

Resettlement Plan

February 2020

Kiribati: Outer Islands Transport Infrastructure Investment Project

Prepared by the Ministry of Information, Communication, Transport and Tourism Development and the Ministry of Infrastructure and Sustainable Energy for the Asian Development Bank and the World Bank.

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ABBREVIATIONS

ADB	-	Asian Development Bank
APs	-	Affected Persons
CEF	-	Compensation and Entitlement Form
DDR	-	Due Diligence Report
DMS	-	Detailed Measurement Survey
EA	-	Executing Agency
GoK	-	Government of Kiribati
GRM	-	Grievance Redress Mechanism
IA	-	Implementing Agency
MELAD	-	Ministry of Land and Agricultural Development
MFED	-	Ministry of Finance and Economic Development
MIA	-	Ministry of Internal Affairs
MICTTD	-	Ministry of Information, Communication, Transport and Tourism Development
MISE	-	Ministry of Infrastructure and Sustainable Energy
OI	-	Outer Islands
OIIU	-	Outer Islands Implementation Unit
RF	-	Resettlement Framework
RP	-	Resettlement Plan
TOR	-	Terms of Reference
WB	-	World Bank

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DEFINITION OF TERMS¹

Affected Persons	In the context of involuntary resettlement, affected persons are those who are physically displaced (relocation, loss of residential land, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Council	means a local government council
Compensation	payment in cash or kind for an asset to be acquired or affected by a project at replacement cost at current market value.
Cut-off Date	the date after which people will NOT be considered eligible for compensation, i.e., they are not included in the list of APs as defined by the census.
Economic displacement	loss of land, assets, access to assets, income sources, or means of livelihoods as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Entitlement	the range of measures comprising cash or in-kind compensation, relocation cost, income rehabilitation assistance, transfer assistance, income substitution, relocation assistance, and/or business restoration assistance that are due to APs, depending on the type and degree nature of their losses, to restore their social and economic base.
Foreshore	means the shore of the sea or a channel that is alternatively covered and uncovered by the sea at the highest and lowest tides
Indigenous peoples	is a generic term used to refer to a distinct, vulnerable, social and cultural group possessing the following characteristics in varying degrees: (i) self- identification as members of a distinct indigenous cultural group and recognition of this identity by other groups; (ii) collective attachment to geographically distinct habitats or ancestral territories in the project area and natural resources in these habitats and territories; (iii) customary cultural, economic, social, or political institutions separate from those of the dominant society and culture; and (iv) a distinct language, often different from the official language of the country or region.
Inventory of Losses	the appraised list of assets as a preliminary record of affected or lost assets.

¹ As per legislation of Republic of Kiribati and ADB SPS 2009.

Land acquisition	the process whereby a person is compelled by a public agency to alienate all or part of the land s/he owns or possesses to the ownership and possession of that agency, for public purposes, in return for fair compensation.
Meaningful Consultation	is a process that (i) begins early in the PPTA and is carried out on an ongoing basis throughout the project cycle; (ii) provides timely disclosure of relevant and adequate information that is understandable and readily accessible to affected people; (iii) is undertaken in an atmosphere free of intimidation or coercion; (iv) is gender inclusive and responsive, and tailored to the needs of disadvantaged and vulnerable groups; and (v) enables the incorporation of all relevant views of affected people and other stakeholders into decision- making, such as project design, mitigation measures, the sharing of development benefits and opportunities, and implementation measures. This follows the principles of free, prior, and informed consent (FPIC).
Non-titled	those who have no recognizable rights or claims to the land that they are occupying, including people using private or state land without permission, permit, or grant, i.e., those people without legal title to land and/or structures occupied or used by them.
Native	means any aboriginal inhabitant of the Islands and a descendant of any aboriginal inhabitant, whether wholly or partly of aboriginal descent, who has not acquired non-native status under the Native Status Ordinance; (<i>Cap20 of 1973</i>)
Native Land	means land owned by a native or natives
Physical displacement	means relocation, loss of residential land, or loss of shelter as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Public Land	means land declared to be for public purpose, which include the following: <ul style="list-style-type: none"> (a) exclusive Government use; (b) general public use; (c) the laying out of a new township, Government station or housing scheme; (d) the extension or improvement of an existing township, Government station or Government housing scheme; (e) the making of sanitary improvements of any kind; (f) the obtaining of control over land contiguous to a port, road or other public works of convenience, constructed or to be undertaken by the Government; (g) the purpose of or purposes connected with the construction, maintenance or improvement of a highway; (h) any other purpose declared by the Beretitenti, acting in

accordance with the advice of the Cabinet, or by a law, to be a public purpose.

Seabed means the bed of all territorial and inland tidal waters

Significant impact the loss of 10% or more of productive assets (income generation) or physical displacement and/or both.

Vulnerable any people who might suffer disproportionately or face the risk of being marginalized from the effects of resettlement, including (i) female-headed households with dependents, (ii) disabled household heads, (iii) poor households (within the meaning given previously), (iv) landless, (v) elderly households with no means of support, (vi) households without security of tenure, (vii) ethnic minorities, and (viii) marginal farmers (with landholdings of 2 hectares acres or less).

EXECUTIVE SUMMARY

1. **Project Description.** The Kiribati Outer Islands Transport Infrastructure Investment Project (KOITIIP) aims to improve the safe and resilient transport connectivity of selected outer islands in the Gilbert Islands Chain of Kiribati. The main project components of concern in this report are the construction and/or refurbishment of maritime facilities at four sites and refurbishment of 11 causeways.

2. **Information Disclosures and Consultation.** At the point of drafting this initial Land Acquisition and Resettlement Plan (RP) the project has undertaken:

- (i) Preliminary engineering investigations for the improvement of maritime facilities and causeways on the target outer islands of Abaiang, Nonouti, Beru and Tabiteuea South.
- (ii) Environmental impact due diligence and a social impact due diligence mission to the four outer islands.
- (iii) Preliminary concept designs have been prepared for four maritime facilities and 11 causeways.
- (iv) Project preparation Public Consultation has been carried out by GoK officers and National Environmental and Social/Gender Specialists on the four outer islands.

3. **Land Acquisition and Resettlement.** The project is not expected to involve compulsory land acquisition. Native land already leased to Government of Kiribati (GoK) will be prioritized. Where it is not available, the government will enter into long-term lease negotiation with potential landowners. Main consideration will be given for sites without any existing assets, structure and sources of livelihood. Due diligence during feasibility study has indicated the following impacts per output:

- (i) **Component 1:** Hydrographic survey will require no involuntary settlement or compensation of any kind as ownership of the foreshore and seabed is vested with the State².
- (ii) **Component 2.1:** Locations for installation of new maritime navigation aids will be guided by the hydrographic and charting outputs (Component 1). This may involve placement of aid to navigation (AtoN) markers at sea, where the seabed is considered property of the state. Any new on-land AtoN locations would require verification of land ownership and potential land lease agreements. Refurbishment of existing navigation beacons is proposed for Tebikeriki, Beru. The existing beacons are situated on land identified as public land and refurbishment works will not require the relocation of any houses or settlement or income restoration. Refurbishments of navigation beacons at Beru will not hinder access to the boat ramp and will bring significant safety benefits to ships attempting to reach the shore. Safeguards documents to be prepared will be guided by the Resettlement Framework.
- (iii) **Component 2.2:** Concrete boat ramps with shelters are proposed for construction on Abaiang (Taburao) and Nonouti (Matang) on land already leased by the Island Council. At Matang, the works will require the removal of one mature coconut tree and the landowner will be compensated for this. The proposed maritime facility at Matang will be situated across to small plots of land, already leased to the Island Council. Landowners have been identified and the project disclosed. The Island Council will coordinate with MELAD to ensure that the owner of the coconut tree is compensated for its anticipated removal. The Island Police toilet at Matang may

² Government of the Republic of Kiribati. 2005. *Foreshore and Land Reclamation Ordinance, Cap 35, Section 3.*

also need to be relocated and the Island Council have agreed to this. No further housing relocation or settlements and no income restoration will be required at Matang or at Taburao, beyond the single coconut tree.

- (iv) Dredging of the channel and refurbishment of an existing concrete boat ramp is proposed on Beru (Tebikeriki). The Beru boat ramp location is considered public land and is situated at the foreshore. GoK legislation deems the foreshore as any land that is alternatively covered and uncovered by the sea at the highest and lowest tides and its ownership is vested with the State. The works will not cause the loss of non-land assets. Compensation arrangements will need to be made for disposal of the dredged materials from the channel. The dumping site has not yet been determined. The ESMF sites that the Contractor's CEMP is to include a dredging plan and a section on waste disposal and areas for disposal are to be agreed with local authorities and checked and recorded and monitored by the OIIU.
- (v) A maritime passenger shelter site is also proposed for construction on Beru at Tebikeriki. The original registered landowner has been identified as deceased and the land may have been transferred to the eldest, adopted son of the landholder (also deceased) who is survived by his two children. However, the land transfer has not been confirmed as legal and the surviving children have not consulted. Other members of the same landowner family have been consulted and they claimed the land was theirs and expressed their willingness to enter into a lease agreement with the Council. A dispute may arise between the surviving family members. Following final confirmation of the use of this site during detailed design, consultation with the landowner family members, identification of the landowner boundary and a detailed measurements survey will be required to negotiate a long-term lease agreement with the landowner if necessary.
- (vi) A concrete boat ramp and shelter is proposed for construction on Tabiteuea South (Buariki). Native landowners of the proposed site have been consulted and have expressed their willingness to enter into a lease agreement with the Island Council. Further consultation with the landowner family and a detailed measurements survey will be required following detailed design in order for the Island Council and MELAD to negotiate a long-term lease agreement with the landowners.
- (vii) **Component 2.3** provides for improvements to five lagoon crossings (causeways) on Nonouti, four causeways on Tabiteuea South and two on Beru. Lagoon crossings or causeways are considered public highways, as per the GoK Public Highways Protection Act 4 of 1989, and as such are property of the State. Potential coastal infrastructures, if required, to prevent erosion will be confirmed following further studies and investigations. The 'foreshore' is the shore of the sea or of channels that is alternatively covered and uncovered by the sea at highest and lowest tides. The ownership of the foreshore and the seabed is vested with the State.
- (viii) Ownership of lands adjacent to end of the causeways will be confirmed following detailed design for the purpose of identifying valuable assets (usually coconut trees) that may need to be compensated if disturbed.. Landowners adjacent to causeways may benefit from a decrease in erosion and land loss or may experience a decrease in accretion and land gains.
- (ix) Landowners will be compensated for any impacts resulting from temporary land use as borrow sites, batching plants or for contractor facilities and will be dealt with in the Environment and Social Management Plan (ESMP). ADB safeguard requirements as outlined in the Safeguards Policy Statement (2009) and WB policy on Involuntary Settlement, will be followed to ensure that both long-term lease agreements and temporary use of land will avoid involuntary resettlement impacts.

4. **Indigenous Peoples.** The project does not trigger indigenous peoples safeguard as the affected inhabitants identify as mainstream I-Kiribati.

5. **Entitlements.** The project has identified preliminary sites for negotiated long-term lease agreements. The proposed sites are not inhabited by homes, business, settlement or structures of any kind. There is an existing standard rate for of \$1,400 per acre for lease in the outer islands. This rate will be revised in 2020 following the ongoing review process which takes place every three years. The latest standard rate will be the basis for the lease payment under the project. Lease payments will be paid annually by MELAD as part of the current GoK payment system, for the entire duration of the lease agreement. There are a very few coconut trees on these proposed sites that will need to be compensated based on annual net product market value multiplied by the average number of years for a seedling to reach maturity. Sites for on-land AtoN beacons will be determined once the hydrographic surveys are conducted.

6. The full extent of resettlement impact will only be fully known following the detailed design. Hence, the draft RP will need to be updated or due diligence prepared as required. The anticipated types of losses and entitlements are set out in the entitlement matrix shown below.

Entitlements Matrix

Type of Losses	Entitled Person	Entitlement	Responsibility
Loss of homestead land, agricultural land or vacant plot –through negotiated long-term lease	Landowner; title holder or non-titled landowner	a) Lease payment based on the revised rate in 2020 or latest standard rate at the time of the commencement of the lease. Payment by MELAD on annual basis disbursed through the Island Council. b) Documentation of lease agreement to reflect land use rights transferred to GoK for the period of the lease, without cost to the landowner.	MELAD and relevant Island Council
Loss of livelihood	Landowner; title holder or non-titled landowner, business owners, tenants, leaseholders	a) Cash compensation for temporary loss of income until the income loss is restored. b) Cash compensation and provision of suitable livelihood restoration program for permanent loss of income.	Ministry of Finance, MELAD and relevant Island Council
Loss of crops/gardens and trees, including fruit and timber trees of economic value	Landowner; title holder or non-titled landowner	a) Provision of 60 days' notice to harvest standing seasonal crops. If harvest is not possible, cash compensation for crops (or share of crops) equivalent to full replacement cost.	MELAD and relevant Island Council

Type of Losses	Entitled Person	Entitlement	Responsibility
		b) Cash compensation for perennial crops and fruit bearing trees based on annual net product market value multiplied by average number of years for a seedling to reach maturity. c) Cash compensation equivalent to prevailing market price of timber for non-fruit trees.	
Impacts on vulnerable affected persons	All vulnerable affected persons	Vulnerable households will receive (i) land-for-land where possible, (ii) priority for any employment in construction and maintenance works, and (iii) additional cash allowances for loss of land or non-land assets.	Amounts to be determined by MELAD following DMS and socio-economic assessments.
Temporary use of homestead land, agricultural land or vacant plot – utilized by the project for batching plant, borrow site, construction camps, etc., and temporary loss of physical access to land structure and right of way	Landowner; title holder or non-titled landowner or tenant	Specific entitlements and mitigation measures will be dealt with under the ESMP as guided by ADB and WB safeguards policy.	Civil Works Contractor with support from MELAD on applicable rates
Disturbance to Spiritual Site	APs, landowners, concerned persons	Disturbance of spiritual sites will be avoided. Spiritual sites will be identified in advance in consultation with local communities and demarcated by the contractor. The ESMP and CESMP will define procedures to avoid disturbance of these sites.	Civil works contractors with assistance from the Island Council.
Unanticipated loss, impact asset loss, or livelihood impacts		Unanticipated involuntary impacts shall be documented and mitigated based on the RF's policy principles and ADB's safeguards policy requirements.	

7. **Budget and Financing.** The cost to implement the resettlement plan will be developed following the detailed design. The GoK will be responsible for funding the final costs budget.

8. **Institutional Responsibilities.** The Ministry of Finance and Economic Development (MFED) is the Executing Agency for the project. The MICTTD will be the implementing agency for maritime components and the MISE will be the implementing agency for land transport components. Each of these agencies will be responsible for contributions to the monitoring and implementation of safeguards. The Outer Island Implementation Unit (OIIU), housed under MFED, will be established to support the MICTTD and MISE in managing the project. The OIIU project management functions include ensuring that safeguards activities are monitored and

reported against. The safeguards staff will include national environmental and social safeguards specialists and an international safeguards specialist full time for six years.

I. INTRODUCTION

A. Project Description

1. The proposed project development objective is to improve the safe and resilient transport connectivity of selected outer islands in the Gilbert Islands Chain of Kiribati, and in the event of an eligible crisis or emergency, to provide an immediate response to the eligible crisis or emergency. The Government of Kiribati (GoK) plans to implement the project with proposed co-financing between World Bank (WB) and Asian Development Bank (ADB), through a US\$21 million IDA grant and a US\$12 million ADB grant.

2. The GoK has prioritized four islands for this project, namely Abaiang, Nonouti, Beru and Tabiteuea South. Social safeguards team visited these outer islands (OIs) between 12 August and 2 September 2019 and November 2019 to undertake due diligence and identify any resettlement issues.

3. The purpose of this Resettlement Plan (RP) is to determine the status of land ownership in the proposed sites; to identify potential involuntary resettlement impacts, and to plan appropriate measures to mitigate and compensate for any potential negative impacts and affected land and non-land assets. The RP documents the consultations held with key stakeholders, their concerns and recommendations as well as measures on how to address those concerns during project implementation in accordance with the requirements of ADB Social Policy Statement (2009), World Bank safeguards policy and pertinent laws of the Government of Kiribati. This draft RP will require updating following the detailed design.

4. Initial social impact and land status information was gathered during a social safeguards mission to the four OI's between 12 August and 2 September 2019. Land title and ownership searches are ongoing for consideration in finalizing the sites during the detailed design. RP updates will be completed prior to civil works.

5. The project will improve the safety of inter-island navigation and build resilient outer island access infrastructure on the four selected OIs of Abaiang, Nonouti, Beru and Tabiteuea South. This will be achieved through five key components:

- (i) **Component 1:** Safety of Inter-island navigation improved through hydrographic surveying which will be essential for safe shipping access and the key enabler for future infrastructure investments.
- (ii) **Component 2:** Resilient outer island access infrastructure through; (a) improvements of ship to shore transfer (maritime navigation aids), (b) rehabilitation of island access infrastructure (i) concrete boat ramps, (ii) small multipurpose maritime and maintenance facility/workshop, (iii) maritime infrastructure covering jetties, small scale dredging, and related investments, and c) rehabilitation of lagoon crossings (causeways).
- (iii) **Component 3:** Institutional Strengthening of Implementing Agencies (IAs) Ministry of Information, Communication, Transport & Tourism Development (MICTTD) and Ministry of Infrastructure and Sustainable Energy (MISE) to ensure sustainable investment and operations.
- (iv) **Component 4:** Operational support component will finance project management and operational costs.
- (v) **Component 5:** Contingency Emergency Response

6. **Avoiding or minimizing land acquisition.** In order to minimize land acquisition and resettlement impacts, the engineering design has proposed construction of maritime facilities on two sites already leased to the Island Councils. This will mean that no households or settlements will be displaced for these sites.

II. SCOPE OF LAND ACQUISITION AND RESETTLEMENT

A. Abaiang

7. **Under Component 2.2**, the preliminary design concept for Abaiang at Taburoa is a marine facility with on-ramp pontoons, a concrete ramp and winch, and a multi-purpose boat/passenger/cargo shelter with a rainwater tank on a concrete slab. Government of Kiribati (GoK) have identified an appropriate site on native land leased to the Abaiang Island Council. The registered landowner has been identified (deceased) and the land lease sighted (Annex 1). Payments against this lease need to be confirmed by MELAD. The living male head of the landowner family is based on Kritimas Island and the Safeguards team was able to interview the female head of the landowner family, Teuota Ekeieta, who lives next door to the proposed site at Taburao.

8. There are no causeway works proposed for Abaiang.

Figure 1: Proposed Design Concept for Taburoa, Abaiang

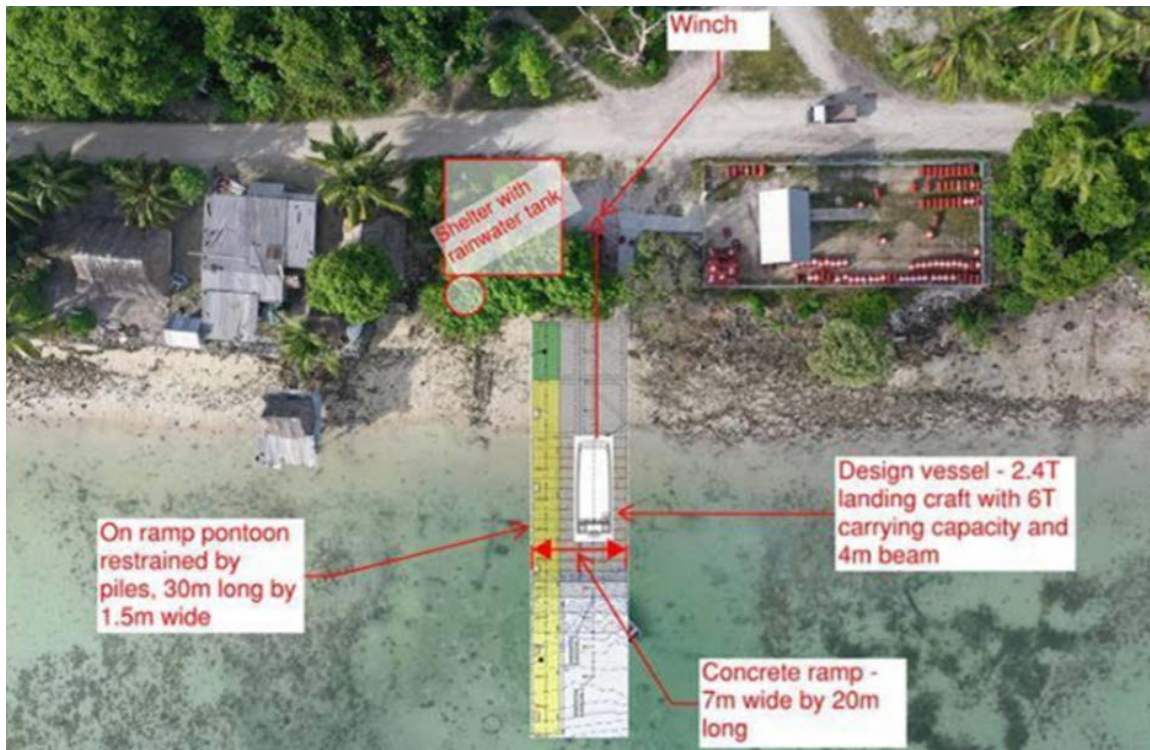
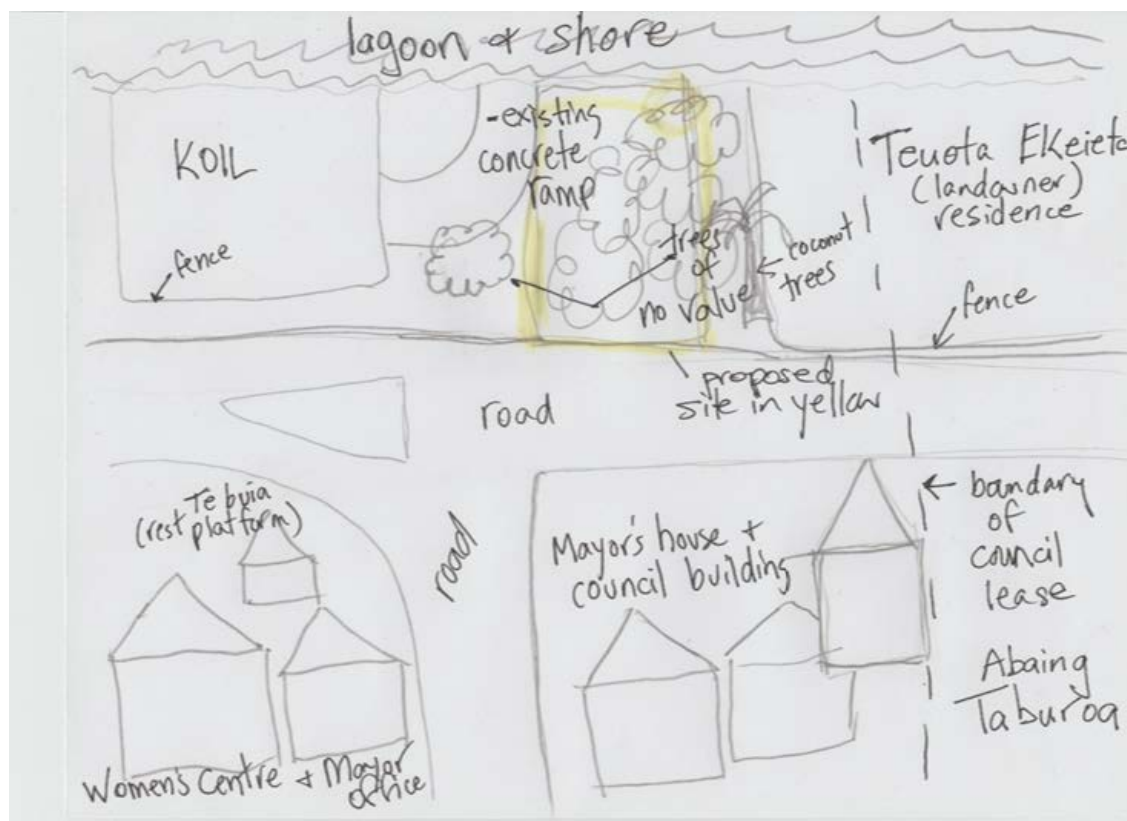


Figure 2: Map Showing Boundary of Island Council Lease and Proposed Site at Taburao, Abaiang



9. The table below provides a summary of land status for Abaiang by project component.

Table 1: Land Status Abaiang

Location	Proposed Infrastructure	Current Status of Land Ownership or Use	Further Actions Needed	Compensation requirements in AUD
Component 2.2 Maritime Facilities				
Abaiang, Taburao	Multi-purpose boat/passenger/car go shelter 10m x 10m with rainwater tank On-ramp pontoons 30m long x 1.5m wide and a 20m long x 7m wide concrete ramp and a winch	Native land leased to the GoK on a 99-year lease agreement, dated from 1 April 1959; Reg #2680; Plot #247-m.	Need to confirm that payments for land lease #2680 are up to date.	Potentially, one coconut tree to be removed and compensated based on annual net product market value multiplied by average number of years for a seedling to reach maturity.
Abaiang, Taburao	Contractor facilities Borrow sites, batching plant	UNKNOWN	Need to confirm location	Works Contractor with support from MELAD to negotiate fair compensation with landowners.

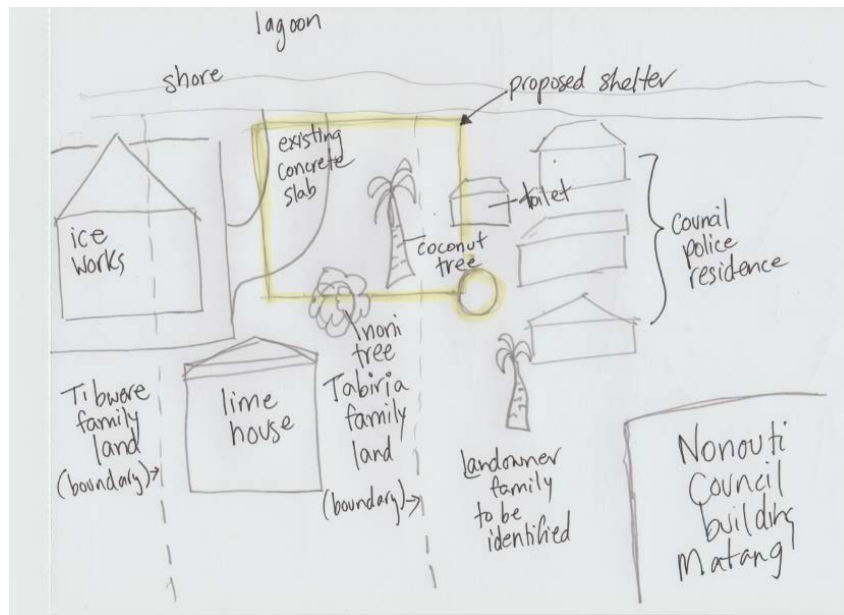
B. Nonouti

10. **Component 2.2 Maritime Facilities;** the preliminary design concept proposes a marine facility with a concrete ramp and a multi-purpose boat/passenger/cargo shelter with a rainwater tank on a concrete slab to be constructed at Matang. GoK have proposed a suitable site, already under lease to the Island Council. Two landowner families have been confirmed and interviewed, and lease payments sighted and attached as Annex 2. The lands survey is attached as Annex 3.

Figure 3: Proposed Design Concept for Matang, Nonouti



Figure 4: Mapping showing landowner boundaries at proposed site at Matang, Nonouti



11. **Component 2.2 Causeways.** There are five causeways on Nonouti:
- (i) Northern causeway sits between Tebuange Village & School and Matabou Village. The combined names of these villages is Benuarua;
 - (ii) 2nd from the north is south of Matabou Village;
 - (iii) 3rd from the north is 1 km south of Teuabu Village;
 - (iv) 4th from the north is 5 km north of Routa Primary School; and
 - (v) Southern Causeway is south of Te Nanoroi Village.

12. Generally, there are no dwellings and no coconut trees near the ends of any of the causeways on Nonouti. Should any coconut trees need to be removed, landowners would need to be compensated based annual net product market value multiplied by average number of years for a seedling to reach maturity.

Figure 5: Causeway Locations on Nonouti

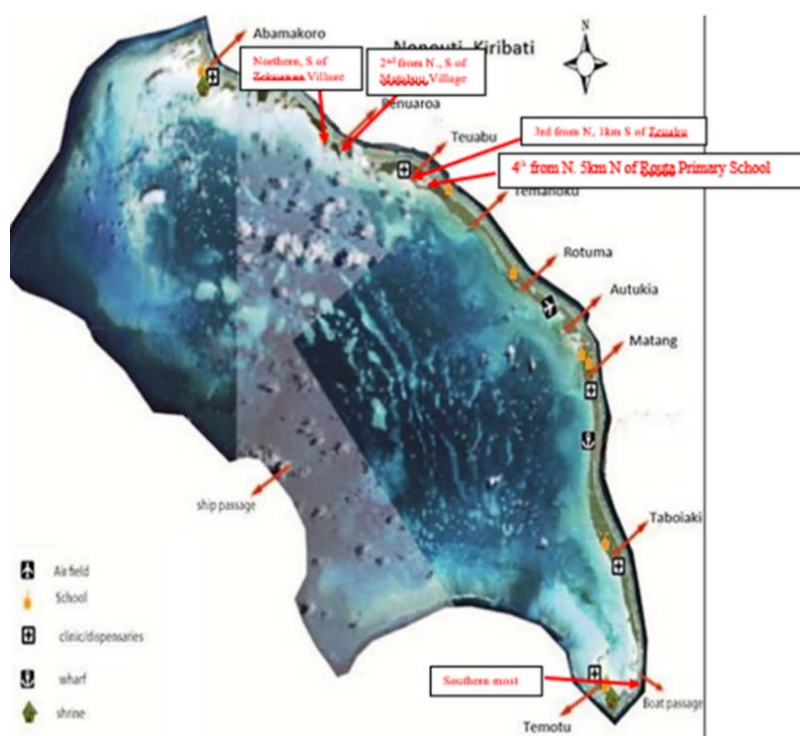


Table 2: Land Status Nonouti

Location	Proposed Infrastructure	Current Status of Land Ownership or Use	Further Action Needed	Compensation requirements in AUD
Component 2.2 – Maritime Facilities				
Matang, Nonouti	Multi-purpose boat/passenger/cargo shelter 22m x 8m and a rainwater tank Concrete ramp 4.25m wide	Native land leased to the GoK on a 99-year lease agreement, plots are 291/2 and 291/2N. Have sighted lease payments for Q1 2017.	Need to confirm that plots numbers are correct.	One coconut tree to be removed and compensated based annual net product market value multiplied by average number of years for a seedling to reach maturity are

Location	Proposed Infrastructure	Current Status of Land Ownership or Use	Further Action Needed	Compensation requirements in AUD
				deemed a tree of no value – refer Noni (Annex 8)
Matang, Nonouti	Contractor facilities Borrow sites, batching plant.	UNKNOWN	Need to confirm location	Works Contractor, with support from MELAD to negotiate a fair compensation with landowners.
Component 2.3 – Causeways Causeways are considered public highways and as such are property of the State ³ . Ownership of the seabed is vested with the State ⁴ .				
Northern Causeway, just south of Tebuange Village	General surfacing clean up. Typically, pothole repair, grading, and rolling surface. Potentially coastal structure and salt tolerant species to counter erosion but subject to further investigation and analysis during the detailed design.	GoK land. Native land adjacent to the north end owned by Teakoa Abera, who lives in Matabou Village south of the causeway. Native land adjacent to the southern end owned by Aukitino Karotu and wife Monica who live in Matabou	There is a swampy area over the road north of the northern causeway. If budget allows respondents would like to see improved drainage there.	There are no dwellings and no coconut trees near the ends of any of the causeways on Nonouti to be affected by the project. Should any coconut trees need to be removed, which is unlikely, landowners would need to be compensated based on annual net product market value multiplied by average number of years for a seedling to reach maturity.
2nd from North Causeway South of Matabou	General surfacing clean up. Potentially coastal structures and salt tolerant species to counter erosion but subject to further investigation and analysis during the detailed design. Discrete structural repairs at several locations to the east revetment of the causeway.	GoK land. Native land adjacent to the north end owned by Beiatau. Landowner adjacent to the southern end is not known.	Need Island Council to identify landowner at southern end to disclose the project and undertake consultations during the detailed design. Notice will also be provided prior to any civil works.	
3rd from North Causeway 1 km South of Teuabu	General surfacing clean up. Potentially coastal structures and salt tolerant species to counter erosion but subject to further investigation and	GOK land. Native land adjacent to the northern end is owned by Temarewe Tentau. Native Land adjacent to the southern end is	No action needed. Further consultations will be undertaken during detailed design and notice provided prior to any civil works.	

³ Government of the Republic of Kiribati, *Public Highways Protection Act, 4 of 1989*.

⁴ Government of the Republic of Kiribati. 2005. *Foreshore and Land Reclamation Ordinance, Cap 35, Section 3*.

Location	Proposed Infrastructure	Current Status of Land Ownership or Use	Further Action Needed	Compensation requirements in AUD
	analysis during the detailed design	owned by Binataake Baranico.		
4th from North Causeway 5 km north of Rota Primary School	General surface clean-up. Typically, pothole repair, grading, and rolling surface.	GoK land. Adjacent landowner not known.	Need Island Council to identify landowners at north and southern ends to disclose the project and undertake consultations during the detailed design. Notice will also be provided prior to any civil works.	There are no dwellings and no coconut trees near the ends of any of the causeways on Nonouti to be affected by the project. Should any coconut trees need to be removed, which is unlikely, landowners would need to be compensated based on annual net product market value multiplied by average number of years for a seedling to reach maturity.
Southern Causeway South of Taboiaki	General surfacing clean up. Structural repairs to east wall and verge. Install two culverts and provide precast concrete blocks adjacent to the culverts as scour protection. Potentially coastal structures and salt tolerant species to counter erosion but subject to further investigation and analysis during the detailed design.	GOK land. Northern end – adjacent landowner not known. Native land adjacent to Southern end owned by Teiniku Tauman, who lives in Te Nanoroi Village.		
Nonouti	Contractor facilities Borrow sites, batching plant	UNKNOWN	Need to confirm location	Works Contractor, with support from MELAD to negotiate a fair compensation with landowners.

C. Beru

13. **Component 2.2 Maritime Facilities.** The preliminary design concept proposes dredging of an approach channel and turning basin in Tebikeriki to allow inter-island vessels to access the shore and construction of a small building for protection of passengers and cargo. Additionally, two existing shoreside AtoN beacons may be refurbished. The channel is the property of the State and the section of the boat ramp that is foreshore, i.e., that is alternatively covered and uncovered by the sea at highest and lowest tides, is property of the State. The remaining boat ramp area is considered public land as indicated by a meeting of the Merewen Beru (Elders Council) in Tarawa on 29 October 2019. The minutes of that meeting are attached as Annex 4. Further confirmation will be undertaken by MELAD on the status of landownership.

14. Civil works on the channel will not interfere with access to fishing in the area, as there are alternative access points to the ocean for small vessels. The majority of fishing is carried out in

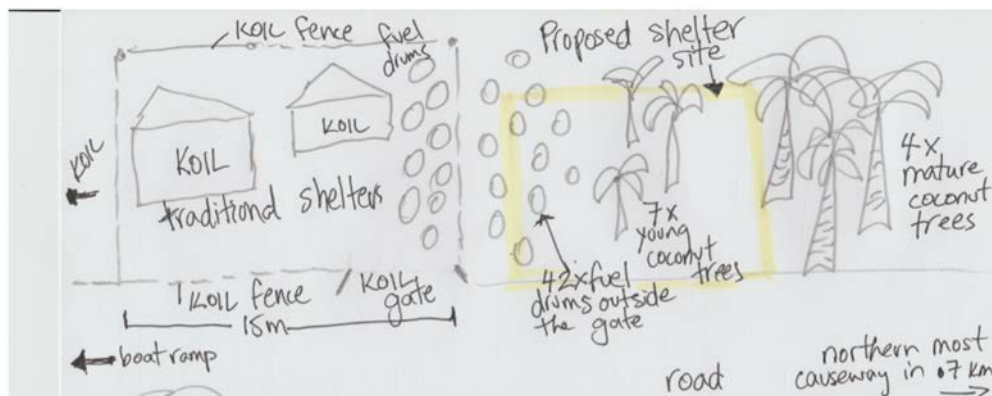
the lagoons rather than at the north end of the island at Tebikeriki. However, during some periods of construction larger vessels may be forced to access the shore via Taboiaki Channel in the south of the island.

15. A passenger shelter has been proposed for construction south of the boat ramp and just south of the KOIL facility. There are no buildings or structures of any kind on the proposed site, however there are 11 coconut trees that will require compensation if removed. The registered landowner for the proposed site has been identified as Mr. Teitiba Tiimi (deceased) and the plot number 6/3. Mr. Tiimi is survived by 6 adult male grandchildren and 7 adult female grandchildren. The land in question may have been transferred to the eldest, adopted son of the landholder (also deceased) who is survived by his two children. However, the land transfer has not been confirmed as legal and the surviving children still need to be consulted. Another surviving male grandchild, Mr. Tibwere Tiemti, has been consulted. Mr. Tibwere Tiemti claimed ownership of the land and expressed their willingness to enter into a lease agreement with the Council. It is quite possible a dispute may arise between the surviving family members. Further consultation with the landowner family members, identification of the landowner boundary and a detailed measurements survey are required to negotiate a long-term lease agreement with the landowner following final confirmation of the site during detailed design. A lease would be based on the new standard rate to be released in 2020 or latest standard rate at the time of the commencement of the lease.

Figure 6: Proposed Design Concept for Tebikeriki, Beru



Figure 7: Mapping of Proposed Shelter Site, Tebikerikiki, Beru



16. **Component 2.3 Causeways.** The brief for the two existing causeways on Beru at the time of the social safeguards visit was for minor works, installation of coastal infrastructures, and salt tolerant species subject to further investigation during the detailed design phase. The project is now considering additional rehabilitation works based on further assessment at the time of project implementation. The RP will need to be updated based on the impact of major rehabilitation works to be confirmed during the detailed design. Safeguards team was able to identify the landowners and caretaker families adjacent to both ends of the two causeways. These are detailed in Table 3.

17. **Spiritual Site** was identified at the West or Teteirio end of the Southern, Teteirio Causeway. Protection of this Spiritual Site must be respected by the Works Contractor. This will be included in the ESMP. Procurement processes must include disclosure of the importance of this site.

Figure 8: Location of Spirit Shrubs at the North/West end of the Teteirio Causeway



Figure 9: Causeway Locations on Beru



Table 3: Land Status Beru

Location	Proposed Infrastructure	Current Status of Land Ownership or Use	Further Action Needed	Compensation requirements in AUD
Component 2.2 – Maritime Facilities				
Tebikeriki, Beru	Passenger/cargo shelter (preliminary design not yet available)	Native land that will require the development of new long-term lease agreement. Current ownership of the land cannot be confirmed by the Court Clerk. A dispute between surviving family members is quite possible.	Further consultation with the landowner family members, identification of the landowner boundary following detailed design. MELAD to survey project site in order to negotiate a long-term lease agreement. Land to be fully compensated based on the new rate to be established in 2020.	Eleven (11) coconut trees to be removed and compensated based on annual net product market value multiplied by average number of years for a seedling to reach maturity. DMS will determine acreage to be paid. Lease payments to be made on an annual basis by MELAD.
Tebikeriki, Beru	Dredge the channel and create a turning basin AtoN markers at entrance of channel and service existing shoreside AtoN markers	Channel is State-owned. The existing boat ramp at the foreshore is state owned and the remainder of the area is public land	None	None
Tebikeriki, Beru	Contractor facilities, borrow sites, batching plant. Dump site for materials dredged from channel.	UNKNOWN	Need to confirm location.	Works Contractor, with support from MELAD to negotiate compensation with landowners.
Component 2.3 – Causeways				
Causeways are considered public highways and as such are property of the State as per GoK legislation. Ownership of the seabed is also vested with the State as per Gok legislation.				
Northern, Kaarirai Causeway	Potentially coastal structures and salt tolerant species to counter erosion but subject to further investigation and analysis during the detailed design. Possible additional rehabilitation works will be considered, based on further assessment at the time of project implementation.	GoK land. Land adjacent to; the north west end is owned by Tiirebu Tibwere (deceased) who is descended by his son Tiroam Neeri, who lives in Tarawa. There is a caretaker for the land; Iakobwa Bakrere, who lives in Tabiang Village. Land at NE end is owned by Karibwa Toanimarawa (deceased) and his wife is Aonikarawa	Further consultations will be undertaken during detailed design and notice provided prior to any civil works.	No dwellings of any kind near the north end. There are two mature coconut trees within 3m of the seawall at the NE end of the Kaarirai causeway. If works require the removal of these coconut trees, they would need to be compensated based on annual net product market value multiplied by average number of years for a seedling to reach maturity.

Location	Proposed Infrastructure	Current Status of Land Ownership or Use	Further Action Needed	Compensation requirements in AUD
		<p>Kamaru, who lives in Tabiang Village and their son is Tamuera Karibwa.</p> <p>Land at SW end is owned by Tongoun (deceased) who is descended by his daughter Mbwenea Tongoun (deceased) and her son Iareto Kabunare lives in Tarawa.</p> <p>Land at SE end Kaariraia Causeway is owned by Tabwi Maemae (deceased) and the current head of the family is his nephew Kaburara Teakin, who lives at the SE end of the causeway.</p>		<p>There is nothing of value on the NW end.</p> <p>There are homes in the vicinity of the SW and SE ends of the Kaariraia Causeway, however it is unlikely that these will be affected, and any valuable assets would need to be disturbed.</p>
Southern, Teteirio Causeway. This causeway runs east-west from Nuka to Teteirio	<p>Potentially coastal structures and salt tolerant species to counter erosion but subject to further investigation and analysis during the detailed design.</p> <p>Possible additional rehabilitation works will be considered, based on further assessment at the time of project implementation.</p>	<p>GoK land.</p> <p>Adjacent land; North/East-Nuka end land is known as Te Bakoa, landowner is Ianoniman (deceased) and his son Kiatoa Ianoniman (in Tawara, possibly deceased). Ianoniman had a brother Teun Kiatoa (deceased) and his son is Teem Teun, who lives in Nuka.</p> <p>South/East Nuka end land is known as Tabontebike and is deemed public land under the authority of the Merewen Beru.</p> <p>North/West Teteirio end is deemed public land under the authority of the Island Council.</p> <p>South/West Teteirio end landowner is Tebiri Tebuke, who lives on the land at the SW end of the causeway.</p>	<p>North/West Teteirio end is the site of Spirit Shrubs. The landowner at the South/West end of the causeway is Tebiri Tebuke, who lives on the land at the SW end and is in favour of potential coastal structures as long as they do not disturb the spirit shrubs.</p> <p>Protection of this Spiritual Site must be respected by the Works Contractor. Procurement processes must include disclosure of the importance of this site.</p>	<p>S/W Teteirio end; two young coconut trees approximately 2.5m from the seawall of the causeway and two mature coconut trees also near the sea wall. If the works required removal of the coconut trees these would need to be compensated based on annual net product market value multiplied by average number of years for a seedling to reach maturity.</p>
Beru	Contractor facilities, borrow sites, batching plant.	UNKNOWN	Need to confirm location.	Works Contractor, with support from MELAD to negotiate compensation with landowners.

D. Tabiteuea South

18. **Component 2.2 Maritime Facilities.** The preliminary design concept proposes a marine facility with a concrete ramp and a multi-purpose boat/passenger/cargo shelter with a rainwater tank on a concrete slab to be constructed at Buariki, Tabiteuea South.

19. Originally, the site proposed for the maritime facility was in front of the old Copra Co-operative shed, where an existing ramp and sea wall have been constructed and maintained by the landowner family. However, the landowner family at the copra shed are currently involved in a dispute with the Island Council over unpaid land rent. A second site was proposed by the Island Council in at the shore in front of the Maneaba. However, this site was deemed inappropriate from an engineering perspective. A third site has been proposed in a vacant area to the south west of the old Copra building. The landowner family has been identified and consulted and they are amenable to entering into a long-term lease agreement with the island council. The land for the proposed site is registered to Mrs. Tuuman Teraara (deceased). The land was inherited by her children; Ratintaa Terara (head of the family) and Benateta Terara, and Itaaka Terara and Toaa Terara. The 4 siblings have left Tabiteuea South. Ratintaa, being the eldest of the family is responsible for managing their properties on Tabiteuea South. Her two brothers moved to Kiritimati Island and her sister is residing in Fiji. One of the brothers died on Kiritimati but is survived by his children. Ratintaa is amenable to enter into a long-term lease agreement and has given her cousin, Moote Kaiea, the authority, as caretaker of their lands, to negotiate on her behalf, in regard to their land. The Island Council and MELAD will enter into meaningful consultation with Ratintaa, through Mr Moote Kaiea. A detailed measurements survey will need to be conducted by MELAD and MELAD and the Island Council will negotiate a long-term lease agreement with the landowners based on the new standard rate to be released in 2020 or latest standard rate at the time of the commencement of the lease following the detailed design.

Figure 10: Preliminary Design Concept and Proposed Locations of Tab South Maritime Facility



20. **Component 2.3 Causeways.** There are five causeways on Tab South. The most northern causeway or Causeway 1, is not in the scope of works. Figure 11 below indicates the locations of the causeways.

Figure 11: Location of Existing Causeways on Tabiteuea South



21. There are five causeways on Tabiteuea South (Tab S.):
- (i) **Causeway 1** runs east-west to join with the islet of Tewai in the north of Tab S. and is not in the scope of works.
 - (ii) **Causeway 2** is one of two lagoon crossings that join Taungaeaka with Tewai in the north. Causeway 2 is 150m in length and has a stagnant fishpond at the NE end, which belongs to the village of Tewai. Respondents indicated that they did not want the fishpond drained as they are still able to harvest milk fish from the pond. There is currently no proposal to drain the pond. There are mangroves and shrubs of no value lining the eastern side of Causeway 2. There are mature coconut trees at the NW and NE ends of Causeway 2. It is unlikely that any valuable assets will be disturbed during implementation of the proposed works. There are no dwellings in the proximity of Causeway 2.
 - (iii) **Causeway 3** is 102m in length and is the more southern of the two lagoon crossings that join Taungaeaka with Tewai in the north. Further assessments will need to be undertaken if the fish pond on the east side will be drained along with further consultations and social safeguards due diligence for any potential impacts. There are no dwellings in the proximity of Causeway 3. There are shrubs of no value at either end and along both sides of the causeway and mature coconut trees at the NE and SE ends of the causeway but it is unlikely these will need to be disturbed.
 - (iv) **Causeway 4** is 530m in length, joining Taungaeaka with the southern islets. The north east end of the causeway has received about 35m of new shoreline and there are some coconut trees growing on this newly deposited land. These would need to be compensated if works disturbed the coconut trees. The north west end of the causeway is losing land rapidly and suitable coastal structures will be assessed as landowners recognized to prevent erosion. The landowners at the north east, when interviewed, were NOT in favour of gabion groynes in the NE as they are gaining land there. This issue will be further investigated during the detailed design to fully understand their objection and provide necessary

information/action as required according to ADB and World Bank safeguards policies. Public consultation and disclosure will also convey the benefits of coastal structure to prevent erosion along with the clarifications that no particular coastal structures have been determined yet since this will be subject to further assessments and investigations during the detailed design. Works will be done on State land at the foreshore.

- (v) **Causeway 5** is 420m in length and is the southern-most causeway, adjacent to the government station at Buariki and runs past the KOIL depot. It is unlikely that any valuable assets will be disturbed as there are no trees of value near the northern and southern ends of Causeway 5. There are no dwellings in the vicinity of the northern end. There is a traditional structure, possibly a toilet, within 7m of the south east end. This structure is on the Council lease and it's unlikely this will need to be disturbed.

Table 4: Land Status Tabiteuea South

Location	Proposed Infrastructure	Current Status of Land Ownership or Use	Further Action Needed	Compensation requirements in AUD
Component 2.2 – Maritime Facilities				
Buariki, Tab South	Multi-purpose boat/passenger/ cargo shelter with rainwater tank (approx. 22m x 8m) Concrete ramp	Native land that will require the development of new long-term lease agreement.	The landowner is amenable to negotiate a lease; MELAD to survey project site and negotiate a long-term lease agreement.	Lands to be fully compensated based on the new standards rate to be released in 2020 or latest standard rate at the time of the start of the lease. DMS will determine the acreage. Lease payments to be made annually by MELAD. Initial lease payment made prior to start of works.
Buariki, Tab South	Contractor facilities Borrow sites, batching plant	UNKNOWN	Need to confirm exact location based on detailed design.	To be negotiated with landowners.
Component 2.3 – Causeways				
Causeways are considered public highways and as such are property of the State as per GoK legislation. Ownership of the seabed is vested with the State as per Gok legislation.				
Causeway 1	NOT IN THE SCOPE OF WORKS			
Causeway 2	General surfacing clean up. Typically, pothole repair, grading and rolling surface. Renew 100m length of sandbag road edging. Install two additional culverts.	GoK land. Adjacent lands: Native land on both sides of the road at the north and south ends is owned by the family of Rurunuti Rabangaki and her husband is Taatoa Tabanga.	No action needed beyond further consultation during detailed design and notice provided prior to any civil works.	No compensation anticipated. If required, the removal of a coconut tree would be compensated based on annual net product market value multiplied by average number of years for a seedling to reach maturity.

Location	Proposed Infrastructure	Current Status of Land Ownership or Use	Further Action Needed	Compensation requirements in AUD
	Potentially coastal structures and salt tolerant species to counter erosion but subject to further investigation and analysis during the detailed design.	The stagnant fishpond at the NE end of the causeway is owned collectively by the village of Tewai. Draining this pond is not in the current scope.		
Causeway 3	General surfacing clean up. Renew 60m length of sandbag road edging. Install two culverts.	GoK land. Adjacent lands: Native land at both sides of the road at the north end is owned by the family of Rurunuti Rabangaki and her husband is Taatoa Tabanga. Native land on both sides of the road at the south end is owned by Tetoki Kamarawa.	Further assessments on whether the stagnant pond will be drained; and necessary social safeguards due diligence undertaken	There are mature coconut trees at the NE and SE ends of the causeway, but it is unlikely these will be disturbed. Removal of coconut trees would be compensated based on annual net product market value multiplied by average number of years for a seedling to reach maturity.
Causeway 4	Add geocell wearing course. Potentially coastal structures and salt tolerant species to counter erosion but subject to further investigation and analysis during the detailed design .	GoK land. Adjacent lands; Native land on both sides of the road at the north end is owned by Katiboua Natanaera descended from Bakoua (deceased). Native land on both sides of the road at the southern end is owned by the family of Mboou Tooma. Mboou is married to Teitenguan Tebwana.	No action needed beyond further consultation during the detailed design and notice provided prior to any civil works.	No compensation anticipated. The NE end of the causeway has received about 35m of new shoreline and there are some coconut trees growing on this newly deposited land. These would need to be compensated based on annual net product market value multiplied by average number of years for a seedling to reach maturity.
Causeway 5	Reconstruct approx. 70m of causeway. Add geocell wearing course. Repairs to approx. 150m of west causeway wall. Potentially coastal structures and salt tolerant species to counter erosion but subject to further	GoK land. Adjacent lands; Native land on both sides of the road at the northern end of the causeway is owned by Tebutiraoi Teitengaun. Native land at the southern end of the causeway, on both sides of the road, is leased to the Island Council.	No action needed beyond further consultation during the detailed design and notice provided prior to any civil works.	No compensation anticipated.

Location	Proposed Infrastructure	Current Status of Land Ownership or Use	Further Action Needed	Compensation requirements in AUD
	investigation and analysis during the detailed design.			
Tabiteuea South	Contractor facilities Borrow sites, batching plant	UNKNOWN	Need to confirm location	To be negotiated with landowners.

III. SOCIOECONOMIC INFORMATION AND PROFILE

A. Estimates of the number of affected persons. None of these affected persons are considered as significantly affected.

Table 4b: Estimates of the Number of Affected Persons

Location	Proposed Infrastructure	# of affected households	# of affected persons
Abaiang, Taburao	Multi-purpose boat, cargo, passenger shelter and ramp	1	1 adult female # of adults TBC* # of children TBC
Nonouti, Matang	Multi-purpose boat, cargo, passenger shelter and ramp	1	1 adult male 1 adult female
Beru, Tebikeriki	Passenger shelter	5	6 adult males 7 adult females 4 children
Tab South, Buariki	Multi-purpose boat, cargo, passenger shelter and ramp	5	HH's 1 and 2: 9 adult males 7 adult females 3 children HH's 3, 4, & 5 data not available
Total		12 households	Known: 16 adult males, 18 adult females, 7 children, plus unknown family members

HH = household, TBC – numbers to be confirmed.

22. Land on the outer islands is owned by individual landowners and some lands have been leased to the Government. Inheritance is willed by the parents. Where a parent is deceased without leaving a will, the children may divide the lands between themselves in court, if they so wish, to get individual shares. Otherwise the lands are left as family lands. As detailed in tables 3 and 4: Land Status for Beru and Tabiteuea South, the project will seek to negotiate long-term lease agreements of family-held lands, in two locations: Beru for a passenger shelter and Tabiteuea South for a boat ramp and shelter.

23. On Tabiteuea South the head of the landowner family has been consulted and they are amenable to enter into a lease agreement with the council. The proposed site for the boat ramp and shelter is on their private family land, which is not inhabited by homes, business or settlement of any kind. There are approximately 5 coconut trees that would need to be compensated and the family will benefit from the lease income as the land is currently not being utilised beyond the 5 coconut trees. The land for the proposed site is registered to Mrs. Tuuman Teraaraa (deceased). The land is now left with her children; two sisters, Ratintaa Terara (head of the family) and Benateta Terara, and two brothers; Itaaka Terara and Toaa Terara. The 4 siblings have left Tabiteuea South. Ratintaa, being the eldest of the family is responsible for managing their

properties on Tabiteuea South. Her two brothers moved to Kiritimati Island and her sister is residing in Fiji. One of the brothers died on Kiritimati but is survived by his children. Ratintaa has given her cousin, Moote Kaiea, the authority to look after their lands and the responsibility in any legal proceedings in regard to their land.

24. Data for the Tab South landowner family is known for 2 of the 5 households concerned. Of the 2 households, household 1 resides on Tabiteuea South; Household 1 has 12 members; 8 males aged 16 to 66 years and 4 females aged 18 to 57 years. The two youngest family members are in school and the household report no chronic disease or disability. The families' primary source of income is derived from the sale of fish and copra. Household 2 is located on Tarawa and has 7 members; 3 males aged 35 to 43 and 4 females, a grandchild aged 4 years to the grandmother aged 69 years. There is a male family member, aged 37 years, living with a disability (blind) who is employed the national broadcasting service. Household 2 report no chronic disease within the family. The families' primary source of income is from waged employment and the sale of handicrafts. Households 3, 4 and 5 are located on Kiritimati Island and Fiji and data was not available.

25. On Beru at Tebikeriki private native lands are required for construction of a passenger shelter. The proposed site at Tebikeriki is on native landowner land, which may be under dispute. The land is not inhabited by homes, business or settlement of any kind. There are at least 11 coconut trees that would need to be compensated. There are no other crops or non-land assets. The registered landowner for the proposed site has been identified as Mr. Teitiba Tiimi (deceased) and the plot number 6/3. Mr. Tiimi is survived by 6 adult male grandchildren and 7 adult female grandchildren. The land in question may have been transferred to the eldest, adopted son of the landholder (also deceased) who is survived by his two children. However, the land transfer has not been confirmed as legal and the surviving children have not yet been consulted. Another surviving male grandchild, Mr. Tibwere Tiemti, has been consulted. Mr. Tibwere Tiemti claimed ownership of the land and expressed willingness to enter into a lease agreement with the Council. Tibwere Tiemti lives in Banraeaba, South Tarawa. Tibwere and his two first cousins agreed that Tibwere would handle negotiations for the lease agreement, however it has recently come to light that the land in question may have been transferred to the eldest adopted son of the late registered landowner; Betaia Tetiba (deceased). Betaia Tetiba is survived by a 41 year old daughter and a 33 year old son, both are married and unemployed and living in Tarawa. Further socioeconomic data on the offspring of Betaia Tetiba is not known at this time. Tibwere Tiemti's household has 6 members; 1 male aged 36 years and 5 females (2 adults and 3 children). Their primary source of income is derived from Tibwere's work as a security guard (AUD \$240/month). The household report no chronic illness or disability and describe themselves as low, middle income. Tibwere's brothers' household, also in Banraeaba, has 3 members; 1 male aged 37 years and 2 females aged 35 and a child of 4 years. The household report no chronic illness or disability. Their main source of income is from the adult males work as a bus driver (\$280/month). Tibwere's male cousin is an adult male 27 years of age, who lives alone in South Tarawa and earns monthly income of \$155 from selling cigarettes. Tibwere has a cousin living on Beru at Tabukin. There is 1 adult male and 2 adult females in the household. They report no chronic illness or disease. 1 adult is a government employee with a monthly income of \$600 and another owns a small shop with an unreported income. Data for the households of Tibwere's 4 other cousins was not available.

26. On Abaiang and Nonouti, there will be minor impacts on lands already leased by the Council: On Abaiang at Taburao, compensation for 1 coconut tree will likely be paid to the female-headed household of Teuota Ekeieta. The number of family members of Teuota's household is not known at this time. It is possible that payment for the coconut tree will go to the head of the

landowner family, who is based on Kritimas Island, however, Council do not know how to reach him at this time. On Council-leased land on Nonouti, compensation for 1 coconut tree will need to be paid to the Tabiria landowner family. There are 2 family members, 1 male and 1 female, with no chronic illness and no disability.

B. Island Profiles

27. Ninety percent of the total I-Kiribati population is of indigenous origin, the remaining proportion being non-indigenous Chinese and Europeans, many of whom have married indigenous partners. Of the population over the age of 3 at the time of the 2010 census, 92% read Kiribati (Gilbertese), and 76% read English. Some in-married individuals of Tuvaluan origin might speak Tuvaluan with each other, but there is no distinct discrete group that speaks another language.

28. No tribal groups exist in Kiribati. Clans comprise extended families. There is no island where those who are other than I-Kiribati reside as a bloc; residence is a random mix that relates to marriage and custom. Islands may have local myths and cultural practices regarding land ownership and inheritance that have evolved in earlier isolation but cannot be construed as discriminatory on the basis of indigeneity/ethnic status, which is specifically prohibited under Article 15 of the Constitution.

29. Poverty trends in Kiribati are difficult to assess given the infrequency of data collection. The Kiribati HEIS Report of 2006 estimated that 21.8% of the population were living under the Basic Needs Poverty Line, in extreme poverty at less than \$1.25 a day. Poverty rates are highest in the capital city of South Tarawa at 22.4% and on the Gilbert Group Outer Islands at 22% compared to significantly lower rates in the Line and Phoenix Islands at 8.9%.

30. Kiribati population census of 2010 recorded high unemployment at 30.6% and youth, which make up 57% of the population, experiencing even higher rates of unemployment at 54%. The public sector accounts for nearly 80% of all jobs in the formal sector, while the private sector remains underdeveloped. The 2006 HEIS report stated that 38 percent of the adult population (44% of men and 33% of women) were currently engaged in work activity. Around 28% of men and 18% of women were working for wages and salaries in either full-time or part-time work. Nearly 4% of men and 4.6% of women were working in their own business or selling produce, and 11.8% of men and 10.8% of women were working mainly for subsistence.

31. Most of the outer islands are experiencing a decline in population with Beru recording a 0.7% population decline from 2010 (pop. 2,099) to 2015 (pop. 2,051). Similarly, Nonouti experienced a significant drop in population from 2000 (pop. 3,176) to 2015 (pop. 2,743), where 40% of the population is under 15 years and the largest age group is 0–5 years of age. The population in Abaiang in 2015 was estimated at 5,568. Tabiteuea South has a more stable population, measuring 1,290 persons in 2010 and 1,306 in 2015. Potential stimulus to the economy and service provision brought about by improved outer island access may result in a decrease in urban drift and improved outer island populations.

32. Kiribati main exports are coconut products and fish, with annual exports of around \$7m annually versus \$100m expenditure on imports. The Kiribati Development Plan seeks to implement export diversification strategies through coconut and fisheries sector development and stimulate investment in the outer islands. Small and medium-sized businesses on outer islands will directly benefit from improved, safe inter-island connectivity, which will indirectly benefit local

communities through increased employment opportunities, potential increase to tourism revenues and access to goods and services.

33. The public service is the largest employer in Kiribati. Data provided from the GOK indicates that 5,168 public service posts were established in 2018, an increase from 4,952 in 2017. Almost all households on Abaiang, Beru, Nonouti and Tab South are involved in trading of copra and fish and seafood. With limited job opportunities, the primary economic activity for women on outer islands is trading of copra and fresh fish and handicrafts. On the four islands identified by KOITIIP there is a total of 31 business registered as women owned (Abaiang 14, Beru 3, Nonouti 2 and Tab. South 12), however, almost all other women are involved in informal trading.

34. The project's expected impact is increased access to quality infrastructure in rural areas including shipping and ship to shore access roads improved. Key project outcomes include safe and resilient inter-island navigation and connectivity and improved ship to shore transfers. For the target islands of Abaiang, Nonouti, Beru and Tabiteuea South, this is meant to reduce the number of maritime safety incidents and result in regular domestic vessel service to/from Tarawa. The ability to move people and cargo safely aboard ship and between the outer islands and the capital may create investment opportunities in tourism and improve the supply chain for coconut products and fisheries and craft products.

35. Beru has 3 primary schools, which experience almost equal enrolment of girls and boys. There is a junior secondary school in Nuka and a high school, operated by the Kiribati Protestant Church in Rongorongo. Enrolments dropped at the high school between 2008 and 2011. The island of Nonouti has 7 primary schools and 1 junior secondary school in Matang. There is a high school in Rotimwa also operated by the Kiribati Protestant Church, which also saw enrolment drop between 2008 and 2011. School enrolments are generally equal between girls and boys. The condition of classrooms, teacher living quarters and other school buildings is generally poor. Tabiteuea South has 4 primary schools, 1 junior secondary school, with enrolment slightly lower for girls at 45% and boy 54%, however there are more boys than girls on the island in 2011 at the time of these statistics. Student enrolment also dropped on Tabiteuea South between 2008 and 2011. With the largest population of the target islands, Abaiang has 10 primary schools, with an equal number of girls and boys enrolled. There are 3 junior secondary schools and 2 church operated high schools.

36. Beru has 1 health centre and 2 clinics. Nonouti has 1 health centre and 6 clinics. Tabiteuea South and 1 health Centre and 2 clinics. Abaiang has 8 clinics, 2 located on the islets. High rates of diarrhea and dysentery and fever are common to all islands as well as respiratory infection. Nonouti, however has lower rates of respiratory infection and a higher rate of night blindness, which is linked to a vitamin A deficiency.

37. The Island Council hierarchy is deeply respected on the target outer islands. Each village has a village counsellor who represents community concerns at a monthly meeting. There is also a village warden who does the leg work of delivering messages and information for the council. Where the population warrants, a village may have 2 counsellors and 2 wardens. On the island of Beru, in particular, custom holds strongly to tradition. The most powerful decision-making body on the island is the Merewen Beru, made up of 18 'unimane' or elders and a Chairman. The chairman attends council meetings, where his authority is respected and would not be openly challenged. On Tabiteuea South, the elders council is called the "Uean Nikai" and the unimane takes turns to attend the monthly Council meetings.

C. Gender

38. Key gender issues in Kiribati include women's limited role in leadership and decision-making outside of the home, fewer employment and economic development opportunities for women, and extremely high rates of GBV particularly, intimate partner violence and sexual harassment. Kiribati has one of the lowest number of women represented in national parliament in the world (6.5%) and only around 33% of women participate in the labor force compared to 53% of men. Women are more likely to be paid less than male counterparts. The vast majority of formal businesses are owned and controlled by men. GBV rates in Kiribati are more than twice the global average with 68% of ever married women aged 15–49 in Kiribati having been subject to GBV. In the outer islands women's mobility is also compromised due to poor infrastructure and geographic remoteness making it difficult to access education and health services.

39. A preliminary Gender Action Plan (GAP) has been developed, which aims to improve women's access to services and economic opportunities in the outer islands and promote safe employment and professional development opportunities for women working in transport sector. Gender action will also aim to build the institutional capacity within the stakeholder ministries on effective gender mainstreaming strategies and operationalise GoK commitments on gender-based violence (GBV) and safe workplaces.

40. The preliminary GAP presents a grievance redress mechanism, specifically for GBV concerns, that will link with the existing GoK SafeNet that will handle all GBV complaints in and around the project site. Complaints about perpetrators not linked to the project can also be handled by the GRM. Complaints can be made via existing complaints mechanisms in Kiribati national free call Help Line 191, face to face or via SMS to a number that will be set up by the OIIU. Complaints can be received by the project GRM Operator or SafeNet members operating in or around the project site. Complaints can be made by complainants, community members, leaders or colleagues.

41. The existing GOK SafeNet will also be used by the GRM Operator to refer and handle complaints. The project will seek to develop an MOU between the Ministry of Women, Youth and Sport (MWYSSA) and the project to ensure that all GBV complaints will be process through the GoK network and referral networks will be accessed for support and resolution.

D. Indigenous Peoples

42. The project does not trigger the ADB's Indigenous Peoples Policy and affected people do not meet the characteristics of WB OP 4.10 for the purposes of their respective IP policy application. Kiribati is characterized by homogenous nature of Kiribati population. The inhabitants of the four outer islands are part of mainstream I-Kiribati society and are not considered to have a distinct cultural heritage or a different language and are not discriminated upon by other local groups due to their language, skin color or education level etc. They will not require protection and special attention from the project.

E. RP preparation and implementation process

43. Further identification of APs, census and inventory of losses, and negotiation of entitlements to compensation will occur following detailed engineering design and prior to the initial civil works. There will be full consultation and disclosure of requirements for land. Once all landowners have been identified and consulted, and assets assessed, there will be a "cut off" date for eligibility for compensation and rehabilitation assistance. Landowners and users that have

documented claims to affected land, crops, trees, or structures at the cut-off date will be eligible for compensation. Others who stake a claim to land after the cut-off date, will not be eligible for any compensation or assistance.

44. A resettlement framework has been prepared to guide the RP preparation and implementation. The process is detailed below:

- **Baseline Socioeconomic Survey:** A socioeconomic survey of affected persons will be designed and implemented by OIIU with support from MISE or MITCCD on the 4 outer islands to further understand the social impacts of project activity. A survey of all APs will be conducted to gather information on (i) socioeconomic characteristics of the respondents and their families; age, level of education, sources of income, transportation access, land tenure, land holding, with information disaggregated by sex; (ii) nature of land acquisition requirements, i.e., temporary or permanent, the use of land and the tenure arrangement; (iii) the impacts of land acquisition i.e. if there are trees or fish pond that will be affected; and (iv) classification of vulnerable people, if any. This information, combined with census and inventory data, will be used by MELAD to design a compensation and entitlement form (CEF) form for each AP to serve as the record of ledger for APs and their entitlements.
- **Land Ownership Status Review:** MELAD will work with Island Councils to conduct a review of land records to determine the legal status of the land plots to be occupied by marine facilities. Rightful ownership of the land will be determined. Where land is already leased by GoK the review will ensure that lease payments are up-to-date and rectify any outstanding payments prior to project implementation. Where a new lease is required, MELAD will consult with landowners and, if the landowner is amenable, develop a long-term lease agreement. MELAD will conduct a detailed measurement survey (DMS) and develop lease agreements based on current GoK rates. If new lease agreements have not been finalised before project approval, MELAD will be asked to draw-up a Memorandum of Agreement with the landowners stating that both parties have agreed to enter into a lease and due process will be undertaken and completed prior to any civil works.
- **Census and Inventory of Losses:** A census of 100% of APs, including inventory of losses (IOL) will be undertaken by OIIU with support from MISE or MITCCD with assistance from MIA after detailed design. The IOL documents the value loss of land, trees, livelihoods, and assets. Annex 5 provides a sample IOL form. This information will provide a demographic overview of the site-specific landowners and will cover valuable assets and sources of livelihood and help determine the compensation entitlements that will be presented in the revised entitlement matrix. Once specific sites are fully determined, a list of APs including an inventory of losses will be formulated and budget prepared.
- **Land Surveys and Measurements:** Detailed measurements survey (DMS) will be conducted by MELAD with support from OIIU to arrive at a total acreage for calculation of the two proposed lease agreements. The DMS will be conducted after detailed design is agreed and prior to implementation of civil works. Boundaries will be marked by global positioning system (GPS) coordinates and survey's documented as part of the lease agreement and stored on MELADs digital land resources database.

- **Methods for Valuing Affected Assets:** Landowners will be compensated for lost income, though none is anticipated. Compensation for non-land assets is anticipated to be almost entirely coconut trees. MELAD maintains a list of government scheduled rates (refer to Annex 9) for compensation of coconut trees and other types of affected assets. The full replacement value (including transaction costs), plus additional compensation, such as top-up compensation (whether in cash or in kind) will be provided under the RP to meet the requirements of compensation at replacement value.
- Valuations will be conducted after the detailed design phase and information will be used to update the inventory of losses. This information will be captured in the updated RP and submitted for review and concurrence by ADB and WB. All compensation and assistance required under the approved RP together with initial lease payment, where applicable, must be fully disbursed prior to commencement of civil works. The OIIU safeguards specialists will collaborate with MELAD to ensure that compensation and assistance is consistent with the requirements detailed here.
- **Principles for determining replacement cost of acquired assets:** ADB SPS and WB resettlement policy require that valuation of assets and compensation paid for acquired land and other assets, be at full replacement cost. Full replacement cost is the cost of replacing an expropriated asset of the same or better quality in the current land and/or housing market. Full replacement includes the following elements:
 - a) **Fair market value:** Fair market value for land leases is determined by GoK and is consistent across all government leased lands. MELAD will need to provide evidence of payment against any existing or new lease agreements.
 - b) **Transaction costs:** These may include the legal and documentation expenses associated with updating land records to reflect leases, as well as the legal expenses associated with registering property titles. Transport costs may also be included. These costs will not be paid by the landowner, but by the project and are counted as part of the replacement cost.
 - c) **Transitional and restoration costs:** Transitional costs involve a short-term subsistence allowance to support the affected persons through a period of income loss due to a project. This cost may apply if the fishpond on Tabieuea South at Causeway 3 is drained, against the wishes of the landowner. Costs may go towards agricultural extension, training and other poverty reduction or capacity building programs. Restoration cost refers to necessary improvements to achieve the objective of enhancing or at least restoring, livelihoods, compared with pre-project levels.
 - d) **Depreciation** is not a factor in ADB and WB policy, and is not considered when valuing compensation for expropriated structures or assets. Compliance with ADB and WB policy is required. For losses that cannot easily be valued or compensated for in monetary terms, attempts are made to establish access to equivalent and culturally acceptable resources and earning opportunities.

IV. INFORMATION DISCLOSURE, CONSULTATION AND PARTICIPATION

45. **Project Stakeholders.** Primary stakeholders for the project are adjacent landowners and potentially affected persons and any other person who would have an immediate interest in the

project activity and likely be affected by the proposed project activity. This includes transportation users on the 4 outer islands. Other key stakeholders include: NGO's, CSOs, Island Councillors and Council staff and local officials from MELAD, MISE, MIA, MICTTD as well as civil servants tasked with supporting the preparation and implementation and monitoring of the project.

A. Stakeholder Consultation and Participation Mechanisms

46. **The first phase** of disclosure and consultation took place with relevant individuals and local councils in four outer islands between 12 August to 2 September 2019. The 3-person safeguards team consisted of an International Social Safeguards Specialist (ISS) and a representative from MIA and from MISE. The 3-person team spent 18 days on the outer islands and two working days in Tarawa meeting with key stakeholders.

47. The team met with the Island Council Mayor and Clerk at the start and completion of each island visit, as well as community elders, male and female community leaders and members and landowner families. In Tarawa the ISS met with the Director of the Marine Division, MICTTD, Director of Lands Division, MELAD and Coastal Engineer at MISE as well as design briefings with the Causeway and Maritime Engineers.

48. In total, the team conducted in-depth interviews with 59 respondents: 13 civil servants (8 men and 5 women), 33 landowners (24 m and 9 w) and 13 community leaders (6 m and 7 w). The team also gave a brief project disclosure announcement to 600+ community members during the Assumption of Mary festival on Nonouti. The list of respondents is presented as Annex 6 and the minutes of these meetings are attached as Annex 12. A summary of respondent concerns is presented as Table 6.

49. Interviews and discussions shared visual presentations of the preliminary design concepts for maritime facilities and causeways as well as the aims and objectives of the project. Respondents were asked to share information and their questions and concerns in regard to; (i) the proposed design concepts and their location; (ii) impact of infrastructure improvements; (iii) land use, land ownership and protected lands; (iv) local engagement in civil works; (v) information sharing mechanisms; (vi) grievance redress mechanism; and (vii) interisland transportation priorities and risks. The guide to consultation is attached as Annex 8.

50. **The second phase** of disclosure and consultation took the form of Public Consultation in the four outer islands from 4 to 19 November 2019. The team consists of the National Social Safeguards/Gender Specialist, National Environmental Safeguards Specialist and representatives from MISE, MELAD and MIA. The approach to Public Consultation was designed to share the project aims and objectives, project design concept, likely safeguards impacts, and affected persons rights in terms of grievance redress mechanism, access and entitlements based on the entitlement matrix, and to capture concerns or questions of stakeholders as well as to continue with land ownership status identification.

51. The second consultation was supported by visual aids and a project information booklet, which included the preliminary design concepts. Refer to Annex 10 for copies of the project information booklet. Meetings were held in village Maneabas and organised through the Island Councils, utilising the network of Village Wardens and Church leaders to advertise the consultation meetings. Meetings asked for community members to raise comments and concerns and these were documented by the facilitators. A total of 284 women and 311 men participated in the public consultation. A summary of stakeholder concerns from phase 2 is presented as Table

6b. Minutes from the public consultations are presented as Annex 13 and the breakdown of participants disaggregated by sex and village is presented as Annex 7.

52. Further Consultations with Affected People and Communities during Implementation. Further consultations with affected people including women and youth will take place during the detailed design/project implementation phase to be guided by the consultation plan below and the stakeholder engagement plan (refer to Annex 9). Consultations will also help to identify and/or confirm land ownership and assist contractors in identifying sites for borrow sites, temporary structures and parking of heavy machinery and equipment (arrangements for such temporary impacts during construction will be detailed in the ESMP).

Table 5: Consultation Plan

Issue	Target Audience	Means of Communication	Responsible	Timing
Free Prior and Informed Consultation. Presentation of information about the project, impacts and mitigation measures to confirm community support for the project.	Island Councils, village leaders, local communities, and their traditional leaders.	Consultation meetings. Presentation of plan/project/ activity, land requirements. Consensus building/ decision making.	OIIU, MISE, MITCCD.	During project design
Works schedule. Anticipated dust, noise and other works related impacts. Hazards and safety requirements. Workers accommodation arrangements and community relations. GRM	Island Councils, village leaders, local communities, and their traditional leaders.	Consultation meetings with Island Councils and communities. Public notice boards/ signs.	Contractors	Prior to commencement of works and during works as needed.
Contractor community relations and issues	Island Councils, village leaders and traditional leaders	Regular meetings throughout works period.	Contractor	Throughout works.
Disclosure of RP	Island Councils, village leaders, local communities, and their traditional leaders.	Consultation meetings to present RP/updated RP. Additional separate meetings with APs and their traditional leaders. Presentation of plan/project/ activity, Consensus building/ decision making.	OIIU, MISE, MITCCD	During RP preparation

Issue	Target Audience	Means of Communication	Responsible	Timing
		Public posting of updated PIB in Island Council notice boards and dissemination to traditional leaders and APs. Hard copy of approved RP provided to Island Councils for public access.		
	General public	Public disclosure on websites of ADB, WB and GoK websites (MFED, MISE, MITCCD)	ADB, WB, GOK (MFED, MISE, MITCCD)	Following approval of the RP
Compensation disbursement schedule	Affected households	Notices to individual households	OIIU, MELAD	Minimum 1 week prior to disbursement

53. **Disclosure of the RP.** Public meetings will be held in Village Maneabas on the four OIs to disclose details of the updated RPs or DDRs and any subsequent updates. These documents will be published on the websites of ADB and WB as well as those of the Government, including MFED, MISE and MITCCD. Hard copies of the safeguards documents will be distributed to the respective Island Councils. Salient aspects of the safeguards documents will be disclosed to all levels of stakeholders from the relevant national and local government agencies to those directly affected by the project through public meetings, radio broadcasts and the Project Information Booklet (PIB). At the project sites, local meetings for consultation and information dissemination as well as PIBs will be delivered in Gilbertese.

B. Results of Consultations with Affected Persons

54. Table 6 a summarises the key concerns raised by respondents during the Social Safeguards Mission 12 August–2 September 2019.

Table 6a: Summary of Key Stakeholder Concerns from Phase 1

Date/ Location/ Respondents	Key Concerns and Comments	Status/ Response
Abaiang, 13–14 August 2019	TOPICS FOR DISCUSSION; (i) proposed design concepts and their location; (ii) impact of infrastructure improvements; (iii) land use, land ownership and protected lands; (iv) local engagement in civil works; (v) information sharing mechanisms; (vi) grievance redress mechanism; (vii) interisland transportation priorities and risks.	
Abaiang Mayor, Ianetama Kaititake (male)	Apaiang Council had received delivery of a 2.4T landing craft the week of August 12th. Abaiang Mayor and Clerk were not yet clear on how the council would utilise the landing craft other than its mandate to ferry passengers and copra between the islets	Preliminary Design Concept was sent to Mayor by the ISS on 25 October 2019

Date/ Location/ Respondents	Key Concerns and Comments	Status/ Response
	<p>and Taburoa. The official hand-over of the vessel and the full strategy for its use had not yet been determined</p> <p>The Mayor was adamant that an improved channel was needed at Taburao to enable large ships to reach the jetty or a long jetty. Ships are no longer allowed to off-load passengers after 6pm for safety concerns. When ships arrive late from Tarawa they must sit off-shore all night. Most vessels can only access the shore at high tide.</p>	
<p>Abaiang Clerk, Arii Bwaneta (female); Taburao Landowner Teuota Ekeieta (f) Abaiang Women's Centre, Terieta (f)</p>	<p>Abaiang women have a women's centre on Council land that they can rent for short-term accommodation for income generation. There is a 30-member women's council with a 5-member Executive body, but they have not been active for the last year.</p> <p>Safety; at low tide people must walk a long way to access the boats. Most boats will only come and go at high tide and regularly wait offshore overnight. A disabled man tried to swim to shore at night and he died. They no longer allow the boats to offload at night.</p>	<p>Pontoon jetty proposed in preliminary design concept. Further assessment will be undertaken during detailed design.</p>
<p>Tebontibike Landowners, Borerei Tiaon (m) and Tikarerei Borerei (f)</p>	<p>The proposed site was in dispute between two landowner families.</p>	<p>Tebontibike is no longer in the scope.</p>
<p>Nonouti, 15–18 August 2019</p>		
<p>Nonouti Mayor, Rotie laokiri (m)</p>	<p>Mayor understands that the landing craft for Nonouti will be delivered in late 2019 or early 2020 and will be used to transport copra and students to and from the islets in the north.</p> <p>The Mayor is very much in favour of the boat slip as it will be useful for maintenance and to protect the landing craft during severe storms. Matang is the preferred passenger offload point for most vessels.</p> <p>Mayor raised a concern that culverts would make the erosion worse as currents would come from the ocean side.</p>	<p>Preliminary Design Concept was sent to Mayor by the ISS on 24 October 2019. Any further concerns will be addressed during succeeding consultations.</p>
<p>Landowner Teiniku Tauman (m)</p>	<p>If the causeway is temporarily closed it will affect students ability to get to school. There will be a shortage of foods and cargo to the islets and they could run out of supplies. Some cargos can be moved during low tides</p>	<p>Causeway closures will need to be planned in advance and arrangements made to billet or shuttle students north. (Current status: this has been raised with the technical team to ensure that temporary access arrangements or measures to mitigate impacts will be provided. Specific measures will be reflected in the ESMP)</p>

Date/ Location/ Respondents	Key Concerns and Comments	Status/ Response
Landowners, Tibwere Kaitu (m) and Tabirira Aritanan (f)	Tibwere and Tabirira represent 2 of 3 landowner families who lease land to the Council at the proposed maritime facility site at Matang. They are very much in favour of the boat ramp and shelter.	RP will confirm land status and payments
Landowner, Teaoka Abera (m)	There is a swampy area that blocks the road north of Tebuange Village and the north of the northernmost causeway. Can the project drain the swampy area on the road?	Public Consultation to confirm the scope of the project. Additional consultations will be undertaken during detailed design phase to finalize the scope.
Women's FGD; Aoniba Tekitau, Teretia Bureneita, Bei Teene Etekia, Teroata Teingira	<p>Mayor understands that the landing craft for Nonouti will be delivered in late 2019 or early 2020 and will be used to transport copra and students to and from the islets in the north.</p> <p>The Mayor is very much in favour of the boat slip as it will be useful for maintenance and to protect the landing craft during severe storms.</p> <p>Matang is the preferred passenger offload point for most vessels.</p> <p>Mayor raised a concern that culverts would make the erosion worse as currents would come from the ocean side.</p>	Outstanding – need a solution for the safety of all. Council landing craft made available is one possible solution. It will be ensured that there will be temporary access arrangement or effective traffic management if required.
Beru,		
Beru Mayor, Buretiu Timon (m)	<p>The road for the alternate route to avoid the southern Teteirio Causeway is in poor condition and takes 30 minutes to reach Nuka and consumes more fuel. During the rainy season the road gets very bad.</p> <p>The northern causeway is important as people use it to collect firewood, coconuts and cargo from the ships. However, the alternate route in the north, the road is in better condition as its hardly ever used.</p> <p>The Mayor has been in his role for four years and during that time the Council have not entered into any lease agreements</p>	<p>Causeway closures will need to be planned in advance and arrangements made to billet or transport students.</p> <p>(Current status: this has been raised with the technical team to ensure that temporary access arrangements or measures to mitigate impacts will be provided. Specific measures will be reflected in the ESMP)</p>
Merewen Beru Chairman, Tiimae Tauman (m)	<p>The land at the East/Nuka end of the Teteirio Causeway is newly formed from accretion. There was a Maneaba on this spot and a big dispute over the Maneaba saw it burned to the ground.</p> <p>The Southern and Northern Causeways get really swamped by waves during King Tides and heavy seas and is unusable</p>	Public Disclosure to share the scope of the project.
Air Kiribati Agent, Teruatu Takarua (m)	Teruatu has worked 19 years with Air Kiribati and states that even though the fares have gone up in price two years ago and again the start of this year, more and more people are opting to travel by plane rather than boat. There is 1 flight per week, and it is always full with passengers having to wait a week until the next flight. In 2020 the Dash 8 will start to land in Beru to	No action required

Date/ Location/ Respondents	Key Concerns and Comments	Status/ Response
	accommodate the high numbers of passengers. The Dash 8 holds 37 passengers. Many students travel by plane during the school holidays.	
MISE Mechaniscs, Meeti Tiaoti (m) and Tenanao Kaiea (m)	Meeti and Tenanao travelled to Beru on the LC Lennox bringing the heavy equipment that will be used to make the runway longer to receive the Dash 8. The LC Lennox is not a flat bottom ship, it has a hump on the bottom at the stern and needs a very high tide to get near the shore and then must wait for a low tide to unload the heavy machinery, which drives through the water and then is water-blasted and repaired from the damages of the salt water. The LC Lennox arrived to Beru on 20 August 2019 and was still waiting for safe passage to shore on 26 August 2019. A King tide was expected on the 30 August 2019. This waiting greatly increases the cost of shipping.	Public Disclosure to share the scope of the project
Beru Acting Clerk, Amiita Aberu (f)	Village Wardens can raise community concerns through the Council, and these will be minuted. But if it's a project concern it's better for the Councillors to raise it. The Special Constables are not police but they are trained by the police and paid by the Council to help keep the peace.	Utilize Council structure to implement the GRM
Landowner family; Tebiri Tebuke (m), Benetitto Tebiria (m), Nuea Raimon (f)	The shrubs on the north side of the road at the West/Teteirio end of the Southern Causeway are considered a waiting place for spirits and as such the shrubs are considered sacred and should not be disturbed.	Any works in this area must NOT disturb the shrubs. This is a spiritual site and must be respected as such. [Current status: all mitigating measures will be reflected in the ESMP]
Tabiteuea South, 26–30 August 2019		
Tab South Mayor, Tebamuri Teitia (m)	There is a Junior Secondary School at Buariki, Government Station and students come from all over the island daily. For students living north of Buariki it will be problematic if the causeway is closed. The Elders Council on Tab South are called the Uean Nikai and the Chairman is Tebao Tokia, who lives in Buariki. The Council will be responsible to share labour opportunities equally through the villages. The look for experts where needed or do a random pick.	Causeway closures will need to be planned in advance and arrangements made to billet or transport students north. Labour opportunities will need to be coordinated between the Council and MISE or Works Contractor.
Landowner family, Tereaua Tewaaki (f) and Teingoa Tewaaki (f)	No one wants to go north to Tewai Village because the water is brackish now because the sea level is rising and getting into the ground water. Since the culverts became	Tewai causeway is not in the scope of the project (which was further explained during public consultation November 2019).

Date/ Location/ Respondents	Key Concerns and Comments	Status/ Response
	blocked, the ocean water is coming onto shore at high tide here at the SE end.	
Landowner family, Namoori Tabunoieta (m) and Baraimo	Before the causeway this place didn't flood but now during high tides it here at the SW end.	Tewai causeway is not in the scope of the project
Landowner, Raurenti Tekaieta (m)	Tuuman Takabwebwe is the name on the lease, which is Raurenti great grandmother. The land was registered under the land commission. The Council pays land lease to others but not to this family. The Council owns the boat ramp but Raurenti built up the sea wall to stop erosion and would like to be compensated. Raurenti is already involved in a land dispute with the Council and he did not share that fact with us during the interview. Tab South Mayor says that the boat slip belongs to Raurenti.]	Need to determine if it's possible to resolve the dispute and come to an agreement for Council's use of the proposed site or the boat ramp site. (Refer to follow-up 2 nd phase consultations with the same family)
Landowner, Tetoki Kamarawa (m)	There was a full council meeting when the KOITIIP Engineers were here and they proposed to drain Tetoki's fishpond. There was not any previous consultation with him, and he was not happy with the Council decision to drain the pond as the fish provide food for his family. He would like to keep his pond.	If it is not possible to keep the pond, compensation must be negotiated with Tetoki. (Current status: affecting the ponds will be further investigated but unlikely to proceed with draining the ponds, especially if there will be objection from the communities. If to be pursued, then due diligence and compensation according to the ADB and WB safeguards policy will be complied)

55. Table 6 b summarizes key concerns and land status finding from the public consultation mission 4–19 November 2019.

Table 6b: Summary of Public Consultation Meetings from Phase 2

Date/ Location/ Respondents	Key Concerns and Comments	Status/ Response
Abaiang, 1–5 November 2019	TOPICS FOR DISCUSSION ; (i) proposed design concepts and their location; (ii) impact of infrastructure improvements; (iii) land use, land ownership and protected lands/draft RP; (iv) local engagement in civil works; (v) information sharing mechanisms; (vi) grievance redress mechanism; (vii) interisland transportation priorities and risks.	
Island Council Meeting	Land ownership Taburao – The land to be used by the project is owned by Taom Tiimi. Kakorua's land is on the other side of the road which will not be disturbed by the project. The vice Mayor Tiitiku K. is one of the descendants of Kakorua confirmed this.	Confirmed by the council
Councillors	A narrow passage was raised during the first visit by the engineers to allow small boat to reach the shore during low tide. This is not included in the scope. Is there a significant impact to our marine resources if reconsidered?	Pontoon jetty is included and impact of dredging to be confirmed

Date/ Location/ Respondents	Key Concerns and Comments	Status/ Response
Councillors, Taburao, Koinawa, Tebero, Tuarabu, Tanimaiaki villages	The past projects paid \$2 for aggregate (empty sack of rice), can the project apply the same?	MISE to raise this issue with Council
Tebero village	We do not have any technical ideas or skills and hence we rely much on the project's advice, future environmental impacts will be the government's responsibility.	Outcomes of environmental impact assessment and mitigation measures need to be shared with communities
Council and all the 5 villages (Koinawa, Evena, Tebero, Tuarabu and Tanimaiaki)	<p>Agree that all men and women have equal access to employment opportunities. But there are heavy works that the women may not be able to do and men cannot allow that so we will take the heavy load.</p> <p>Proposal of 30% as women is not a problem. Women in supervisory roles (qualified) is not a problem to men.</p> <p>To reduce the risk especially for women, the couple should decide before allowing the wife or husband before competing for any available work.</p>	GAP to encourage employment of women where feasible
Council and the 5 villages	<p>Grievance Redress mechanisms – Everyone agreed on the GRMs for general complaints while GBV through SafeNet.</p> <p>Sharing information through the Council and the villages is good. It does make us aware of the project as well as our ideas are heard.</p>	
Tuarabu village	We have our urgent and priority needs e.g. water, road etc. Travelling to and transporting our cargoes to and from Tarawa is not a problem.	
Women from the villages	Access to employment opportunities will increase our income and our standard of living. Those who cannot work in the project can do small trading activities e.g. selling food and drink etc.	
Some villages	Some of the anticipated risks are: pregnancy, jealousy, GBV etc.	
Tuarabu village	Benthic fauna especially "te nouo" (Strombus luhuanus) and "te bun" (Anadara holoserica) are abundant at the mud flat, and there is a concern the regular use of the jetty will affect them.	Outcomes of environmental impact assessment and mitigation measures need to be shared with communities
Tuarabu village	Question of the carrying capacity of the pontoon. Can the truck use the pontoon?	Detailed design to be shared with communities
Councillors	There are sites on Abaiang where aggregate mining is prohibited. These sites are managed by the Environment & Conservation Division of MELAD and the Island Council.	
Councillors	Aggregates needed for previous projects were sourced outside the prohibited areas, mostly from the beaches facing the ocean side of the island. For this project, aggregates will also be sourced from these locations.	

Date/ Location/ Respondents	Key Concerns and Comments	Status/ Response
Nonouti 7– 11 November 2019		
Land ownership – Teekea Teburae and Tabiria Tibwere	<p>Deregistration of Natanaera Tetakea and registration of Tokiaba Natanaera is 291/2 has been confirmed by the land court 22 October 2015. The council, in its meeting with the KOITIIP team dated 7 November 2019 confirmed this. The other landowner, Mr. Teekea Teburae's land starts at the corner of the old copra shed (north and lagoon side) while Tokiaba towards the Mautari. The name of the plot is Teamwaerere 291/2N for Teekea Teburae. The identified coconut tree to be cut falls under Teekea's land.</p> <p>The other landowners Nei Moa Moutu and Boata Katakua have their lands south of Tokiaba and will not be disturbed by the project.</p>	DMS to confirm plot numbers, within the council lease, involved in proposed maritime facility
Taboiaki village	Avoid night shift as this might encourage sexual harassment	
Council	Aggregates is sourced from anywhere at the beaches facing the ocean. But for the two northern causeways the aggregates will be extracted from the end of the last islet where there is no causeway.	
Council	Since the completion of the southern causeway, marine life in the lagoon has decreased and there is no more fish spawning run.	
Council	4th Causeway from the north is very low and request if this can be raised along with the adjacent lands so that the road and the causeway can be used during high tide.	Detailed design to be shared with communities
Council	Several years after the northern causeway was completed the lagoon water has find a way into the land flooding the adjacent low land north of the causeway during every high tide. Can the project assist to install erosion counter-measure structures at the lagoon side or raise the road?	Detailed design to be shared with communities
Tenanoraoi village	A traditional fish trap at the lagoon side of the southern causeway is completely inundated and is no longer visible. An old man kindly requested if several culverts are inserted so the previous marine life can be restored.	Detailed design to be shared with communities
Rotimwa village	Beside the erosion adjacent to the causeways, can the project also considers other eroded areas along the island?	Detailed design to be shared with communities
Temanoku village	Offloading for all cars/trucks arriving at Nonouti are done at Temanoku village. Why the project is not considering the upgrading of this site as well and has the Government arranged for a land lease with the landowner? Even if the ramp is constructed at Matang, that ramp will be of no use and	Detailed design to be shared with communities

Date/ Location/ Respondents	Key Concerns and Comments	Status/ Response
	would not improve the offloading condition of cars/trucks at all.	
Tab. South 12–16 November 2019		
Caretaker Moote Kaiea for Tuuman's land at Teobokia	<p>Site 3 is not part of the council lease. Council lease stops at the maneaba. Tuuman's daughter has no problem if the piece of land required for the shelter (KOITIIP).</p> <p>Moote Kaiea, caretaker for Tuuman's lands is in favour of the project and will cooperate to ensure the boundary determination and agreement is processed and developed.</p>	Council will process the boundary determination and agreement between the Landowner in land court first week of December 2019.
Council	Kindly request if the project can assist with planting of mangroves not only at the causeways but along the island	Detailed design to be shared with communities
Taungaeaka village	With regards to eroded and accreted areas, there are several areas adjacent to the causeway that are seriously eroded and other areas that have accreted high volume of sands. Besides having the project to build groynes and other structures as counter measures to erosion, can the project extract sand from the accreted areas to fill the eroded areas?	Detailed design to be shared with communities
Tewai village	A new road south of the 2nd North causeway near the lagoon has completed eroded away and a new one is now being used. Some landowners can block the road with pile of dead leaves and logs. Can the project assist to rebuild the old road?	Detailed design to be shared with communities
Tewai village	Previous contractors on previous projects have left behind three huge trucks. The trucks are corroded. Can the project consider to take all their wastes from the island?	Mitigating measures will be reflected in the ESMP and shared with the communities
Tewai village	The vessels are also using Tewai to offload cargoes and load copra. Can a ramp be built at Tewai offloading/loading area?	Tewai is not included in the project but detailed design to be shared with the communities
Beru, 16–19 November 2019		
Tebikeriki Beru	The council confirmed that ramp belongs to Marewen Beru. The land adjacent to the ramp is the LMS's. The land south of the KOIL belongs to Karekeman. This is not public land and require boundary determination between the Council and landowner.	Council to process boundary determination and lease agreement.
Nuka village (Protestant Church)	Contract between the employer and employee is developed and signed. They should be translated so we can understand the content of the contract.	
Council	Culverts are needed for the two causeways but request if the gate system can be considered as part for the culvert so that the farmed milk fish can be maintained in the enclosed lagoons.	Detailed design to be shared with communities
Taboiaki	People are happy that the marine fauna and flora of the enclosed lagoons will be restored	

Date/ Location/ Respondents	Key Concerns and Comments	Status/ Response
<p>Tabiang</p> <p>Nuka village (Catholic)</p> <p>Nuka village (Catholic)</p>	<p>to some extent when the culverts are inserted (if the causeway is to be improved). However, they also noted that the salinity level at areas along the shores of the two enclosed lagoons has improved quite a lot since the lagoons were closed compared to historic levels (stories from their old people). Likewise coconut trees are growing very well at the lagoon edges. They proposed that no culverts are to be inserted.</p> <p>Same issues and comments as above.</p> <p>As above but also concerned that the airport could be flooded if the culverts are inserted.</p> <p>It is claimed by the people that the closure of the two lagoons has contributed to (i) the lagoon depth has become shallower over the past years, (ii) the two end of the islands are eroded badly that (a) the salt that is usually form at the lake/bond (Nei n Taoro) located at the northern end of the island is no longer possible since seawater has intruded into the lake from the bottom, (b) the bokaboka lake (Nei ni Bokaboka) will soon (few years) be connected to the ocean water if action to stop the erosion at the site is not taken. Can the project assist to provide erosion counter-measures to these sites?</p>	<p>Outcomes of environmental assessments and resultant detailed design to be shared with communities</p> <p>Outcomes of environmental assessments and resultant detailed design to be shared with communities</p>

V. GRIEVANCE REDRESS MECHANISM

56. A mechanism to address grievances and complaints will be set up to provide support to APs on problems arising from land impacts and as a mean to resolve these issues. The Island Council, through the Village Councillors, will have primary responsibility to receive, record and respond to complaints and grievances raised by community members. In addition, the Civil Works Contractor and MISE as Works Contractor, will assign a member of staff to serve as Community Liaison Officer (CLO). Due to a lack of cellular network and landlines on most outer islands, the CLO will attend monthly meetings of the Village Council during project implementation, to ensure that they are informed of any complaints or grievances raised. Monthly Council Meeting minutes will document the complaint or grievance and track the response until a resolution is reached. Special meetings between the relevant Village Councillor(s) and the CLO may be called when an urgent response is required.

57. A system will be established for identifying if the concern raised is a) a request for information or b) a complaint or c) a grievance. Project Implementation Consultants, under the OIIU, will support the establishment of the GRM structure and system and diligently monitor its progress, revising the approach where necessary. Guidance will be provided to Village Councillors on the redress system so that they can assist community members to raise their concerns.

58. For minor complaints, such as noise or dust nuisance, the complaint will be communicated to the Works Contractor by the Village Councillor and a response provided to the complainant within 48 hours. If appropriate action is not taken, the complainant will be made aware of his/her right to raise the complaint to the Magistrate's Court.

59. For major issues, such as occupation of land without consent, damage to property, personal injury, etc., it may be necessary to call a special Council Meeting, with the CLO in attendance, to address the issue. An initial response should be provided to the complainant within 24 hours, with an aim to resolve the issue within seven days. If a satisfactory solution is not reached, the complainant may file the complaint or grievance with the Magistrate's Court, which involves a registration fee of \$3.00. This fee will be paid by MISE. If a lawyer is needed and the complainant cannot afford one, assistance will be provided by MISE to request a lawyer through the Office of the Attorney General. The Magistrates ruling will be binding on all parties.

60. A register of inquiries, complaints and grievances will be maintained by the Outer Island Implementation Unit National Safeguards Specialist working closely with the Island Council in recording dates, names of complainants, action taken, and persons involved. All concerns will be documented and shared on a monthly basis as an appendix to the regular monthly Council meeting minutes. The register will be available to the public and for monitoring purposes. Sex-disaggregated data will be prepared to identify the sex of complainants and the nature of their complaint.

VI. LEGAL AND POLICY FRAMEWORK

61. **Legal Instruments for Land Acquisition and Resettlement in Kiribati.** The policy and legal framework for the project is based on WB policy OP 4.12 on involuntary resettlement and ADB's safeguard requirements on involuntary resettlement as embedded in the SPS (2009), and the Constitution and the laws of Kiribati. Where differences exist between Kiribati law and ADB and WB requirements, the resettlement policy will be resolved in favor of ADB and WB safeguards requirements.

62. **Under the Kiribati constitution (1979)** all land in the Gilbert Islands belongs to the I-Kiribati people and may be leased for a period of up to 99 years. Government has leased land to establish Island Council offices and residences on the project islands, namely; Abaiang, Nonouti, Beru and Tabiteuea South. There are also lands that have been gifted to the Church on each island.

63. Lands are owned by families through customary means, usually inheritance. There are some situations in which title to land is transferred as a gift. There are also situations where land is 'swapped' or traded, though the owners may not register these titles the families understand and respect the arrangement. The various customs governing the acquisition of interests and rights to land are defined in the Gilbert and Phoenix Islands Lands Code (1956). The Code documents customs and practices as of 1956 and, despite changes to a market economy, these customs and practices continue to be highly relevant in Kiribati society today.

64. Kiribati land legislation states that land cannot be alienated by sale, gift, lease or otherwise to a person who is not a native. The Native Lands Ordinance (1956) in no way prohibits or restricts the alienation of native land to the Crown, Island Council, the Housing Corporation, a society registered under the Co-operative Societies Ordinance or the National Loans Board. The State can acquire any land, by agreement or compulsorily, for any public purpose.

65. The legal and policy framework for the acquisition of land, land access and user rights are defined in the following legislation:

- (i) Constitution of Kiribati
- (ii) Foreshore and Land Reclamation Act 2005 (rev 1977)
- (iii) State Acquisition of Lands Ordinance 1954 (rev 1979)

- (iv) Native Lands Ordinance 1956 (rev edition 1977)
- (v) Magistrate's Courts Ordinance 1977
- (vi) State Lands Act 2001
- (vii) The Land Registration Grievance Tribunal Act 2002
- (viii) Native Lands Amendment Act 2011
- (ix) Government Approved Compensation Rate for Trees, Crops and Buildings (2011 Cabinet minutes 45/11)

66. **The Constitution of Kiribati.** The Constitution of Kiribati declares that all natural resources of Kiribati are vested in the people and their Government. Chapter 2, Section 8; Protection from deprivation of property states that "no property of any description shall be compulsorily taken possession of, and no interest in or right over property of any description shall be compulsorily acquired, except where the following conditions are satisfied: (a) the taking of possession or acquisition is necessary or expedient in the interests of defence, public safety, public order, public morality, public health, town or country planning or the development or utilization of any property for a public purpose; (b) there is reasonable justification for the causing of hardship that may result to any person having an interest in or right over the property; and (c) provision is made by a law applicable to that taking of possession or acquisition (i) for the payment of adequate compensation within a reasonable time; and (ii) securing to any person having an interest in or right over the property a right of access to the High Court, whether direct or on appeal from any other authority, for determination of his interest or right and the amount of any compensation to which he is entitled, and for the purpose of obtaining that compensation".

67. **Foreshore and Land Reclamation Act 2005 (rev 1977).** This legislation seeks to strengthen the customary rights over the foreshore and Section 4 emphasises the right of landowners to be compensated for the gravel or sand removed from their land, except in the case of construction of causeways and land-places. Foreshore is defined as the shore of the sea or of channels that is alternately covered and uncovered by the sea at the highest and lowest tides. Section 3 declares ownership of the foreshore and sea-bed as vested with the State. The ordinance provides for 'reclamation of land' for construction of causeways, wharves, landing-places and other structures.

68. The Foreshore and Land Reclamation Act gives the Minister authority to authorise the reclamation of land and sets out the safeguards processes for objections. However, Section 5 states that "nothing in section 4 (safeguards) shall apply to the construction of causeways and of landing-places by, or on behalf of, the Government or by local government councils. Section 7 sets out limitations of claims and states "any person whose private right may have been extinguished by the construction of a causeway or landing-place may within three months of the completion of such causeway or landing-place, submit a claim for compensation, in respect of the extinguishment of that right, to the public body responsible for the construction of the causeway or landing-place".

69. **State Acquisition of Lands Ordinance 1954 (rev 1979).** Section 5 empowers the Minister to acquire "...on behalf of the Republic, any lands required for any public purpose, paying such consideration or compensation as may be agreed upon or determined under the provisions of this Ordinance. Acquisition of land under subsection (1) of this section includes: (a) the acquisition of the freehold; (b) the surrender of a lease, sublease, or licence; and (c) the acquisition for a term of years as the Minister may think proper. Definitions of 'public purpose' include (i) obtaining of control over land contiguous to a port; (ii) the purposes connected with the

construction, maintenance or improvement of a highway; and (iii) and other purpose declared to be a public purpose.

70. In determining the amount of compensation to be awarded for land acquired under this Ordinance; (a) the High Court shall take into consideration; (i) the market value of the land at the date of the notice of intention to take such land; and (ii) the damage sustained by the person interested by reason of the taking of any standing crops or trees which may be on the land at the time of taking possession thereof; and (iii) the damage, if any, sustained by the person interested, at the time of taking possession of the land, by reason of severing such land from his other land; and (iv) the damage, if any, sustained by the person interested, at the time of taking possession of the land, by reason of the acquisition injuriously affecting his other property, movable or immovable, in any other manner, or his earnings; (v) if, in consequence of the acquisition of the land, the person interested is compelled to change his residence or place of business, the reasonable expenses, if any, incidental to such change.

71. **Native Lands Ordinance Cap 61 (1956).** Part VI of the Native Lands Ordinance provides for leases. It defines 'native land' as land owned by any aboriginal inhabitant or their descendant. The ordinance reaffirms the inalienability of native land to a person who is not a native, but grants exemptions for alienation of land to the State for public purposes (Section 5(2)). The Native Lands Ordinance states that "no lease or sub-lease shall be granted for a longer period than 99 years".

72. With regard to compensation, the Native Lands Ordinance states "Whenever it appears that any trees, crops or other growth or any fence or other property will require to be removed, damaged or destroyed, a surveyor shall first assess the amount of compensation to be paid and shall give to the owner thereof notice in writing of that amount".

73. The Native Lands Ordinance covers transfer of lease and sub-letting (the lessee will not sub-let the land comprised in the lease or sub-lease without the consent of the lessor), but it does not cover changes to the purpose or usage of the leased land. It can be assumed that where an Island Council has leased land for Council purposes, they are free to establish a maritime facility on that land.

74. **Magistrate's Courts Ordinance 1977** gives the Magistrate's Court the power to hear and adjudicate in all cases concerning land matters in accordance with the provisions of the Lands Code, and where the Lands Code is not applicable, in accordance with customary law. Land matters concerning land boundaries, transfers, registration of native lands and any disputes concerning the possession and utilization of native land are dealt with by the Magistrate's Court.

75. **The State Lands Act 2001** empowers the State, as the owner of land, to make land available for development purposes including for the permanent settlement of citizens and their families. The State is equally empowered to reverse the transfer of land back to the State, or to another party.

76. **The Land Registration Grievance Tribunal Act 2002.** The Tribunal was established to hear outstanding complaints by direct descendants of persons who were by mistake or fraud deleted from or denied entry on a land registry in the Gilbert Group. For some time, citizens have complained that in the period 1940–1980 persons who should have been registered with an interest in land were overlooked. The descendants of these persons, who might have inherited the interest in land have complained that this injustice should be looked into. The Tribunal does not have the independent power to make awards to a successful griever without written consent,

(S.4(3)). Instead, it is for the Government to consider what should be done in the circumstances of each case. The Act recognizes the legal concepts of grievance in the functions of the Tribunal.

77. **Native Lands Amendment Act 2011** amends Section 4 of the Native Lands Ordinance to address the concerns of I-Kiribati who feel they have lost their lands as a result of fraud committed by those who are currently registered over the disputed lands or by their predecessors. The amendment seeks to give aggrieved people the opportunity to challenge those titles in Lands Court.

78. **Government Approved Compensation Rate for Trees, Crops and Buildings** is attached as Annex 8 and sets out the current compensation rates for all trees, crops and building structures approved by Cabinet. These 2011 rates will apply in settings where coconut tree(s) need to be removed. No other trees of values were sighted at any of the proposed sites. The compensation rates provide three different values for coconut trees; AUD \$80 for fruit bearing, \$40 for non-fruit bearing with trunk and \$2 for non-fruit bearing without trunk top, however, local norms suggest that all coconut trees (copra being the main source of income on OIs) be compensated at the rate of \$80.

Current Practices in Resettlement and Land Acquisition for Government Purposes in Kiribati

79. Government of Kiribati has acquired land on the outer islands for the establishment of Island Council offices and residences, health facilities and schools, airports and roads. Safeguards due diligence processes have sighted Island Council leases dated from the 1970' and 1980's with terms back-dated as far back as 1959 and for a period of 99 years. On some islands, landowners agreed to share the wealth of the Island Council lease income and divided up the land into narrow plots, some as small as 0.085 of an acre. Initially the Island Councils were responsible for direct payment of rent to landowners, however the Ministry of Lands and Agricultural Development (MELAD) assumed the responsibility of rent payments around 2014/15. Rent payments are made on a quarterly basis at a current rate of AUD 1400.00 per acre.

80. Island Council lease agreements stipulate that any damage to land, trees plants or other fixtures will be compensated at the termination of the lease, through agreement between the landowner and the tenant. However, in most cases the usufruct has been retained by the landowners, in which case the trees and plants are excluded from this condition. In the case where the Island Council, as tenant, wish to remove a tree or plant, law requires that they compensate the landowner at the Government approved rate.

Comparison of Land Acquisition and Resettlement in Kiribati and ADBs SPS 2009 and WB Op.4.12

81. The policy and legal framework for land acquisition is based on WB policy OP 4.12 on involuntary resettlement and ADB's safeguard requirements on involuntary resettlement as embedded in the SPS (2009), and the Constitution and the laws of Kiribati. Where differences exist between Kiribati law and ADB and WB requirements, the resettlement policy will be resolved in favor of ADB and WB safeguards requirements. Table 7 provides a comparison between ADB and WB policy requirements and applicable laws of Kiribati.

Table 7: Comparison of ADB and WB Policy Requirements and Applicable Laws of Kiribati

Kiribati's Land Acquisition Policy	ADB SPS and WB Op.4.12 Requirements	Gaps and Consistencies between GOK and ADB & WB policies
<p>The Constitution of Kiribati generally guarantees against deprivation of property without adequate compensation.</p> <p>In situations where property is compulsorily taken possession of or an interest or right over property is compulsorily acquired, compensation must be paid within a reasonable time.</p> <p>The Native Lands Ordinance 1956 makes clear that native land cannot be alienated to a non-native, and the Non-Native Lands Ordinance 1974 restricts the alienation of non-native land except to the State.</p> <p>The State Acquisition of Lands Ordinance 1954 empowers the Minister to acquire land compulsorily on behalf of the Republic, or with the agreement of landowners, any land which is required for the construction, maintenance or improvement of any road designated as a highway (S.10(1)). The Ordinance prohibits the Minister from acquiring land on either side of a public highway, except by agreement with landowners.</p>	<p>ADB; Screen the project early to avoid Involuntary resettlement wherever possible.</p> <p>WB; Involuntary resettlement should be avoided where feasible, or minimized, exploring all viable alternative project designs.</p>	<p>Both the Constitution and the State Acquisition of Lands Act 1954 safeguards against the deprivation of property without compensation.</p> <p>There are no explicit provisions preventing involuntary resettlement but the restrictions on the alienation of native lands to non-natives, and the mechanism for reacquiring non- native lands by the State potentially provide for the State the opportunity to intervene in these situations to prevent involuntary resettlement.</p> <p>Kiribati's policy is therefore consistent with ADB and WB policies. The provision for prior agreement of landowners is important in this regard.</p>
<p>The Constitution and State Acquisition of Lands Ordinance guarantee compensation for land, crops and other assets vital to livelihoods that are damaged.</p> <p>The 1954 Ordinance also provides for prior notice to all affected people of no less than 6 months to give up possession of such lands, unless the Minister considers it urgently required.</p> <p>In the conduct of preliminary investigation preceding the acquisition of any land for public purpose, agents of the Minister are authorized to enter the land, take measurements, soil samples, etc., to ascertain if land under consideration is 'adapted for such purpose but shall not enter into any building or upon any enclosed land attached to a dwelling house (except with the consent of the</p>	<p>ADB; Where population displacement is unavoidable, it should be minimized by providing viable livelihood options.</p> <p>WB; Where it is not feasible to avoid resettlement, resettlement activities should be conceived and executed as sustainable development programs, providing sufficient investment resources to enable the persons displaced by the project to share in project benefits. Displaced persons should be meaningfully consulted and should have opportunities to participate in planning and implementing resettlement programs.</p>	<p>The requirement for prior notice and the duration of no less than 6 months is clearly intended for affected people to relocate in a prepared and orderly manner, with compensation. Likewise, the restraints on the Minister's agents from entering homes without prior notice during preliminary investigations are to minimize disturbance and adverse impacts.</p> <p>There is no explicit statement requiring the provision of viable livelihood options, but the intent of the legislation to minimize hardship on affected people is clear. In this regard, Kiribati and ADB and WB policies are partly consistent and there is a need for GOK to put in place additional measures to ensure full compliance.</p>

Kiribati's Land Acquisition Policy	ADB SPS and WB Op.4.12 Requirements	Gaps and Consistencies between GOK and ADB & WB policies
occupier thereof) without previously giving such occupier at least seven days' notice of the Minister's intention to do so.		
<p>The State Acquisition of Lands Ordinance 1954 (S.5) empowers the Minister to acquire lands for any public purpose, "...paying such consideration or compensation as may be agreed upon or determined under the provisions of this Ordinance."</p> <p>S. 16 (a) lists all matters to be considered in determining compensation which covers the market value of land at the date of notice of intention to take such land.</p> <p>S.17 also provides for compensation to affected people for loss of rents and profits.</p>	<p>ADB; Enhance, or at least restore, the livelihoods of all DPs in real terms relative to pre-project levels. All compensation is based on the principle of replacement cost.</p> <p>WB; Displaced persons should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.</p>	<p>The Ordinance is consistent on the principle of replacement cost based on market value. The Ordinance is also cognizant of the secondary impacts of any land acquisition on the affected persons' livelihood and source of income, which is an important aspect of both WB and ADB policy.</p>
	<p>ADB; Improve the standards of living the affected poor and other vulnerable groups. This covers both economic and physical displacement.</p> <p>WB; Displaced persons should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.</p>	<p>The government has no written policy consistent with or equivalent to that of ADB and WB. ADB SPS 2009 and WB Op.4.12 will be enforced. In the event of displacement, vulnerable DPs will be provided with support to ensure that living standards are restored or where possible improved from pre-project levels.</p>
<p>State Acquisition of Lands Ordinance 1954 provides for prior notification of no less than 6 months during which time, the affected people may seek compensation or otherwise lodge a complaint with the High Court should there be disagreements over the amount of compensation or disputes over evidence supporting the claim.</p> <p>Foreshore and Land Reclamation Act 2005 (S.4) Notification of proposed reclamation shall be published in 2 successive issues of a GoK publication, broadcast on 2 successive days over the radio and posted at each police station on the island where the land is to be reclaimed. (S.7.) states "any</p>	<p>ADB; Carry out meaningful consultations with participation of APs. Inform all APs of their entitlements and resettlement options.</p> <p>ADB; Resettlement information is to be disclosed to APs at key points, and specific opportunities provided for them to participate in planning and implementation options.</p> <p>Pay particular attention to the needs of vulnerable groups.</p> <p>WB; Displaced persons should be meaningfully consulted and should have opportunities to participate in planning and</p>	<p>Close consultation regarding compensation is implied in the Acquisition of Lands Ordinance as part of the process of reaching agreement or otherwise, in which case the matter is referred to the High Court for resolution.</p> <p>The Foreshore and Land Reclamation Act sets out the process for information sharing and compensation.</p> <p>While less explicit, GoK policy is consistent with that of ADB and WB. The difference is that GoK puts the onus on the affected people to seek compensation, while ADB and WB policies ensure that the project is</p>

Kiribati's Land Acquisition Policy	ADB SPS and WB Op.4.12 Requirements	Gaps and Consistencies between GOK and ADB & WB policies
<p>person whose private right may have been extinguished by the construction of a causeway or landing-place may within 3 months of the completion of such causeway or landing-place, submit a claim for compensation in respect of the extinguishment to the public body responsible for the construction of the causeway or landing-place".</p>	<p>implementing resettlement programs.</p> <p>WB; Displaced persons are (i) informed about their options and rights pertaining to resettlement; (ii) consulted, offered choices and provided with technically and economically feasible resettlement alternatives.</p>	<p>proactive in paying due compensation to people.</p>
<p>S.13 of the State Acquisition of Lands Ordinance 1954 – Dispute as to compensation and title to be settled by High Court.</p> <p>S.8 of the Foreshore and Land Reclamation Act states claims of less than \$3000 will be settled at the Magistrates Court and in other cases at the High Court.</p>	<p>ADB; Grievance redress mechanisms for APs are to be established. Where adversely affected people are particularly vulnerable groups, resettlement planning decisions will be preceded by a social preparation phase to enhance their participation in negotiation, planning, and implementation.</p> <p>WB; Appropriate and accessible grievance mechanisms are established for displaced persons and their communities.</p>	<p>The 1954 Ordinance and Foreshore and Land Reclamation Act 2005 clearly establish the mechanism for resolving disputes and grievances. But there is no explicit provision for safeguarding the interests of affected people that are particularly vulnerable.</p> <p>GoK needs to put in place specific strategies for ensuring the timely redress of all grievances as part of the project design, as well as provisions for safeguarding the interests of affected people who are particularly vulnerable.</p>
<p>Under S.28 of the Native Land Ordinance 1956, the Gilbert and Phoenix Islands Lands Code was declared to be the code of laws governing native land rights from 1 March 1963 in each of the 18 populated islands of Kiribati. The Code, codifying custom, describes the system of native land tenure and regulates the distribution or transfer of native lands, fishponds and fish traps to the owner's spouse and children (legitimate, illegitimate and adopted). The Code also regulates gifts of land for nursing a landowner who is incapacitated by illness; gifts for wet nursing babies (that is where a child is cared for and raised by persons other than the child's natural parents) and gifts of land by a husband to his wife or a wife to her husband during marriage. Customs pertaining to land have changed and cognizant of this, the Minister (under S.8 of the Native Lands Ordinance) is obliged to lay before Parliament at its next meeting, any of the orders made incorporating the changes.</p>	<p>ADB; Affected people are to be assisted to integrate economically and socially into host communities so that adverse impacts on the host communities are minimized and social harmony is promoted.</p> <p>WB; Patterns of community organization appropriate to the new circumstances are based on choices made by the displaced persons. To the extent possible, the existing social and cultural institutions of resettlers and any host communities are preserved and resettlers' preferences with respect to relocating in pre-existing communities and groups are honored.</p>	<p>The Land Code is consistent with ADB and WB policies.</p>
<p>Kiribati has no ethnic minorities. In the State Lands Act 2001, the</p>	<p>ADB; Indigenous groups, ethnic minorities, pastoralists, people</p>	<p>For leased State-owned land, affected people permitted to</p>

Kiribati's Land Acquisition Policy	ADB SPS and WB Op.4.12 Requirements	Gaps and Consistencies between GOK and ADB & WB policies
<p>transfer of rights to land via leases distinguishes between natives and non-natives. Unlawful occupation of native lands is an offense under S.35 of the Native Lands Ordinance. The unlawful occupant may be ordered by the Court to pay to the proprietor compensation for the period of the unlawful occupation (S.35 (2)).</p> <p>In terms of State-owned lands, the Minister under S.13 may allow a third party with close family connections to the lessee to occupy the land or part of it. This family member or owner may receive financial compensation, at the sole discretion of the Minister, up to no more than the current value of improvements on the plot, when the plot is transferred and registered under a new owner (S.16).</p>	<p>who claim for such land without formal legal rights, and others, who may have usufruct or customary rights to affected land or other resources, often have no legal title to their lands. The absence of a formal legal title to land is not a bar to ADB policy entitlements.</p> <p>WB; DPs may be those who do not have formal legal rights to land but have a claim to such land or assets--provided that such claims are recognized under GoK laws or become recognized through a process identified in the resettlement plan.</p>	<p>occupy land under S.13 of the State Lands Act 2001 are entitled to compensation for any improvements on the land. For native lands, occupants without title have no such rights.</p> <p>There is inconsistency between ADB/WB policy and those of the Government of Kiribati with respect to occupants without titles on native lands.</p> <p>To comply with ADB and WB Policy, the GoK will ensure that affected people who have legitimate claims to crops, trees and/or land are compensated regardless of whether or not they have formal legal title</p>
<p>All lands (native, state-owned) are registered in the register of native lands (S.2 Native Lands Ordinance) and State-owned lands respectively (S.4 (1) State Lands Act 2001). The Leases Register and Sub-Leases Register are also maintained for native lands (S.2 Native Lands Ordinance).</p>	<p>The APs are to be identified and recorded as early as possible in order to establish their eligibility through a population record or census that serves as an eligibility cut-off date, preferably at the project identification stage, to prevent a subsequent influx of encroachers or others who wish to take advantage of such benefits.</p> <p>WB; Upon identification of the need for involuntary resettlement in a project, the borrower carries out a census to identify the persons who will be affected by the project</p>	<p>Existing registers allow for the early identification of affected people and facilitate the establishment of their eligibility. There are also unsurveyed plots with titles unconfirmed, which need boundary surveys before inventory of assets and census of affected people can be finalized.</p> <p>GoK policies and ADB and WB requirements are consistent.</p>
<p>Under S.28 of the Native Land Ordinance 1956, the Gilbert and Phoenix Islands Lands Code was declared to be the code of laws governing native land rights from 1 March 1963 in each of the 18 populated islands of Kiribati. The Code, codifying custom, describes the system of native land tenure and regulates the distribution or transfer of native lands, fishponds and fish traps to the owners spouse and children (legitimate, illegitimate and adopted).</p> <p>The Code also regulates gifts of land for nursing a landowner who is incapacitated by illness; gifts for</p>	<p>ADB; Particular attention must be paid to the needs of the poorest APs, and vulnerable groups that may be at high risks of impoverishment. This may include those without legal title to the land or other assets, household headed by female, the elderly or disabled and other vulnerable groups, particularly indigenous peoples.</p> <p>WB; particular attention is paid to the needs of vulnerable groups among those displaced, especially those below the poverty line, the landless, the elderly, women and children, indigenous peoples,15</p>	<p>The Gilbert and Phoenix's Land Code under the Native Land Ordinance 1956 provides for vulnerable groups including women, children, and the elderly. It is consistent with ADB and WB policies.</p>

Kiribati's Land Acquisition Policy	ADB SPS and WB Op.4.12 Requirements	Gaps and Consistencies between GOK and ADB & WB policies
<p>wet nursing babies (that is where a child is cared for and raised by persons other than the child's natural parents), and gifts of land by a husband to his wife or a wife to her husband during marriage. Customs pertaining to land have changed and cognizant of this, the Minister (under S.8 of the Native Lands Ordinance) is obliged to lay before Parliament at its next meeting, any of the orders made incorporating the changes.</p>	<p>ethnic minorities, or other displaced persons who may not be protected through national land compensation legislation.</p>	
<p>Kiribati legislation (State Acquisition of Lands Ordinance) provides for compensation of land based on market value at the date of notification of intent to take such land. Government lease rates for Government leased lands are determined at market rates and reviewed every three years, the most recent in 2009.</p> <p>Compensation for crops is similarly valued and the last update for Government Approved Compensation Rates for Trees, Crops and Building Structures was passed by Cabinet in 2011.</p>	<p>ADB; The full resettlement costs are to be included in the presentation of project costs and benefits. This includes cost of compensation, relocation and rehabilitation, social preparation and livelihood programs as well as the incremental benefits over without project situation (which are included in the presentation of project costs and benefits). The budget also includes cost for planning, management, supervision, monitoring and evaluation, land taxes, land fees, and physical and price contingencies. Where loans include subprojects, components or investments prepared only after project approval and loans through financial intermediaries that are likely to cause involuntary resettlement, sufficient contingency allowance must be allocated for resettlement prior to approval of the loan. Similarly, resettlement plans should also reflect the timeframe for resettlement planning and implementation.</p> <p>WB; provided prompt and effective compensation at full replacement cost for losses of assets attributable directly to the project.</p>	<p>Kiribati policy for calculation of compensation for land, crops and other assets is based on current market value, i.e., consistent with the ADB replacement value policy. The existing legislation is silent with regards to social preparation and livelihoods programs as part of compensation and resettlement assistance. On the other hand, recent practice wherein Government lending institutions provide preferential terms for housing loans for people affected by Government projects point to compliance in practice with ADB and WB policy.</p> <p>GoK updated its schedule of rates for valuing crops and trees to reflect current market value for compensating calculations, in 2011 as part of the Kiribati Road Improvement Project. In 2020 the Compensation Rate for Trees, Crops and Building Structures will be well overdue for review. The project will ensure the appraisal of compensation rates to ensure that compensation is at replacement cost.</p>
	<p>ADB; Conceive and execute involuntary resettlement as part of a development project. Include the full costs of resettlement in the presentation of project cost.</p> <p>WB; The borrower is responsible for preparing, implementing, and monitoring a resettlement plan, a resettlement policy framework, that conform to the policy.</p>	<p>The Government of Kiribati has budgetary provisions for lease payments on existing lands leased by the State for public purposes.</p> <p>For all compensation arising out of the project, the Government will be requested to include eligible costs of compensation, relocation and rehabilitation in the ADB and WB loan financing for the project.</p>

Strategies for Bridging Gaps between the GoK and ADB and WB Policies

82. In bridging gaps between the GoK and the ADB and WB policies on land acquisition, the following principles and policies will govern the project, with due consideration for the customs and traditions of local communities:

- (i) Acquisition of freehold native lands will be minimized and resettlement of people avoided. The preferred mode of securing access to lands will be through negotiated long-term lease;
- (ii) Where population displacement is unavoidable, it will be minimized by providing viable livelihood options;
- (iii) Any and all outstanding rent payments will be paid against leases held by Island Councils, at sites proposed for marine facilities, prior to the commencement of project implementation;
- (iv) All APs will be systematically informed and consulted on the acquisition and compensation of affected land, other affected assets, the rights and options available to them on the proposed mitigating measures, and to the extent possible, APs will be involved in the decisions to avoid any delay in RP implementation;
- (v) In the consultation process, MISE will include leaders of AP communities, and will encourage and facilitate the participation of women, the elderly and vulnerable people. Local NGOs and CSOs will also be invited to participate;
- (vi) The customs and traditions as well as the religious practices and observances of the local communities will be respected, and historical or cultural landmarks, spiritual sites and reservation areas will be preserved and protected;
- (vii) Updated land rates, as provided by MELAD, will be used to calculate compensation and replacement values. MELAD will review and update compensation rates as needed for trees, crops and structures to ensure compensation at replacement cost;
- (viii) Compensation rates for physical assets, i.e., houses, buildings, and other structures, and non-physical assets like lost income from productive assets or jobs will be calculated at replacement cost in the project area at the time of compensation;
- (ix) Lack of formal legal rights to land will not deprive APs from receiving compensation and other entitlements for lost assets on the affected land. The census of APs will be appropriately designed to ensure APs without title to land are clearly identified;
- (x) Particular attention will be given to socially and economically vulnerable groups like female-headed households, children, the landless, elderly people without support structures and people living in extreme hardships during the resettlement plan implementation process;
- (xi) The titleholders will be involved in decision making related to land acquisition and resettlement and they will be assisted by the IA to mitigate the adverse impacts of resettlement;
- (xii) The full cost of land acquisition and resettlement must be incorporated into MFED budget planning and approved by the Council of Ministers with a clear and agreed implementation period;
- (xiii) Appropriate internal reporting (including auditing and redress functions), monitoring and evaluation mechanisms will be established by the IA as part of the resettlement management system;

- (xiv) Land acquisition, compensation, resettlement and rehabilitation activities will be satisfactorily completed and the project areas cleared of all obstructions before civil works begin;
- (xv) Affected populations that stand to lose only part of their physical assets will not be left with a proportion that will be inadequate to sustain their current standard and convenience of living, such a minimum size being identified and agreed upon during the resettlement planning process;
- (xvi) Community facilities and infrastructure damaged due to the project will be restored or repaired, as the case may be, at no cost to the community;
- (xvii) APs whose land or assets are temporarily taken by the works under the project will be fully compensated for their net loss of income, damaged assets, crops and trees, as the case may be. The contractor will negotiate with landowners for fair and documented compensation for temporary use of lands. The contractor will also ensure that all temporarily acquired land and structures are returned in their pre-project state; and
- (xviii) Where local communities or individuals elect to make voluntary contributions of affected land without compensation, or in accordance with traditional practices, this will be acceptable only if the following safeguards are in place:
 - a) full consultation with landowners and any non-titled affected people on site selection;
 - b) voluntary donations should not severely affect the living standards of affected people;
 - c) any voluntary donation will be confirmed through written record and verified by an independent third party such as a nongovernment organization (NGO) or legal authority;
 - d) adequate grievance redress mechanism should be in place.

83. Methods for Valuing Affected Assets. Affected assets may include; (i) native land without title; fallow or garden land, fishponds (ii) native land with title; fallow or garden land, fishponds (iii) trees or other non-land assets (iv) structures of any kind, fences or boundary markers of any kind (v) Cultural or religious or sacred sites (vi) public land.

84. The project will follow MELAD standard processes for valuation of assets. Preparation of initial valuations will use the GoK Compensation Rates for Trees, Crops and Building Structures (refer annex 8). If the government does not cover the full replacement value at current market rate, project assistance provides for top-up payments to cover the full replacement value. The Native Land Codes gives legal recognition to ownership of fishponds and MELAD will be required to determine compensation for any fishponds that may be affected by implementation of a subproject.

85. Owners and land users will be compensated for lost income, fruit trees, and other losses during construction also at the time of final measurement and at rates set by MELAD, provided that it is based on existing market prices. If the government policy does not cover the full replacement value (including transaction costs), project assistance provides for top-up payments to cover the full replacement value. Under GoK provisions, 100% of the replacement cost is paid at the same time as the initial payment for land lease.

86. Valuations will be conducted after the detailed design phase and information will be used to update the inventory of losses. This information will be captured in a revised RP and approved

by ADB and WB prior to commencement of civil works. Where there is a lack of human resource capacity within MELAD to meet all social safeguards requirements, assistance from project safeguards consultants may be required.

87. **Methods for determining replacement costs of acquired assets.** ADB SPS and WB resettlement policy require that valuation of assets and compensation paid for acquired land, housing, and other assets, be at full replacement cost. Full replacement cost is the cost of replacing an expropriated asset of the same or better quality in the current land and/or housing market. Full replacement includes the following elements:

88. **Fair market value.** Fair market value for land leases on the OIs is determined by GoK and is consistent across all government leased lands. MELAD will need to provide evidence of payment against any existing or new lease agreements under the subprojects.

89. **Transaction costs.** These may include the legal and documentation expenses associated with updating land records to reflect leases, as well as the legal expenses associated with registering property titles. Transport costs may also be included. These costs will not be paid by the displaced person, but by the project and are counted as part of the replacement cost.

90. **Transitional and restoration costs.** Transitional cost involve a short-term subsistence allowance to support the displaced persons through a period of income loss due to a project. It may also include agricultural extension, training and other poverty reduction or capacity building programs. Restoration cost refers to necessary improvements on land or to housing to achieve the objectives of enhancing or at least restoring, livelihoods, compared with pre-project levels.

91. Depreciation is not a factor in ADB and WB policy, and is not considered when valuing compensation for expropriated structures or assets. Compliance with ADB and WB policy is required. For losses that cannot easily be valued or compensated for in monetary terms, attempts are made to establish access to equivalent and culturally acceptable resources and earning opportunities.

VII. ENTITLEMENTS, ASSISTANCE AND BENEFITS

92. **Avoiding or minimizing land acquisition.** In order to minimize land acquisition and resettlement impacts, the preliminary design has sought to utilize government leased land or public land where possible. Where public and government leased land is not available, the project proposes to enter into negotiation with native landowners for the long-term lease of land that is not inhabited by homes, business or settlement of any kind. Long-term lease approach will not disadvantage the affected persons and will actually enhance their livelihoods as leases provide a steady and reliable source of income. Where non-land assets are affected, these will Entitlements for APs are based on the types and levels of losses. The defined entitlements have been detailed in the Entitlements Matrix. The overall objective of the compensation and entitlement policy for the project is to ensure that all APs are able to maintain and, preferably, improve their pre-project living standards and income earning capacity through compensation for the loss of physical and non-physical assets and, as required, other assistance and rehabilitation measures.

93. Final identification of APs and affected assets, and entitlements to compensation and/or livelihood restoration assistance, will occur following detailed engineering design, and prior to the start of civil works. There will be full consultation and disclosure of requirements for land. Once the community has been consulted, and an inventory of losses documented, there will be a “cut off” date for eligibility for compensation and rehabilitation assistance. Landowners and users that

have documented claims to affected land, crops, trees, or structures at the cut-off date will be eligible for compensation. The GoK offers timeframes for claims through the Foreshore and Land Reclamation Act of 2005, with specific reference to causeways and landing-places. The Land Reclamation Act provides that persons affected by the construction of a causeway or landing-place may, within three months of the completion of such causeway or landing-place, submit a claim for compensation to the public body responsible for the construction of the causeway or landing-place. Information regarding this cut-off date will be documented and disseminated throughout the project islands.

94. **Number of Affected person and Level of Physical and Economic Displacement.** The number of affected persons and their affected assets will be finalized when the detailed measurement surveys (DMS) are completed. The project will need to negotiate long-term lease agreements in two locations: Beru for a passenger shelter and Tabiteuea South for a boat ramp and shelter. On Tabiteuea South the landowner family has been identified and initial consultations have been carried out. The landowner family on Tab South is amenable to enter into a lease agreement with the council. The land is custom, private land and the family is comprised of 3 households with 23 family members. There are approximately 5 coconuts on the proposed lease site that would need to be compensated. Copra is the primary source of income for 2 of the 3 households within this landowner family group. The landowner for the proposed site on Beru is deceased and the living landowner family members have not yet been identified and appear to have left Beru. Once the living landowners are identified, a socioeconomic survey can be carried out.

95. **Criteria and Entitlement for Affected/Displaced Persons.** The following categories of persons might be affected by land acquisition based on assessment of the project components;

- (i) Persons with a legal title, or with a legitimate claim as native landowner but without registered title, who's land is in part or in total affected (temporarily or in the long-term) by the project.
- (ii) Owners of structures/fences, crops, trees or other non-land assets whose assets are in part or totally affected (temporarily or permanently) by the project.
- (iii) People whose business, income or livelihood is affected (temporarily or permanently) by the project.
- (iv) People, particularly vulnerable groups, whose access to school or health services is affected (temporarily or permanently) by the project.

96. **Negotiated lease of native land.** Two private native land sites have been identified for maritime facilities and will require long-term lease agreements. The proposed sites are not inhabited by homes, business or settlement of any kind. MELAD and the Island Councils will conduct meaningful consultation and negotiation with the landowners of these sites and seek to enter into a voluntary lease agreement. Proposed sites are not immutable. If negotiation with landowners fail, the project will not move to compulsory acquisition of land, rather the project will seek to identify alternative site(s). The negotiated lease of native land should be voluntary and without any coercion. The process will follow adequate safeguards including: (i) consultation with local communities on the project and options to avoid or minimize impacts; (ii) applicable national laws and regulations will be followed; (iii) landowners or any other people will not experience major adverse impacts e.g. the land should be free of any private residential structures or major sources of livelihood; (iv) APs will receive compensation for land if purchased or any loss/damages to non-land assets; (v) a written memorandum of agreement (MOA) will be signed with representatives of landowner family if a formal lease agreement cannot be signed prior to project approval; (vi) third party verification of the MOA and the process of negotiated land lease; and (vii) civil works will not commence prior to finalizing the lease agreement(s) and payment of

compensation. The procedures to be undertaken by the GoK for negotiation on Tabiteuea South at Buariki and on Beru at Tebikeriki.

Table 8: Steps for Land Lease Process

Steps	Activity	Responsible Agency
1	Identification of Landowners at the proposed sites to be leased	Island Council and MELAD
3	Conduct boundary survey, detailed measurement survey and valuation for all the portion of land to be leased including all affected assets	MELAD and MISE with support from project's safeguards.
4	Information disclosure on the outcome of the survey/detailed assessment and inventory of losses and undertake further assessment/ resolve outstanding issues as required.	Island Council & MIA and MELAD, MISE and MICCTD
5	Prepare cabinet submission for the proposed long-term lease for the project	MISE/MICCTD and MELAD
6	Facilitate the signing of the lease agreement by the landowners following the cabinet approval.	Island Council, MELAD and MICCTD and MISE
7	Signing of lease agreement by Minister of Lands and verification from third party	MELAD
8	Release of the first rental payment to the landowners.	MELAD and Island Council

97. Land Surveys and Measurements will be conducted by MELAD following the detailed design with support from project safeguards consultant. Detailed measurements survey will be conducted by MELAD to arrive at a total acreage for calculation of lease payment. Boundaries will be marked by global positioning system (GPS) coordinates and survey's documented as part of the lease agreement and stored on MELADs digital land resources database.

98. **Compensation for removal or damages to fishponds, trees, crops and structures.** Cultivation of crops is not widely practiced on the target outer islands, and no crops were sighted anywhere near the proposed maritime sites or causeways. However, in the case of removal of crops, to the extent possible, APs will be encouraged to harvest the crops before clearance of any land, and in this case, no compensation will need to be paid. Loss of trees, fishponds, structures or other unanticipated impacts will be compensated at full replacement cost.

99. If there will be permanent impacts on livelihood and source of income will be compensated through livelihood restoration program that will be acceptable to the affected persons.

100. **Compensation for temporary use of land areas.** for batching, borrow and contractor facility sites, may also require compensation and this will be negotiated between the Works Contractor and Landowner, with support from MELAD and the Island Councils. Owners and land users will be compensated for land use during construction at rates set by MELAD, provided that it is based on existing market prices. If the government policy does not cover the full replacement value (including transaction costs), project assistance provides for top-up payments to cover the full replacement value.

101. **Fences and animal shelters.** Loss of these assets will be compensated for at full replacement cost (per meter) for similar fencing, planting, or building materials.

102. **Structures.** APs will be provided with compensation at replacement cost to cover this activity, and they may also be eligible for an allowance due to disruption of their businesses. A thatched toilet structure may need to be removed from within the Island Council police boundary

in Causeway 5 in Tabiteuea South. As this is State land, no compensation will be required but replacement toilet will be provided.

103. Additional land requirements are not expected to affect any residential structures or other permanent buildings. Nonetheless, if such structures are affected, they too will be compensated at full replacement cost for the materials and labor. In addition, these APs are entitled to a moving allowance to relocate their possessions.

104. **Graves.** Graves and sacred sites are expected to be avoided by the project design. Where there is potential for graves to be removed and with the full prior agreement of the affected household, graves may be considered for removal. Compensation will be paid for all associated costs for affected graves to be relocated in a better site to the satisfaction of the affected household. First phase social impact assessment has identified a sacred site adjacent to the southern causeway on Beru. Works Contractors will ensure that these sacred sites will not be disturbed by ensuring proper measures are in place in agreement with the communities. The measures will be dealt with in the ESMP.

105. **Payment of compensation.** MISE will ensure that all procedures are followed properly, funds are disbursed in a fair and transparent manner, and that payment is made prior to the start of civil works.

106. **Other allowances.** The project will support APs to restore their living conditions and standards in the most efficient, effective manner possible, and will provide allowances and assistance to achieve this. Other allowances and entitlements may be added to the entitlement matrix as needed, especially in the case of unanticipated impacts to ensure that the policy objectives set out in this RF are achieved.

107. **Construction-related impacts.** Temporary use of land areas for batching, borrow and contractor facility sites, may also require compensation and this will be negotiated between the Works Contractor and the Landowner or land user, with support from MELAD and the Island Councils, to ensure a fair and transparent process. The full extent of such construction-related requirements will not be fully known until the hydrographic survey and DMS is completed and batching, borrow and contractor facility sites are identified. Arrangements and any required compensation or payments for such temporary impacts during construction will be covered in the ESMP.

108. **Vulnerable Aps.** The project will assist the following vulnerable households: (i) APs with monthly income of less than AUD64.36 (Kiribati Basic Needs Poverty Line, which includes an allowance for essential non-food expenditure is estimated at AUD16.09 per capital adult equivalent); (ii) AP household heads whose age is 65 or older; (iii) female-headed household heads; and (iv) household heads who are physically and/or mentally incapacitated (disabled). Female-headed households, in particular widows, face particular disadvantages. Initial social impact assessment encountered female headed households, where the widow was originally from another island, but continued to live on the outer island of her deceased husband, long after his death. It is particularly difficult for these women to claim rights to their husband's lands. The project must ensure that their livelihoods, resources, and indeed, lives are not jeopardized or put at further risk through project activities.

109. **Timing and Coordination of Land Acquisition Activities with Civil Works.** If payment of compensation is delayed, compensation rates will be updated regularly based on inflation rates to ensure that APs receive compensation at full replacement cost at the time of compensation

payment. Changes to government compensation schedule amounts will be verified and approved by the office of the Valuer General. All land acquisition activities will be coordinated with the civil works schedule. Civil works contractors will not be issued a notice of possession of the site until (i) compensation and relocation of APs have been satisfactorily completed; (ii) agreed rehabilitation assistance is in place; and, (iii) the site is free of all encumbrances. A Compensation Completion Report will be submitted to ADB and WB confirming satisfactory completion of these requirements.

Table 9. Entitlement Matrix

Type of Losses	Entitled Person	Entitlement	Responsibility
Loss of homestead land, agricultural land or vacant plot – through negotiated long-term lease.	Landowner; title holder or non-titled landowner	Lease payment based on the revised rate in 2020 or latest standard rate at the time of the commencement of the lease. Payment by MELAD on annual basis disbursed through the Island Council . Documentation of lease agreement to reflect land use rights transferred to GoK for the period of the lease, without cost to the landowner.	MELAD and relevant Island Council
Loss of livelihood	Landowner; title holder or non-titled landowner, business owners, tenants, leaseholders	Cash compensation for temporary loss of income until the income loss is restored. Cash compensation and provision of suitable livelihood restoration program for permanent loss of income.	Ministry of Finance, MELAD and relevant Island Council
Loss of crops/gardens and trees, including fruit and timber trees of economic value.	Landowner; title holder or non-titled landowner	Provision of 60 days' notice to harvest standing seasonal crops. If harvest is not possible, cash compensation for crops (or share of crops) equivalent to full replacement cost. Cash compensation for perennial crops and fruit bearing trees based on annual net product market value multiplied by average number of years for a seedling to reach maturity. Cash compensation equivalent to prevailing market price of timber for non-fruit trees.	MELAD and relevant Island Council
Impacts on vulnerable affected persons.	All vulnerable affected persons	Vulnerable households will receive (i) land-for-land where possible (ii) priority for any employment in construction and maintenance works and (ii) additional cash allowances for loss of land, or non-land assets	Amounts to be determined by MELAD following DMS and socio-economic assessments.
Temporary use of homestead land, agricultural land or vacant plot – utilized by the project for	Landowner; title holder or non-	Specific entitlements and mitigation measures will be dealt	Civil Works Contractor with support from

Type of Losses	Entitled Person	Entitlement	Responsibility
batching plant, borrow site, construction camps, etc. and temporary loss of physical access to land structure and right of way.	titled landowner or tenant.	with under the ESMP as guided by ADB and WB safeguards policy.	MELAD on applicable rates.
Disturbance to Spiritual Site	APs, landowners, concerned persons	Disturbance of spiritual sites will be avoided. Spiritual sites will be identified in advance in consultation with local communities and demarcated by the contractor. The ESMP an CESMP will define procedures to avoid disturbance of these sites.	Civil works contractors with assistance from the Island Council.
Unanticipated loss, impact asset loss, or livelihood impacts.	Unanticipated involuntary impacts shall be documented and mitigated based on the RF's policy principles and ADBs safeguards policy requirements.		

RELOCATION OF HOUSING AND SETTLEMENTS

110. The project will not require the relocation of any housing or settlements.

VIII. BUDGET AND FINANCING

111. MFED, as executing agency, will be responsible for obtaining financing for all costs related to implementation of the resettlement plan. This includes the cost of new long-term leases, compensation and entitlements for impacts caused by the project, compensation for loss of trees and other non-land assets and relevant administrative costs. GoK fiscal year corresponds to the calendar year. Financial planning for the fiscal year starts in October of the previous year and costs for implementation of the RP should be included in the annual financial planning process.

112. Detailed measurement surveys (DMS) will need to be conducted by MELAD, with support from the technical team and project's safeguards consultant, to determine the cost of new lease agreements Beru and Tabiteuea. This will be based on the new standard rate to be released in 2020 for the outer islands or the latest standard rate at the time of the start of the lease. MELAD will also provide the valuations for loss of income from coconut and other affected trees.

113. GoK will need to plan for the cost of public consultations, before and during project implementation as well as costs for implementation of the grievance redress mechanism and monitoring of the resettlement plan.

114. **Delivering Entitlements.** Annual payment of land leases will be carried out by MELAD, with verification signatures collected by the Island Council for island-based landowners.

115. The delivery of other entitlements, for example; payments for temporarily occupied lands, disturbed sites, alternative access, etc., will be negotiated and paid by MISE (as Works Contractor) and the Works Contractor, under the supervision of the Island Councils. Payments will be processed as works progress and before working crews and machinery vacate a location.

116. The identification of APs will need to be verified by the Island Councils and a record of all payments will be kept by the Island Council, MISE and the Works Contractor. Cash payment records will form part of the Island Council monthly meeting minutes and will be sent to MIA along with the minutes.

IX. INSTITUTIONAL ARRANGEMENTS

117. **Institutional Responsibilities.** The Ministry of Finance and Economic Development (MFED) is the Executing Agency for the project. The MICTTD will be the implementing agency for maritime components and the MISE will be the implementing agency for land transport components. Each of these agencies will be responsible for contributions to the monitoring and implementation of safeguards. Kiribati Fiduciary Services Unit (KFSU) will be responsible for financial management and overall coordination. The KFSU is under the oversight of the MFED.

118. **The Outer Island Implementation Unit (OIU).** The Outer Island Implementation Unit (OIU), housed under, MFED will be established to support the MICTTD and MISE in managing the project. The OIU project management functions include ensuring that safeguards activities are monitored and reported against. The safeguards staff will include national environmental and social safeguards specialists and an international safeguards specialist full time for six years.

119. **MISE** will be responsible for (i) Working with MIA and MICTTD and MELAD to coordinate public consultations; (ii) Conducting baseline surveys, census and inventory of losses; (iii) ensuring land ownership status review is carried out and payments are processed in a timely manner for lease agreements and payment of non-land assets; (iv) working with MELAD to finalise the location of maritime facilities and develop new lease agreements where needed; and (v) compile and submit monitoring reports on implementation of the RP during project preparation, project implementation and at the end of the project.

120. It is planned that MISE will implement the physical works for all causeways and tow of the island access infrastructure activities on Nonouti and Tabiteuea South. An International Contractor is expected to undertake the maritime facilities on Abaiang and Beru. All works will be under the supervision of an Engineering Consulting Firm. Where MISE implements civil works, the Ministry of Internal Affairs (MIA) will play a significant role in supporting Island Councils for implementation of the grievance redress mechanism.

121. **MICTTD** will be responsible for implementation of the hydrographic surveys and installation of AtoN beacons. Where AtoN beacons are to be installed on land, there may need to be compensation paid to landowners. MICTTD will be responsible for (i) Working with MIA and MISE and MELAD to coordinate public consultations; (ii) Conducting baseline surveys, census and inventory of losses, if required for on-land AtoN sites; and (iii) ensuring land ownership status review is carried out and all compensation payments are processed in a timely manner, if required for on-land AtoN sites; and (iv) contributing to due diligence reports and RP updates.

122. **MELAD** will be responsible for; (i) implementing the land ownership status review; (ii) conducting, or possibly supporting the implementation of detailed measurement surveys of maritime facility sites; (iii) develop new lease agreements where required and assess total acreage calculation for compensation payments; and (iv) making payments against lease agreements.

123. **MIA** will be responsible for (i) providing support to MISE for baseline socioeconomic surveys, census and inventory of losses and (ii) providing support and supervision to Island Councils to implement the grievance redress mechanism and public consultations

124. **MFED** will ensure that budget is provided to support the implementation of safeguards.

125. **Project implementation support consultants** will work under the direction of MISE, MICCTD and MFED to further develop and implement and report on safeguards. Project Implementation Consultants will support the preparation of safeguards action plans as well as support the establishment of the GRM system and monitor its progress, revising the approach where necessary. Consultants will provide guidance to Village Councillors on the GRM and safeguards policies so that Councillors can assist community members to raise their concerns and seek redress.

X. IMPLEMENTATION SCHEDULE

126. MFED as the executing agency is responsible for the overall project. MISE and MICCTD will be responsible for the daily project implementation including the monitoring of RP activity. The RP will need to be updated after detailed design which will be the basis of DMS and census and inventory of losses. Construction on private native lands will not commence prior to the payment of compensation for the lease of land and other affected assets. Any unanticipated issues will be dealt with according to the laws of the Kiribati and WB OP 4.12 and ADB Safeguards Policy Statement (2009). Table 10 below proposes a tentative schedule for implementation of the key activities under the resettlement plan.

Table 10: Tentative Schedule for Monitoring and Implementation of the RP

Steps	Activity	Responsibility	Indicative Timeline
1	<i>Improvement of Ships to Shore Transfer</i>		
1.1	Identification of installation and replacement of AtoNs following conduct of hydrographic survey	Consulting firm	Q1 2021-Q1 2022
1.2	Consultations with relevant stakeholders and communities	Island Council, International Safeguards Consultant (individual) with support from OIIU safeguards staff	Q1 2021-Q1 2022
1.3	Preparation of safeguards due diligence report for all the identified sites for AtoN and submit to ADB and WB for clearance. Preparation of a stand-alone updated RP (building on and updating the draft RP) in the event of any resettlement impacts (not anticipated at this stage) for submission to ADB and WB	OIIU safeguards staff supported by international safeguards consultant (individual) Submission to ADB and WB by MICCTD	Q1 2022
1.4	Disclosure of the draft safeguards document to the affected persons and relevant stakeholders	MICCTD, Island Council	Q1 2022
1.5	ADB and WB no-objection on the draft safeguards document	ADB and WB	Q2 2022
1.6	Provision of compensation to affected persons if required and submission of compensation completion report to ADB and WB for no-objection	MELAD, Island Council and MICCTD with support from the OIIU safeguards staff	Q2 2021

Steps	Activity	Responsibility	Indicative Timeline
1.7	Commencement of civil works for the commencement of AtoN installation and replacement	Consulting firm	Q1 2023-Q4 2024
2	Rehabilitation of Island Access Infrastructure -Maritime facilities for Abaiang and Beru		
2.1	Detailed design for the maritime facilities in Abaiang and Beru	Design-build contractor	Q1 2023
2.2.	Consultations with relevant stakeholders including affected persons regarding the findings of the detailed design	Island Council, OIIU safeguards staff supported by international safeguards consultant (individual)	Q1 2023
2.3	Boundary survey, detailed measurement survey, census and inventory of losses based on the detailed design	MELAD and Island Council with International Safeguards Consultant (individual) and OIIU safeguards staff	March 2023
2.4	Preparation of a stand-alone updated RP (building on and updating the draft RP) for these components for submission to ADB and WB	OIIU safeguards staff supported by international safeguards consultant (individual)	April 2023
2.5	Disclosure of the final updated RP to the affected persons and relevant stakeholders	MICCTD. Island Council with support from OIIU safeguards staff	
2.6	ADB and WB clearance on the updated RP	ADB and WB	May 2023
2.7	Preparation of the lease agreement for the maritime facilities in Beru and any additional sites if necessary	MELAD and MICCTD; Islands Council	March–May 2023
2.8	Completion of all the signatures required for the lease agreement and disbursement of the first payment to the affected persons	MELAD and MICCTD; Island Council	June 2023
2.9	Submission of the Compensation Completion Report for ADB and WB clearance prior to civil works	MICCTD; Island Council	
2.10	Commencement of civil works	Design and build contractor	Q3 2023
3.	Rehabilitation of Island Access Infrastructure - Maritime infrastructure facilities in Nonouti and Tab-South		
3.1.	Detailed design for the maritime facilities in Abaiang and Beru	MISE with support from mentoring firm	Q4 2021- Q3 2022
3.2	Consultations with relevant stakeholders including affected persons regarding the findings of the detailed design	Island Council, OIIU safeguards staff supported by international safeguards consultant (individual)	Q4 2021-Q3 2022
3.3	Boundary survey, detailed measurement survey, census and inventory of losses based on the detailed design	MELAD and Island Council with support from International Safeguards Consultant (individual) and OIIU safeguards staff	Q1-2022
3.4	Preparation of a stand-alone updated RP (building on and updating the draft RP) for these components for submission to ADB and WB	OIIU safeguards staff supported by international safeguards consultant (individual)	April 2022
3.5	Disclosure of the final updated RP to the affected persons and relevant stakeholders	MISE and Island Council with support from OIIU safeguards staff	April 2022
3.6	ADB and WB clearance on the updated RP	ADB and WB	May 2022
3.7	Preparation of the lease agreement for the maritime facilities in Tab-South and any additional sites if necessary	MELAD and MISE	April 2022- June 2022
3.8	Completion of all the signatures required for the lease payment and disbursement of the first payment to the affected persons	MELAD and MISE; Island Council	July 2022
3.9	Submission of the Compensation Completion Report to ADB and WB for no-objection prior to civil works	MISE	August 2022
3.10	Commencement of civil works	MISE	Q4 2022
4	Rehabilitation of causeways in Beru, Nonouti, and Tab-South		

Steps	Activity	Responsibility	Indicative Timeline
4.1	Detailed design for causeways in Beru, Nonuiti and Tab-South	MISE with support from mentoring firm	Q1 2021-Q4 2021
4.2	Undertake consultations with relevant stakeholders including affected persons, if any, regarding the findings of the detailed design	MISE, Island Council with support from International Safeguards Specialist (individual) and OIIU safeguards	Q1 2021-Q4 2021
4.3	Undertake boundary survey, detailed measurement survey, census and inventory of losses based on the detailed design (unlikely to be required)	MELAD, Island Council with support from International Safeguards Specialist (individual) and OIIU safeguards	Q2- 2021
4.4	Prepare a stand-alone updated RP (building on and updating the draft RP) for these components for submission to ADB and WB	International safeguards consultant (individual) with support from OIIU safeguards staff	Q3 2021
4.5	Disclosure of the final updated RP to the affected persons and relevant stakeholders	Island Council and MISE with support from the OIIU safeguards staff	Q3 2021
4.6	ADB and WB clearance on the updated RP	ADB and WB	Q3 2021
4.7	Provision of compensation to affected persons if required and submission of compensation completion report to ADB and WB for no-objection prior to civil works	MELAD, Island Council and MISE	Q3 2021
4.8	Commencement of Civil Works	MISE	Q1 2022
5	Construction Phase		
5.1	RP monitoring visits and consultations to outer islands	OIIU safeguards staff; MISE, MICTTD	Start of civil works until completion
5.2	Submit semi-annual RP monitoring reports to ADB and WB	MISE and MICCTD	From project approval until completion

XI. MONITORING AND REPORTING

127. The project anticipates minor impacts associated with affected non-land assets such as crops and trees. Long-term lease agreement will be negotiated for non-government sites. Therefore, it is assumed that internal monitoring will be sufficient. Should land acquisition and resettlement impacts become significant, external expertise would be utilised to verify the monitoring information. MISE will recruit external expertise in consultation with ADB and WB and submit external monitoring reports to ADB and WB.

128. MISE and MICCTD will be responsible for the preparation of semi-annual safeguards monitoring reports and submission to ADB and WB and concerned GoK agencies. OIIU safeguards staff will assist in preparing the reports. Monitoring will be carried out with assistance from MIA and OIIU. Reports will include a list of all APs, their entitlements and the status of delivery of cash compensation.

129. **Internal monitoring** will include checks against the following:

- (i) staffing – adequacy, resources, and competence;
- (ii) land acquisition - lease agreement and payment process;
- (iii) delivery of AP entitlements – CEFs showing name and sex of APs, date, amount of compensation received and signatures
- (iv) public consultation – record of consultations;
- (v) response of severely affected households, if any, to resettlement and compensation packages;
- (vi) reestablishment of income levels; and

- (vii) grievance redress mechanism – record of inquiry, complaints and grievances and the response

130. **External Monitoring**, if required, will be carried out by an independent agency or individual consultant, an NGO or an academic institution. It is highly recommended that monitors be sourced locally. Budget for external monitoring will be met by MFED. The external monitor would be tasked to verify that compensation and voluntary land acquisition had been implemented following the procedures set out in the RF. The external monitor would also review the grievance redress mechanisms to ensure that concerns raised by APs are acceptably addressed.

**Annex 1: Lease Agreement and Other Proof of Landownership
(Available Upon Request)**

Annex 5: Inventory of Losses Form

[illegible]

Annex 6: List of Phase 1 Consultation Respondents

Tarawa, 12 August and 2 September 2019

1. Capt Ruoi kabuti Tion, Director of Marine Division, MICTTD
2. Ruatu Titaake, CEO Port Authority
3. Reei Tioti, Director Lands Division, MELAD

Abaiang, 13–14 August, 2019

4. Abaiang Council Mayor, Ianetama Kaititake
5. Abaiang Council Clerk, Arii Bwaneta,
6. Taburao Landowner, Teuota Ekeieta
7. Abaiang Women's Centre, Terieta
8. Tebontibike Landowners, Borerei Tiaon and Tikarerei Borerei

Nonouti, 15–18 August 2019

9. Nonouti Council Mayor, Rotie Iaokiri
10. Nonouti Clerk Katua Teita
11. Landowners, Teaoka Abera and Teiniku Tauman
12. Landowners, Tibwere Kaitu and Tabirira Aritanan
13. Elliot Ali, former Secretary for MIA
14. Landowner, Rooe Atanati
15. Landowner, Natua Atiana
16. Tamanoku Magistrate, Katua Tabunga
17. FGD; Tooma Betero, Abinoa Takaua, Teeko Bwabwaua
18. FGD; Tawaana Touti, Timon Timirau, Teananag Kaeia
19. Women's FGD; Aniba Tekitau, Teretia Bureneita, Bei Teene Etekia, Teroata Teingira
20. Disclosure announcement, 600+ people at Taboiaki Maneaba

Beru, 19–25 August 2019

21. Beru Council Mayor, Buretiu Timon
22. Beru Acting Clerk, Amiita Aberu
23. MISE Mechaniscs, Meeti Tiaoti and Tenanao Kaiea
24. Merewen Beru Chairman, Tiimae Tauman
25. FGD; Temaewa Keebwa, Teunnang Tebiria and Tireke Terere
26. Landowner, Teitao Tabwi
27. Elder, Temone Tianure
28. Air Kiribati Agent, Teruatu Takarua
29. Landowner family; Tebiri Tebuke, Benetitto Tebiria, Nuea Raimon
30. Landowner, Kaburara Teakin

Tabiteuea South, 26–30 August 2019

31. Tab South Council Mayor, Tebamuri Teitia
32. Tab South Assistant Clerk, Temaabu Tauror
33. Tab South Clerk, Teiti Mitemi
34. Landowner, Taboua Bukuke
35. Landowner family, Tereaua Tewaaki and Teingoa Tewaaki
36. Landowner family, Namoori Tabunoietia and Baraimo Abetenoko
37. Landowner, Raurenti Tekaiia
38. Tewai Village Counsellor, Atai Nawere
39. Takuu community leader, Teorae Kabure
40. Landowner, Rurunuti Rabangaki

41. Tewai Elder, Taatoa Tabonga
42. Landowner, Katiboua Natanaera
43. Landowner, Tetoki Kamarawa
44. Landowners, Teitengaun Tebwana, Mboou Tooma

Annex 7: List of Phase 2 Consultation Participants

ISLAND	MANEABA	DATE of PC	NO. OF WOMEN	NO. OF MEN
Nonouti				
Temotu village	Temotu maneaba	7 Nov. 2019	16	10
Nanoraoi	Nanoraoi KUC maneaba	7 Nov. 2019	8	3
Makauro	Maurin Terikirake	7 Nov. 2019	4	3
Teuabu village	KPC maneaba	8 Nov. 2019	6	7
Benuaroa village	Benuaroa maneaba	8 Nov. 2019	10	6
Temanoku	Terieri n Atanikarawa III	8 Nov. 2019	9	16
Rotima village	Catholic Maneaba	8 Nov. 2019	7	11
Autukia village	Catholic maneaba	8 Nov. 2019	5	6
Matang village	Matang maneaba	9 Nov. 2019	13	10
Total			78	72
Beru				
Tabiang village	Tabiang maneaba	17 Nov. 2019	12	26
Eriko village	Eriko maneaba	17 Nov. 2019	6	11
Teteirio village	KUC Maneaba	18 Nov. 2019	9	8
Taboiaki	Taboiaki Maneaba	18 Nov. 2019	8	14
Nuuka village	KPC Maneaba	18 Nov. 2019	8	15
Rongorongo Highram Bingham High School	Rongorongo maneaba	18 Nov. 2019	23	14
Total			66	88
Tab South				
Taku village	Taku maneaba	14 Nov. 2019	10	8
Katabanga village	Catholic maneaba	13 Nov. 2019	3	4
Nikutoru village	Catholic House	13 Nov. 2019	4	4
Buariki village	Buariki maneaba	13 Nov. 2019	6	17
Taungaeaka village	Taungaeaka maneaba	13 Nov. 2019	2	7

Tewai village	Tewai maneaba	13 Nov. 2019	16	9
Total			41	49
Abaiang				
Koinawa village	Koinawa maneaba	2 Nov. 2019	46	35
Ewena village	Ewena maneaba	2 Nov. 2019	16	13
Tebero maneaba	Tebero maneaba	3 Nov. 2019	21	13
Tuarabu village	Tuarabu maneaba	3 Nov. 2019	9	25
Tanimaiaki village	Primary school maneaba	4 Nov. 2019	7	16
Total			99	102
TOTAL NUMBER OF WOMEN AND MEN			284	311

Annex 8: Guide to Consultation

Consultation Objectives

Introduce the team. Thank the people.

Brief stakeholders on the proposed infrastructure investment in their area.

Share ADB & WB safeguards principles. Get participants to sign-in.

1.2 Search & Rescue Facilities: To better understand land ownership or lease arrangements and long and short-term impacts

1. What space is available for construction of the SAR facility?
2. Is this GoK owned or leased land? Duration of the lease and copy of the lease agreement or copy of the GoK ownership record? Disputes?
3. What is this site currently used for? Are there any plans for future use of this site?
4. Will construction impede any port activity or livelihoods nearby?
5. Are there any safety issues in this area?
6. Is this a high-risk area for violent crime against women and girls?
7. Are there potential risks/obstacles to employing women during construction? Long-term employment with SAR facility?

2.2 Rehab of Island Access Infrastructure; concrete boat ramps, boat shed, channel dredging, channel marking

Better understand land ownership or existing lease arrangements.

Understand if any alternate plans for site or protected/sacred areas

Identify benefits or potential negative impacts

Identify potential long and short-term impacts

1. Who owns the land at the proposed site? Are lease payments up to date? Any disputes with this land?
2. What is this land being used for? Are there any future plans for the use of this land? Is there sacred land in this area?
3. What are the main reasons people travel by boat?
4. What issues do people face when loading and off-loading boats/ships?
5. Are there particular risks for women or girls before, during or after boat transfers? Prompt; safety at night? Risks for the elderly or disabled?
6. How would people benefit from the proposed infrastructure? Who would benefit the most?
7. What, if any, might be the negative impacts of the proposed infrastructure?

Discussion Starters

- | | |
|---|---|
| <p>2.3 Rehab of lagoon crossings;
Causeways</p> | <ol style="list-style-type: none"> 8. What would be the effect if the (ex boat ramp) was closed for construction for 1 week? 1 month? What would be the effect? What would people do to manage? 9. What problems, if any, would occur if construction materials were gathered nearby (sand, gravel)? 10. Would local women and men be interested to work on construction? 11. Will local men accept the idea of women working construction jobs? |
| | <ol style="list-style-type: none"> 1. Who owns the land under the causeway? 2. Who maintains the causeway? What work is done? 3. How do people in this area benefit from the causeway? How? 4. Do men, women, children have equal access to services? 5. Have there been negative impacts from the causeway? Can you talk about these? Prompt for erosion/accretion 6. What would be the effect if the causeway was closed for construction for 1 week? 1 month? What would be the effect? What would people do to manage? 7. What problems, if any, would occur if construction materials were gathered nearby (sand, gravel)? 8. Are there any valuable assets adjacent to the ends of the causeway? 9. Are there any sacred sites in this area? 10. Has this island hosted construction crews from outside in the past? What happened? 11. Would local women and men be interested to work on construction? 12. Will local men accept the idea of women working construction jobs? |
| <p>Grievance Redress Mechanism</p> | <ol style="list-style-type: none"> 1. When there is a problem between families or with people from outside the island, what do people do? Are there formal systems in place to solve problems? 2. If there was a complaint with this proposed project, how would people want to report the complaint? Through what authority? 3. How do we ensure that women and young people can also raise their concerns? Is there a network, support system, groups? 4. If this project goes ahead, what is the best way to communicate information about the project? Is there already a system in place? |

Annex 9: GoK Compensation for Trees



GOVERNMENT OF KIRIBATI
 MINISTRY OF ENVIRONMENT, LANDS & AGRICULTURAL DEVELOPMENT
 P.O BOX 234, BIKENIBEU TARAWA
 Telephone Number: (686) 28647, 28211 Fax Number (686) 28334,
 e-mail: information@melad.gov.ki

Government Approved Compensation Rate for Trees, Crops and Building Structures

Listed below is the compensation rates for all trees, crops and building structures approved by Cabinet on 8th September 2011 (Cabinet Minutes 45/11)

<i>Name of Crop/Tree</i>	<i>Rate</i>
<i>Coconut (Te Nii)</i>	<i>AUD \$</i>
Fruit Bearing	\$80. 00
Non - Bearing with Trunk	\$40. 00
Non - Bearing without Trunk Top	\$2. 00
<i>Pandanus Tree (Te Kaina)</i>	<i>AUD \$</i>
Fruit Bearing	\$37. 00
Non Bearing	\$19. 00
Newly Planted	\$1. 00
<i>Local Fig Tree (Te Bero)</i>	<i>AUD \$</i>
Fruit Bearing	\$16. 00
Non Bearing	\$5. 00
Newly Planted	\$1. 00
<i>Breadfruit (Te Mai)</i>	
<i>Te Mai Kora, Mai Keang, Te Bukiraro</i>	<i>AUD \$</i>
Fruit Bearing	\$193. 00
Non - Bearing with Trunk	\$97. 00

Annex 10: Stakeholder Engagement Plan

STAKEHOLDER ENGAGEMENT PLAN

**Kiribati Outer Islands Transport Infrastructure
Investment Project (KOITIIP)**

November 2019

1. INTRODUCTION

1.1. Overview

This document is the Stakeholder Engagement Plan (SEP) which forms part of the environmental and social management framework (ESMF) of the Kiribati Outer Island Transport Infrastructure Investment Project (the KOITIIP, referred to hereinafter as “the Project”).

2. The Project development objective is to improve the connectivity, safety and climate resilience of transport infrastructure on Selected Outer Islands of Kiribati, and in the event of an eligible crisis or emergency, to provide an immediate response to the eligible crisis or emergency. The Government of Kiribati (GoK) plans to implement the project with proposed co-financing between World Bank (WB) and Asian Development Bank (ADB), through a US\$30 million IDA grant and a US\$12 million ADB grant. The proposed components and cost estimates will be further reviewed, through consultation with GoK during the November 2019 mission, and will be updated based on the final cost estimates.

3. Stakeholder Engagement Plan (SEP)

The SEP seeks to define a technically and culturally appropriate approach to consultation and disclosure. The goal of this SEP is to improve and facilitate decision making and create an atmosphere of understanding that actively involves project-affected people and other stakeholders in a timely manner, and that these groups are provided sufficient opportunity to voice their opinions and concerns that may influence Project decisions. The SEP is a useful tool for managing communications between the implementing agencies (IAs); Ministry of Information, Communication, Transport & Tourism Development (MICTTD) and Ministry of Infrastructure and Sustainable Energy (MISE) and its stakeholders.

The Key Objectives of the SEP can be summarised as follows:

- Understand the stakeholder engagement requirements of Kiribati legislation;
- Provide guidance for stakeholder engagement such that it meets the standards of International Best Practice;
- Identify key stakeholders that are affected, and/or able to influence the Project and its activities;
- Identify the most effective methods, timing and structures through which to share project information, and to ensure regular, accessible, transparent and appropriate consultation;
- Develop a stakeholders engagement process that provides stakeholders with an opportunity to influence project planning and design;
- Establish formal grievance/resolution mechanisms;
- Define roles and responsibilities for the implementation of the SEP;
- Define reporting and monitoring measures to ensure the effectiveness of the SEP and periodical reviews of the SEP based on findings.

1.2. Regulations and requirements

4. Statute and Regulations

This SEP takes into account the existing institutional and regulatory framework within the context of the following Kiribati legal instruments:

- Environment Act 1999

- Environment (General) Regulations, 2017
- State Lands Act 2001
- Foreshore and Land Reclamation Act 2005

2. AN OVERVIEW OF STAKEHOLDER ENGAGEMENT

2.1. What is Stakeholder Engagement?

Stakeholder Engagement will be free of manipulation, interference, coercion, and intimidation, and conducted on the basis of timely, relevant, understandable and accessible information, in a culturally appropriate format. It involves interactions between identified groups of people and provides stakeholders with an opportunity to raise their concerns and opinions (e.g. by way of meetings, surveys, interviews and/or focus groups), and ensures that this information is taken into consideration when making project decisions.

Effective stakeholder engagement develops a “social licence” to operate and depends on mutual trust, respect and transparent communication between the Project and its stakeholders. It thereby improves its decision-making and performance by:

- **Managing costs:** Effective engagement can help the Project avoid costs, in terms of money and reputation;
- **Managing risk:** Engagement helps project IAs and communities to identify, prevent, and mitigate environmental and social impacts that can threaten project viability;
- **Enhancing reputation:** By publicly recognising human rights and committing to environmental protection, IAs and financial institutions (Asian Development Bank and World Bank) involved in financing the project can boost their credibility and minimise risks;
- **Avoiding conflict:** Understanding current and potential issues such as land rights and proposed project activities;
- **Improving corporate policy:** Obtaining perceptions about a project, which can act as a catalyst for changes and improvements in IAs corporate practices and policies;
- **Identifying, monitoring and reporting on impacts:** Understanding a project's impact on stakeholders, evaluating and reporting back on mechanisms to address these impacts; and
- **Managing stakeholder expectations:** Consultation also provides the opportunity for IAs to become aware of and manage stakeholder attitudes and expectations.

2.2. Principles for Effective Stakeholder Engagement

Stakeholder engagement is usually informed by a set of principles defining core values underpinning interactions with stakeholders. Common principles based on International Best Practice include the following:

- **Commitment** is demonstrated when the need to understand, engage and identify the community is recognised and acted upon early in the process;
- **Integrity** occurs when engagement is conducted in a manner that fosters mutual respect and trust;

- **Respect** is created when the rights, cultural beliefs, values and interests of stakeholders and affected communities are recognised;
- **Transparency** is demonstrated when community concerns are responded to in a timely, open and effective manner;
- **Inclusiveness** is achieved when broad participation is encouraged and supported by appropriate participation opportunities; and
- **Trust** is achieved through open and meaningful dialogue that respects and upholds a community's beliefs, values and opinions.

2.2.1. Stakeholder Engagement Considerations

The following considerations should be made when planning for stakeholder engagement:

Time and resources:

It takes time to develop and build trust based relationships with stakeholders. The consensus from practitioners is that from the outset relationships with stakeholders should develop and grow, and that these relationships should be nurtured and fostered not to fade.

Additional stakeholders might be identified that also want to be engaged. No willing stakeholder should be excluded from the process of engagement. Some stakeholders will need to be educated about the concept of engagement itself, as well as on the complex issues requiring specialised and technical knowledge. These demands can increase the cost of consultation required to meet external expectations, and often this occurs at a time when a project lacks the internal capacity and resources to implement a broad engagement strategy.

It raises expectations:

Stakeholders can have unrealistically high expectations of benefits that may accrue to them from a project. As such IAs from the outset must be clear on what they can and cannot do, establishing a clear understanding of their roles and responsibilities.

The stakeholder engagement processes should provide IAs with an opportunity to develop relationships with stakeholders and potential project partners who can assist with implementing corporate social responsibility projects.

Securing stakeholder participation:

Cultural norms and values can prevent stakeholders from freely participating in meetings. Often there are conflicting demands within a community, and it can be challenging for a project to identify stakeholders who are representative of common interests. This might be avoided by employing local consultants who are sensitive to local power dynamics, which requires project proponents developing an awareness of the local context and implementing structures to support and foster effective stakeholder engagement.

Consultation fatigue:

Moreover there is evidence to suggest that stakeholders can easily tire of consultation processes especially when promises are unfulfilled, and their opinions and concerns are not taken into consideration. Often stakeholders feel their lives are not improving as a result of a project and this can lead to consultation meetings being used as an area to voice complaints and grievances about the lack of development. This might be avoided by coordinating stakeholder engagement during the ESIA process, and by ensuring practitioners do not make promises to stakeholders,

but rather use the public consultation process as an opportunity to manage expectations, challenge misconceptions, disseminate accurate project information, and gather stakeholder opinions which are feedback to the client and other project specialists.

2.3. Stakeholder Identification

In order to develop an effective SEP, it is necessary to determine who the stakeholders are and understand their needs and expectations for engagement, and their priorities and objectives in relation to the Project. This information is then used to tailor engagement to each type of stakeholder. As part of this process it is particularly important to identify individuals and groups who may find it more difficult to participate and those who may be differentially or disproportionately affected by the project because of their marginalised or vulnerable status.

It is also important to understand how each stakeholder may be affected – or perceives they may be affected – so that engagement can be tailored to inform them and understand their views and concerns in an appropriate manner.

Stakeholders have been and will continue to be identified on a continuing basis by identifying:

- Various stakeholder categories that may be affected by, or be interested in, the Project; and
- Specific individuals, groups, and organizations within each of these categories taking into account:
- The expected Project area of impact, that is the geographical area over which it may cause impacts (both positive and negative) over its lifetime, and therefore the localities within which people and businesses could be affected;
The nature of the impacts that could arise and therefore the types of national/local government entities, NGOs, academic and research institutions and other bodies who may have an interest in these issues.

In general, engagement is directly proportional to impact and influence, and as the extent of impact of a project on a stakeholder group increases, or the extent of influence of a particular stakeholder on a project increases, engagement with that particular stakeholder group should intensify and deepen in terms of the frequency and the intensity of the engagement method used. All engagement should proceed on the basis of what are culturally acceptable and appropriate methods for each of the different stakeholder groups targeted.

2.4. Stakeholder identification and consultation methods

There are a variety of engagement techniques used to build relationships with stakeholders, gather information from stakeholders, consult with stakeholders, and disseminate project information to stakeholders.

When selecting an appropriate consultation technique, culturally appropriate consultation methods, and the purpose for engaging with a stakeholder group should be considered. The technique mostly used in Kiribati are:

Engagement Technique	Appropriate application of the technique
Correspondences (Phone, Emails)	Distribute information to Government officials, NGOs, Island Councils, and organisations/agencies Invite stakeholders to meetings and follow-up
One-on-one meetings	Seeking views and opinions Enable stakeholder to speak freely about sensitive issues Build personal relationships Record meetings
Formal meetings	Present the Project information to a group of stakeholders Allow group to comment – opinions and views Build impersonal relation with high level stakeholders Disseminate technical information Record discussions
Public meetings	Present Project information to a large group of stakeholders, especially communities at their local Maneaba Allow the group to provide their views and opinions Build relationship with the communities, especially those impacted Distribute non-technical information Facilitate meetings with presentations, PowerPoint, posters etc. Record discussions, comments, questions.
Focus group meetings	Present Project information to a group of stakeholders Allow stakeholders to provide their views on targeted baseline information Build relationships with communities Record responses
Project website	Present project information and progress updates Disclose ESIA, ESMF and other relevant project documentation
Direct communication with affected land/asset owners	Share information on timing of Project activity
Road signage	Share information on project activities Reminders of potential impacts (eg for closure of causeway or channel if or when required)
Project Booklet	Brief project information to provide regular update Site specific project information.

2.5. Stakeholders identified

2.5.1. Stakeholder Communities

A provisional list of affected communities (villages) has already been compiled based on the selected sites and area of impact. Villages are listed as follows:

Villages on Abaiang;

1. Tuarabu
2. Tanimaiaki
3. Tebero
4. Koinawa
5. Evena

Villages on Nonouti;

1. Temotu
2. Tenanoraoi
3. Tabiang
4. Mwakauro
5. Tengeauareke

6. Matang
7. Autukia
8. Rotuma
9. Temanoku
10. Teuabu
11. Benuaroa
12. Taboiaki

Villages on Beru;

1. Taboiaki
2. Eriko
3. Tabiang
4. Rongorongo
5. Nuuka KPC
6. Nuuka Catholic
7. Teteirio

Villages on Tabiteuea South;

1. Taungaeaka
2. Tewai
3. Buariki
4. Nikutoru
5. Katabanga
6. Taku

2.5.2. Project Stakeholders

Primary stakeholders for the project are adjacent landowners and potentially affected persons and any other person who would have an immediate interest in the project activity and likely be affected by the proposed project activity. This includes transportation users on the 4 outer islands as well as civil servants tasked with supporting the preparation and implementation and monitoring of the project.

2.5.3. Identification of Non-community stakeholders

Non-community stakeholders include:

Ministries at national level:

- Ministry of Finance and Economic Development
- Ministry of Information, Communication, Transport & Tourism Development
- Ministry of Infrastructure and Sustainable Energy
- Ministry of Environment, Lands and Agricultural Development
- Ministry of Internal Affairs;

Key Government Agencies:

- Kiribati Fiduciary Services Unit
- Outer Islands Implementation Unit

The OIIU will be responsible for monitoring of the project construction activities; assisted by environmental and social specialist consultants on a day to day basis. OIIU will carry out regular monthly inspections of construction activities and monitoring of mitigation measures.

The non-community stakeholders can be divided into the following groups for engagement at selected ESIA stages:

- National and local government authorities;
- International and national NGOs;
- Research/academic community;
- Media;
- Developers/project operators.

2.6. STAKEHOLDER ENGAGEMENT OBJECTIVES AND PRINCIPLES

The SEP has three corporate objectives, a number of project-specific operational objectives, and key principles. The stakeholder engagement programme will aim to achieve the objectives and comply with the principles.

2.6.1. Communal objectives

The corporate objectives of stakeholder engagement are

- A coordinated approach to all engagement actions;
- Consistency of messaging;
- Management of stakeholder expectations; and
- Reduction in the potential for delays in future project-related decision-making for issue of project approvals and permits or the need for costly redesign of operations/facilities.

2.6.2. Operational objectives

The operational objectives of stakeholder engagement are:

- Acquisition of information from certain stakeholders to assist preparation of the ESIA reports;
- Provision of information on and the ESIA to stakeholders;
- Ensuring that stakeholders have an understanding of how they might be affected and their potential role in Project implementation and impact management;
- Provision of opportunities for stakeholders to express their opinions and concerns in relation to the ESIA and the Project and for these opinions and concerns to be taken into account in the ESIA and the Project -related management decisions; and

Ensuring that stakeholders understand IA's corporate and operational aims and requirements, with respects to the Project and have confidence in IA's ability to manage environmental/social risks in a responsible and transparent manner.

2.6.3. Key principles

The SEP will ensure that the following key principles are applied to all engagement activities:

- Timing and number of engagement events designed to maximise stakeholder involvement and to avoid disruption to the 'daily business' of local stakeholders and also stakeholder 'fatigue';
- A senior IAs staff member to be present and participate actively at all relevant engagement events;
- Engagement events to occur in line with the SEP schedule so that there is clear linkage between engagement activities and the key stages in the ESIA processes;
- Ensure that engagement is managed so that it is culturally appropriate, adequate and timely information and opportunities are provided to all stakeholders to be involved/contribute; and
- Ensure that engagement is free from coercion, undertaken prior to key decisions and informed by provision of objective and meaningful information, and that feedback is provided to stakeholders after engagement has concluded.

IAs employs a protocol governing all stakeholder engagement activities. No interaction with any stakeholder related to the ESIA and the Project can be undertaken without the IA's permission.

2.7. Culturally appropriate engagement

It is critical that engagement is culturally appropriate, especially, but not exclusively, in terms of impacted communities. IAs plus the lead ESIA consultants are all familiar with the ethnic and cultural complexity of Kiribati. Most stakeholder engagement will be with outer island village inhabitants and it is known from previous engagement activities with such communities that traditional social and cultural norms are respected by almost all inhabitants. Local people have expectations that 'outsiders' will proceed through the 'correct' customary channels involving an appropriate local leader(s) before beginning work or initiating consultations with village residents. It is the intention that the ESIA local consultant will manage and, as appropriate, lead engagement events. Also, it is expected that all engagements will be in Gilbertese.

Prior to any engagement event the following actions will occur:

- Preparation of standard 'question and answer' sheets tailored for specific stakeholder types (based on 'lessons learnt' analysis and common issues raised in previous engagement);
- Planning/design of engagement action(s) with project management, consultants and then key 'traditional' and 'formal' authorities;
- Reaching an internal ESIA team agreement on the role of local and international consultants during stakeholder events and whether the presence of IAs staff is appropriate;
- Selection of individual stakeholders with whom engagement will occur;
- Selection of methods for disclosure of information (including such topics as format, language, and timing);
- Selection of location and timing for engagement event(s) (avoiding busy work times, which may be seasonal, and days/times when special events may be occurring);
- Agreeing mechanisms for ensuring stakeholder attendance at engagement event(s) (if required);

- Identification and implementation of feedback mechanisms to be employed.

3. ESIA IMPLEMENTATION

The Ministry of Finance and Economic Development (MFED) is the Executing Agency and the Ministry of Information, Communication, Transport & Tourism Development (MICTTD) and the Ministry of Infrastructure and Sustainable Energy (MISE) are the Implementing Agencies (IAs). The IAs are responsible for the management of all activities, including procurement, financial management, and reporting.

During ESIA implementation, EIA law requires adequate public consultation. This requirement is incorporated into the stakeholder engagement programme for this stage. The main purpose for consultations at this stage is to provide feedback to stakeholder as to ESIA progress and preliminary results (which may include early identification of key risks/impact issues and mitigation measures). This is also a stage when it may be clear that certain risk/impact issues are more, or less, important than first thought and, indeed, that new risk/impact issues are identified that need investigation.

4. STAKEHOLDER ENGAGEMENT: PROJECT LIFE-CYCLE

This SEP needs to be updated and refined throughout the lifecycle of the Project. During this process the focus and scope of the SEP will change to ensure that the Project addresses external changes and adheres to its strategy (which itself may change over time).

The key life-cycle phases to be considered when implementing stakeholder engagement are briefly discussed below.

- Design/Plan: the process of assuring that systems and components of the Project are designed, installed, and maintained to prescribed / agreed requirements;
- Implementation: the process and activities are implemented as planned

4.1. Stakeholder Engagement and Project Cycle

4.1.1. Engagement Phases

Stakeholder engagement within the ESIA process is critical for supporting the project's risk management process, specifically the early identification and avoidance/management of potential impacts (negative and positive) and cost effective project design.

Stakeholder engagement is an on-going process throughout the life of the project:

- Planning/design - disclosure
- Construction - operational

4.1.2. ESIA Disclosure

This is the second phase of engagement and it focuses on disclosing and consulting on the draft results of the ESIA process. Within the overarching ESIA engagement objectives, the specific objectives for the ESIA phase are to:

- Provide feedback to the stakeholders on the draft impact assessment and associated management/mitigation measures
- Gather stakeholder input on the impact assessment and outlined mitigation and enhancement measures

The disclosure and consultation activities will be designed along with some guiding principles:

- Consultations must be widely publicised particularly among the project affected stakeholders/communities, preferably 2 weeks prior to any meeting engagements
- Allow non-technical information summary to be accessible prior to any event to ensure that people are informed of the assessment and conclusions before scheduled meetings
- Location and timing of meetings must be designed to maximise stakeholder participation and availability
- Information presented must be clear, and non-technical, and presented in both local language and mannerism
- Facilitate in a way that allow stakeholders to raise their views and concerns
- Issues raised must be answered, at the meeting or at a later time

Targeted stakeholders may comment on the ESIA within the time indicated.

4.2. Operation Phase

4.2.1. Community Forum

To facilitate effective consultation with the communities during implementation and operation of the project, the IAs will work with the Island Councils to disseminate project information to community members.

4.2.2. Island Councils

Monthly Island Council Meetings will be used as a channel to disseminate information on the project.

4.2.3. Information Boards

Notice boards are effective mechanisms to inform the communities and wider audiences about the project. These can be installed on specific areas of impact (communities).

5. SEP RESOURCES AND RESPONSIBILITIES

The management, coordination and implementation of the SEP and its integral tasks will be the responsibility of dedicated team members within the IAs and the OIIU and the Works Contractors. The roles and responsibilities of the organizations are presented below.

5.1. MISE and MICTTD

IAs will have a social and environment team, which will work with the OIIU to:

- Approve the content of the draft SEP (and any further revisions);
- Approve prior to release, all materials used to provide information associated with the Project ESIA (such as introductory letters, question and answer sheets, PowerPoint materials, posters, leaflets and brochures explaining KOITIIP and ESIA process);
- Approve and facilitate all stakeholder engagement events and disclosure of material to support stakeholder engagement events;
- Participate either themselves, or identify a suitable IA representative, during all face-to-face stakeholder meetings
- Review and sign-off minutes of all engagement events; and

- Maintain the stakeholder database.

6. GRIEVANCE MECHANISM

6.1. Definitions and Grievance Procedure

A grievance mechanism has been developed for potential use by external stakeholders. The aim of the grievance mechanism is to achieve mutually agreed resolution of grievances raised by such stakeholders. The grievance mechanism described in this section is distinct from the grievance mechanism to be used by the Project's workforce.

This grievance mechanism ensures that complaints and grievances (see 'definitions' below) are addressed in good faith and through a transparent and impartial process, but one which is culturally acceptable. It deals with 'concerns' which are defined as questions, requests for information, or perceptions not necessarily related to a specific impact or incident caused by a project activity. If not addressed to the satisfaction of the person or group raising the concern, then a concern may become a complaint. Concerns are not registered as a grievance but will be managed via the Projects external communications plan.

Key definitions are as follows:

- Complaint: an expression of dissatisfaction that is related to an impact caused by a project activity, which has affected an individual or group. Adversely, the interests of an individual or group and the individual or group wants a proponent or operator (or contractor) to address and resolve it (e. g. problems related to dust deposition, noise or vibration). A complaint is normally of a less serious nature than a grievance; and
- Grievance: a claim raised by an individual or group whose livelihood, health and safety, cultural norms and heritage are considered to have been adversely affected (harmed) by a project activity which, if not addressed effectively, may pose a risk to Project operations (through stakeholder actions such as access road blockages) and the livelihood, well-being or quality of life of the claimant(s).

The grievance mechanism described in this section includes both complaints and grievances (hereinafter referred to only as 'grievances').

Grievances raised by stakeholders need to be managed through a transparent process, readily acceptable to all segments of affected communities and other stakeholders, at no cost and without retribution. The grievance mechanism should be appropriate to the scale of impacts and risks presented by a project and beneficial for both a proponent/operator and external stakeholders. The mechanism must not impede access to other judicial or administrative remedies.

This grievance mechanism sets out the following steps to be taken to resolve grievances and timeframes to reach a decision on grievances. The types of grievances stakeholders may raise include, but are not limited to:

- Negative impacts on communities, which may include, but not be limited to financial loss, physical harm and nuisance from construction or operational activities;
- Health and safety risks;
- Negative impacts on the environment; and

- Unacceptable behavior by staff or employees.

It is critical that stakeholders understand that all grievances lodged, regardless of the project phase or activity being implemented, will follow one single mechanism.

6.2. Grievance Redress Process

A grievance redress mechanism (GRM) is presented below to uphold the project's social and environmental safeguards performance. The purpose of the GRM is to record and address any complaints that may arise during the implementation phase of the project and/or any future operational issues that have the potential to be designed out during implementation phase. The GRM is designed to address concerns and complaints promptly and transparently with no impacts (cost, discrimination) for any reports made by project affected people (PAPs). The GRM works within existing legal and cultural frameworks, providing an additional opportunity to resolve grievances at the local, project level.

The key objectives of the GRM are:

- Record, categorize and prioritize the grievances;
- Settle the grievances via consultation with all stakeholders (and inform those stakeholders of the solutions)
- Forward any unresolved cases to the relevant authority.

As the GRM works within existing legal and cultural frameworks, it is recognized that the GRM will comprise community level, project level and Kiribati judiciary level redress mechanisms. Project Implementation Consultants, under the OIIU, will support the establishment of the GRM structure and system and diligently monitor its progress, revising the approach where necessary. Guidance will be provided to Village Councillors on the redress system so that they can assist community members to raise their concerns.

6.3. Community Level Grievance Redress Mechanism

The Island Council, through the Village Councillors, will have primary responsibility to receive, record and respond to complaints and grievances raised by community members. In addition, the Civil Works Contractor and MISE as Works Contractor, will assign a member of staff to serve as Community Liaison Officer (CLO). The OIIU will also establish a Project Contact Person (PCP) and these persons will be disclosed to the public through the network of Village Councillors.

Due to a lack of cellular network and landlines on most outer islands, the CLO and PCP will attend monthly meetings of the Village Council during project implementation, to ensure that they are informed of any complaints or grievances raised. Monthly Council Meeting minutes will document the complaint or grievance and track the response until a resolution is reached. Special meetings between the relevant Village Councillor(s) and the CLO and PCP may be called when an urgent response is required.

However, regarding disputes that include differences between households over land, or boundaries, even on issues triggered indirectly by the Project, the mechanism will also involve the Council Mayor, landowner(s) concerned, and if required, the representative from MELAD.

It is expected that any land dispute issues pertaining to the Project would be resolved at this level given the nature of land ownership and the significant authority vested under the Minister of Lands.

Where issues caused by the project are raised and resolved through these existing community level grievance redress mechanisms, it is important that a mechanism for reporting them to the IAs is established. Hence, the Island Clerk will record all complaints/outcomes as part of the monthly council meeting minutes, and if it is a land dispute, then MELAD will be involved to lead and record all complaints/outcomes.

This approach of using the existing mechanisms on the islands for resolving and reporting project related grievance is recommended.

6.4. Project Level Grievance Redress Mechanism

Many project related grievances are minor and site-specific. Often, they revolve around nuisances generated during construction such as noise, dust, vibration, workers disputes etc. Often, they can be resolved easily on site. Other grievances are more difficult especially when it's about land boundaries, or misunderstandings between affected households and the Contractor regarding access arrangements. Most of these cannot be resolved immediately and on site.

For minor complaints, such as noise or dust nuisance, the complaint will be communicated to the Works Contractor directly by the Aggrieved Party (AP) or by the Village Councillor and a response provided to the complainant within 48 hours. If appropriate action is not taken, the complainant will be made aware of his/her right to raise the complaint to the Magistrate's Court.

For major issues, such as occupation of land without consent, damage to property, personal injury, etc, it may be necessary to call a special Council Meeting, with the CLO and PCP in attendance, to address the issue. An initial response should be provided to the complainant within 24 hours, with an aim to resolve the issue within seven days. If a satisfactory solution is not reached, the complainant may file the complaint or grievance with the Magistrate's Court, which involves a registration fee of \$3.00. This fee will be paid by the IAs. If a lawyer is needed and the complainant cannot afford one, a lawyer, from the public defendants office, will be provided at no cost to the complainant. The Magistrates ruling will be binding on all parties.

A register of inquiries, complaints and grievances will be maintained by the Island Council Clerk, recording dates, names of complainants, action taken and persons involved. All concerns will be documented and shared on a monthly basis as an appendix to the regular monthly Council meeting minutes. The register will be available to the public and for monitoring purposes. Sex-disaggregated data will be prepared to identify the sex of complainants and the nature of their complaint.

It is vital that appropriate signage is erected at the sites of all works providing the public with updated project information and summarising the GRM process, including contact details of the relevant Project Contact Person and Contractors CLO. Anyone shall be able to lodge a complaint and the methods (forms, in person, telephone, forms written in Gilbertese) should not inhibit the lodgement of any complaint.

The Complaints Register will be maintained by the Island Court, with monthly copies provided to the PCP, which will log the: i) details and nature of the complaint; ii) the complainant name and their contact details; iii) date; iv) corrective actions taken in response to the complaint. This information will be included in MISE progress reports to ADB and WB.

The project level process can only act within its appropriate level of authority and where appropriate, complaints will be referred on to the relevant authority such as those indicated.

6.5. Judiciary Level Grievance Redress Mechanism

The project level process will not impede affected persons access to the legal system. At any time, the complainant may take the matter to the Island Magistrates Court.

Table 1: Grievance Redress Process at Project Level

Stage	Process	Duration
1	The Aggrieved Party (AP) will take his/her grievance to their Village Councillor or directly to the Contractors CLO, who will endeavour to resolve it immediately. Where AP is not satisfied, the CLO will refer the AP to the Project's Contact Person (PCP). For complaints that were satisfactorily resolved by the CLO, he/she will share the information and outcome at the monthly Island Council meeting, where the Island Clerk will log the grievance and the actions that were taken.	Anytime
2	On receipt of the complaint, the Contractors CLO will endeavour to resolve it immediately. If unsuccessful, he/she then notifies the PCP.	Immediately after logging grievance
3	The PCP will endeavour to address and resolve the complaint and inform the aggrieved party. If it's a land issue, the PCP will advise the appropriate IA (MITCCD or MISE) who will engage MELAD. The PCP will also refer to the IAs Project Manager other unresolved grievances for his/her action.	
4	If the matter remains unresolved, or complainant is not satisfied with the outcome at the project level, the IAs Project Manager, will then refer the matter to the Magistrates Court for a resolution. The decision of the Magistrates Court will be binding to all parties.	1 month

7. MONITORING AND REPORTING

Monitoring and evaluation of the stakeholder engagement process is considered vital to ensure IAs are able to respond to identified issues and alter the schedule and nature of engagement activities to make them more effective. Adherence to the following characteristics/commitments/activities will assist in achieving successful engagement:

- Sufficient resources to undertake the engagement;
- Inclusivity (inclusion of key groups) of interactions with stakeholders;
- Promotion of stakeholder involvement;
- Sense of trust in the Project shown by all stakeholders;
- Clearly defined approaches; and
- Transparency in all activities.

Monitoring of the stakeholder engagement process allows the efficacy of the process to be evaluated. Specifically, by identifying key performance indicators that reflect the objectives of the SEP and the specific actions and timings, it is possible to both monitor and evaluate the process undertaken.

Two distinct but related monitoring activities in terms of timing will be implemented:

- During the engagement activities: short-term monitoring to allow for adjustments/improvements to be made during engagement; and

- Following completion of all engagement activities: review of outputs at the end of engagement to evaluate the effectiveness of the SEP as implemented.

A series of key performance indicators for each stakeholder engagement stage have been developed. The table below shows the indicators, and performance against the indicators will show successful completion of engagement tasks.

Table 1: Key Performance Indicators by Project phase

Phase activities		
Planning for construction	Share updates on project activities	Bill Boards displayed in allocated locations by time specified;
ESIA Implementation		Affected community stakeholders, with at least 30% women, have received and understand the Projects' ESIA information disclosed and attended the public meetings;
		Communities provided feedback;
		No complaints about non-receipt of materials received.
	Confirmation that the ESMP tasks are defined as specific individual or grouped environmental and social clauses in contract bid documents.	IAs (Contract Manager) to draw on ESIA/ESMP/SEP for bidding documents
	Confirmation that environmental management criteria are included as part of the contractor selection process, including their experience preparing and implementing ESMPs, etc	IAs (Contract Manager) to draw on ESIA/ESMP/SEP for Contractor selection process
	Environmental and Social Safeguards specialists located at the OIIU, providing assistance with ESMP implementation, contractor briefing on habitat protection, contractor ESMP supervision (including observations during construction), and participation in community consultation	IAs safeguard strengthening
	Compliance monitoring checklists prepared and being used by the contractor and safeguards consultant and due diligence notes, completed as defined in the ESMP, and making the notes available in an easily accessible file for the contractor, Technical Advisors, OIIU Project Manager and others to use.	ESIA/ESMP/SEP to guide management and monitoring processes

The identification of Project related impacts and concerns is a key element of stakeholder engagement that will occur over the Project lifecycle. As such, the identification of new concerns and impacts as the Project progresses will serve as an overall indicator for the utility of the stakeholder engagement process.

In the ESIA Reports there will be a review of the engagement activities conducted; levels of stakeholder involvement (particularly for affected communities, women and vulnerable people/groups); the issues discussed and outcomes; and the extent to which stakeholder issues, priorities and concerns are reflected in the ESIA Report, particularly with respect to mitigation and monitoring strategies contained in the Environmental and Social Management Plan.

8. MANAGEMENT FUNCTIONS

In this section the proposed organizational structure and management functions for the stakeholder engagement function within the Project are described. While IAs may decide to adapt this structure according to their needs, it is emphasized that the various components listed and then described below should be represented in the organizational structure in order to successfully implement the SEP:

- Project Manager, is responsible for overseeing and coordinating all activities associated with stakeholder engagement;
- Environmental and Social Safeguards Specialists; will be responsible for implementing community engagement activities; and
- Administration, who will be responsible to manage all activities related to database, documents and logistics; and integration/support, which relates to the interaction with other departments, initiatives or projects.

8.1. Environment and Social Safeguards Specialists

Environment and Social Safeguards Specialist(s) will oversee all planned stakeholder engagement activities or in process of being implemented. Furthermore, the Specialist(s) needs to ensure that all stakeholder engagement aspects are a permanent item on all high-level management agendas, within the IAs, and that all actions arising from management decisions are implemented. Responsibilities of the Specialist(s) include the following:

- Develop, implement and monitor all stakeholder engagement strategies/plans for the Project/ESIA;
- Oversee all stakeholder engagement related activities for the Project;
- Manage the grievance redress mechanism;
- Interact with related and complementary support activities that require *ad hoc* or intensive stakeholder engagement (community development and land acquisition/resettlement planning and implementation);
- Act as mediator between IAs and stakeholders;
- Liaise with other project managers to ensure that stakeholder engagement requirements/protocols are understood; and
- Proactively identify stakeholders, project risks and opportunities and inform the PM / senior management to ensure that the necessary planning can be done to either mitigate risk or exploit opportunities.

The Specialist(s) plays a critical role as internal change agent for social and stakeholder-related matters in IAs. This becomes important if social and stakeholder risks identified need to be escalated for higher-level decision-making to identify a resolution. The Specialist(s) need to remain actively involved with the community development and land acquisition/resettlement planning and implementation in order to identify potential risks or opportunities and ensure that the needed administrative support is provided. Moreover, grievances submitted as part of the community development and land acquisition/resettlement processes need to be addressed under the GRM scheme.

8.2. Integration and support

Due to the fact that stakeholder engagement activities will influence other departments or require their inputs, the Safeguards Specialist(s) needs to ensure the various managers are included or kept informed on the stakeholder engagement process. Decisions taken by managers might have a direct or indirect impact on communities which would need to be communicated at the appropriate time. For example, the Project's Engineering or Site Manager might decide to close a causeway for refurbishment, which could potentially have an impact on communities. Anticipated stakeholder engagement roles for the various decision-makers are outlined below:

- Project Manager: this manager will be responsible to sustain relationships and communicate with Government entities and the media. These engagements will be required throughout the Project's life and decisions taken as a result of these engagements could potentially impact IAs's relationships with communities e.g. site selection or compensation agreements;
- Contract Manager: opportunities for contractor/employment are a key concern for community members. They are also very sensitive about appointing people from local villages opposed to villages located further away from the project site. This requires that a defined process of employment be developed and clearly communicated to community leadership and members.

8.3. Consultation and Communication Plan

A draft Consultation and Communication Plan is prepared. This will need to be updated and detailed by OIIU in consultation with MISE and MITCCD at the commencement of project implementation. It will be used to guide communication and consultation activities during preparation, design and implementation of the project.

Draft Consultation and Communication Plan

Issue	Target Audience	Means of Communication	Responsible	Timing	Source of Funds
Free Prior and Informed Consultation. Presentation of information about the project, impacts and mitigation measures to confirm community support for the project.	Island Councils, village leaders, local communities, and their traditional leaders.	Consultation meetings. Presentation of plan/ project/ activity, land requirements. Consensus building/ decision making.	OIIU, MISE, MITCCD.	During project design	GoK counterpart
Works schedule Anticipated dust, noise and other works related impacts. Hazards and safety requirements Workers accommodation arrangements and community relations. GRM	Island Councils, village leaders, local communities, and their traditional leaders.	Consultation meetings with Island Councils and communities. Public notice boards/ signs	Contractors	Prior to commencement of works and during works as needed.	Contractors budget
Contractor community relations and issues	Island Councils, village leaders and traditional leaders	Regular meetings throughout works period.	Contractor	Throughout works.	Contractors budget
Disclosure of RP	Island Councils, village leaders, local communities, and their traditional leaders.	Consultation meetings to present RP/updated RP. Additional separate meetings with APs and their traditional leaders. Presentation of plan/ project/ activity, Consensus building/ decision making. Public posting of updated PIB in Island Council notice boards and dissemination to traditional leaders and APs. Hard copy of approved RP provided to Island Councils for public access.	OIIU, MISE, MITCCD	During RP preparation	GoK counterpart

Issue	Target Audience	Means of Communication	Responsible	Timing	Source of Funds
	General public	Public disclosure on websites of ADB, WB and GoK websites (MFED, MISE, MITCCD)	ADB, WB, GOK (MFED, MISE, MITCCD)	Following approval of the RP	NA
Compensation disbursement schedule	Affected households	Notices to individual households	OIIU, MELAD	Minimum 1 week prior to disbursement	GOK counterpart

Annex 11: Public Consultation Booklets

Abaiang Public Consultation Booklet

Introduction

KOITIIP stands for Kiribati Outer Island Transport Infrastructure Investment Project. The World Bank and Asian Development Bank (ADB) are working with the Government of Kiribati to prepare the financing documentation for the project. **This project has not yet been approved for financing.** The total project cost is estimated at \$33.0 million. ADB will finance \$12.0 million, of which \$10.0 million as an Asian Development Fund (ADF) grant and \$2.0 million from ADF Disaster Risk Reduction (DRR) financing. The World Bank (WB) will finance \$21.0 million as an International Development Association (IDA) grant.

We are here today to share information on the proposed aim, design and location of the proposed infrastructure and the processes and policies concerning project implementation. We are also here to create an opportunity for the general public and all stakeholders to share their views and concerns.

Project Aim

The project will aim to improve the safety of inter-island navigation and build resilient outer island access infrastructure on four selected outer islands in Kiribati; Abaiang, Nonouti, Beru and Tabiteuea South. There are 4 key outputs to the project:

Output 1. Safety of Inter-island navigation improved. This will be achieved through hydrographic surveying, which measures and provides an accurate description of shipping channels and other features which affect maritime navigation. This process will be essential for safe shipping access and the key enabler for future infrastructure investments.

Output 2. Resilient outer island access infrastructure ships to shore transfer improved. On Abaiang this will be achieved by installing a boat ramp and multi-purpose shelter.

Output 3. Capacity of MICTTD and MISE will be strengthened to ensure sustainable investment and operations.

Output 4. Operational support provided. Operational support component will finance project management and operational costs.

1. Abaiang - Taburao

The marine engineers propose a vessel-based solution; on-ramp pontoons 30m long x 1.5m wide and a 20m long x 7m wide concrete ramp and a winch to haul the new Abaiang Council landing craft out of the water. The winch would be manually operated and installed at the landside end, for vessel retrieval. Once the vessel is out of the water, there is an opportunity for maintenance and wash down. The ramp deck would be finished with deep grooves moulded into the surface at an angle of 45 degrees and at 100mm centres to provide a non-slip surface and promote self-cleansing of the boat ramp by allowing drainage of excess water and debris. The ramp will only be usable during higher tides. When the tide low, the jetty would not be

accessible by most passenger boats, and passengers would have to disembark further towards the lagoon. It is not feasible to construct a jetty usable at all tides at the Taburao location.

A multi-purpose boat/passenger/cargo shelter is proposed. This might consist of a concrete slab, timber frame and corrugated iron roof. The passenger terminal would be fitted with lighting and seating. A rainwater tank on a slab with a pump is also recommended for vessel maintenance. It is also anticipated that this multi-purpose shelter will be used by women who want to sell drinks and food items to passengers.

Apaiang – Tebontibike – is no longer in the scope of the project. This is because the Town Centre is a more suitable location for a jetty.

Figure A. Engineers proposed concept and location:

Taburao Land Ownership

The land for the proposed project site is already leased to Abaiang Council and the landowner family of Tioti Tom, have given their informed verbal consent through Teuota Keieita. Teuota Ekeieta is the daughter of Ekeieta (deceased) and the Taburoa-based head of the landowner family. **The male head of the Ekeieta landowner family is Tioti Tom, who lives on Kiritimati Island.** Lease payments for the land are sent by MELAD directly to Tioti on Kiritimati. The landowner family of Kakora Ioteba may also be involved in this section of land.

It is unlikely that any valuable trees will need to be removed for construction of the shelter. However, if any valuable trees were removed the landowner would be compensated at the approved government rate, for example AUD \$80 for a fruit bearing coconut tree.

Discussion starter for utilisation of existing lease

- Does anyone have any concerns about the proposed site? Is everyone in agreement that the landowner family's involved are that of Tioti Tom and Kakora Ioteba?

Local employment opportunities

KOITIIP will provide some employment opportunities for local community members through the project. ADB and World Bank require that women and men have equal access to employment opportunities.

The project has a target for 30% women's employment.

All people employed by the project will be trained and will be required to sign a code of conduct outlining how they should behave at work. This is to prevent any sexual harassment at work and to reduce any risks for men and women working on the project.

- **Discussion starter:** Do people agree that women should be employed by the project?
- Are there any barriers to women being employed by the project? How can KOITIIP address these barriers?

Grievance Redress Mechanism (GRM)

Through the Island Council and Contractor, there will be a system in place for anyone to raise questions, concerns or complaints about the project. Village Councillors will be asked to present questions, concerns or complaints at the monthly Council meetings. These will be recorded and the response to the concerned person or group will be recorded. The project will make every effort to minimize inconvenience caused by construction and respond in a timely manner to issues raised.

Safety measures will be put in place for the protection of the general public and construction workers, e.g., placement of sign boards, driving speed limits in the construction zone; public awareness creation. Still at times the operation of heavy vehicles or equipment can cause dust and noise or other disturbances. This will be monitored and processes put in place to ensure the proper disposal of waste materials and to minimize damage to roads or other public or private property. The grievance redress mechanism will be in place to ensure that everyone is aware of the process to raise their questions, concerns or complaints about the project to their Village Councillor.

- **Discussion starter:** Does anyone have any questions or concerns at this time?
- Do people agree that the best process for raising concerns about the project is through their Village Counsellor?

Gender Based Violence Risk Mitigation and GRM

In addition to the general GRM described above, the project has established a separate Grievance Redress Mechanism for Gender Based Violence complaints. The KOITIIP GRM for GBV follows the Government of Kiribati SafeNet referral mechanism.

The KOITIIP GBV GRM accepts all GBV complaints, including complaints about project staff causing GBV, project staff who are victims of GBV and cases not involving project staff.

Complaints about GBV can be made by staff, complainants, community members or leaders.

Complaints about GBV can be made to anyone in the SafeNet system, KOITIIP Management, ADB or World Bank head office. You can make complaints by calling 191 (national hotline), email, face-to-face or by SMS (a number will be set up).

All complaints will be registered by KOITIIP and referred to the SafeNet for handling. Who the case is referred to depends on the seriousness of the case. Services to victims of GBV will also be provided by existing the SafeNet system.

Non-serious cases will be resolved by KOITIIP or World Bank or ADB. Serious cases will be handled by GOK legal process.

Possible outcomes of GBV complaints include: dismissal, compensation, formal warnings.

- **Discussion starter:** Does anyone have any comments?
- Do people agree that the best way to handle GBV complaints is through the existing SafeNet?

Stakeholder Communication Strategy (SCS)

Today's discussions form part of the Stakeholder Communications Strategy, which is required by the project to ensure that all community members and stakeholders can participate and be fully informed of project design and implementation in a timely manner. Key stakeholders and affected groups or individuals are encouraged to express their views and interests during this design period and during project implementation, reporting and review. The strategy will ensure key communication messages are delivered in a timely manner to all affected persons. We envision that these messages will be delivered by Village Counsellors and Wardens. Affected persons will then have an opportunity to raise their questions, concerns or complaints and these will be recorded by the Village Councillor and shared at monthly council meetings.

- **Discussion starter:** Do people agree that the best process for sharing information about the project is through the Village Councillors?

Figure B. Mapping of Taburoa proposed site and surrounds

Figure C. Images of proposed site at Taburao

Environment Legal Framework

The Environment Act (amended) 2007 of Kiribati is the principal Act that provides for the protection, improvement and conservation of the Republic of Kiribati and for connected purposes. Under Part III of the Act an Environmental Impact Assessment is required for all public or private development projects which are considered environmentally significant activities. The list of these activities are provided in the Environment (General) Regulations of 2017. Construction under the High Water Mark which this project falls under is an environmentally significant activity.

The project is being co-financed by the ADB and WB and therefore in addition to the Kiribati Safeguard System the safeguard requirements of the ADB and WB will also be complied with.

Briefly, the objectives of ADB's safeguards are to: (i) avoid adverse impacts of projects on the environment and affected people, where possible; (ii) minimize, mitigate, and/or compensate for adverse project impacts on the environment and affected people when avoidance is not possible; and (iii) help borrowers/clients to strengthen their safeguard systems and develop the capacity to manage environmental and social risks.

Likewise, the WB has operational policies relating to environmental and social safeguards. The policy requires environmental assessment of projects proposed for WB financing to help ensure that they are environmentally sound and sustainable. It sets out the process to be applied and commences with environmental screening which is undertaken to determine the appropriate extent and type of environmental assessment.

ABAIANG - Maritime Facility

The proposed site of the ramp and pontoon is located on the beach and part of the reef flat adjacent to the shoreline which is fully exposed during low tide. The potential risk of the facility on the marine environment is low.

Coastal erosion at the foreshore of the nearby locations due to the installation of the jetty is a concern. A coastal processes assessment will be undertaken.

The source of materials needed for the construction of the ramp needs to be identified prior construction. Any approval for the sourcing of materials (sand, aggregates and rocks) may be subjected to further study and environmental, social and coastal process assessment.

- **Discussion starter:** Does anyone have any concerns about the impact of the project on the environment? Concerns about the impact during construction?

BERU Public Consultation Booklet

Introduction

KOITIIP stands for Kiribati Outer Island Transport Infrastructure Investment Project. The World Bank and Asian Development Bank (ADB) are working with the Government of Kiribati to prepare the financing documentation for the project. **This project has not yet been approved for financing.** The total project cost is estimated at \$33.0 million. ADB will finance \$12.0 million, of which \$10.0 million as an Asian Development Fund (ADF) grant and \$2.0 million from ADF Disaster Risk Reduction (DRR) financing. The World Bank (WB) will finance \$21.0 million as an International Development Association (IDA) grant.

We are here today to share information on the proposed aim, design and location of the proposed infrastructure and the processes and policies concerning project implementation. We are also here to create an opportunity for the general public and all stakeholders to share their views and concerns.

Project Aim

The project will aim to improve the safety of inter-island navigation and build resilient outer island access infrastructure on four selected outer islands in Kiribati; Abaiang, Nonouti, Beru and Tabiteuea South. There are 4 key outputs to the project:

Output 1. Safety of Inter-island navigation improved. This will be achieved through hydrographic surveying, which measures and provides an accurate description of shipping channels and other features which affect maritime navigation. This process will be essential for safe shipping access and the key enabler for future infrastructure investments.

Output 2. Resilient outer island access infrastructure ship to shore transfer improved.

Output 3. Capacity of MICTTD and MISE will be strengthened to ensure sustainable investment and operations.

Output 4. Operational support provided. Operational support component will finance project management and operational costs.

Beru - Maritime Facilities

Beru – Taboiaki Channel – no longer in the scope of the project

1. Beru – Tebikeriki Channel and Boat Ramp

The project proposed to dredge the channel at Tebikeriki to allow the existing ramp to be used as a RORO facility. RORO ships are ferries designed to carry wheeled cargo, such as trucks and heavy equipment that are driven on and off the ship on their own wheels. The aim is to allow safer access from ship to shore for general goods, oil, passengers and especially vehicles. This solution would greatly improve the safety of the current operations. It would also improve ability to get plant and vehicles onto Beru, which is crucial for road and airstrip maintenance. Shoreside improvements are also included. The proposed concept is composed of:

- Widen and deepen the approach channel;
- Dredge a turning basin at the end of the approach channel;

- Installation of new solar powered AtoN markers at the entrance of the access channel. Service existing shoreside AtoN markers and consider upgrade to solar powered equipment.
- Repair seawall – this could be done by concrete patches or sandbags.
- Demolish and dispose or salvage remaining shelter wall and dispose of other debris.
- Concrete overlay on the existing ramp slab.

Figure A. Preliminary concept for approach channel

Tebikeriki, Beru – Land Ownership

The proposed site is reported to be on public land under the authority of the Merewen Beru. The project is seeking that land ownership for the boat ramp and seawall be raised and minuted during a Council meeting to confirm that the boat ramp is, indeed, public land.

Discussion starter for Tebikerik Boat Ramp and Seawall

- Does anyone have any concerns about the proposed site?
- Is everyone in agreement that the boat ramp and seawall are on public land under the authority of the Merewen Beru?

Figure B. Mapping of proposed site at Tebikeriki

Figure C. Location of boat ramp at Tebikieriki

Tebikeriki Channel and Boat Ramp Environment Concerns

Coastal processes including erosion and accretion could be affected. There is also risk of the channel filling with sand imposing demand for maintenance dredging. It is proposed assessment is carried out prior to confirm feasibility.

Coral, fish and benthic survey is needed at the surrounding area to establish the abundance and richness prior to construction. Follow up surveys after the construction is completed and during operation are recommended. During construction, a silt curtain may be used to avoid the spread of silts to the surrounding areas.

The project will need to identify a dredged spoil disposal site, as there is concern of salt water intrusion into fresh water lens if disposed of on land.

- **Discussion starter** – does anyone have any concerns for the environment in regard to the proposed concept for improvements to the channel and ramp?

2. Beru Causeways

There are 2 causeways on Beru, the Northern, Kaariraia Causeway and the Southern, Teteirio Causeway.

Lagoon crossings, or causeways, are considered public highways and as such are property of the State⁵. Gabion groynes will be installed in the foreshore, below the high tide mark. The 'foreshore' is the shore of the sea or of channels that is alternatively covered and uncovered by the sea at highest and lowest tides. The ownership of the foreshore and the sea-bed is vested with the State⁶. Land ownership needs to be declared for the purpose of identifying valuable assets (usually coconut trees) that may need to be compensated if disturbed and for the purpose of disclosing the projects intention to make improvements to causeways adjacent to landowner land.

Northern, Kaariraia Causeway is reported to have deteriorated to such an extent that refurbishments will be extremely difficult and cost prohibitive. However, it is possible that additional rehabilitation works, based on further assessment in the first year of project implementation, may be undertaken. Erosion is occurring adjacent to the causeway, to the south east of the causeway. At present, proposed improvements include:

- a) Planting of mangroves and installation of gabion groynes as erosion countermeasure.

Northern, Kaariraia Causeway Land Ownership

NW – The land at the north west end of the Kaariraia Causeway is owned by Tiirebu Tibwere (deceased) who is descended by his son Tiroam Neeri, who lives in Tarawa. There is a caretaker for the land; Iakobwa Bakrere, who lives in Tabiang Village

NE – The land at the north east end of Kaariraia Causeway is owned by Karibwa Toanimarawa (deceased) and his wife is Aonikarawa Kamaru, who lives in Tabiang Village and their son is Tamuera Karibwa. We interviewed Tamuera and he is in favour of the proposed works.

SW – The land at the south west end of the Kaariraia Causeway is owned by Tongoun (deceased) who is descended by his daughter Mbwenea Tongoun (deceased) and her son Iareto Kabunare lives in Tarawa.

SE - The land at the south east end of the Kaariraia Causeway is owned by Tabwi Maemae (deceased) and the current head of the family is his nephew Kaburara Teakin. Kaburara was interviewed and is in favour of the proposed works. The southwest end of the causeway has experienced significant erosion and Kaburara is in favour of gabion groynes to mitigate erosion.

It is possible that some mature coconut trees may be disturbed for installation of gabion groynes at the northern end. There are 2 mature coconut trees within 3m of the seawall at the NE end of the Kaariraia Causeway, but nothing of value on the NW end.

There are dwellings in the proximity of the SW and SE ends of the Kaariraia Causeway, however it is unlikely that any valuable assets would need to be disturbed. If required, the removal of coconut trees would be compensated at the government rate of \$80 per each fruit bearing tree.

⁵ Government of the Republic of Kiribati. 1989. *Public Highways Protection Act, 4 of 1989*

⁶ Government of the Republic of Kiribati. 2005. *Foreshore and Land Reclamation Ordinance, Cap 35, Section 3.*

- **Discussion starter** – are stakeholders able to confirm land ownership of the lands adjacent to the causeways?
- Does anyone have any concerns about the proposed causeway improvements?

Southern, Teteirio Causeway runs from Teteirio in the west to Nuka in the east. There is a toll on the causeway operated for part of the day by the Council. Erosion is occurring adjacent to the causeway, to the north east. Accretion is occurring adjacent to the causeway, to the south east. Sedimentation is occurring in the central areas of the lagoon to the north of the causeway, adjacent to the causeway. The southern causeway, which is 274m long, is reported to have deteriorated to such an extent that refurbishments will be extremely difficult and cost prohibitive. However, it is possible that additional rehabilitation works, based on further assessment in the first year of project implementation, may be undertaken. At present, proposed improvements include:

- a) Planting of mangroves and installation of gabion groynes as erosion countermeasures

Southern, Teteirio Causeway Land Ownership

East-Nuka end of the Causeway – on the north side there is a small strip of land from the shore, that runs between the road and the old derelict copra cooperative building; this land is known as Te Bakoa (the shark) and the original landowner is laoniman (deceased) and his son Kiatoa laoniman (in Tawara, possibly deceased). laoniman had a brother Teun Kiatoa (deceased) and his son is Teem Teun, who was interviewed and is favour of gabion groynes and mangrove plantings.

The old Copra Cooperative building is under the authority of the Merewen Beru. Unlike most defunct Copra Cooperative buildings in Kiribati, the building in Nuka has not been returned to the original landowners. The original landowner family is Teunaia Koina (deceased) and his wife Kabonikarawa Naawere and his twin brother Takanoi Koina (deceased) and his wife Tanrenga Takanoi. We interviewed Kabonikarawa and Tanrenga and they are both in favour of the gabion groynes and mangrove plantings.

The land on the south side of the road on the Nuka end is considered public land under the authority of the Merewen Beru. This area is known as Tabontebike and was the site of a former Maneaba that was burned down. The area is now considered public land.

- **Discussion starter** – are stakeholders able to confirm land ownership of the lands adjacent to the Nuka end of the Southern Causeway?
- Does anyone have any concerns about the proposed causeway improvements?

West – Teteirio end of the Causeway - the northern side of the road is considered public land under the authority of the Island Council. The southern side of the road at the western end is owned by Tebiri Tebuke, who lives on that land and is in favour of the gabion groynes. Tebiri has 2 young coconut trees approximately 2.5m from the seawall of the causeway and 2 mature coconut trees also near the sea wall. If the works required removal of the coconut trees these would need to be compensated at the government rate of \$80 per fruit bearing tree.

Southern, Teteirio Causeway – Social Safeguards Issue – Sacred Sites

The project team have learned that there are Te Ngea ‘spirit shrubs’ on the north side of the west end of the Southern Causeway that **MUST NOT** be disturbed in any way. People believe that the shrubs are a waiting area for spirits and anyone who disturbs the area becomes cursed. The project recommends that workers should take every precaution to avoid any works or borrow site adjacent to the spirit shrubs.

- **Discussion starter** – are stakeholders able to confirm land ownership of the lands adjacent to the Teterio end of the Southern Causeway?
- Does anyone have any concerns about the proposed causeway improvements?

Beru Causeways Environmental Concerns

Materials to be mined or extracted is 660 tonnes and unsuitable materials to be returned is 440 tonnes. Any approval for the sourcing of materials (sand, aggregates and rocks) will be subjected to further study and environmental, social and geomorphological assessment.

The potential risk of the rehabilitation work to the marine environment is low as the work will be concentrated on and around the causeway

- **Discussion starter** – does anyone have any concerns regarding the environment and the proposed works to causeways?

Local employment opportunities

KOITIIP will provide some employment opportunities for local community members through the project. ADB and World Bank require that women and men have equal access to employment opportunities.

The project has a target for 30% women’s employment.

All people employed by the project will be trained and will be required to sign a code of conduct outlining how they should behave at work. This is to prevent any sexual harassment at work and to reduce any risks for men and women working on the project.

- **Discussion starter:** Do people agree that women should be employed by the project?
- Are there any barriers to women being employed by the project? How can KOITIIP address these barriers?

Grievance Redress Mechanism (GRM)

Through the Island Council and Contractor, there will be a system in place for anyone to raise questions, concerns or complaints about the project. Village Councillors will be asked to present questions, concerns or complaints at the monthly Council meetings. These will be

recorded and the response to the concerned person or group will be recorded. The project will make every effort to minimize inconvenience caused by construction and respond in a timely manner to issues raised.

Safety measures will be put in place for the protection of the general public and construction workers, e.g., placement of sign boards, driving speed limits in the construction zone; public awareness creation. Still at times the operation of heavy vehicles or equipment can cause dust and noise or other disturbances. This will be monitored and processes put in place to ensure the proper disposal of waste materials and to minimize damage to roads or other public or private property. The grievance redress mechanism will be in place to ensure that everyone is aware of the process to raise their questions, concerns or complaints about the project to their Village Councillor.

- **Discussion starter:** Does anyone have any questions or concerns at this time?
- Do people agree that the best process for raising concerns about the project is through their Village Counsellor?

Gender Based Violence Risk Mitigation and GRM

In addition to the general GRM described above, the project has established a separate Grievance Redress Mechanism for Gender Based Violence complaints. The KOITIIP GRM for GBV follows the Government of Kiribati SafeNet referral mechanism.

The KOITIIP GBV GRM accepts all GBV complaints, including complaints about project staff causing GBV, project staff who are victims of GBV and cases not involving project staff.

Complaints about GBV can be made by staff, complainants, community members or leaders.

Complaints about GBV can be made to anyone in the SafeNet system, KOITIIP Management, ADB or World Bank head office. You can make complaints by calling 191 (national hotline), email, face-to-face or by SMS (a number will be set up).

All complaints will be registered by KOITIIP and referred to the SafeNet for handling. Who the case is referred to depends on the seriousness of the case. Services to victims of GBV will also be provided by existing the SafeNet system.

Non-serious cases will be resolved by KOITIIP or World Bank or ADB. Serious cases will be handled by GOK legal process.

Possible outcomes of GBV complaints include: dismissal, compensation, formal warnings.

- **Discussion starter:** Does anyone have any comments?
- Do people agree that the best way to handle GBV complaints is through the existing SafeNet?

Stakeholder Communication Strategy (SCS)

Today's discussions form part of the Stakeholder Communications Strategy, which is required by the project to ensure that all community members and stakeholders can participate and be fully informed of project design and implementation in a timely manner. Key stakeholders and affected groups or individuals are encouraged to express their views and interests during this

design period and during project implementation, reporting and review. The strategy will ensure key communication messages are delivered in a timely manner to all affected persons. We envision that these messages will be delivered by Village Counsellors and Wardens. Affected persons will then have an opportunity to raise their questions, concerns or complaints and these will be recorded by the Village Councillor and shared at monthly council meetings.

- **Discussion starter:** Do people agree that the best process for sharing information about the project is through the Village Councillors?

Nonouti Public Consultation Booklet

Introduction

KOITIIP stands for Kiribati Outer Island Transport Infrastructure Investment Project. The World Bank and Asian Development Bank (ADB) are working with the Government of Kiribati to prepare the financing documentation for the project. **This project has not yet been approved for financing.** The total project cost is estimated at \$33.0 million. ADB will finance \$12.0 million, of which \$10.0 million as an Asian Development Fund (ADF) grant and \$2.0 million from ADF Disaster Risk Reduction (DRR) financing. The World Bank (WB) will finance \$21.0 million as an International Development Association (IDA) grant.

We are here today to share information on the proposed aim, design and location of the proposed infrastructure and the processes and policies concerning project implementation. We are also here to create an opportunity for the general public and all stakeholders to share their views and concerns.

Project Aim

The project will aim to improve the safety of inter-island navigation and build resilient outer island access infrastructure on four selected outer islands in Kiribati; Abaiang, Nonouti, Beru and Tabiteuea South. There are 4 key outputs to the project:

Output 1. Safety of Inter-island navigation improved. This will be achieved through hydrographic surveying, which measures and provides an accurate description of shipping channels and other features which affect maritime navigation. This process will be essential for safe shipping access and the key enabler for future infrastructure investments.

Output 2. Resilient outer island access infrastructure ship to shore transfer improved. On Abaiang this will be achieved by installing a boat ramp and multi-purpose shelter.

Output 3. Capacity of MICTTD and MISE will be strengthened to ensure sustainable investment and operations.

Output 4. Operational support provided. Operational support component will finance project management and operational costs.

Nonouti – Matang

1. Maritime Facilities

At the government station at Matang, engineers propose a slip for the Council landing craft (to be delivered by MIA in late 2019 or early 2020), and a new multi-purpose boat/passenger/cargo shelter. The facility would consist of a concrete base slab, steel or timber framing, and corrugated iron roof sheeting. The structure would resemble a shed and would be generally open/ not cladded. However, an enclosed area would be built into the rear of the building. This is a suitable area for AtoN fabrication, and storage of valuables (such as tools, fuel, cement, etc.). It is anticipated that this multi-purpose shelter will also be used by women who want to sell drinks and food items to passengers. A cradle with a concrete apron would be installed on

the seafront near the shed. The cradle will be used to retrieving small boats such as the 2.4T landing craft to be gifted to the Council.

Construction of a boat ramp at Tamanku – no longer included in the scope of the project

Figure A. Proposed landing slip and passenger terminal at Nonouti – Matang.

Nonouti - Matang – Land Ownership

The proposed site is on land leased by Nonouti Island Council since 1967. We understand there are several landowner families leasing land to the Nonouti Island Council at the site. There is 1 mature coconut tree that will likely need to be cut down and compensated at the Government rate of \$80 per fruit bearing tree. We would like to confirm the landowner families that are involved in this section of the Council Lease.

For the landowner family of Tokiaba Natana (deceased), we were able to interview Tabiria Aritana and Tibwere Kaitu and they have given their verbal consent for the works and acknowledge that the land is already leased to the council. We are seeking to confirm if the proposed works will involve land leased by the landowner families of Nei Moa Moutu and Boata Katakua.

Discussion starter for utilisation of existing lease

- Does anyone have any concerns about the proposed site?
- Is everyone in agreement that the landowner families involved in that portion of land are Tokiaba Natana and Nei Moa Moutu and Boata Katakua?

Figure B. Mapping of proposed site at Matang

Figure C. Location of proposed site at Matang

2. Nonouti Causeways

There are 5 causeways on Nonouti:

- Northern causeway sits between Tebuange Village & School and Matabou Village. The combined names of these villages is Benuaroa;
- 2nd from the north is south of Matabou Village;
- 3rd from the north is 1 km south of Teuabu Village;
- 4th from the north is 5 km north of Routa Primary School;
- Southern Causeway is south of Te Nanoroi Village.

Lagoon crossings, or causeways, are considered public highways and as such are property of the State⁷. Gabion groynes will be installed in the foreshore, below the high tide mark. The 'foreshore' is the shore of the sea or of channels that is alternatively covered and uncovered by

⁷ Government of the Republic of Kiribati. 1989. *Public Highways Protection Act, 4 of 1989*

the sea at highest and lowest tides. The ownership of the foreshore and the sea-bed is vested with the State⁸. Land ownership needs to be declared for the purpose of identifying valuable assets (usually coconut trees) that may need to be compensated if disturbed and for the purpose of disclosing the projects intention to make improvements to causeways adjacent to landowner land.

Generally, there are no dwellings and no coconut trees in close proximity to the ends of any of the causeways on Nonouti. Should any coconut trees need to be removed, which is highly unlikely, landowners would need to be compensated at the government rate of \$80 per each fruit-bearing coconut tree.

Northern causeway is 275m long and sits between Tebuange Village & School and Matabou Village. The combined names of these villages is Benuaroa. Erosion is evident to the southeast and northeast of the causeway, and accretion to the northwest and southwest of the causeway. The proposed scope of works involves:

- a. General surfacing clean up; Typically, pothole repair, grading and rolling surface;
- b. Install mangroves and gabion groynes as erosion countermeasure.

Northern Causeway – Land Ownership

NW & NE – the land at the north end of the northern causeway is owned by Teaoka Abera, who lives in Matabou Village south of the causeway.

SW & SE – the land at the southern end of the northern causeway is owned by Aukitino and wife Monica who live in Matabou

2nd Causeway from the north – This causeway is 330m long and is located south of Matabou Village. Erosion occurs to the northeast and southeast of the causeway, accretion at the northeast, southeast and southwest of the causeway, and sedimentation within the lagoon is occurring adjacent to the southern culvert. The proposed scope of works involves:

- a. General surfacing clean up
- b. Planting mangroves and installation of gabion groynes as erosion countermeasure
- c. Discrete structural repairs at several locations to the east revetment of the causeway

2nd Causeway from North – Land Ownership

NW & NE – the land at the northern end of the 2nd causeway is owned by Beiatau

SW & SE – not known

- 5. 3rd Causeway from the north - is located 1 km south of Teuabu Village. The causeway is 144m long. Erosion is evident adjacent to the causeway, to the southwest of the causeway. No evidence of accretion and sedimentation. The proposed scope of works involves:**

- a. General surfacing clean up
- b. Install mangroves and gabion groynes as erosion countermeasure

⁸ Government of the Republic of Kiribati. 2005. *Foreshore and Land Reclamation Ordinance, Cap 35, Section 3.*

3rd Causeway from North – Land Ownership

NW & NE – the land at the northern end of the 3rd causeway is owned by Temarewe Tentau

SW & SE – the land at the southern end of the 3rd causeway is owned by Binataake Baranico

- 6. 4th Causeway from the north - is 144m long, has dense mangroves on either side and is located 5km north of Roura Primary School. No evidence of erosion, accretion and sedimentation. The proposed scope of works involves:**

a. Gender surface clean-up; Typically, pothole repair, grading and rolling surface.

4th Causeway from North – Land Ownership – is not known

- 7. Southern-most Causeway - is 167m long and is located south of Te Nanoroi Village. No evidence of erosion. Accretion is evident at the west of the causeway. Sedimentation is evident to the west of the causeway. The proposed scope of works involves:**

a. General surfacing clean up;

b. Structural repairs to east wall and verge;

c. Install 2 culverts and provide precast concrete blocks adjacent to the culverts as scour protection;

d. Install mangroves and gabion groynes as erosion countermeasure.

Southern-most Causeway – Land Ownership

NW & NE – not known

SW & SE – the land at the southern end of the southern-most causeway is owned by Teiniku Tauman who lives in Te Nanoroi Village

- **Discussion starter** – are stakeholders able to confirm land ownership of the lands adjacent to the causeways?
- Does anyone have any concerns about the proposed causeway improvements?

Environmental Concerns

Materials to be mined or extracted is 8,790 tonnes and unsuitable materials to be returned is 5,860 tonnes. Borrow sites for these materials has yet to be determined. Any approval for the sourcing of materials (sand, aggregates and rocks) will be subjected to further study and environmental, social and geomorphological assessment.

The potential risk of rehabilitation work to the marine environment is low as the work will be concentrated on and around the causeway

Installation of a culverts at the southern causeway will require further study on how that will influence the coastal hydrodynamic processes so appropriate mitigation measures can be considered

- **Discussion starter** – does anyone have any concerns regarding the environment and the proposed works to causeways?

Local employment opportunities

KOITIIP will provide some employment opportunities for local community members through the project. ADB and World Bank require that women and men have equal access to employment opportunities.

The project has a target for 30% women's employment.

All people employed by the project will be trained and will be required to sign a code of conduct outlining how they should behave at work. This is to prevent any sexual harassment at work and to reduce any risks for men and women working on the project.

- **Discussion starter:** Do people agree that women should be employed by the project?
- Are there any barriers to women being employed by the project? How can KOITIIP address these barriers?

Grievance Redress Mechanism (GRM)

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Safety measures will be put in place for the protection of the general public and construction workers, e.g., placement of sign boards, driving speed limits in the construction zone; public awareness creation. Still at times the operation of heavy vehicles or equipment can cause dust and noise or other disturbances. This will be monitored and processes put in place to ensure the proper disposal of waste materials and to minimize damage to roads or other public or private property. The grievance redress mechanism will be in place to ensure that everyone is aware of the process to raise their questions, concerns or complaints about the project to their Village Councillor.

- **Discussion starter:** Does anyone have any questions or concerns at this time?
- Do people agree that the best process for raising concerns about the project is through their Village Counsellor?

Gender Based Violence Risk Mitigation and GRM

In addition to the general GRM described above, the project has established a separate Grievance Redress Mechanism for Gender Based Violence complaints. The KOITIIP GRM for GBV follows the Government of Kiribati SafeNet referral mechanism.

The KOITIIP GBV GRM accepts all GBV complaints, including complaints about project staff causing GBV, project staff who are victims of GBV and cases not involving project staff.

Complaints about GBV can be made by staff, complainants, community members or leaders.

Complaints about GBV can be made to anyone in the SafeNet system, KOITIIP Management, ADB or World Bank head office. You can make complaints by calling 191 (national hotline), email, face-to-face or by SMS (a number will be set up).

All complaints will be registered by KOITIIP and referred to the SafeNet for handling. Who the case is referred to depends on the seriousness of the case. Services to victims of GBV will also be provided by existing the SafeNet system.

Non-serious cases will be resolved by KOITIIP or World Bank or ADB. Serious cases will be handled by GOK legal process.

Possible outcomes of GBV complaints include: dismissal, compensation, formal warnings.

- **Discussion starter:** Does anyone have any comments?
- Do people agree that the best way to handle GBV complaints is through the existing SafeNet?

Stakeholder Communication Strategy (SCS)

Today's discussions form part of the Stakeholder Communications Strategy, which is required by the project to ensure that all community members and stakeholders can participate and be fully informed of project design and implementation in a timely manner. Key stakeholders and affected groups or individuals are encouraged to express their views and interests during this design period and during project implementation, reporting and review. The strategy will ensure key communication messages are delivered in a timely manner to all affected persons. We envision that these messages will be delivered by Village Counsellors and Wardens. Affected persons will then have an opportunity to raise their questions, concerns or complaints and these will be recorded by the Village Councillor and shared at monthly council meetings.

- **Discussion starter:** Do people agree that the best process for sharing information about the project is through the Village Councillors?

Tabiteuea South Public Consultation Booklet

Introduction

KOITIIP stands for Kiribati Outer Island Transport Infrastructure Investment Project. The World Bank and Asian Development Bank (ADB) are working with the Government of Kiribati to prepare the financing documentation for the project. **This project has not yet been approved for financing.** The total project cost is estimated at \$33.0 million. ADB will finance \$12.0 million, of which \$10.0 million as an Asian Development Fund (ADF) grant and \$2.0 million from ADF Disaster Risk Reduction (DRR) financing. The World Bank (WB) will finance \$21.0 million as an International Development Association (IDA) grant.

We are here today to share information on the proposed aim, design and location of the proposed infrastructure and the processes and policies concerning project implementation. We are also here to create an opportunity for the general public and all stakeholders to share their views and concerns.

Project Aim

The project will aim to improve the safety of inter-island navigation and build resilient outer island access infrastructure on four selected outer islands in Kiribati; Abaiang, Nonouti, Beru and Tabiteuea South. There are 4 key outputs to the project:

Output 1. Safety of Inter-island navigation improved. This will be achieved through hydrographic surveying, which measures and provides an accurate description of shipping channels and other features which affect maritime navigation. This process will be essential for safe shipping access and the key enabler for future infrastructure investments.

Output 2. Resilient outer island access infrastructure ship to shore transfer improved.

Output 3. Capacity of MICTTD and MISE will be strengthened to ensure sustainable investment and operations.

Output 4. Operational support provided. Operational support component will finance project management and operational costs.

Tab South - Maritime Facilities

Takuu – is no longer in the scope of the project

1. Tabiteuea South – Buariki Government Station

The project is proposing a multi-purpose maritime facility at Buariki. This would be an open shed with corrugated iron roof sheeting and an enclosed area at the rear of the building suitable for AtoN fabrication and storage of valuables. A boat ramp with cradle and concrete apron would be installed at the seafront near the shed to retrieve small boats such as the 2.4T landing craft to be gifted to the Council.

Figure A. Preliminary concept for boat ramp and shelter

Tab South, Buariki – Land Ownership

Land ownership of the proposed site was not known at the time of preparation of these public consultation materials.

- **Discussion starter for Buariki Boat Ramp and Shelter**
- Is the everyone able to agree on the landowner family for the proposed site?
- Does anyone have any concerns about the proposed site?

Buariki Boat Ramp and Shelter Environment Concerns

The potential risk of the facility on the marine environment is very low as construction is concentrated on the land and beachfront. The raw material required has not yet been quantified but would not be substantial. Approval for the sourcing of materials (sand, aggregates and rocks) may be subjected to further study and environmental, social and geomorphological assessment.

- **Discussion starter** – does anyone have any concerns for the environment in regard to the proposed boat ramp and shelter at Buariki?

3. Tab South Causeways

There are 5 causeways on Tab South. **The most northern causeway, or Causeway 1, is not in the scope of works.** Causeways 2 – 5 are within the proposed scope.

Lagoon crossings, or causeways, are considered public highways and as such are property of the State⁹. Gabion groynes will be installed in the foreshore, below the high tide mark. The 'foreshore' is the shore of the sea or of channels that is alternatively covered and uncovered by the sea at highest and lowest tides. The ownership of the foreshore and the sea-bed is vested with the State¹⁰. Land ownership needs to be declared for the purpose of identifying valuable assets (usually coconut trees) that may need to be compensated if disturbed and for the purpose of disclosing the projects intention to make improvements to causeways adjacent to landowner land.

Figure B. Location of existing causeways on Tab South

Causeway 2 is one of two lagoon crossings that join Taungaeaka with Tewai in the north. Causeway 2 is 150m in length and has a stagnant fish pond at the NE end, which belongs to the village of Tewai. Erosion is occurring to the south east of the causeway and accretion is occurring to the north east of the causeway. Sedimentation is occurring in the upper reaches of the lagoon to the west of the causeway. Causeway 2 is proposed to receive the following scope of works:

- a. General surfacing clean up. Typically, pothole repair, grading and rolling surface;
- b. Renew 100m length of sandbag road edging to counter wave lapping. Ensure that surface water drainage is maintained through gaps in the sandbag edging;

⁹ Government of the Republic of Kiribati. 1989. *Public Highways Protection Act, 4 of 1989*

¹⁰ Government of the Republic of Kiribati. 2005. *Foreshore and Land Reclamation Ordinance, Cap 35, Section 3.*

- c. Install 2 additional culverts approx. 1.2m in diameter. Provide precast concrete blocks adjacent to the installed culverts as scour protection;
- d. Plant mangroves and install gabion groynes as a counter measure to erosion.

Causeway 2 – Land Ownership

NW & NE – land at the north west and north east end of the causeway is owned by the family of Rurunuti Rabangaki and her husband is Taatoa Tabanga.

SW & SE – land at the south east and south west end of the causeway is also owned by the family of Rurunuti Rabangaki and her husband is Taatoa Tabanga.

The stagnant fish pond at the NE end of the causeway is owned collectively by the village of Tewai. Respondents indicated that they did not want the fish pond drained even though it is currently stagnant. There is currently no proposal to drain the pond. Taatoa Tabanga, from the landowner family was interviewed and was in favour of the proposed works.

There are mangroves and shrubs of no value lining the eastern side of Causeway 2. There are mature coconut trees at the NW and NE ends of Causeway 2. It is unlikely that any valuable assets will be disturbed during implementation of the proposed works. If required, the removal of a coconut tree would be compensated to the landowner at the government rate of AUD \$80 per fruit-bearing tree. There are no dwellings in the proximity of Causeway 2.

- **Discussion starter** – are stakeholders able to confirm land ownership of the lands adjacent to Causeway 2?
- Does anyone have any concerns about the proposed causeway improvements?

Causeway 3 is the more southern of the two lagoon crossings that join Taungaeaka with Tewai in the north. It was originally built by the villagers and then SMEC did refurbishments in the late 1980's or early 90's. The causeway is 102m in length and has a larger, more formal fish pond at the SE end. Erosion is occurring to the west of the causeway and accretion is occurring to the east of the causeway. Sedimentation is occurring in the upper reaches of the lagoon to the west of the causeway. Causeway 3 is proposed to receive the following scope of works:

- a. General surfacing clean up. Typically pothole repair, grading and rolling surface;
- b. Renew 60m length of sandbag road edging to counter wave lapping;
- c. **Empty the contents of the stagnant pond and dispose – is subject to further environmental assessments in the first year of project implementation**
- d. Install 2 culverts, approximately 900mm in diameter. Provide precast concrete blocks adjacent to the installed culverts as scour protection.

Causeway 3 - Land Ownership

NW & NE – land at the north west and north east ends of Causeway 3 is owned by the family of Rurunuti Rabangaki and her husband is Taatoa Tabanga

SW & SE – land at the south west and south east ends of Causeway 3 are owned by Tetoki Kamarawa

There are no dwellings in the proximity of Causeway 3. There are shrubs of no value at either end and along both sides of the causeway. There are mature coconut trees at the NE and SE ends of the causeway but it is unlikely these will need to be disturbed. Removal of coconut trees would be compensated at the government rate of \$80 per each fruit bearing tree. Both

landowner families were interviewed and were in favour of the proposed works, with the exception of the draining of the milk fish pond.

Causeway 3 – Social Safeguards Issue

The landowner for the southern end of Causeway 3, owning the land on both sides of the road is Tetoki Kamarawa. During the August 2019 Council meeting a motion was proposed and accepted to drain the fish pond owned by Mr Kamarawa. This proposal is now under review and subject to further environmental assessments in the first year of project implementation.

- **Discussion starter** – are stakeholders able to confirm land ownership of the lands adjacent to Causeway 3?
- Does anyone have any concerns about the proposed causeway improvements?

Causeway 4 is long, 530 m in length, joining Taungaeaka with the southern islets and eventually the Government Station. Erosion of the coastline is occurring adjacent to the causeway, to the south east of the causeway. Accretion is occurring to the north east of the causeway, to the south east of the causeway, and to the south west of the causeway. Causeway 4 is proposed to receive the following scope of works:

- a. Add geocell wearing course (top layer of the causeway to receive 25mm granular bedding and 75mm concrete poured into a honeycomb-like framework)
- b. Plant mangroves and install gabion groynes as erosion counter measures

Causeway 4 – Land Ownership

NW & NE – land at the north west and north east ends of Causeway 4 are owned by Katiboua Natanaera descended from Bakoua (deceased) his grandmother. Katiboua wife is Temaabu Tauro.

The NE end of the causeway has received about 35m of new shoreline and there are some coconut trees growing on this newly deposited land. These would need to be compensated if works disturbed the coconut trees. The NW end of the causeway is losing land rapidly and the landowners would very much appreciate gabion groynes installed there.

SW & SE – land at the south west and south east ends of Causeway 4 are owned by the family of Mboou Tooma, who's brother is Teburea Tekau (deceased). Teburea has a son, Tekau Teburea, who is living in Tarawa. Mboou is married to Teitenguan Tebwana. Both the SW and SE ends of the causeway are gaining land through accretion of sand. When interviewed the landowner family said they are in favour of gabion groynes as they hope it will balance out the erosion they see happening at the north end of the causeway.

- **Discussion starter** – are stakeholders able to confirm land ownership of the lands adjacent to Causeway 4?
- Does anyone have any concerns about the proposed causeway improvements?
- Are all landowner families in favour of the gabion groynes installation?

Causeway 5 is the southern-most causeway and is adjacent to the government station at Buariki and runs past the KOIL depot. Significant accretion is evident in the lagoon, to the north east of the causeway, and is also evident to the west of the bridge, adjacent to the fuel storage compound. Erosion to the extent of loss of inhabited land has occurred and is ongoing in the lagoon to the south east of the causeway. A scarp is evident. Sedimentation of the middle reaches of the channel to the east of the causeway appears to be present.

The Southern Causeway, or Causeway 5 at Buariki is 420m in length and is proposed to receive the following scope of works:

- a. Reconstruct approx. 70m of causeway where there is potential for it to collapse in the future
- b. Add geocell wearing course
- c. Significant repairs to west causeway wall, amounting to approximately 150m length in total
- d. Plant mangroves and install gabion groynes as erosion counter measures

Causeway 5 Buariki- Land Ownership

NW – the land at the north west end of the causeway is owned by Teitengaun Tekakure

NE – the land at the north east end of the causeway is owned by Tebutiraoi Teitengaun

SW & SE – the land at the south west and south east ends of the causeway is under the Council lease.

It is unlikely that any valuable assets will be disturbed as there are no trees of value near the northern and southern ends of Causeway 5. There are no dwellings in the vicinity of the northern end.

- **Discussion starter** – are stakeholders able to confirm land ownership of the lands adjacent to Causeway 5, the Buariki Causeway?
- Does anyone have any concerns about the proposed causeway improvements?

Tab South Causeways Environmental Concerns

Materials to be mined or extracted is 16,230 tonnes and unsuitable materials to be returned is 10,820 tonnes. Any approval for the sourcing of materials (sand, aggregates and rocks) will be subjected to further study and environmental, social and geomorphological assessment.

The potential risk of the rehabilitation work to the marine environment is low as the work will be concentrated on and around the causeway.

Installation of culverts at the first two northern causeways will require further study on how that will influence the coastal hydrodynamic processes, so appropriate mitigation measures can be considered.

- **Discussion starter** – does anyone have any concerns regarding the environment and the proposed works to causeways?

Local employment opportunities

KOITIIP will provide some employment opportunities for local community members through the project. ADB and World Bank require that women and men have equal access to employment opportunities.

The project has a target for 30% women's employment.

All people employed by the project will be trained and will be required to sign a code of conduct outlining how they should behave at work. This is to prevent any sexual harassment at work and to reduce any risks for men and women working on the project.

- **Discussion starter:** Do people agree that women should be employed by the project?
- Are there any barriers to women being employed by the project? How can KOITIIP address these barriers?

Grievance Redress Mechanism (GRM)

Through the Island Council and Contractor, there will be a system in place for anyone to raise questions, concerns or complaints about the project. Village Councillors will be asked to present questions, concerns or complaints at the monthly Council meetings. These will be recorded and the response to the concerned person or group will be recorded. The project will make every effort to minimize inconvenience caused by construction and respond in a timely manner to issues raised.

Safety measures will be put in place for the protection of the general public and construction workers, e.g., placement of sign boards, driving speed limits in the construction zone; public awareness creation. Still at times the operation of heavy vehicles or equipment can cause dust and noise or other disturbances. This will be monitored and processes put in place to ensure the proper disposal of waste materials and to minimize damage to roads or other public or private property. The grievance redress mechanism will be in place to ensure that everyone is aware of the process to raise their questions, concerns or complaints about the project to their Village Councillor.

- **Discussion starter:** Does anyone have any questions or concerns at this time?
- Do people agree that the best process for raising concerns about the project is through their Village Counsellor?

Gender Based Violence Risk Mitigation and GRM

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Annex 12: Phase 1 Stakeholder Consultation Minutes

Date/ Location/ Respondents	Minutes
TOPICS FOR DISCUSSION; (i) proposed design concepts and their location; (ii) impact of infrastructure improvements; (iii) land use, land ownership and protected lands; (iv) local engagement in civil works; (v) information sharing mechanisms; (vi) grievance redress mechanism; (vii) interisland transportation priorities and risks.	
Abaiang, 13–14 August 2019	
Male Civil Servant 1	<p>Abaiang Council had received delivery of a 2.4T landing craft the week of August 12th. Abaiang Mayor and Clerk were not yet clear on how the council would utilise the landing craft other than its mandate to ferry passengers and copra between the islets and Taburoa. The official hand-over of the vessel and the full strategy for its use had not yet been determined</p> <p>The Mayor was adamant that an improved channel was needed at Taburao to enable large ships to reach the jetty or a long jetty. Ships are no longer allowed to off-load passengers after 6pm for safety concerns. When ships arrive late from Tarawa they must sit off-shore all night. Most vessels can only access the shore at high tide.</p> <p>Abaiang Council lease covers the proposed project site and it has a 100 year lease that started in 1967. Lease payments are now made through the central government, MELAD. The lease rate was increased in 2017. There are 3 landowner families within the Council lease and payment is made to the eldest family member</p> <p>The original landowner is Ekeieta and the daughter, Teuota Ekeieta is the head of the family here on Abaiang. Her Uncle, as the eldest, receives the lease payment. He lives on Kritimas Island and payments are made through MELAD. They are the landowner family for the area next to the KOIL and all along the shore at the proposed site. This land is already under council lease. The road is owned by GoK.</p> <p>The landing craft – for big repairs it will be sent to Tarawa. We want a small crane to transfer cargo from the vessel to the wharf and a warehouse to store the cargo. Bags of cement, rice and copra are all delivered here.</p> <p>Council will provide a boat service to the islets and people will pay fees for cargo and passengers. Landing craft can carry motorbikes and trucks and land on the beach in the shallow water. The craft is not meant to ferry passengers back and forth to Tarawa.</p> <p>At low tide people must walk a very long way to reach the boats. We need a deeper channel and a jetty. Were surprised were talking about the land craft. If the jetty is not possible we would ask for a channel so that vessels can reach the floating jetty. When it is low tide it is very difficult. We have no plans for maintenance of the landing craft on land. We do maintenance at low tide. We don't have a plan to pull the landing craft out of the water – that's a new idea.</p> <p>Our problem – when the ship comes from Tarawa at low tide and after 6pm. After 6pm no one is allowed to off-load so the ship sits offshore all night.</p> <p>There are no sacred sites on Abaiang.</p> <p>Coconut trees that need to be removed are compensated if they are fruit bearing. \$50/tree.</p> <p>Landowner boundary – GoK owns the sea to the high-tide mark. Where trees grow is within the landowners boundary.</p> <p>Tebontibike is the most favourable spot for landing craft because the sea bed is not rocky, its easy to come ashore and there is no strong current in the area. We need a ramp to meet the road and. There is an existing channel to this beach that does not need to be widened. There are no AtoN markets, captains use their eyes to navigate</p>

Date/ Location/ Respondents	Minutes
	<p>and GPS. In front and slightly north of the ice works was talked about for a ramp but there is a strong current there.</p> <p>Tebunginaka at the north end of the island used to be a good spot for off-load heavy equipment, trucks, but storms have spoiled this landing site.</p>
Female landowner	<p>We are the landowners for the site you are proposing. My mother's brother is Tioti (George) Tom who lives on Kritimas Island and payments for the Council lease are sent directly to him, I'm not sure of the rate Council owns the road and they own to the highwater mark. I'm not aware if there are problems with the lease payments, usually they are made at the beginning of the year. Our income is from copra, selling buns and bread, barter for basic goods. We would be happy to see a passenger terminal. The land is already leased to Council so we its okay to build. I think that Council leased the land in 1967.</p> <p>KOIL leases the land at a lower rate – will the jetty and passenger terminal affect the rate? Its no problem to build but the rate should not change.</p> <p>We have other land, outside the Council lease. We gave 1 piece of land to fisheries but they never made payment against the lease so we took the land back.</p> <p>There are no sacred sites on our land.</p>
Focus Group 5 women	<p>Abaiang women have a women's centre on Council land that they can rent for short-term accommodation for income generation. There is a 30-member women's council with a 5-member Executive body, but they have not been active for the last year. If there is notice given the women can be organised to come together. There is an Assistant Social Worker on the island who deals with all the communities.</p> <p>Safety; at low tide people must walk a long way to access the boats. Most boats will only come and go at high tide and regularly wait offshore overnight. A disabled man tried to swim to shore at night and he died. They no longer allow the boats to offload at night.</p>
Tebontibike Landowners 2 male 1 female	<p>The proposed site where a road could connect to the landing site at Tebontibike is in dispute between two landowner families; The Tiaon family and Takoto. The conflict is about confirming who owns the empty piece of land between the homes. There are no plans at present to develop that land. The dispute has been registered with the land magistrate court at Abaiang. The case has been heard but final decision hearing was delayed, since June. It would be helpful if the GoK could step in to resolve this particular dispute because it's a need for the island – they can help bring a quick resolution.</p> <p>We have 1/8 of a hectare. The land is used for copra and residential purposes. Our boundary to the sea extends as far as something is growing.</p> <p>Concerns for a ramp at Tebontibike would be if there were damages to the beach from construction.</p> <p>Advantages of the project – it would be entertaining to see what comes off the ships.</p>
Nonouti, 15–18 August 2019	
Male Civil Servant #2	<p>Mayor understands that the landing craft for Nonouti will be delivered in late 2019 or early 2020 and will be used to transport copra and students to and from the islets in the north.</p> <p>The Mayor is very much in favour of the boat slip as it will be useful for maintenance and to protect the landing craft during severe storms. Council has a mechanic but he is not a boat mechanic but he could be trained to repair the landing craft. Or maybe they could send a specialist from Tarawa.</p> <p>Matang is the preferred passenger offload point for most vessels. It is also a transport hub with many motorbikes and some trucks available for hire. The proposed site is within the Council lease, which started around 1967. There are several landowner</p>

Date/ Location/ Respondents	Minutes
	<p>families involved in the Council lease. The usual Court Clerk will know who the landowners are but she is on vacation. Central government, through MELAD is paying the lease and payments are up-to-date.</p> <p>For new lease arrangements, first is to communicate with the landowners. There's always conflict within the landowner families so need to bring them together to discuss. Then court papers are drawn up here. May invite MELAD from Tarawa to survey the site and sort out the plot. Coconut trees must be compensated.</p> <p>There are no sacred sites in the area.</p> <p>Boat slip vs passenger terminal: what is the preferred option? The was talk of a passenger terminal nearby but the preferred option is the boat slip. When the boat is not in the slip cargos can be offload and stored and passengers can wait under the shelter also. For sanitation a flush toilet would be a good idea.</p> <p>There are two other places: Aubeangai and Taboiaki. These passages are used for shore access but Matang is better for storage of cargos because Council can safely store them until people come to collect.</p> <p>Tamanuku – This spot is preferred for offloading heavy equipment. It's a rocky area and a permanent slab would reduce damage to the shore, but we'd need to cut a road through to get to the main road. The landowners allow people to offload here for many years. We must identify the landowner and negotiate with them before anything else.</p> <p>Matang is the highest priority site because its multipurpose and in the town centre.</p> <p>The landowner boundary on land is to the high tide mark. GoK owns the shore.</p> <p>Causeways – Council has done maintenance on the 2 northern causeways, done by MISE 2 or 3 years ago. Mayor raised a concern that culverts would make the erosion worse as currents would come from the ocean side.</p> <p>Southern most causeway – the wind is normally from the SE and fairly gentle but occasional easterlies bring stronger wave action. At high tide the ocean water washes over the north end of the southern most causeway.</p> <p>GRM – The Council deals with all issues with the help of 2 police and special constables that are selected by the police. There is also an Assistant Social Worker Officer (ASWO) who is employed by MWYSSA full-time. She works with the women and youth, not with the Council.</p> <p>Info share – best way is through the councillors from each village. The Council meets every month. Urgent issues they can make a special meeting. This is the best way to relay information about the project.</p>
Nonouti Landowner 1 male	<p>We have requested maintenance of the Southern Most Causeway many times and reall support the project and the installation of gabion groin walls. We really want a culvert to help increase water flow as fish are no longer found in this area.</p> <p>If the causeway is temporarily closed it will affect student's ability to get to school. There will be a shortage of foods and cargo to the islets and they could run out of supplies. Some cargos can be moved during low tides.</p> <p>Village councillors are the best way to communicate information about the project.</p> <p>Concerns – will labourers be needed? Here usually the Council decides who receives the work opportunities. Will there be workers selected from this village?</p>
Nonouti Landowners 2 - Matang (male and female)	<p>As landowners we represent 2 of 3 landowner families who lease land to the Council at the proposed maritime facility site at Matang. We are very much in favour of the boat</p>

Date/ Location/ Respondents	Minutes
	<p>ramp and shelter as we understand that people will benefit. We have leased our land to the Council and are happy for Council to implement improvements.</p> <p>Our boundary at Matang is from the middle of the iceworks building across to the edge of the Council police toilet. And from the road to the high tide line at the lagoon. Where the land can support a tree its our land.</p> <p>Best way to receive information and raise concerns about the project is through the village councillor.</p> <p>There are no sacred places in our area.</p>
Nonouti Landowner 3 Benuaroa village male	<p>There is a swampy area that blocks the road north of Tebuange Village and the north of the northernmost causeway. Can the project drain the swampy area on the road?</p> <p>If the northern most causeway was closed we would have to walk with our bikes and motorbikes at low tide, as we did before construction of the causeway. Its not a problem.</p> <p>Best way to receive information about closures or other project information is through the village counsellor. If we have issues or concerns about the project we will raise that through the village counsellor also.</p> <p>For women, there is a Catholics women's group called Itoiningaina and we have a local rep in our village. We see this type of labour as men's work. It is usually men who do the construction work.</p> <p>Before the causeway was built we had plenty of seaworm in this area but now they are gone and also erosion is a problem.</p>
Nonouti Landowner 4 Matamou Village male	<p>The road north of the causeway get washed out by hide tides and a swampy area remains.</p> <p>If the causeway is closed for repairs we can travel north or south along an alternate route. There is a fish pond and there is a very narrow road that a bike can pass along.</p> <p>There are no sacred sites in this area.</p> <p>Concerns or questions about the project should be raised through the village counsellor.</p>
Nonouti Landonwer 5 Tamanuku male	<p>I have lived in this area all my life but I'm not sure who the landowner is at Tamanuku where the landing crafts bring heavy equipment ashore</p> <p>There is a land dispute in this area but I don't know the details.</p> <p>There are no sacred sites in this area,</p> <p>Problems or issues about the project can be raised through the village counsellor.</p>
Nonouti Landowner 6 Teuabu male	<p>People benefit from the causeways because they have made inter-village travel a lot easier and faster. People are fishing near the culverts and there is good variety of fish. However, in the deeper are we have a seen a decline in deeper water fish and the sea worms are very few.</p> <p>If the causeway is closed its not much a problem as we can use a boat or walk across at low tide.</p> <p>Its not a problem to gather beach materials from this area as refurbishment of the causeway is a priority for the people.</p> <p>If there is a tree or shrub growing its landowner land, below the high tide mark the beach belongs to government.</p>

Date/ Location/ Respondents	Minutes
	<p>There are some coconuts near the southern end of the causeway. The compensation previously was at a low rate but I understand its now paid at \$80/tree.</p> <p>Our income is from copra and fishing and selling coconut syrup.</p> <p>There are no sacred sites in this area.</p> <p>Local people would be very happy to work in construction. But we would not want to see women do this difficult work.</p> <p>Best way to communicate complaints and share information is through the council.</p> <p>Women can also raise concerns through the council. There are women's groups in the village, there's Itoiningaina, as more are Catholic in this area.</p> <p>During severe storms the ocean washes up over the causeway. We would be very happy to gabion walls if they help prevent the water running over the land.</p>
Women's FGD; 4 women	<p>There are no real problems faced by women or other travellers on boats, except when we get stuck off-shore waiting for high tide. But we just wait, its not a problem. We still off-load the ships at night if the tide is high. There are no particular risks for women or girls.</p> <p>The main reason that people travel by boat is students for education and to transport cargo. Students come to Nonouti for secondary school.</p> <p>Nonouti people come from the islets in smaller boats to sell seafood and fish and they usually arrive at Matabou, the village north of Teuabu. Its safer to land at the end closer to where they live and then theres less travel by truck and less fuel. Its too expensive to go to Matang and pay fuel to travel all that way overland. But if its in a big boat they would prefer to land at a good landing at Matang but a smaller craft is better to land on the beach closer to home.</p> <p>Matang is a good place for a boat landing because its central and there are more services there. If in a safe and big boat we prefer to go offshore from Matang</p> <p>Causeways – they connect us to people in other villages, we can unite with our families and sell cargo and fish. If the causeway is closed the issue is for the students travelling to school. Also the central hospital is in Matang and sick people need to be able to reach it.</p> <p>If we had complaints we would want to raise them through the village counsellor who then raises is to the full council meeting.</p> <p>There are several networks for women: Catholic women's Itoiningaina, RAK – Reitan Ainen Kiribati, KUC – Kiribati Uniting Church. There is a group that the Assistant Social Worker is in that combines all the church groups. They meet once a month and have a festival each year.</p> <p>We would want to receive info about the project through the village counsellor. The women's groups might be useful also – they can receive info from the Social Worker.</p> <p>Women can work on construction but it usually men who do such work. Some men might accept the idea of women working, it depends on the men's leader.</p> <p>We prefer Matang as a location over Tamanuku because its central. Tamanuku is for heavy vehicles.</p>
Key informant and Community Elder Tamonuku male	<p>The magistrate can help to identify the landowner of the proposed site at Tamonuku. That landing site is important as its where we bring heavy equipment ashore. That area is known as Bareata and also Tetua.</p> <p>What if we don't find the landowners, will that create problems?</p>

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	<p>When will the project start-up?</p> <p>The village council will be able to share the key information with the community.</p>
Beru, 19th to 25th August, 2019	
Civil servant 1 Beru male	<p>Boat Channels: Taboikaki Channel was originally dug by the villagers over 50 years ago and then the GoK came and helped. Nuka Channel is no longer used as a copra transfer point. The Corpa Cooperative site is derelict and copra is now stored in the Catholic shed and then transferred to Tebikeriki or sometimes, at high tide, to Taubukinberu, east of the government station. Taboiaki people transfer copra from their channel.</p> <p>Causeways: There is a toll on the Teteririo causeway. It is a long way to go around. The road for the alternate route to avoid the southern Teteirio Causeway is in poor condition and takes 30 minutes to reach Nuka and consumes more fuel. During the rainy season the road gets very bad.</p> <p>The northern causeway is newer than the southern, which is at least 50 years old. The northern causeway is important as people use it to collect firewood, coconuts and cargo from the ships. However, the alternate route in the north, the road is in better condition as its hardly ever used.</p> <p>The causeways have had an impact on the marine life. The mud crabs are gone. They had mangroves on both ends of the southern causeway and now, without the mangroves, the mud crabs are gone. Clams are also gone.</p> <p>Erosion is a problem, especially in the north. They have had to rebuild Tebikeriki road 4 times and they are losing land. In the south of the island, erosion is impacting the edible mud.</p> <p>If the causeways were closed in the short-term or left to crumble entirely it would not be much of a problem. People would be forced to drive another 30 minutes to go around the southern tip of the island. In the north the alternate road is much better because it is hardly used. Boats can be used to cross in the south.</p> <p>When people are sick there is a clinic in Temaraa. For very serious cases people must be medivac to Tabiteuea North or Tarawa.</p> <p>Gathering sand and aggregates from the beaches is not a problem. The engineers looked at beaches in Taboiaki in the south and Weneete beach in the north of the island. High tide mark is the boundary and beyond that the beach is GoK land. The ocean floor also belongs to government.</p> <p>Main sources of income for islanders are copra, fishing and the barter system. A few do baking. The barter system is used more than trade stores</p> <p>Sacred sites: yes on the island but not close to the sites and not near the beaches mentioned for borrow sites.</p> <p>GRM: people normally report any serious problems to the police. Less serious concerns would be raised with the local counsellor. Land issues are reported to the police. Each village has a Council rep and they meet once each month in the 3rd week of the month for a Council meeting. Yes, the Council meetings could include a review of actions under the GRM. There are 12 village counsellors on Beru and 12 wardens to share information with the population. The may is elected for a 4-year terms. The Chairman of the Merewen Beru and a youth rep and a women's rep also attend the council meetings.</p> <p>Local labour: If there are local labour opportunities the council will share the opportunities equally through the villages. We would prefer that the labour is done by</p>

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	<p>local people. There are bad experiences when they have brought labourers from Tarawa and the work was not completed.</p> <p>Women's networks: There's a non-denominational women's group "Ainen Beru" and they have an executive body. The Chairwoman is Rwute and she also works as the Assistant Social Worker. There's also the Catholic women's Itoiningaina, RAK – Reitan Ainen Kiribati and KUC – Kiribati Uniting Church. There are other groups for work parties and daily chores.</p> <p>The village council system is the best way to pass and receive information about the project. The Council would like to receive information on a regular basis to be informed about the project.</p> <p>There are no recent lease agreements between the Council and landowners – nothing in the last 4 years. Kiri Watsan project did some MOUs with communities. There are many landowners involved in the Council lease. This is paid by Island Council and topped up by MELAD.</p>
Beru elder and community leader 2 x male	<p>The land at the East/Nuka end of the Teteirio Causeway is newly formed from accretion. There was a Maneaba on this spot and a big dispute over the Maneaba was it burned to the ground. The land is confirmed as public land and under the authority of the Merewen Beru.</p> <p>The Southern and Northern Causeways get really swamped by waves during King Tides and heavy seas and become unusable at these times.</p> <p>The landowner for the old copra shed at the southern causeway is deceased. There was a big dispute on this piece of land. Before there was a big maneaba opposite the old copra building and the people burned it down during the dispute. Most of the land there was deposited by waves. The Merewen Beru are holding authority over the old copra building, but this is a bit unfair to the landowner family. The land should be returned to them. After the causeway was built the Merewen Beru came in and took authority over the Nuka land adjacent to the causeway. The Council gave Merewen Beru this authority as a sign of respect, because the location was seen as important. Merewen Beru represent the elders of the island. The Chairman attends the Council meetings and no one can go against his decision, or challenge him publicly during a meeting.</p> <p>Tebikeriki Boat Ramp: KOIL site at Tebikeriki is leased from 3 landowner families. The boat ramp was built in the 1970's and I was involved in the construction. Tebikeriki is the preferred channel. Sometimes Taboiaki can be problematic, when the sea is rough. Though sometimes it's the other way around.</p> <p>Teterio Causeway: This causeway gets really swamped during king tides. The water comes right over the road, as evidenced by the ruts in the road. This happens about every 3 months or when there is strong winds and the sea surges. Same problem with the northern causeway.</p>
Beru landowner family 1 2 x female	<p>Taboiaki channel: The nav beacons are on the land of Terere Amota and he has a daughter here, Tireke Terere, she is the only child. Tireke lives near the channel at Taboiaki. The Council does maintenance of the beacons but nothing in the last year. They go off for a few days and then they work again. The fisherman complain that the nav beacons are not lined up well to guide them into the channel at Taboiaki.</p> <p>When the sea is rough we have seen boats capsize and the cargo go into the sea. When big ships arrive they have to use small tender vessels to bring cargo and passengers to shore. Passengers also have to come ashore on tenders, though we don't see many passengers.</p> <p>There are only a very few passengers there days, its mostly cargo, ships are loaded up with copra for transfer to Tarawa. It's a long time now that people prefer to travel by plane. It takes 2 days on a big ship to reach Tarawa, or it may take 4 days or a week.</p>

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	<p>Mostly now the ships just carry cargo. Nikanau Island is not that far so some people, if they have family there, or cargo to sell might visit Nikanau – takes about 4 hours.</p> <p>Taboiaki is more important channel than Tibikeriki, which is too far in the north and inconvenient. And there is more population in the south of the island.</p>
Beru Landowner family 2 2 x female	<p>The nav beacons are on the family land of Terere Amota, who's daughter Tireke Terere lives in Taboiaki. The family did a land swap with Tambo Naurua, who is the current owner of the land under the nav beacon. Tambo is a primary school teacher and he and his whole family are living in Tarawa. Aaren Rioti is the landowner of the Taotin Shed at the Channel.</p> <p>The nav beacons were installed over a year ago. We don't have boats so don't really know much about the beacons.</p> <p>Women's groups: There is a women's group who gather for clean-up projects at the hospital. There is an Assistant Social Worker but she doesn't visit here much. If we need her we can call for her. Usually we raise issues through the village counsellor.</p>
Beru Landowner family 3 female	<p>Teunaia Koina (deceased) is a landowner near Tetierio Causeway at the Copra Coop site. He is survived by his wife Kobonikarawa Naawere. Teunaia had a brother who is also dead but his wife is alive and living on Beru. The family would need to talk together first. Teunaia had attended meetings with Merewen Beru to fight for the return of his land but it was never returned, unlike the other copra coop sites.</p> <p>Merewen Beru stepped in to manage the land on the north side of the road but not really sure when. But its been at least 10 years that no copra has been offloaded there. It used to be a popular site for ships to load copra but not any more.</p> <p>Are there active women's groups where women can raise concerns or issues about the project: No. Through the village counsellor is the best approach</p>
Beru landowner family 4 2 x female	<p>Teunaia Koina (deceased) and his brother Takanoi Koina (deceased) are the landowners for the site of the old copra cooperative. They are survived by their wives who live on Beru near Nuka.</p> <p>The land for the old copra cooperative has not been returned to the Koina landowner family. All the other cooperative sites have been returned to the landowners but not this one. Before the cooperative there was a store on that land. There was a plan that every village must have its own store. But then a second plan came in that all villages should have a copra cooperative and so the store became the cooperative site.</p> <p>The Merwen Beru used to have authority over the space on the other side of the road from the copra coop site, where the Maneaba was. That land is called Tabontebike and the extended it over the road to Te Bakoa, which is the Coop site.</p> <p>There is also another landowner family between the copra coop site and the road This the family of laoniman (deceased) who has a son Kiatoa laoniman (deceased) who has a son laoniman Kiatoa, who is living in Tarawa but he also may be dead. laoniman had a brother Teun Kiatoa, who has a son Teem Teun who is living in Tetierio near the causeway.</p> <p>We support the plan to install gabion groin walls at the shore.</p>
Air Kiribati Agent male	<p>The agent has worked 19 years with Air Kiribati and states that even though the fares have gone up in price two years ago and again the start of this year, more and more people are opting to travel by plane rather than boat. There is 1 flight per week, and it is always full with passengers having to wait a week until the next flight.</p> <p>In 2020 the Dash 8 will start to land in Beru to accommodate the high numbers of passengers. That is why the big equipment has arrived on the LC Lennox to be off-</p>

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	<p>loaded from the ship, its to lengthen and improve the runway. The Dash 8 holds 37 passengers, while the Twin Otters that fly weekly to Beru, only hold 19 passengers. Usually there is only space for 10 passengers as there is also a lot of cargo, so some seats are saved for cargo; food, medical supplies, WASH fittings, bicycles, fresh and frozen fish and seafood, a lot of fresh meat/chicken, dried fish, many things.</p> <p>There are many more people travelling now than, say 8 years ago. Many students travel by plane during the school holidays and term break, that is peak time for passengers. Most students take the plane now, ships are not used as much anymore by passengers. The bi-annual football tournament is when we see supporters taking the ship to Tarawa, but some old men supporters will go by plan.</p>
Beru Landowner family 5 2 male & 1 female	<p>Nuka: The small space between the copra coop building and the road was used as a rallying point for firming up marches to the Maneaba. That small space is called Bakoa or Shark in English. That land has never been under the authority of Merewen Beru, only the copra coop site was.</p> <p>On the other side of the road, where the Maneaba was, that was under the authority of Merewen Beru. There's an old story that the Maneaba was built there because of a human skull appeared on the beach there. The story is about 2 brothers, who fought in the lagoon before the causeway was built. Kourabi and Teinai were the brothers. One chopped the other brothers head off and it floated ashore and that's when the area became public land, owned by everyone. When the head was floating in the water the head wouldn't come ashore, no matter where they tried, until it came ashore at that spot. And so the Maneaba was built there.</p> <p>There was a conflict between the Nuka people and Tetierio people who both wanted to own the Maneaba and they agreed to share it but then the other villages came and burnt it down because they thought it was for all of Beru and not just Nuka and Tetierio. Police came from Tarawa to settle the dispute, around 1998/99.</p> <p>If Tetierio causeway is closed it will affect the primary school students because they go to school on the Nuka side and will have to travel the whole way around.</p> <p>Sacred sites: Not really, but where the head came ashore, no harvests coconuts there. They are afraid to plant or harvest. We support gabion groin walls because they will help with erosion.</p> <p>Local labour: Its easy to get labourers from the villages. If women want to do the work, why not, go ahead. Will there be more chance for landowner families to be involved in the work, especially as its our land?</p> <p>GRM: concerns should be raised through the village counsellor. We would want to receive information through the village counsellor also.</p> <p>Preferred channel: Taboiaki channel because its closer to us</p>
Beru Landowner family 6 2 male 1 female	<p>Kaariraia causeway: landowner family at the north east end is Karibwa Toanimarawa (deceased) and his son is Tauera Karibwa, who is the eldest male and has sisters.</p> <p>Environment: fish stocks have gone down since construction of the causeway. The council has milkfish in the lagoon and so no one is allowed to fish there. There's been too much erosion. They are gaining land on the NE corner but the S side the land is washing away. Where new land is formed, if it can support trees, it belongs to the landowner.</p> <p>If the causeway was closed: The alternate route is less than half an hour and the road is fairly good, bad in some spots. The longer way is actually better. But if the causeway is closed it will make it hard for those who want to go north to collect coconuts.</p>

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	<p>Borrow sites: Its not a problem to gather materials from nearby beaches. Happy to support the project as long as they take a reasonable amount and don't destroy the beach.</p> <p>Income: Copra is our main source of income.</p> <p>Sacred site: Yes but nothing near the causeway.</p> <p>Local labour: Yes, most people are interested and want to work for pay. Women workers? It's a man's job – kind of difficult to involve women.</p> <p>GRM: We'd raise concerns through the village council.</p> <p>Women's groups: Women have a group called the White Ribbon "Rebeh Mainaina". There are reps for that group and also the RAK 'Reitan Ainen Kiribati' which is a breakaway group from the RAB 'Reitan Ainen Boretetananti, both are Protestant Women's groups.</p> <p>Info share: The Council will give info to the village counsellors and then the wardens will spread the news through the villages.</p> <p>Tebikeriki Channel: mostly is cargo's coming ashore, its rare to see passengers. People don't use the ship much anymore. The teams for tournaments will use the ships but that's really the only time. The tournament is once every two years in Tarawa, all the islands get their teams to Tarawa.</p> <p>Preferred channel: Tebikeriki has less waves than Taboiaki. The waves and current can be really strong in the south.</p>
<p>MISE Mechanics 2 males</p>	<p>2 MISE mechanics travelled to Beru on the LC Lennox bringing the heavy equipment that will be used to make the runway longer to receive the Dash 8. The LC Lennox is not a flat bottom ship, it has a hump on the bottom at the stern and needs a very high tide to get near the shore and then must wait for a low tide to unload the heavy machinery, which drives through the water and then is water-blasted and repaired from the damages of the salt water.</p> <p>The LC Lennox arrived to Beru on 20 August 2019 and was still waiting for safe passage to shore on 26 August 2019. A King tide was expected on the 30 August 2019. This waiting greatly increases the cost of shipping.</p> <p>The equipment waiting aboard the LC Lennox was previously on Tab South and travelled about 10 hours to arrive to Beru [where it waited for a week to be able to access the shore to offload].</p> <p>Unlike flat bottom barges, the LC Lennox is not able to land Weneete beach in the north of the island.</p> <p>These improvements to outer island airstrips are not a regular occurrence and its been over 15 years since major improvements were carried out, partly due to the difficulty of getting heavy equipment ashore and the toll the salt water takes on the equipment. The mechanics travel with the equipment so they can water blast and repair the damage done.</p> <p>When the heavy equipment is offload it will not use the causeway to travel south to the airport, rather they will take the alternate, longer route around as it is safer and smoother road.</p> <p>The mechanics report that deepening Tebikeriki channel would be of so much benefit to project like this.</p>

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Beru Civil Servant 2 female	<p>The land for the KOIL Station at Teikeriki: MELAD holds the lease for this land.</p> <p>The confirmed rate for compensation of coconut trees is \$80 for a mature, fruit-bearing tree. The rate is meant to be \$2 for baby trees, however, landowners will argue for \$80 for all trees.</p> <p>Council has no recent experience in doing lease agreements with landowners.</p> <p>GRM: Village Wardens can raise community concerns through the Council, and these will be captured in the minutes. The minutes are sent to MIA and goes to the Local Government Division within MIA. But if it's a project concern it's better for the Councillors to raise it. The Special Constables are not police but they are trained by the police and paid by the Council to help keep the peace.</p> <p>Women's networks: There is a lady that represents the women and she attends the Council meetings. She is not a Counsellor but is the women's rep. Her name is Tamwaei Baikia and she lives in Nuka across the causeway and on the right.</p> <p>Information sharing: The Counsellors and Village Wardens are paid by the Council and are the best people to share info about the project. The Wardens do not attend the Council meetings but they do produce reports and give to the Counsellor to raise at the meeting. These are discussed and captured in the minutes. The Wardens also do pet control, ensure there is light on the vehicles at night, they help the police to keep the peace.</p> <p>There are two full-time, male police officers, both from Tarawa. There are 12 Special Constables, recruited locally and paid a lower wage than the police. They are trained through the police academy.</p> <p>Ships passengers: people travel by boat primarily for education, to visit relatives, buy cargo in Tarawa. There is a boat to Tarawa about every 6 to 8 weeks and it takes 2 to 3 days to get there. People prefer the plane. Very few people take a boat to leave the island now, compared to the past when more people took the ship.</p> <p>Risks for women: When I was little there was a story of a woman who delivered her baby on board ship, because they changed the route and she was onboard many days. But that was long ago, at least 10 years ago.</p> <p>Beru island experiences a lack of cargo; flour, rice, sugar, basic items run out because it takes so long for the ships to come here and also because the channels are not good.</p> <p>Preferred channel: Tebikeriki because it most convenient at this time and because Taboiaki is a complicated place to offload. Smaller boats are always capsizing at Taboiaki because of the waves. There are many times that the boats capsize and loose cargo at Taboiaki. Tebikeriki has not such stories.</p>
Beru Elder 3 male	<p>The landowner for the south/east end of the northern Kaariraia causeway is Tabwi Maemae (deceased). Tabwi's sister is the mother of Kaburara Teakin, who is the current head of the family. Their Uncle (their dad's brother) is alive. His name is Buraburaba Maeae and also lives in Taburua Village, which is part of Tabiang Village</p>
Beru Elder 4 male	<p>The landowner for the south/west end of the Northern Kaariraia causeway is Tongoun (deceased) who is from Nuka. He has a daughter, Mbwenea Tongoun (deceased) who married a man and moved to Nikunau Island. Mbwenes's son is Iareto Kabunare, who lives in Tarawa. There is nothing being done on the land and all the family live in Tarawa. Iareto's younger brother, Nouata Kabunare allowed the B;hai faith members to access the coconuts and they could build houses if they wanted but they have not built houses.</p>

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	<p>North/east end of the Northern Causeway is owned by Karibwa Toanimarawa (deceased) and he has a kids and the wife is still alive and living in Tabiang Village. The wife is Aonikarawa Kamaru.</p> <p>North/west end of the Northern Causeway, land is owned by Tebora (deceased) and the caretaker for the land is Iakobwa Bakrere who lives in Tabiang.</p> <p>It would be much better to have culverts because the erosion has been really bad on the south-west end of the northern causeway.</p> <p>We villagers built the causeway in the 1960's. In the 1960's the water was so deep but now it has gone shallow, And there has not been any real maintenance since it was built. The water was so deep, over a man's head at high tide and the water was dark blue.</p>
Beru Landowner family 7 2 male and 1 female	<p>Sacred sites: The shrubs on the north side of the road at the West/Teteirio end of the Southern Teteirio Causeway are considered a waiting place for spirits and as such the shrubs are considered sacred and should not be disturbed. These shrubs have not been disturbed for many years. We believe that to disturb the shrubs brings a curse. A worker took sand from near the shrubs and he died after. A woman died after she did her toilet there.</p> <p>The lagoon on both sides of the causeway is much more shallow now than before, as sand is being deposited on both sides.</p> <p>If causeway closed: The alternate route is nearly an hour, for both bike and truck, if the road is poor. Going to church would be difficult, or to get things from the shops. The Church is very close now, but if the causeway closed it would be almost an hour to arrive to Church. Even reaching the island Council would be difficult for many but you can walk across at low tide. But children cannot walk across at mid or high tide and there is no primary school on the Teteirio side of the causeway. Can't remember maintenance ever being done on the causeway.</p> <p>Local labour: Local people would be very interested to work on the project. Not sure if men would support the idea of women working because it's only men's work. That's not our culture here. "We women want to work but it's always the men taking all the work".</p> <p>GRM: People can report serious problems to the police or the court clerk who handles land matters. People can report to the Village Councillors for noise type issues. Women can get the help of the Assistant Social Worker or the Counsellor</p> <p>Info Share: The Village Council is best as the Village Warden goes door to door to deliver info.</p> <p>Ships passengers: People travel by ship for school, employment in Tarawa, school leavers get jobs in Tarawa. Less people are using the ships and more passengers are using the plane. Ships are more for bringing cargo.</p> <p>Preferred channel: Teikeriki is the easier to load and unload. Taboiaki has too many waves, the tides are stronger. Can't really use Taboiaki at high tide.</p> <p>Questions: If they make improvements to the southern Teteirio causeway, will they increase the toll fee? Currently you can pay the toll with coconuts.</p>
Beru Landowner family 8 male	<p>South-east end of the Northern Kaariraia is Kaburara Teakin, the nephew of Tabwi Maemae.</p> <p>Environment: There were so many fish and shellfish before the causeway but now marine resources are hard to find. The causeway also causes erosion, it's a real problem.</p> <p>We would be supportive of gabion groin walls as we want to see a reduction in erosion.</p>

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	<p>If the causeway closed: We would not have a problem if it closed for construction, as long as the work was done. If the causeway was left to ruin the impact of the high tides will be experienced on the south side as there will be no causeway to block the wind.</p> <p>The alternate route is only about 20 minutes by push bike. The road has many potholes, therefore push bike is easier.</p> <p>Landowner boundary at the shore finishes where the trees finish. Where there are no more trees is government land.</p> <p>Our main source of income is from copra</p> <p>Sacred sites: None here in the north but Taboiaki has some. The southern causeway has an area that is a sacred site, there have been incidents there.</p> <p>Local labour: We are definitely interested to work. It's a bit rare to see women working as labourers. It's a norm for only men to do that hard labour work.</p> <p>GRM: We have 2 zone councillors</p> <p>Women's networks: The women have a group; the RAK Reiten Ainen Kiribati and they have an executive so women can raise concerns through RAK or to their counsellor.</p> <p>Information share: The counsellor and warden will share the information and then the village executive table will share info.</p> <p>Preferred channel: Tebikeriki is more important because it has a wider channel then Taboiaki and it reaches the shore, whereas Taboiaki is rocky and the channel doesn't reach the shore. At Tebikeriki you can enter the channel and drop anchor.</p>
Tabiteuea South, 26–30 August 2019	
Tab South Civil Servant 2 - male	<p>South of Government Station there 'was' a causeway but it was never completed. This was started, to reach Takuu, but the villagers didn't actually want it ad to the project stopped. There is a former ships captain in Takuu named Teorae Kabure.</p> <p>The building adjacent to the proposed boat ramp site is the former copra building, which the landowners are now living inside. This boat ramp is used for off-loading cargo and passengers from boats only, no ships enter her as the channel is too narrow.</p> <p>The Maneaba next to the old Copra building is within the council lease boundary. Tab S. Council is leasing its land from many different landowners. The landowner family for the proposed boat ramp site lease some of the other land to the Council.</p> <p>Where do big ships usually access the island: Big ships sometimes use the council ramp but they can only tender boats to shore. They come in at high tide and drop anchor off the reef. Flat bottom landing craft can come here with the high tide and wait for low tide and then they off-load trucks and bikes and then wait for high tide again to depart.</p> <p>Environment: Since the establishment of the causeway there has been minor changes to the marine life, less fish and sea worms. There are culverts and the water is still able to flow through these at the gov station causeway.</p> <p>Benefits of causeway: The causeway saves people time. Without the causeway the people can cross by canoe at high tide and walk across at low tide.</p> <p>If Causeway closed: There is a Junior Secondary School at Buariki, Government Station and students come from all over the island daily. For students living north of Buariki it will be problematic if the causeway is closed.</p>

Date/ Location/ Respondents	Minutes
	<p>Sacred sites: None, if there are they are inland.</p> <p>Borrow sites: There is plenty of sand near the causeways as they trap sand.</p> <p>Local labour: People are willing to work. In previous projects they weren't paid but they would be happy to be paid. Women can work but it depends on the load. Men can carry heavy stuff. The Council will be responsible to share labour opportunities equally through the villages. They look for experts where needed or do a random pick.</p> <p>The Elders Council on Tab South are called the Uean Nikai and the Chairman is Tebao Tokia, who lives in Buariki.</p> <p>GRM: People refer to their village counsellor. If the counsellor is not performing their duty they can raise issues to their MP who travels from Tarawa periodically to visit his constituents. Titabu Tabane is the MP for Tab South.</p> <p>Women's networks: Women have groups, not sure the names. The Assist Social Worker for Tab South is on leave in Tarawa for the last year, and Bwera Routaba is acting in the role.</p> <p>Info share: Information about the project should be raised at the full council meeting and then distribute the news to the villages. We have 8 counsellors and 8 wardens for 6 villages. Council meetings are every month, usually in the 3rd week of the month.</p>
<p>Tab South Landowner family 1 2 x female`</p>	<p>Environment: No one wants to go north to Tewai Village because the water is brackish now because the sea level is rising and getting into the ground water. Since the culverts became blocked, the ocean water is coming onto shore at high tide here at the SE end. Before the causeway the water was deep and a strong current flowing through, There was more fish and marine life and more mussels but less fish now, we still find shellfish.</p> <p>When there is accretion and land is added at the shore, its still the landowners property. The causeway has added at least 50m of land to the SE end of the causeway at Teburerua, wich is a sub-village of the larger village of Tewai, which is the same village north of the causeway. Tere is flooding on the north islet at Tewai.</p> <p>Sacred sites: none in this area</p> <p>We support the idea of gabion rock walls, especially for the north end of the causeway, which is eroding and flooding.</p> <p>Local labour: yes, women can be part of the workforce</p> <p>GRM: we would report concerns to the council headquarters, to the Mayor, and also to the village counsellor. There are 2 counsellors and 2 wardens for our village.</p> <p>Women's Networks: We are comfortable to laisse with the village counsellor to raise our concerns. And alsot he WIWI, the acting Assist Social Workser, we can report concerns to the them.</p> <p>Passengers travelling by ship: Most people travel by plane because the ships don't come that often. The ship schedule is not reliable like the plane.</p> <p>Sources of income: Copra is our main source of income and selling sea worms, which are called sea rubber here</p>
<p>Tab South Landowner family 2 2 x male</p>	<p>Environment: Before there was deep water, waist high on a man, before the northern most causeway at Tewai was built. Before the causeway the place didn't flood but now during high tides the land is flooded.</p> <p>Boundary: Where the land can support trees it our land, beyond that its Government</p> <p>Sacred Sites: no not here</p>

Date/ Location/ Respondents	Minutes
	<p>Passengers on ships: Most people travel by plane nowadays. When you have a lot of cargo sometime people will travel by ship to accompany their cargo. Also for the sports tournament, people go in groups on the ship</p> <p>GRM and Comm's Strategy: The village counsellor is best approach</p> <p>We support the idea of gabion walls for the protection against erosion. Since the culverts of the Tewai causeway became blocked, the ocean water at high tide is coming onto shore here on the SouthWest corner. SMEC built this causeway in the 1990's</p> <p>Benefits of causeway: The causeway makes it easier to travel to the islet and for them to travel south</p>
<p>Tab South Landowner Family 3 1 x male</p>	<p>The boat ramp in front of the old copra shed is registered to Tuuman Takabwebwe The land was registered under the land commission. The Council pays land lease to others but not to this family. The Council owns the boat ramp but the landowner family built up the sea wall to stop erosion and would like to be compensated. The landowner family is already involved in a land dispute with the Council.</p> <p>In old times there were 3 different types of land registration. Our great grandmother and her sister registered their names under the land commission during the British colonial times The north/south boundary is from the seawall at the boat ramp in the north to the line of coconut palms in the south.</p> <p>The landowner family is living in the old copra cooperative shed in front of the existing boat ramp that has been proposed for refurbishment and to receive a boat shed. When asked if the additional boat and passenger traffic would be a problem the family said no, but they are keen to receive lease payments through the council.</p> <p>Environment: Before the causeway at the Government station was built, boats could come ashore at the beach but since the causeway it has become too shallow.</p> <p>[The existing boat ramp in front of the copra shed has clearly been well maintained and further built up by the landowner family. It now sits well above the high tide mark and, as such, could be considered reclaimed land, in which case it would belong to the landowner family]</p>
<p>Tab South key informant 1 x male</p>	<p>Teorae has worked on ships for more than 30 years. He graduated with a Doctorate in Maritime Studies and knows the channels around Takuu very well. These are his concerns:</p> <p>The government station at Buariki is still too far from the main channel to be useful for ships and for the future development of the island.</p> <p>Best place for large ships to access Tab South: Takuu is the closest land point to a decent existing channel. Ships are not willing to enter the channel to the west of Takuu and they often miss Tab South entirely. If the channel west of Takuu was opened up so that large ships can access, it creates an opportunity for a port development project on Takuu. However, there is no causeway connecting Takuu to the mainland. Need to have a bridge where small boats and water can go underneath as well. Causeways have a very negative impact on the coastline. Therefore need to dredge a channel between Takuu and the main island so we can move a landing craft. Landing craft can easily beach on the sandy west coast of Takuu, which is the nearest point to Buariki.</p> <p>There are maps showing where the channel comes near the west coast of Takuu Just need to cut through the reef to access the shore Currently ships use the channel between Tab N and Tab S. The disadvantage of that is its very far north and involves too much fuel. Ships access the channel in the north islets region and then have to turn south following the channel to Buariki. They then approach Buariki on a king tide and then at low tide they drop anchor and the machinery drive ashore. In Buariki the concrete breakers were built to ease the push of the ocean currents so that small boats can more easily access the shore.</p>

Date/ Location/ Respondents	Minutes
	<p>In the present situation, with no channel between Buariki and Takuu, the landing craft still needs a high tide to access Takuu.</p> <p>Passengers on ships: I Kiribati people really like to travel with a lot of cargo. If we had a proper passenger vessel that people could access safely, they would prefer it as it would be cheaper than the plane.</p> <p>There is another channel on the ocean side of the island at Tekabakoa. Normally we get a SE or SW trade wind and so the lagoon is more accessible to access shore. When there are strong westerly winds then the ocean side access channel is used. But usually there is too much swell on the ocean side.</p>
<p>Tab S Elder, Tewai Village. 1 x male</p>	<p>2nd causeway from the north – the stagnant pond on the east side of the road is owned collectively by the whole village. The village built the pond together along with the sea wall. They built it to collect sea water and then they decided to use it as a milkfish pond. If people wanted to grow milkfish they must record this with the elders but now the pond is stagnant.</p> <p>As elder, I recommend that the village meet with their counsellor and decide what they want to have happen at the stagnant pond, because most don't want to link it with culverts to the lagoon as they will lose the milkfish.</p>
<p>Tab S Landowner family 4 1 x male, 1 x female</p>	<p>2nd causeway from the north – the causeway and the road belong to the council Gabion walls and mangroves are a good idea because they help prevent erosion If causeway closed: People will find their way, they can walk at low tide or use canoe. They will suffer in the short-term but benefit in the long-term</p> <p>Sacred sites: No, nothing in this area</p> <p>The north-west side of the road, adjacent to the north end of the 2nd most northern causeway is owned by the family of Rurunuiti Rabanga. Their family land runs along the west side all the way to the 3rd causeway. The east side of the causeway is lagoon</p> <p>The north end of the 3rd causeway is owned by the family of Rurnuiti Rabanga and her husband is Taatoa Tabanga, who lives in Tewai. He owns the land on both sides of the road adjacent to the north end of the 3rd causeway</p>
<p>Tab S Landowner family 5 1 x male and 1 x female</p>	<p>The land adjacent to the north end of the 4th causeway from the north, on both the west and east side of the road is registered to Bakoua, who is survived by her grandson Katiboua Natanaera.. Katiboua is married to Temaabu Tauro.</p> <p>The north-east end of the 4th causeway has received about 35m of newly formed land through accretion. As a result they are not keen on receiving gabion walls if this will stop the accretion. But on the north-west end they are losing land and would appreciate the gabions here.</p> <p>If the causeway closed: Travelling to reach other places will be difficult. Taungaeaka Primary School is north of the 4th causeway. May need to boat the students across or they will need to stay with relatives near the school.</p> <p>Main source of income: Copra. Sacred sites: none Local labour: Yes everyone is interested in paid work. Women should not do this work, just the men.</p> <p>GRM: Would approach the village counsellor with concerns and also the MP for Tab S. Women's networks: Women report to the assistant social worker when there are issues There's a group combining all the women's groups called Ueen Te Ueanikai. Its like an umbrella group and their chairwoman brings issues up to full council meetings. They meet once a month.</p>

Date/ Location/ Respondents	Minutes
	<p>Comm's strategy: The council will give info to the wardens who then give to the village and key info is announced at the village maneaba.</p> <p>Ships passengers: Those who have many cargos, who need a cheaper fare, they will travel by ship. But the ships are unreliable, can't know when they will come. It can be 4 to 5 months waiting for a ship to come. And so more people travel by plane. If we run out of supplies we ask Tab N to send flour and rice by smaller boat.</p> <p>The big ships always access Tab S at Buariki channel. They unload by tender boat to the Maneaba, which serves as a cargo shelter.</p>
Landowner family 6 1 x male	<p>3rd causeway from the north – fishpond on east side of the causeway.</p> <p>There was a full council meeting when the KOITIIP Engineers were here and they proposed to drain Tetoki Kamarawa's fishpond. There was not any previous consultation with him, and he was not happy with the Council decision to drain the pond as the fish provide food for his family. He would like to keep his pond. The smell of the pond doesn't bother anyone as no one lives around there.</p> <p>GRM and Comm's Strategy: Issues raised and info shared through the village counsellors</p> <p>Culverts: No, culverts for the 3rd causeway would not be good because culverts would bring currents, which may wash away the fish barrier and will definitely bring in salt water. The east side is fresh water, primarily rain water, there is no run-off from here. There is another council milk fish pond further inland that would also be affected.</p>
Tab S Landowner 7 1 x male & 1 x female	<p>4th causeway from the north. The south-west and south-east ends of the causeway are owned by Teburea Tekau (deceased) who has a son, Tekaw Teburea, living in Tarawa. Teburea's sister, Mboou Tooma is alive and living on Tab South with her husband Teitegaun Tebwana. No one has ever lived on the land at the south end of the 4th causeway.</p> <p>Benefits of causeway: Causeways save people time to get to and from the islets. You can drive now rather than wait for low tide to walk across as was done before.</p> <p>Environment: The small clams and number of fish species have declined since the causeway was built. There's hardly any fish or clams nowadays. Before, when the water was hip deep between the islets there was fish everywhere, now you have to walk further out to sea. The south-west end is gaining land whereas the south-east is has gained a little. Gabions should be built on both ends of the causeway to try and balance out the erosion problem at the north end.</p> <p>Main source of income: copra.</p> <p>GRM & Comm' Strategy: Serious concerns should be reported to the presiding magistrate. Less serious reported to the village counsellor. Best to receive info through the village counsellor.</p> <p>Women's concerns: Also raised to the village counsellor. The Ueen Te Ueanikai is like an umbrella group for all women's groups.</p> <p>Passengers on ships: Ships primarily bring cargo and not passengers any more. Then the ship is filled with copra and sent to Tarawa. People prefer to travel by plane because its quicker and weekly. Ships off-load at Buariki as its more central. They offload using tenders beside the Maneaba.</p>
Tab South Civil Servant2 2 x male	<p>The magistrate and the Court Clerk keep the land records and they can confirm land ownership</p> <p>Yes, the fishpond at the 2nd causeway from the north is owned by Tewai village. The engineers only talked about the larger fenced milkfish pond that is at the 3rd causeway from the north. They didn't mention the smaller pond at the 2nd causeway. The engineers did not speak to the landowner, Tekoko Kamarawa, they just raised it up in the full council meeting. The majority of the council prefer to be more useful than have the smell. When there's fish inside it doesn't smell. The smell only disturbs those</p>

Date/ Location/ Respondents	Minutes
	<p>travelling along the road as no one lives nearby. Its true the Council also has a milkfish pond further inland. They believe if Tekoki's pond is drained the Council pond will not be affected. Maybe theirs is circulated at a higher level. An advantage of installing culverts, there will be salt water, which will allow sea fish to travel into the east side. The council want to drain out the area and encourage the baby milkfish to the ponds.</p> <p>Agreed that Tetoki Kamarawa would need to be compensated for his loss of livelihood.</p> <p>Southern Causeway at Buariki – the land adjacent to the southern end is all council leased land. The magistrate can confirm land ownership at the northern end.</p> <p>Existing boat ramp in front of Copra Shed. Raurenti Tekaiea has been living there since early 2019 and he himself has built up the sea wall that holds the existing boat ramp. MELAD in Tarawa have the documentation of land ownership in that area.</p> <p>Council would like to see the proposed boat ramp site moved to directly in front of the Maneaba as this area of the shore is under the council lease.</p>
Civil Servant 2 – Tarawa Land Division	<p>Prior to 2016 each Island Council paid their own lease, but in 2016 the new government instructed for MELAD to send the warrants to the Council and Council pays the landowners and return the funds they don't pay out. Most Council leases have been surveyed.</p> <p>Tebontibike – proposed road to boat ramp. Court case can take years and years to settle, even when the court makes a decision, then the landowner can still appeal to the higher court and its still in dispute for years. But if the landowners agree we could compulsory acquire the land and compensate them for the land and the trees. Its not a lease but a fair payment is made and if they agree then the project could put a road through. Refer Cap 95b State acquisition of land.</p> <p>Compensation of coconut trees: In 2010/11 the rate went up to \$80/tree. Council make an agreement with the affected party. Not sure who actually does up the document. Before, the project did this themselves; count the trees and take the landowners name. Like Kiriwatsan project, the Asian government should pay the compensation for the trees because its their project. Sometimes its not very clear in the agreement. Could MELAD assist so that we make sure the agreements are clear? Yes, we can assign a person to assist.</p> <p>Council lease payments: The rate set by MELAD is \$1,400/per acre. MELAD give the funds to the Council who give to the landowners. Lands are trying to get complete lists so we can input into our system. The records might be a bit patchy. For example, a landowner for a plot on Nonouti, lives on Kritimati Island. MELAD note the address on Kritimati Island and send the money there, but if not collected, it gets sent back to Tarawa. There are 16 islands and a highly mobile population – creates challenges.</p> <p>Identifying land ownership: Previous tradition was oral agreement. Boundaries were defined and redefined through oral story telling. Where there is a KOIL lease the land has usually been surveyed. Some copra sheds have a lease.</p>

Annex 13: Consultation with Landowner Families for Beru and Tab South

1. MEETING WITH KAMEAA TEIO, 5th January, 2020, Betio, South Tarawa

During the consultation with the Council in November, 2019, I was advised that the proposed site for the shelter at Tebikeriki Beru was owned by Mrs. Karekeman Teio. The land in front of the boat ramp is the London Missionary Society (LMS). Karekeman had died but survived by her children. After visiting several people in December, 2019, I managed to locate one of the great grand daughters of the deceased Mrs. Kameaa Teio who lived in Betio.

Interview with Mrs. Kameaa Teio (33 years old)

On the 5th January, I managed to locate her house and talked with her.

As usual I introduced myself and the KOITIIP proposed works to be done to Tebikeriki channel and boat ramp, the shelter and the refurbishment of the causeways. Then finally discussed the land ownership to which the shelter was to be built and the advice I was given by the Council that Karekeman Teio (Karakeman Teitiba) owned. Below were my questions and responses from Mrs. Kameaa Teio.

- Question 1: Are you aware that your mother owns the land at Tebikeriki in Beru?
 Kameaa: No, I have no idea of the land ownership. I only know that my mother is the youngest of her siblings. She has three elder brothers and one sister and it is not possible for her to own the land alone. My first cousin Mr Tibwere Tiemti, the eldest son of the eldest siblings of my mother may be the most appropriate to know about the properties of our grandfather, Mr. Teitiba Tiimi. I would appreciate if you can visit him at Banraeaba village, Tarawa.
- Question 2: Has anyone in your family the land ownership documents for Tebikeriki Beru?
 Kameaa: I have no idea, but Tibwere may know these things as he is the eldest son of the eldest brother of my mother.
- Question 3: Do you have any concern for the project at Tebikeriki especially, the Shelter as it is proposed to be built on your family's land?
 Kameaa: I have no objection to the project. Besides the land is left idle and our family could benefit from it however, our first cousin Tibwere Tiemti can decide together with the other children of my mother's brothers.
- Question 4: Do you have any questions?
 Kameaa: Nothing but I just want to thank the project for consulting us first. Now we know there is a project coming up and that our family land has been selected and I really appreciate it. Please visit my first cousins on this matter.

End of my interview with Mrs. Kameaa Teio.

2. Meeting with Tibwere Tiemti, 6th January, 2020, Banaraeba, South Tarawa

Mr. Tibwere Tiemti lives Banraeaba, South Tarawa. Tibwere Tiemti is the eldest son of the Tiemti Teitibai, brother of Karekeman Teitiba (married to Teio).

As usual I introduced myself and the KOITIIP project to Tibwere Tiemti. I also told him that I was advised by the Council that the proposed site for the shelter at Tebikeriki Beru belongs to

Karakeman Teio so I went to one of the daughters of Karakeman, Mrs. Kameaa Teio whom she asked me to visit him.

Question: Having heard about the project and its benefits, do you have any concerns about it?

Tibwere: I have no concern and I fully supported the project. The land had been idle for so long and it would be beneficial for the family and the people of Beru if it is implemented.

Question: Do you have any idea who owns the land at Tebikeriki?

Tibwere: The land at Tebikeriki belongs to our grandfather Mr. Teitiba Tiimi, Teitiba Tiimi has five (5) children: 1st is Tiemti Teitiba (male - deceased), 2nd is Iebure Teitiba (male and deceased), 3rd is Iebo Teitiba (male and deceased), 4th Tekarube Teitiba (female and deceased) and lastly, 5th Karakeman Teitiba (Teio) – female and deceased.

Tiemti Teitiba has 2 sons and 2 daughters, Iebure Teitiba has only 1 son, Iebo Teitiba does not have any child, Tekarube Teitiba has 2 sons and 2 daughters and lastly Karakeman Teio has five (5) children.

The land at Tebikeriki is still registered under our great grand father Mr. Tiimi Nanginiborau (deceased) and the plot name is Tebikeriki, plot number is 16-3. Now as the landowner Tiimi Nanginiborau has died including his eldest son Mr Teitiba Tiimi, the land at Tebikeriki belongs the children of the Teitiba Tiimi.

Question: Do you have any supporting document (land ownership for Tebikeriki)?

Tibwere: I do have a document that shows the list of lands for Tiimi Nanginiborau but it is with my first cousin Mr. Mannaba Iebure. I will also ask my brother and him if they could come and join the discussion in our next meeting. If you can come back again on Saturday 15th Feb, 2020 and I will get a copy for you.

Question: If I show you the sketch of the proposed site on Tebikeriki, can you confirm if it is south of KOIL and is it on your family's land?

Tibwere: Most of my brother and sisters including the children of my father's brothers have not been to Beru and I could not figure out if the proposed site is South of KOIL or not.

Question: You mentioned, Betaia is an adopted son and seemed to be the eldest child of Teitiba Tiimi? I also want to talk to him?

Tibwere: Betaia (deceased) is not really the son of our grandfather, so let me talk to his children. My brothers and sisters and cousins are having regular meetings to discuss the properties of our grandfather. Betaia has been seeking ownership of our grandfather without us, the real owners of the lands and other properties. Since I am the eldest, I think it appropriate for me to raise this in our next meeting.

Question: Have any other questions to raise?

Tibwere: I know all of us have no objection to the proposed site, can we be informed of the boundary determination and also it would be very important for us to at the site during the boundary determination so we know exactly the area to be leased by the government before we sign the agreement?

- Response: The land court during the boundary determination will always invite people that have direct relationship with the land.
- Tibwere: Thank you, it is good to know that we will be invited to the court for land boundary determination.

3. Meeting again with Tibwere Tiemti and Mannaba Tiemti, 16th Feb, 2020

Tibwere and his first cousin Mannaba were there when I came back for further interview. Tibwere's brother who supposed to be there as well, was working (bus driver) so he cannot be in the meeting but advised his brother Tibwere that whatever they decide is okay with him since he is the oldest of them.

Again I briefly introduced myself and the project to Mannaba. Mannaba said he will leave Tibwere Tiemti to handle the matter he is the eldest son and his father is the eldest son of Teitiba. Our culture regarding the properties of our elders will be the responsibility of the eldest son of their grand father but all our fathers and their sisters have died already so we will leave Tibwere to handle the matter. During our family gatherings and meetings, we treat Tibwere as our father because his father is the eldest child of Teitiba.

4. Meeting with Teio Tebetanga, landowner family representatives on Beru, 19th Feb 2020

Mr. Teitiba Tiimi (deceased) owns the land at Tebikeriki (land name), plot number: 6-3 from the late Tiimi Nanginiborau, their father. Teitiba Tiimi had five children and one adopted child namely: 1st Tiemti Teitiba (male and deceased), 2nd Iebure Teitiba (male and deceased), Iebo Teitiba (male and deceased), 4th Tekarube Teitia (female and deceased) and 5th child is Karakeman Teitiba (Teio) (female and deceased) and Betaia Teitiba (was advised by Marewen Beru that he is adopted, seems to be the eldest child to Teitiba, male and deceased). Below is the detail families of the late Teitiba's children.

a) Betaia Teitiba (deceased male)

Betaia has two children, one girl (41yrs) and one boy (33yrs). Both are married but not working.

b) Tiemti Teitiba (deceased male)

Tiemti Teitiba has four children, two males (38, and 32) and two females (36 and 30). Two of them are married with 3 children, one of who is 9 years old who attends the Primary School in their village not far from their home. The other two are still single. The children do not have formal job. One is working as a bus driver and the other is a security. Two of them reach Form 5 and the other only reach Form 2. They do not have other work experience.

c) Iebure Teitiba (deceased male)

Iebure has only one child (male) and he is 27 years old. He only reaches Form 5. He does not work and no work experience. He is married but does not have children.

d) Iebo Teitiba (deceased male)

Iebo has no children.

e) Tekarube Teitiba (deceased female)

Please note that I have not met any of Tekarube's children but was advised that she has 4 children, two males and two females.

f) Karakeman Teitiba (deceased female)

She has 6 children. One male (31 years), and five females (37, 36, 33, 27 and 24 years.) Three of them of them are working with the Government.

Consultations with Landowner Family, Tab South

1. LAND CARETAKER

The proposed site for the boat ramp and shelter belongs to the deceased Tuuman Teraaraa. The land is now left with her children, two females and two males namely Ratintaa Terara, Benateta Terara, Itaaka Terara and Toaa Terara. All of her children have left Tabiteuea South for quite a long time. Ratintaa, being the eldest of the family is looking after their properties on Tabiteuea South. Her two brothers Itaaka and Toaa are living in Kiritimati Island and Benateta, her sister is residing in Fiji. One of the brothers died in Kiritimati but survived by his children. Ratintaa has given Moote Kaiea, the authority to look after their lands and the responsibility in any legal proceedings in regards to their lands. However, his other brothers can use anything from their lands, including the proposed site.

I met with Benateta's son, Mr. John Hargis (4/12/2019) and introduce him with the KOITIIP. He says he will contact his mother who is now in Kiritimati taking a vacation with her brother. He will convey their opinions to Ratintaa after that.

I went back on the 9th December, 2019 to Ratinta for that information as promised by John Hargis and she says they also have no problem and are in favour of the project.

2. LAND TENURE

The proposed site starts from south of the old ice plant which is no longer used and leased. There are about five coconut trees that are grown on the proposed site compared to the concept design and outlined in red for the boat ramp and shelter. Another coconut tree further north behind the council maneaba is outside the site. The picture of the proposed site may best illustrate the area.

3. LAND LEASE

Most of the council leased lands are still valid (confirmed by payment of annual leases paid out for 2019), the council or the government are not able to identify where exactly are the plot of lands they are paying for. They got all the names of the lessors but could not identify the boundaries of the lessors' lands. Hence, it could not tell whether the proposed site for the boat ramp and shelter is currently leased or not.

During the search for the land agreements for Tabiteuea South, and as presumably thought, the council is used to be under Tabiteuea North and so all the lease agreements are under and with Tabiteuea North Island Council and also with the MELAD (Land Division). This is confirmed to the clerk by the Director of Lands during her visit to the island mid November 2019.

Following that piece of information, the clerk will:

- Send a formal written request to MELAD for the Land survey to identify the plots it is leasing.
- Arrange for boundary determination between Tuuman Teraaraa and the council with the land magistrate if she has confirmed with the Land Division that the proposed site is not currently a leased land.

4. RECOMMENDATION OF LEASE AGREEMENT BETWEEN TUUMAN AND COUNCIL IRO KOITIIP

- a) Ratintaa and sister and brother agreed that the KOITIIP may lease their land. The legal arrangements can proceed anytime. Her only concern is that she cannot afford to pay for her airfare to Tabiteuea South and back to her children on South Tarawa if she is needed to be on the site during the boundary determination.
- b) They understand that the council (KOITIIP) will only lease the area for the shelter and boat ramp. The remaining untouched piece will not be leased. They proposed that, since the remaining land is quite small and that they cannot do anything on it, they requested that the whole area, (from old ice plant to Etam boundary, and goes right up near the council maneaba or toward the main road, as highlighted in orange color in picture 2, can be leased.

End of minutes

Annex 14: Phase 2 Public Consultation, Attendance Sheets

Abaiang:

Full Council Meeting

2022-07-07 07:00 to 08:00

NOTES

Name	Designation	Amount	Signature	Sex
1. Joralea	Mayor	\$55.00	X	M
2. Tuto K	Councilor	\$50.00	X	M
3. Burei N	✓ - Treasurer	\$50.00	X	M
4. Kurei K	✓ Komara	\$50.00	X	M
5. Waken T	✓ Takatoble	\$50.00	X	M
6. N. elera. I	✓ Ukenona	\$50.00	X	M
7. Kureia. I	✓ Kureia. I	\$50.00	X	M
8. Turei M	- Ribera	\$50.00	X	M
9. Bureia. I	✓ Nuoker	\$50.00	X	M
10. Turei K	Via Weyn	\$50.00	X	M
11. Joralea A	Ukenona	\$50.00	X	M
12. Turei T	Ukenona	\$50.00	X	F
13. Burei M	Asa. Clele	\$50.00	X	F
14. Rurei. I	150	\$50.00	X	F
15. An. B	Clele	\$50.00	X	F

5,40 hrs

Public Consultation Participants

Date: 02/11/2024 Island: Abaiang Community: Ekenia Time: 1600hrs.

Name	Signature or mark	Male or Female (M or F)
1. Takurima		M
2. Kurei		F
3. Kurei		M
4. Joralea		M
5. Turei		M
6. Rurei		M
7. Ukenona		F
8. Turei		M
9. Burei		F
10. Ania		F
11. Ania		F
12. Rurei		M
13. Ania		F
14. Burei		F
15. Burei		M
16. Turei		F
17. Nurei		F
18. Nurei		F
19. Nurei		M
20. Ania		F
21. Ania		F
22. Murei		F
23. Turei		F
24. Kurei		M
25. Fine		F
26. Turei		M
27. Kurei		M
28. Turei		F
29. Rurei		F

NAME .
Memerii
Tebwearuru

Signature.
~~M. H. H.~~
Tebwearuru

m / F (Gender)
F
M

Tuarabu Abriang.

Nuska Village

Name	Sigline	F/M
Apobati. Tota	Dist.	M.
Ase. Kloti	(S)	M.
Karti KAUVA	(S)	M.
Buganata. Pekaraw	Bl.	M.
Turaw. Lincatu	Dist.	M.
Katki. Gheram	Bl.	M.
P. Roeri. Muea	Bl.	F.
Aare. Kereh	Bl.	M.
Bioia. Karuki	Bl.	M.
Aula. Kairo	Bl.	M.
Reahay. Tokoik	Bl.	F.
imea. Muea	Bl.	M.
Tim. Taitum	Bl.	N.
Koung. Teeta	Bl.	M.
Tierim	Bl.	M.
Am. Kerawa	Komaru	F.
Boaniki	Tekatu	F.
Troban's	Bl.	F.
Tokatalce.	Bl.	F.
Ka. Benian	Bl.	F.
Buho. Tostene	Bl.	M.
Kamc. Bl.	Bl.	F.
Telato. Tarebi	Bl.	M.

Nuska Village

Name	Sigline	F/M
Apobati. Tota	Dist.	M.
Ase. Kloti	(S)	M.
Karti KAUVA	(S)	M.
Buganata. Pekaraw	Bl.	M.
Turaw. Lincatu	Dist.	M.
Katki. Gheram	Bl.	F.
P. Roeri. Muea	Bl.	M.
Aare. Kereh	Bl.	M.
Bioia. Karuki	Bl.	M.
Aula. Kairo	Bl.	F.
Reahay. Tokoik	Bl.	M.
imea. Muea	Bl.	N.
Tim. Taitum	Bl.	M.
Koung. Teeta	Bl.	M.
Tierim	Bl.	F.
Am. Kerawa	Komaru	F.
Boaniki	Tekatu	F.
Troban's	Bl.	F.
Tokatalce.	Bl.	F.
Ka. Benian	Bl.	M.
Buho. Tostene	Bl.	F.
Kamc. Bl.	Bl.	M.
Telato. Tarebi	Bl.	M.

18 Nov 2019. Tabiang

Aram	Tiam
Akura	AKP
Batubara	Sub
Taratobwa	Timata
Moanari	Aluk
Elekia	Alhao
Maiba	AKP
Tahura	Tree
Rehata	Thuy
Rocko	AKP
Taiabara	AKP

Tabiang v

Aram	T
Bweraka	T
K. Tama	
Katagiao	
Bereteking	+
Tugo	7
Baintake	T
Karia	AKP
Tepes	AKP
Ahiti	AKP
Temareve	AKP

Rangwango Baru

Aram	Tiam	Mu
Kaburara Teakin	Kabu	
MK Kamatua Baitika	AKP	
Tirikai Timau	AKP	
Tutanka OK	AKP	
Ieti: Tamaras	AKP	
Baniko Tamaras	AKP	
Tebwa Tachau	AKP	
Alumba Mikes	AKP	
Tawen Tabus	AKP	
Tehana Tabus	AKP	
Tacala Tachau	AKP	

Aram	Tobichi Baru Tiam	Mu
Aaraki	AKP	
Kortabu	AKP	
Namleau	AKP	
Tauamau	AKP	
Taam	AKP	
Tearlon	AKP	
Akute	AKP	
Eaihu	AKP	
Rahuta	AKP	
Kwofa	AKP	
Rakenang	AKP	
Temau	AKP	
Akribau	AKP	

Nonouti

Main Participants - XSC Members				NOTES
DATE	1	2	3	4
Name	Signature	Gender	Notes	
Tio	[Signature]	M		
Robwati	[Signature]	M		
Kabuta	[Signature]	M		
Akinkai	[Signature]	F		
Meeri	[Signature]	F		
Kaiwa	[Signature]	M		
Taaronie	[Signature]	F		

Public Consultation Participants			
Date: 9/11/19	Island: Nonouti	Community: Motung	
Name	Signature or mark	Male or Female (M or F)	
Taana Kamauna	[Signature]	M	
Tekaina Bonaka	[Signature]	M	
Tanaravahi	[Signature]	M	
Taaloo	[Signature]	M	
Tamoti Buraia	[Signature]	M	
Tana Aka	[Signature]	M	
Pibitua Nava	[Signature]	F	
Bestaa Teabona	[Signature]	F	
Pakeli	[Signature]	M	
Pokori Rekau	[Signature]	F	
Tibwa	[Signature]	M	
BHARATI KA KAUVA	[Signature]	M	
Toroma Tooma	[Signature]	M	
Taana Tebura	[Signature]	F	
Maferia Erea	[Signature]	F	
Tahian	[Signature]	F	
Kaua Tokua	[Signature]	F	
Kauya	[Signature]	F	
Kauia	[Signature]	F	
Tamara	[Signature]	F	
Kac Titi	[Signature]	F	
Tamara	[Signature]	F	
Tamara	[Signature]	F	

KPC Maneaba Ten

AramTeitoi
Mweruta

Meeto

Rakeaor

Routaba.

Kabirao

Lunwang.

foulic

Teere

Bataake

Tutak.

TiainoTaina
Mataie

Unable to sig

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Lamto

~~to~~

Mata.

Mata

Mata

Mata

Mata

Benuaroa Nonouti

Aram

Teaborenga

Abino

Kabutinrenga

Katorina.T.

Kantea.

Teiroo

Teaoka

Kamweea.

Tauea.

Bwarai

Tebuata

Nativenei

Tiaino

Mata

Mata

Mata

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Mata

Mata

Temanoku Teriviere n

Aram

Kimwaere

Teaa

Teririko

Teituetao

Tavaia

Moruuta

Pokia

Kimaia

Bvibi

Tiaino

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
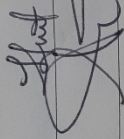
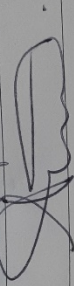
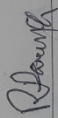

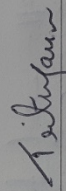
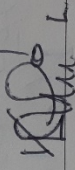
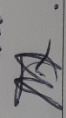
Mata

Tabiteuea South

13/11/17

DATE	OM	OT	OW	OT	OF	OS	OS
<u>Tab sth</u>							
Councillor							Word
Tiem							Tewin
Bautaba							Tauyageden
Mauri							Buariki
Aiaia							Tewin
Nawairaban							Katabanga
Baece							Nikotaru
Marlon							Ass. clerk
Teili							clerk
Tebamuri							Buariki

13/11/17

NOTES	Nikotaru Village.	DATE
Name	Signature	
Raatika.		
Tecaro		
Tenotfu		
Rooro		
Teargeye		
Tilunpan		
Kaeiraka		
Mikaeye.		

Aram	Tiain	TAK
Taake Tebaa	Pomuan	
Kaeti et Aretan	Kaeti et	
Naangik Wuf	Pomuan	
Teeraa Tebaa	Teabon	
Raukie J.	Raukie	
Bareteba J.	BZ	
Kantea T	Ono	
TENTALCA	Aditi	
Tebaa		✓
Tebaa		✓
Kotuata	Kel	✓

Tabitene South Tavungaeka Village		
Aram	Tiain	
Teakin Ntabo	Teak	
Binoka Moanari	MB	
Bare Langga	8	
Rontaaba	2H	
Tebionga Titana	Titana	
Tengoa Tewaaki	Tengoa	
Tekariti Tebawawa	TH	
Tearinoko Taboua	Sanota	
Tauil Teitihui	Lasika	

Tewai, Tab South 13		
Aram	Tiain	
Ietebera	Teatana	
Mwangauea	Katara	
Tepwa	Teatana	
Teatana	Teatana	
Tavunga	8	
Bileta	6Q	
Tekiataake	Teatana	
Teiti	On	
Teatana	Teatana	
Kaakili	Teatana	

Buarki Tab South 13N		
Aram	Tiain	
Tebamari Teita	Teita	
Teitengaun Nakua	Teita	
Mwekare Noa	Teita	
Teitengaun Nakua	Teita	
TebauRug	Teatana	
Eker Teatana	Teita	
Bwauro Kuare	Teita	
Teatana Teatana	Teita	
Matinina Teatana	Teita	
Kawiri Teatana	Teita	
Teatana	Teita	