

# Environmental Safeguard Monitoring Report

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Semi Annual Report  
July 2016

ADB Project Number: 48141-001  
ADB Loan Number: 3210

## FIJ: Transport Infrastructure Investment Sector Project

Prepared by Fiji Roads Authority for the Asian Development Bank.

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## ABBREVIATIONS:

ADB	Asian Development Bank
CEMP	construction environmental management plan
COEP	Codes of Environmental Practice
CPP	Consultation and Participation Plan (for the project)
CSS	Country safeguard system
DOE	Department of Environment (within Ministry of Local Government, Urban Development, Housing and Environment)
DSC	Design and supervision consultant
EHSG	Environmental, Health and Safety Guidelines
EIA	environmental impact assessment
EMP	Environmental management (and monitoring) plan
EPC	Engineering, procurement and construction
ESMF	Environmental and social management framework
ESS	Environment safeguards specialist (in DSC team)
FRA	Fiji Roads Authority
GRM	Grievance Redress Mechanism
LARP	Land Acquisition and Resettlement Plan
LARF	Land Acquisition and Resettlement Framework
NSS	National safeguards specialist (in DSC team)
OP	Operational Policy (of the World Bank)
SPS	Safeguards Policy Statement 2009
SSS	Social safeguards/resettlement specialist (in DSC team)
WB	World Bank

## 1. Introduction

### 1.1 Project Description

1. The Asian Development Bank (ADB) Transport Infrastructure Investment Sector Project and World Bank (WB) Transport Infrastructure Investment Project, (collectively, the Project) will improve access to socio-economic opportunities by supporting the Government of Fiji (GOF) to upgrade and rehabilitate land and maritime transport infrastructure. The support being provided will result in a 20-year national transport sector plan and the preparation and implementation of a sector project; Transport Infrastructure Investment Sector Project (the project). The project comprises physical works including new infrastructure and/or the upgrading, renewal, rehabilitation, repair of roads, bridges, and/or rural maritime infrastructure in Fiji. The project also includes non-physical works such as institutional strengthening and capacity building within the transport sector. The project will deliver two outputs: (i) rehabilitated, climate resilient land and maritime transport infrastructure; and (ii) efficient project management support and institutional strengthening.
2. The project is estimated to cost US\$166.7 million. The project is financed by: (i) a loan of US\$100 million from ADB's ordinary capital resources, which will finance civil works, consulting services, taxes and duties, contingencies, and financing charges during implementation, (ii) a loan of US\$50 million from the International Bank for Reconstruction and Development, which will finance civil works, consulting services, taxes and duties, contingencies, and financing charges during implementation, and (ii) government contribution of \$16.7 million, which will finance civil works, consulting services, taxes and duties, salaries, and contingencies. The project was approved on 5 December 2014 by ADB, and on 11 March 2015 by World Bank.

3. The project has two outputs: (i) rehabilitated and climate-resilient land and maritime transport infrastructure, and (ii) efficient project management support and institutional strengthening. The executing agency is the Ministry of Finance, and the implementing agency is the FRA. The project will finance civil works to repair, rehabilitate, reconstruct, or upgrade of existing main, municipal, and rural roads , and rural jetties and/or wharves. In addition, the project will finance safety improvements on selected roads and bridges, which may include road safety furniture and streetlights. In addition to the approved support for project management, design and supervision, and update to design and construction standards, the expanded project will support ongoing International Road Assessment Programme activities, and carry out independent road safety audits.

## **1.2 Subproject Selection Procedure, environmental impact eligibility criteria and Progress status**

4. The selection of subprojects will be guided by the updated 20 year National Transport Infrastructure Plan, which is based on the government's Green Growth Framework, Roadmap to Democracy and Sustainable Socio-Economic Development 2010-2014, Public Sector Investment Program, and FRA draft Asset Management Plan. Candidate subprojects will be prioritized, ranked and selected with regard to: (i) their multi-criteria analysis ranking and sequencing in the 20 year National Transport Infrastructure Plan, (ii) project urgency and readiness, (iii) equitable distribution of investment expenditure among divisions and provinces, and (iv) national level priorities endorsed by the government.
5. For the candidate subprojects, the DSC will undertake the initial screening and feasibility studies to verify subproject eligibility, and preparation of environmental and social and plans for screened subprojects. The studies will involve collecting and analyzing baseline data to assess feasibility and expected impact, using methods and tools established for the sample subprojects. Following the screening process above, each subproject appraisal will include (i) a technical feasibility study, (ii) an economic analysis in accordance with ADB/WB's Guidelines for the Economic Analysis for Projects, (iii) a social and poverty

analysis consistent with the method and procedure used in the sample subproject feasibility study, (iv) an environmental and social management plan in accordance with the agreed environmental and social management framework, and (v) a land acquisition and resettlement plan in accordance with the agreed land acquisition and resettlement framework.

6. Subprojects must meet the environmental impact eligibility criteria for ADB/WB-financing of civil works under the project. Subprojects likely to cause significant negative environmental impacts (classified as category A under ADB's Safeguard Policy Statement (SPS) (2009) and WB's Operational Policy 4.01) shall be excluded from the project. The preparation of environmental assessments will follow the requirements of the approved environment and social management framework (ESMF).
7. FRA will review the subproject feasibility studies and endorse the subproject, subject to their assessment that it meets all the eligibility criteria. Formal approval from ADB/WB must be obtained before the detailed design of any subproject, and its inclusion for financing under the project. Upon approval, the selected design and supervision consultants will commence subproject detailed design and implementation.

The sub- projects Due diligence stage Progress Compliance Status (June 2016) is detailed in Table. 1.1

**Table 1.1 Sub- projects Due diligence stage Progress Compliance Status (June 2016)**

Item	Sub-Project	Screening Report & Environmental Categorization	DoE Approval	ESMP or EIA	Status
1	Suva Arterial Road Upgrade Project Stage 1 (SARUP 1)	ADB/WB No objection issued 03/02/16	Confirmation from DoE that EIA not triggered received 22/02/16	ADB/WB No objection issued 12/05/16	Complied
2	Mass Action Guardrail Improvements	ADB/WB No objection issued 09/03/16	Confirmation from DoE that EIA not triggered under EMA received	ADB/WB No objection issued 18/05/16.	Complied
3	2015 Street Lighting Projects	Screening Report submitted and approved in 2015.	DoE Approval received 10/05/16	Full DD report submitted and approved in 2015.	Being Complied
4	Traffic Signals Installation	ADB/WB No objection issued 09/03/16	DoE Approval received 10/05/16	In process	Being Complied
5	Urban Street Lights	ADB/WB No objection issued 09/03/16	DoE Approval received 10/05/16	In process.	Being Complied
6	Rural Street Light	ADB/WB No objection issued 26/04/16	DoE Approval received 10/05/16	In process.	Being Complied
7	Road Reseals Programme: West, Central and North	ADB/WB No objection issued 26/04/16	Confirmation from DoE that EIA not triggered under EMA received	In process.	Being Complied



Item	Sub-Project	Screening Report & Environmental Categorization	DoE Approval	ESMP or EIA	Status
8	Unsealed Road Upgrade Programme: West, Central and North	In process	Screening Application submitted to DOE 13/05/16.	In process.	Being Complied
9	Taveuni Bridges	ADB/WB No objection issued 27/04/16	Screening Application submitted 07/04/16.	In process.	Being Complied
10	Nakorosule Stage 1	ADB/WB No objection issued 12/05/16	DoE Approval received 22 October 2015	In process.	Being Complied
11	Sevaci-Korotasere	ADB/WB No objection issued 16/05/16	Screening Application submitted 19 April 2016	In process.	Being Complied
12	Kilaka	ADB/WB No objection issued 16/05/16	Screening Application submitted 19 April 2016	In process.	Being Complied
13	Nakalawaca	In process	Screening Application submitted 19 April 2016	In process.	Being Complied
14	Wainivesi	In process	In process	In process	Being Complied
15	Solvi 1& 2	In process	In process	In process	Being Complied
16	Rabaraba	In process	In process	In process	Being Complied

## **2. Project Environmental Safeguards Management**

8. The applicable Environmental Safeguards Management procedures for the project has been clearly defined under the prepared Environmental and Social Management Framework (ESMF). The purpose of the environmental and social management framework (ESMF) is to provide a guide for safeguards application during the implementation of the Fiji Transport Infrastructure Investment Sector Project (the project).

### **2.1 Environmental and Social Management Framework**

9. The ESMF will be applied to the overall project and provide guidance on environmental and social aspects related to the project as well as the screening and assessment of sub-projects. The screening and assessment will comply with the environmental and social safeguard policies of Asian Development Bank (ADB) and the World Bank (WB) as well as the country safeguards system (CSS).
10. The ESMF is applicable to all sub-projects implemented by the project in transport sub-sectors of: (i) rural maritime infrastructure (including wharves and jetties), but excluding the main port infrastructure (which is under Fiji Ports Corporation Ltd) (ii) roads (including national main roads, municipal and rural roads), and (iii) bridges. The objective of the ESMF is to ensure that the project follows the requirements as set out in national law in order that environmental and social impacts within these transport sub-sectors are appropriately identified and mitigated to acceptable levels. The project will not fund complex sub-projects which have the potential to create significant social or environmental impacts. It was considered prudent by all parties (ADB, WB and GoF) that sub projects with potentially significant environmental and social impacts not be funded by the project. Accordingly only Category B and C project will be funded.

## **2.2 Project Environmental Safeguards Monitoring**

11. As per the project documents FRA required to submit safeguard monitoring reports including (i) environmental monitoring report. FRA Environmental Specialist is required to undertake the monitoring of the implementation of environmental management / safeguard and monitoring plans in the execution of the works carried out under the sub projects. The objective is to assess the environmental safeguards compliance performance of the sub projects with a view to improve and mainstream the necessary environmental compliances.
12. The environmental monitoring Scope of work includes the assessment of the compliance with statutory environmental regulations, assessment of the adequacy of implementation of loan covenants, implementation of ADB/WB safeguards and ESMF implementation. The environmental Monitoring also recommends corrective action plan/remedial measures for impacts implications, if any.

## **2.3 Approach and Methodology**

13. The report has reviewed and monitored the necessary environmental compliances with respect to (i) Environmental safeguards (ii) loan covenants and (iii) implementation of Environmental Management and Monitoring Plans of the ADB approved Environmental reports for the subprojects. The report also referred the Environmental covenants, ESMF, Due Diligence reports approved by the ADB/WB.

## **3. Status of Compliance**

14. The project loan agreement requires that the Borrower shall ensure that the preparation, design, construction, implementation, operation and decommissioning of each Subproject, and all Project facilities comply with (a) all applicable laws and regulations of the Borrower relating to environment health, and safety; (b) the Environmental Safeguards; (c) the ESMF; and (d) all measures and requirements set forth in the EIA and EMP, and any corrective or preventative actions set forth in a Safeguards Monitoring Report.

### 3.1 Compliance with Statutory Environmental Requirements

15. The ESMF document prepared for the project had identified the Environmental regulatory requirements of the project. Environmental and social assessment and clearance of all sub-projects under the project will comply with the Fiji Environment Act 2005, the ADB Safeguard Policy Statement 2009 (SPS) and the WB Operation Policy 4.01 (OP 4.01). The important Country Environmental regulatory requirements of the project with the compliance status are summarized and presented in Table-2.1

**Table 2.1 Compliance with Statutory Environmental Requirements**

S. No.	Relevant Govt. Notifications / Rules	Compliance requirement under the Rule	Compliance Status
1.	Fiji Safeguard System  Environment Act, 2005 and the accompanying regulatory instrument the Environment Regulations, 2007	The Act (Schedule 2) outlines the types of development proposals that require approval by either the EIA Administrator (Part 1) or approving authority (Part 2) or may not require and EIA process or an EIA report (Part 3).	Being Complied. All subprojects are being complied through the process of DoE.
2.	Fiji Code of Environmental Practice (COEP)	The Fiji Code of Environmental Practice (COEP) is set out to ensure that minimum environmental standards are met and that appropriate procedures are undertaken to reduce the environmental impact of various activities related to road works and services.	The Fiji Code of Environmental Practice (COEP) is being applied to every sub-project.

### 3.2 Compliance with Safeguard Policies of ADB and World Bank

16. For this project, ADB and WB have developed a common approach to safeguards and social dimensions to be applied. It is based on Fiji's country system supplemented by additional elements, as required, to also comply with SPS and WB's operational policies. The approach provides direction on the preparation of documents, including environmental assessments, poverty and social assessment, land acquisition and resettlement plans. The compliance status of ADB/WB Environmental Safeguards is summarized and presented in Table 2.2.

**Table 2.2. Compliance Status with Safeguard Policies of ADB and World Bank**

S.No.	Environmental Safeguard Requirements	Compliance Requirement	Status
1.	<b>ADB Safeguard Policies</b>	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. Through its SPS ADB establishes policy objectives, scope and triggers, and principles for three key safeguard areas of environment, involuntary resettlement, and Indigenous People. The SPS sets out the process to be applied from screening, through due diligence and assessment to monitoring and reporting	Being Complied
1.1	Screening and Categorization	SPS requires project screening and categorization at the earliest stage of project	All sub projects are being complied with Screening and Categorization.

		preparation. Screening and categorization is undertaken to (i) reflect the significance of potential impacts or risks that a project might present; (ii) identify the level of assessment and institutional resources required for the safeguard measures; and (iii) determine disclosure requirements.	
1.2	Due diligence	ADB's safeguard due diligence emphasizes planning, environmental and social impact assessments and safeguard documentation. Through such due diligence and review, ADB will confirm (i) that all key potential social and environmental impacts and risks of a project are identified; (ii) that effective measures to avoid, minimize, mitigate, or compensate for the adverse impacts are incorporated into the safeguard plans and project design; (iii) that the borrower/client understands ADB's safeguard policy principles and requirements and has the necessary commitment and capacity to manage the risks adequately; (iv) that, as required, the role of third parties is appropriately defined in the safeguard plans; and (v) that consultations with affected people are conducted in accordance with ADB's requirements.	Being Complied.
1.3	Monitoring and Reporting.	The extent of monitoring activities, including their scope and periodicity, will be commensurate with the project's risks and impacts. Governments, through the implementing agency, are required to implement safeguard measures and relevant safeguard plans, as provided in the legal agreements, and to submit periodic monitoring reports on their implementation performance.	Being Complied.

1.4	Safeguard frameworks	The frameworks set out the processes to be followed for the sector project as a whole and for individual sub-projects as and when they are identified. The frameworks will cover the types of sub-projects to be implemented (in terms of identifying generic impacts and mitigations) and clearly identify the process to be followed (from screening through to monitoring) and the implementation arrangements (procedures, roles, responsibilities, and budget).	For the project, the ESMF has been prepared. Sub-project selection, screening and categorization, impact assessments, and safeguard monitoring plans prepared during project implementation will comply with the safeguard frameworks for the project agreed between ADB, WB and the government.
2.	<b>World Bank Safeguard Policies</b>	The WB has operational policies relating to environmental safeguards. As per ESMF the applicable World Bank Environmental Safeguards Policies for the project are WB Environmental Assessment (OP 4.01), WB Natural Habitats (OP 4.04) and WB Physical Cultural Resources (OP 4.11).	Being Complied.
2.1	Environmental Assessment (OP 4.01)	The Bank requires screening of projects proposed for Bank financing to help ensure that they are environmentally sound and sustainable, and thus to improve decision making.	Being complied. Sub projects are being screened early in the stage and determine project boundaries and classify projects into appropriate safeguards categories using a checklist. The requirements by the Government of Fiji are then determined. An EIA

			<p>may be required depending on the scale and nature of the sub-project. An ESMP is included as part of the EIA process.</p> <p>If a sub-project does not require an Environmental Assessment under the Fiji government legislation, but is a Category B, an EIA will be required. An ESMP is included as part of the EIA process.</p> <p>The ESMP will form part of the bidding documents and be included as contractual obligations of the winning contractors that will carry out works. The ESMP may require site specific mitigation and as such, the ESMP will form part of the contractual obligations of the winning bidders</p>
2.2.	Natural Habitats (OP 4.04)	The Bank supports the protection, maintenance, and rehabilitation of natural habitats and their functions in its economic and sector work, project financing, and policy dialogue.	Being Complied. The ESMF will screen proposed investments for impacts on Natural Habitats. If an Environmental Impact Assessment is required, impacts on Natural Habitats will be assessed in the EIA process. The ESMP will have mitigation measures necessary to protect and



			conserve Natural Habitats.
2.3	Physical Cultural Resources (OP 4.11)	The objective of the OP/BP 4.11 on Physical Cultural Resources is to avoid, or mitigate, adverse impacts on cultural resources from development projects that the World Bank finances.	Being Complied. If an Environmental Impact Assessment is required, screening for impacts to Physical Cultural Resources will be done. Due to the wide scope of works for road rehabilitation, a Chance Find Procedure will be included in all ESMPs.

### 3.3 Compliance Status with the Environmental Covenants stipulated in the ADB Loan Agreement

17. The project loan agreement requires the compliance of the Environmental /safeguards related Covenants stipulated in the ADB Loan Agreement. The sub-projects are being planned, designed, and implemented in complying with the other conditions of the loan agreement. The Environmental compliance requirements as per the ADB Loan Agreement and its compliance status is summarized and presented in Table 2.3.

**Table 2.3 Compliance Status with the Environmental Covenants stipulated in the ADB Loan Agreement**

S.No.	Loan Agreement Reference	Environmental Compliance Requirements	Compliance Status
1.	Schedule 5, item 12 of Loan Agreement	The Borrower shall ensure that the preparation, design, construction, implementation, operation and decommissioning of each Subproject, and all Project facilities comply with (a) all applicable laws and regulations of the Borrower relating	Being complied.

		<p>to environment, health, and safety;</p> <p>(b) the Environmental Safeguards;</p> <p>(c) the ESMF; and (d) all measures and requirements set forth in the EIA and EMP, and any corrective or preventative actions set forth in a Safeguards Monitoring Report.</p>	
2.	Loan Agreement Schedule 5, item 17	<p>17. The Borrower shall ensure, or cause the FRA to ensure, that all bidding documents and contracts for Works contain provisions that require contractors to:</p> <p>(a) comply with the measures and requirements relevant to the contractor set forth in the relevant EIA, EMP, LARP, any conditions attached to the approval issued by the Department of Environment of the Borrower, and any corrective or preventative actions set forth in a Safeguards Monitoring Report;</p> <p>(b) make available a budget for all such environmental and social measures;</p> <p>(c) provide the EA with a written notice of any unanticipated environmental, resettlement or indigenous peoples risks or impacts that arise during construction,</p>	Being Complied.

		<p>implementation or operation of the Project that were not considered in the relevant EIA, EMP, or LARP;</p> <p>(d) adequately record the condition of roads, agricultural land the other infrastructure prior to starting to transport materials and construction; and</p> <p>(e) fully reinstate pathways, other local infrastructure, and agricultural land to at least their pre-project condition upon the completion of construction.</p>	
3.	Loan Agreement Schedule 5, item 18	<p>18. The Borrower shall do, or cause the FRA to do, the following:</p> <p>(a) submit semi-annual Safeguards Monitoring Reports to ADB, and disclose relevant information from such reports to affected persons promptly upon submission;</p> <p>(b) if any unanticipated environmental and/or social risks and impacts arise during construction, implementation or operation of the Project that were not considered in the relevant EIA, EMP, or LARP, as applicable, promptly inform ADB of the occurrence of such risks or impacts, with detailed description of the event and proposed corrective action plan; and</p>	Being Complied.

		(c) report any breach of compliance with the measures and requirements set forth in the relevant EIA, EMP, or LARP promptly after becoming aware of the breach.	
4.	Loan Agreement Schedule 5, item 19	19. The Borrower shall ensure, or cause the FRA to ensure, that no proceeds of the Loan under the Project are used to finance any activity included in the list of prohibited investment activities provided in Appendix 5 of the SPS.	Being Complied.

**4. Any other Environmental Aspects, Impacts observed during the period which were not covered earlier**

18. As discussed, the sub-projects under the project do not identified any major negative impact on the Environment or the people living adjacent to the project sites. The impacts noticed are typical to that associated with construction activities. No specific issue was noticed during the period under report.

**5. Follow-up Actions and Conclusion**

19..The monitoring report confirms that the subprojects of Loan 3210- Fiji Transport Infrastructure Investment Sector Project have so far identified or caused no serious negative environmental impacts. The Environmental safeguards Compliance, Management Framework prescribed in the project environmental documents including Loan Covenants are strictly being followed.

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**Annexure-1**

**Photographs**



**Fig.1 View showing unprotected hazards on outside of curve- site covered under Guardrail Subproject**



**Fig.2 Barotu project site covered under rural streetlight sub project**