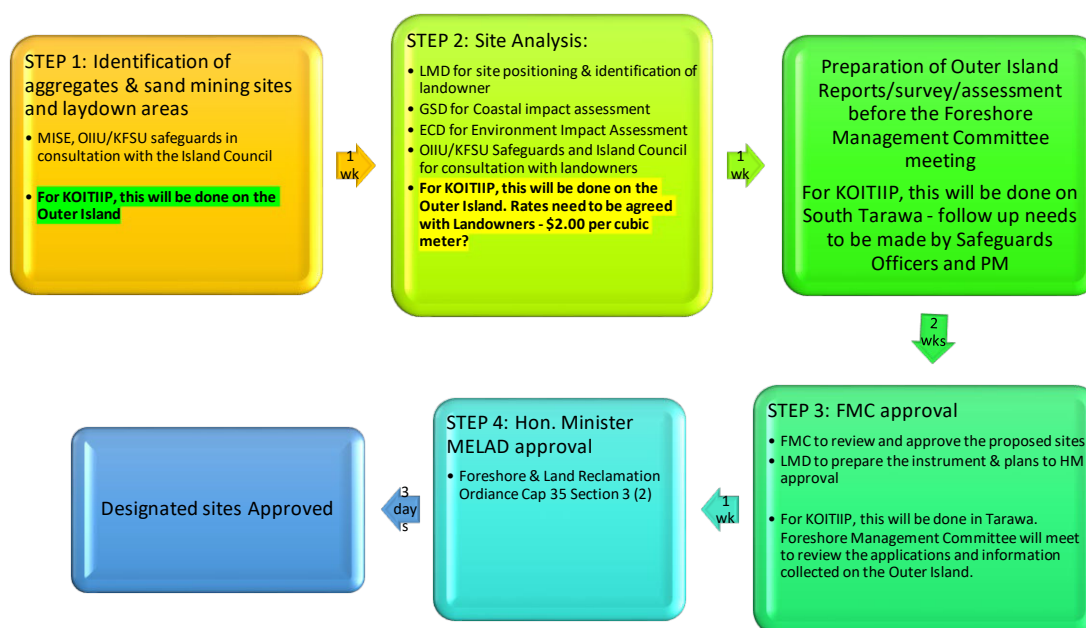
	implementation to be procured during FY22	
8	KFSU to complete procurement process in STEP for the KFSU Manager	The winning candidate rejected the offer. KFSU will negotiate a contract with the next candidate according to the ranking list.

## 4. Challenges

### 4.1 Aggregate

The Foreshore and Land Reclamation Act Amendment 2005 clearly indicates that the landowners should have a say in the granting of the mining license and have the rights to claim for compensation for the aggregates and sand removed from their foreshore. This clearly indicates that there will be costs associated with the mining of aggregates and sand on the local islands. The Act does not mention the compensation rate which implies that the rate is open for negotiation between the island council, MFED, MISE, landowners, and MELAD. It is important to note that the costs associated with the mining of aggregates and sands are not included in the Project funding.

The flow chart below summarizes the process that will involve in securing the mining sites on the Project outer islands.



The chart indicates that it will take some time to secure the mining sites. There are additional factors that can prolong the process such as:

1. availability of the landowners on the island to discuss and agree on the mining processes and conditions. It is advised from the LMD that without the landowner's consent, mining on the proposed site will not be approved
2. availability of officers from the LMD, GSD and ECD to travel to the project islands and conduct the required assessments
3. family lands which will require the consent from all the family members. It will be difficult to get the approval if some family members live on other outer islands
4. Flights to the outer island are often canceled due to plane maintenance. Currently there is only one plane servicing the 13 islands in the Gilbert group.

These factors need to be discussed and finalized before the team travels to the outer islands. There will be preparatory meetings to be conducted in May in which the above factors will be discussed in detail.

Moreover, the recent causeway rehabilitation implemented by MISE in Nonouti island, the island council provided the aggregates as its contribution to speed up the rehabilitation work. This is the approach that MISE, OIIU and representatives from the Attorney General's Office will explore during the discussion with the Island Council in the next visit to the project islands. It is expected from the trip that the following will be achieved:

1. Project mining sites and laydown areas (in addition to the sites that already identified in the first trip) identified and assessed to ensure they meet the requirements of the Ministry of Environment
2. Landowners identified and consulted to determine whether they agree with the aggregates mining on their foreshore or not. This will indicate
3. An estimated costs for the aggregates mining will be established. The cost will be determined and agreed during the meeting between the Island Council, Project team, and the landowners. The LMD suggested a price of AUD \$2.00 per cubic meter.

## **4.2 Financial**

Another challenge currently faced by the Project is the disbursement of funds both from ADB and WB. As stated in the WB Financial Agreement, KFSU is managing the finance of the Project. However, the staff are completely new to the ADB and WB online finance systems and therefore need training as well as time to familiarize themselves with the system. The absence of the KFSU Manager and the overdue audit and financial reports from other ongoing WB projects add more pressure onto the new KFSU Finance Management Officers. In this quarter, no disbursements have been made although there is a need to replenish both the KOITIIP ADB and WB designated account.

The detailed IFR that will be produced by the KFSU will show the financial records of the Project. The major spending for the OIIU in this quarter is the chartering of the plane to repatriate the team from Beru, which amounts to AUD \$ 14,223.00. Due to the Covid-19 outbreak in Kiribati, the team were stranded in Beru while they were on a mission to consult the island communities about the Project, and the only feasible at the time was the chartering of the plane. Permission to charter the plane was sought from the ADB and WB KOITIIP team leaders.

To resolve the financial management issues currently exist within the Project, the recruitment of the KFSU Manager has been expedited. The Manager should be engaged by Quarter 2, 2022. Once the KFSU Manager is recruited, discussions will be made with the OIIU Project Manager on tactics to improve the financial performances of the Project.

The Administrative Officer, who was engaged since March 24<sup>th</sup>, 2022, has commenced recording all financial commitments of the Projects. It is anticipated that by quarter 3, the financial progress of the Project will be included in the report, in addition to the IFR which will be provided by the KFSU.



## 5. Activities for the next quarter

Activity	Responsible Officer
Complete the evaluation of the technical proposals and submission of the report to ADB & WB	PM & MICT
Provide detailed plan to resolve the aggregate issues	PM & Safeguards team
Established the OIIU internal financial filing records to document payment receive/invoices	PM & Administrative Officer
Institutional trainings to be confirmed for MICT	MICT
Institutional trainings to be confirmed for MISE	MISE
Budget for 2022	PM, MISE & OIIU
Annual work plan	PM

## 6. Conclusion and Recommendation

The Mission to the Project islands was completed. The mission objectives were achieved, however, there are follow up activities that need to be completed and these are:

1. Finalize the manuals for the GRM and GGBV GRM. The draft manuals have been completed and shared with the ADB and WB for their review. Once ADB and WB approve the manuals, another visit to the Project islands will be arranged to update the island communities and officially establish the GRMs
2. Following the approval of the manuals, trainings to the Island Development Officers (IDO) and Assistance Social Welfare Officers (ASWO) will be conducted on how to properly register, report and monitor grievances
3. Establish effective communication channels between the OIIU and the island councils.

The Procurement of the Hydrographic Surveying firm and the MISE Mentoring firm are the priorities for 2022. As agreed during the ADB & WB Mission, the surveying firm must be engaged by August 2022 and the MISE Mentoring firm by December 2022.

Securing the sites for aggregates and sand mining for the civil works is another priority of the Project. Discussion with relevant Government bodies has begun and the OIIU has begun to understand the national requirements that need to be addressed. It is expected that by next quarter, a detailed plan on site acquisition will be formalized. Sampling of the aggregates will be conducted once the sites have been secured and the landowners agree to allow their foreshore to be mined. The procurement of the firms that will conduct the sampling will commence in quarter 3.

## 7. Annex 1: Risk Assessment

Potential Environmental Impacts	Likelihood and Risk Level	Mitigating Measures
1. Dust emission can be generated from the construction area, the laydown area and during preparation of construction materials such as concrete mixing and transportation of construction materials from the laydown area to the construction sites. It also caused from machinery exhaust	High / Low  The dust emission is anticipated to be minimal as the construction site and laydown area would be located at the end of the island in Tebikeriki and at the tip of the causeways which are far from the villagers' residents.	The laydown area and the construction sites must be always covered with a dust screen sheet.
		Cement, sand, aggregate and boulder must be covered well during transportation and storage.
		Machineries and vehicles must be maintained regularly by a qualified mechanic to avoid black smoke or and excessive emissions from exhaust.
2. Noise emission is also anticipated to be emitted from construction sites, laydown areas and from operating machinery and vehicles.	High / Moderate.  The likelihood of the impact is high given the need to carry out the work with vehicles, however the level of impact is quite moderate as the construction and laydown area would be located further away from the villagers.	Contractors must be provided with a working schedule only during the day at suitable hours to avoid disturbance to the villages especially in the transportation of materials through the villages.
		Where laydown areas and construction sites are closer to the villagers, the

		contractor must secure the site with noise proof fence.
3. Stormwater runoff can cause discharge to the land and the sea from wastewater generated during concrete mixing, cleaning and washing of machinery / vehicles and tools from construction sites and laydown areas when there is no proper facility to collect wastewater for proper disposal. Wastewater can also be generated from contractor's camp sites.	Moderate/Low  Wastewater from concrete mixing is anticipated to have moderate impacts as all working areas will be located on land. The level of impact from stormwater will be low as no work will be carried out outside the laydown and construction sites.	No mixing of concrete outside laydown and construction sites.
		Laydown area and construction sites must have a secured bounded foundation to collect wastewater and store for proper disposal
4. Turbidity will be generated during dredging of the turning basin and affect the surrounding reef ecosystem during the work. Flushing of the water during high tide will help clear the surrounding water from suspension.	High / Low  The likelihood of the turbidity impact would be high as it will be directly generated from the dredging sites at the turning basin.  The level of impact would be low as the site is open for flushing into the ocean	The contractor must adhere to the approved dredging management plan to be developed in conjunction with hydrographic survey results.
		A silt curtain must be placed surrounding the dredging site to minimize turbidity burying of nearby marine habitats.

	with strong energy current.	
5. The loss of habitat to marine life would be expected such as seen directly in the removal of rocks for widening of the turning basin at Tebikeriki.	<p>Low / Low</p> <p>The loss in habitat would be considered low as the site is already disrupted at the turning basin site.</p> <p>At mangrove sites, no mangrove will be likely to be removed as they are further away from the construction site.</p> <p>Minimum coral within the enclosed lagoon of Kariraia causeway would be affected.</p>	Where there is habitat then ecosystem cannot be avoided, the contractor must adhere to ecosystem or habitat restoration, such as replanting of mangrove and pemphis acidula and transplanting of coral and seagrass.
6. Pollution to the land and sea would be caused from the disposal of general waste from the construction sites, the laydown area and the contractor's camp.	<p>High / High</p> <p>Pollution to the land and the sea can be directly caused from any construction activities such as disposal of solid waste, wastewater, and toxic waste could be happening anytime by the contractor.</p>	Before a contractor commences, a CESMP must be approved with a practical waste management plan to cover all potential types of wastes to be generated from the project and disposal methodology as per the Environment Act and Kiribati Waste

	<p>The level of impact can also be high as there might also be harmful substances and waste that can be generated from the project.</p>	Resource Recovery Strategy.
7. Water conservation	<p>High/High</p> <p>Water conservation must also be included in the CESMP. Given the water issue in some villages in Beru, which have water salinity.</p>	A contractor to be included in the CESMP water conservation and management plan.
		The contractor must avoid extracting water from villages of Aoniman and Taboiaki to minimize the issue of groundwater salinity/scarcity.

## 8. Annex 2: Gender Action Plan (GAP) Monitoring Report

Date of GAP Update: 20/04/22

**Project Title:** Outer Islands Transport Infrastructure Investment Project

**Country:** Kiribati

**Approval Number:** Grant 0713-KIR

**Gender Mainstreaming Category:** Effective Gender Mainstreaming

(GAP Activities, Indicators and Targets, Timeframe and Responsibility)	Progress (What To Report)	Issues and Challenges
DMF-gender Target 2.1. 1 jetty, 4 boat	<b>Output 2: Resilient outer island access infrastructure ship-to-shore transfer and land transport improved.</b>  2a. 30 new ATONs installed (2019 baseline: 0). 2b. 1 jetty, 4 boat ramps, and 2 multipurpose maritime and maintenance facilities/workshops all designed with EWCD friendly features (2019 baseline: 0).	
	Not yet due	

<b>(GAP Activities, Indicators and Targets, Timeframe and Responsibility)</b>	<b>Progress (What To Report)</b>	<b>Issues and Challenges</b>
ramps and 2 shelters, and 2 multipurpose maritime facilities designed with features that are friendly to older people, women, children, and people with disability (2020 baseline: 0)		

(GAP Activities, Indicators and Targets, Timeframe and Responsibility)	Progress (What To Report)					Issues and Challenges
Target 2.2 Women employed by the project in skilled and unskilled positions (Target: 40% women).				Skilled Workers		The recruitment of female workers in the Outer Island mainly Tab North, Beru and Nonouti. The Island Council plays a critical role in discriminating women from engaging in make activities through selection criteria set. Women in
				Female	Male	
		# skilled workers	# unskilled workers	Gender and GBV	Project Manager	
	Female	4	0	Community Liason	Hydrographic Surveyor	
	Male	2	0	M & E		
	Total # of workers	6	0	Administrative		
	The total number of staffs being employed by Project is 6,which are skilled workers from the Outer Island Implementation Unit. The project has not recruit staff to perform skilled and unskilled work in the Outer Island. Once women in these positions are recruited, the project will ensure that it will work towards this target. These women skilled worked are tasked to work on gender and GBV, Liaise between project site communities and the project, monitoring and evaluation and OIIU Administration.					



(GAP Activities, Indicators and Targets, Timeframe and Responsibility)	Progress (What To Report)					Issues and Challenges
						those Islands need empowerment programs to engage them in male dominance sectors.
Target 2.3 At least 1 community consultation in each project site organized to raise awareness of women working in non-traditional sectors conducted by the contractor	The Outer Island Awareness consultation was conducted to all Project Island Villages instead on Project sites. The total number of villages was 37 of which 12 in Abaiang, 6 in Tab South, 12 in Nonouti and 7 in Beru.					Poor Women participation in village consultation. Those present turn up towards the end of the consultation.
	<b>Number of community consultations conducted</b>	<b>Venue and Date</b>	<b>Total participants</b>	<b>Number of Women participants</b>	<b>List Topics covered</b>	
	Abaiang (12 Villages)	2021	292	118	Gender gap mainly on women facing barriers to work in non-	

(GAP Activities, Indicators and Targets, Timeframe and Responsibility)	Progress (What To Report)						Issues and Challenges
(Target: 50% women).	Tab North (6 villages)	2021	115	39	traditional sector and the Project Gender priorities		
	Nonouti (12 villages)	2021	207	89	promoting safe employment and professional development		
	Beru (7 villages)	2022	143	28	opportunities for women working in transport sector		
Activity 2.1 Equal pay for work of equal value for men and women working on the project	Not yet due						

<b>(GAP Activities, Indicators and Targets, Timeframe and Responsibility)</b>	<b>Progress (What To Report)</b>	<b>Issues and Challenges</b>
guaranteed by the contractor.		
Activity 2.2 Facilities at and around the project site meet needs of men and women working on construction, such as separate, well-lit and lockable and easily accessible toilets and locker rooms (Target: all project sites).	Not yet due	

<b>(GAP Activities, Indicators and Targets, Timeframe and Responsibility)</b>	<b>Progress (What To Report)</b>	<b>Issues and Challenges</b>
<p>Activity 2.3 KOITIIP GBV requirements (code of conduct, signage on GBV, consultations, GRM for receiving, registering, referring, and reporting complaints) supported by the contractor.</p>	<p>Not yet due</p>	
<p>Target 2.4 All (100%) infrastructure / facilities built by the project respond to the needs of women,</p>	<p>No infrastructure has been built however, Design features was collected during the women focus group discussion held during the Outer Mission trip. The discussion group consist of representative from youth, people with disability, old, single mothers and married women and faith based organizations. The design of the causeway as raised mainly by Tab South regarding the road for pedestrian or shelter at both ends of the causeway and sea wall since the cause is very narrow.</p>	

(GAP Activities, Indicators and Targets, Timeframe and Responsibility)	Progress (What To Report)	Issues and Challenges						
<p>children, the elderly and disabled: (i) well-lit; (ii) sheltered from rain and sun; (iii) priority seating; (iv) handrails and safety barriers; and (v) flush toilet (Nonouti) (Target: all project infrastructure facilities).</p>	<p>Beru Island have a ramp and experience of having it slippery is noted as part of the safety design features. These are just collective design ideas collected raised as a proposal from the KOITIIP Target Island for the project to consider. Consultation has been conducted in the Outer Island with communities and Women's focus group discussion on project design features that will meet the need of different people.</p> <p>Identified features are listed below.</p> <table border="1" data-bbox="539 874 1722 1385"> <thead> <tr> <th data-bbox="539 874 931 930">Cause way</th><th data-bbox="931 874 1326 930">Passenger Shelter</th><th data-bbox="1326 874 1722 930">Ramp</th></tr> </thead> <tbody> <tr> <td data-bbox="539 930 931 1385"> <ul style="list-style-type: none"> <li>- Road for pedestrian</li> <li>- Sea wall</li> <li>-</li> </ul> </td><td data-bbox="931 930 1326 1385"> <ul style="list-style-type: none"> <li>- Sperate locked toilet for women and people with disability</li> <li>- Light</li> <li>- Availability of wheel chair, ramp, handrails and</li> </ul> </td><td data-bbox="1326 930 1722 1385"> <ul style="list-style-type: none"> <li>- Should have steps</li> <li>- Non slippery</li> <li>- Safe for children</li> </ul> </td></tr> </tbody> </table>	Cause way	Passenger Shelter	Ramp	<ul style="list-style-type: none"> <li>- Road for pedestrian</li> <li>- Sea wall</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Sperate locked toilet for women and people with disability</li> <li>- Light</li> <li>- Availability of wheel chair, ramp, handrails and</li> </ul>	<ul style="list-style-type: none"> <li>- Should have steps</li> <li>- Non slippery</li> <li>- Safe for children</li> </ul>	
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(GAP Activities, Indicators and Targets, Timeframe and Responsibility)	Progress (What To Report)				Issues and Challenges
		signage for people with disability.  - Fence - Child friendly - Market place for women - Access to clean water - Water catchment - Rooms			
Target 2.5 Survey/FGD held to collect and document women's views on level of improvement of trade opportunities as result of the	The project has just started and no progress can be measured at the moment. However, women's view on their current engagement in trade and the barriers faced were collected as part of the baseline data that can be measured at the right time. list of trade opportunities women in the Outer Island are engaged in – Marketing of local produce withing the Island and to South Tarawa, Operating retail business and cutting copra. Their experience regarding the barriers faced are related to poor road condition on the island making uneasy movement for them to reach their market destination or place to cut or sell dried copra. Unavailability of passenger cargo shelter at				Unavailability of fuel on the Island contribute to the absence of some participants from far end villages.

(GAP Activities, Indicators and Targets, Timeframe and Responsibility)	Progress (What To Report)	Issues and Challenges
<p>project interventions. 70% of women surveyed/in FGDs report some level of improvement of trade opportunities.</p>	<p>the jetty is also an issue faced during severe stormy weather mainly. These stormy weather and unavailability of shelter create loss through damaged cargoes and offloading cost. Unreliable inter island transportation is also another issue faced for the landing craft available on the island have its own schedule to run and most of the time it's normal run is affected by unavailability of fuel on the Island. Delay in ship arrival from South Tarawa to deliver cargoes is also an issue with those in Tab South mainly as most ships find it expensive to reach its shores. Sometimes it takes months for the ship to reach them. There are 90 women from the four target islands who participate in the focus group discussion.</p>	
<p>Target 2.6 Advocacy with local councils to allocate a place for women to informally market their produce in shelters built by the project (Target: at least one advocacy</p>	<p>Not yet due</p>	

(GAP Activities, Indicators and Targets, Timeframe and Responsibility)	Progress (What To Report)	Issues and Challenges
meeting per year organized).		
Target 2.7 Case study / qualitative research on women's transport habits for trade conducted (Target: 1 case study prepared)	Not yet due	
<b>Output 3: Capacity of MICTTD and MISE strengthened to ensure the sustainable investments and operations</b> <b>3a. MISE staff received training from mentoring firm(s) (at least 20% women).</b> <b>3b. Relevant training delivered to staff from implementing agencies including all eligible women staff</b> <b>3c. Pilot one all women routine maintenance team for causeways/maritime facilities)</b> <b>3d. Training on handling cases of GBV to all project staff from implementing agencies and GBV framework prepared</b>		



(GAP Activities, Indicators and Targets, Timeframe and Responsibility)	Progress (What To Report)	Issues and Challenges
DMF-gender Target 3.1 5 MISE staff received training from mentoring firm (at least 20% women).	Not yet due	
DMF-gender Target 3.2 Relevant training delivered to 10 staff from implementing agencies including all eligible women staff (at least 30% women).	Not yet implemented.	

(GAP Activities, Indicators and Targets, Timeframe and Responsibility)	Progress (What To Report)	Issues and Challenges
Target 3.3 4 trainings on handling cases of GBV to all project staff from implementing agencies (2020 baseline: 0).	<p>Training topics around Gender Based Violence has been identified with MWYSSA, Coordinating Ministry for Gender Based Violence who will be facilitating the training.</p> <ul style="list-style-type: none"> <li>• GBV key terminologies, Survivor Centered Approach, Immediate Response Actions, GBV GRM and SafeNet Referral Mechanism</li> </ul>	
DMF-gender Target 3.4 A GBV framework developed and systems in place to address GBV among workers and the communities (signage, code of conduct and a GRM for receiving,	<p>Progressing. It is expected that by end of April 2022, the GBV framework will be finalized. GBV GRM has been finalized with members of the full Council, SafeNet, Community and Focus Group discussion with feedback listed below:</p> <ul style="list-style-type: none"> <li>- Appoint ASWO as focal person: Register and provide data to GRM Operator</li> <li>- Use existing SafeNet service for GBV service delivery and referrals protocols</li> <li>- Free helpline to include Police, Social Welfare, not just KWCSC -191</li> <li>-</li> </ul>	

<b>(GAP Activities, Indicators and Targets, Timeframe and Responsibility)</b>	<b>Progress (What To Report)</b>	<b>Issues and Challenges</b>
<p>registering, referring and reporting complaints) implemented by OIIU.</p>		
<p>Activity 3.1 A support fund for GBV survivors maintained by OIIU.</p>	<p>Meeting with SafeNet Outer Island has been conducted regarding this fund and its management. There is a funding support for survivors of gender-based violence administered by Kiribati Women Support Centre through the support from Australian Aid. It can be used to fund referrals, food, clothing, transport hires and other related needs. This funding can be attained by SafeNet Service Providers on South Tarawa only such as Healthy Family Clinic within the Ministry of Health and Medical Services, Social Welfare Division with the MWYSSA, Domestic Violence, Child Protection, Sexual Office Unit within the Kiribati Police Service, Kiribati Women and Children Support Centre and OLSH Crisis Centre. Outer Island SafeNet are to apply via their respective Ministries. Victim Support Fund is also accessible from Outer Island but there is an issue of delay in its process and application criteria. To provide immediate response, service providers may organize transport hire and accommodation upon charge claims which will be paid later via victim support fund, however,</p>	

(GAP Activities, Indicators and Targets, Timeframe and Responsibility)	Progress (What To Report)	Issues and Challenges
	this has an issue of delay. The support fund towards survivors of violence will be maintained, monitored and disbursed by OIIU instead of KWCSC.	
Target 3.5 GBV referral mechanism (SafeNet) operational in 100% project sites implemented (baseline 2019: 25%).	The Government of Kiribati has developed a SafeNet Referral Mechanism within the SafeNet Multi Sectoral Manual to Respond to GBV in 2019 but has not been implemented in the Project pilot Islands. After the assessment conducted in the Outer Island, there is no proper mechanism used for referral of survivors of GBV. Service Providers need training in this area.	
Activity 3.2 Training courses provided to all Assistant Social Welfare Officers (MWYSSA) in project sites on KOITIIP GBV Framework and GRM	Not yet due	

<b>(GAP Activities, Indicators and Targets, Timeframe and Responsibility)</b>	<b>Progress (What To Report)</b>	<b>Issues and Challenges</b>
(Target: at least 2 training courses).		
Activity 3.3 MWYSSA representative is included in KOITIIP steering committee.	Complying – the MWYSSA representative is included in the Project Technical Taskforce committee and in the Project Steering committee.	
Target 3.6 Project staff and contractors		

<b>(GAP Activities, Indicators and Targets, Timeframe and Responsibility)</b>	<b>Progress (What To Report)</b>	<b>Issues and Challenges</b>
(male and female) trained on KOITIIP gender related instruments and GOK GBV commitments. (Target: 100% of project staff).	The GGBV is finalizing the GGBV Manual which will identify trainings required by Project staff, contractors and GOK staff.	
DMF-gender Target 3.7. An all-female routine maintenance team piloted for causeway/maritime facilities in Abaiang (Target: 1).	Not yet due	

<b>(GAP Activities, Indicators and Targets, Timeframe and Responsibility)</b>	<b>Progress (What To Report)</b>	<b>Issues and Challenges</b>
Activity 3.4 Community consultation conducted to evaluate the effectiveness of all-female routine maintenance team.	Not yet due	
Activity 3.5 Collection and analysis of sex disaggregated data, monitoring and reporting of the GAP and GBV Framework (Target: Quarterly reporting).	Not yet due	

<b>(GAP Activities, Indicators and Targets, Timeframe and Responsibility)</b>	<b>Progress (What To Report)</b>	<b>Issues and Challenges</b>
Activity 3.6 By 2025, capacity exists within MISE and MICTTD to effectively mainstream gender equality in infrastructure (baseline 2019: 0). Capacity will be measured by pre-post questionnaires, case studies and other evaluation methodologies	Not yet due	
Activity 3.7 Women in Infrastructure	Not yet due	



<b>(GAP Activities, Indicators and Targets, Timeframe and Responsibility)</b>	<b>Progress (What To Report)</b>	<b>Issues and Challenges</b>
Network in MISE established to promote the importance women working in non-traditional fields, build professional capacity and support the operationalization of GOK gender equality and safe workplace commitments.		
Activity 3.8 Gender focal points MISE and MICTTD formally appointed/nominated	Not yet	

(GAP Activities, Indicators and Targets, Timeframe and Responsibility)	Progress (What To Report)	Issues and Challenges

**Comments/Remarks:**

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