

Social Safeguards Due Diligence Report

April 2018

PNG: Building Resilience to Climate Change in Papua New Guinea Project (Additional Financing) Climate Proofing and Connectivity Improvement of Alotau Provincial Wharf

Prepared by Milne Bay Provincial Government and Climate Change and Development Authority
for the Asian Development Bank.

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ABBREVIATIONS

ADB	–	Asian Development Bank
CCDA	–	Climate Change and Development Authority
CIF	–	Climate Investment Fund
DDA	–	District Development Authority
DDR	–	due diligence report
EMP	–	environmental management plan
FGD	–	focus group discussion
GRM	–	grievance redress mechanism
IEE	–	initial environmental examination
JICA	–	Japan International Cooperation Agency
LLG	–	Local Level Government
LOA	–	length overall
MBPG	–	Milne Bay Provincial Government
MBPG TA	–	MBPG Transport Authority
NGO	–	nongovernment organization
NMSA	–	National Maritime Safety Authority
PIU	–	Project implementation unit
PMU	–	project management unit
PNG	–	Papua New Guinea
PPCL	–	PNG Ports Corporation Ltd.
PPCR	–	Pilot Program for Climate Resilience
SCF	–	Strategic Climate Fund
SPCP	–	stakeholder participation and communication plan

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NOTE

In this report, "\$" refers to US dollars.

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EXECUTIVE SUMMARY

This feasibility study on Climate Proofing and Connectivity Improvement of Alotau Provincial Wharf forms part of the wider Asian Development Bank (ADB) technical assistance study under TA 8674: Trade and Transport Facilitation in the Pacific Regional Transport Sector, which commenced in July 2016 by ICF Consulting Services Ltd. In July 2015, the Strategic Climate Fund (SCF) Pilot Program for Climate Resilience (PPCR) Subcommittee endorsed additional financing of US\$5 million to upgrade the wharf. The Government of Papua New Guinea (PNG) requested a grant from the ADB for the rehabilitation and climate proofing of the provincial wharf at Alotau, the Provincial Capital of Milne Bay Province. In accordance to ADB Safeguard Policy Statement 2009 (SPS),¹ a social safeguards due diligence was conducted as part of this feasibility study, to verify if there are any issues in relation to land acquisition, resettlement or impact on indigenous peoples and other vulnerable groups.

Review of Design Options. There were four (4) design options reviewed for the climate proofing of the wharf (a) Option 1 - rehabilitation and strengthening of the existing structure; (b) Option 2 – floating pontoon wharf; (c) Option 3 - replacement with a similar but climate proofed wharf; and (d) Option 4 - replacement with a climate proofed wharf with a dropped rear section. Options 2, 3, and 4, all require the demolition of the existing wharf after the completion of the new structure. The technical description and assessment of the four options based on engineering, cost, social, and environmental assessments were presented to the key stakeholders last March 8, 2017, and from which Option 3A and Option 4A were initially selected as the preferred designs. Further discussions with the government have resulted to the selection of Option 4B which has the same layout at Option 4A with the dropped level secondary deck.

Project Benefits and Impacts. The improved wharf facilities will benefit an estimated 200 registered boat owners in Milne Bay Province, and about 2,500 dinghy owners or operators. Improvements in the provincial wharf will provide safer and easier facility for docking, loading, and unloading for the boat and dinghy owners/operators carrying cargo and passengers. Based on the latest population data, an estimated 170,000 people or about 36,000 households from Milne Bay Province will benefit from the project through improved wharf facilities. Following the previous annual trend on arrivals and departures of smaller passenger vessels in the provincial wharf, an estimated 7,600 passengers² or visitors from various islands per year will directly benefit from the project. The construction of a new wharf, complete with deck lighting, access ramps, safety ladders, safety railings, security gates, and a secondary wharf with lower platform, will provide a safer and more convenient facility to boat crew/operators and passengers, especially the vulnerable and with limited mobility (i.e., elderly, pregnant women, patients in wheelchairs or in critical/emergency situations, and persons with disabilities). Short term employment is envisaged during construction for skilled and unskilled local workers, and hiring of long term supervising personnel for the new wharf operations is anticipated. Indirect impact on businesses or income generating opportunities, especially for nearby commercial establishments such as the supermarket, informal market, and transit hotel, are also expected during construction and operations of the new wharf. There are no potential negative social impacts aside from the anticipated impacts during construction stage, such as noise and dust pollution, traffic congestion at the landside, congestion at the provincial jetty, and construction safety issues, which will also be addressed under the Environmental Management Plan (EMP).

¹ Asian Development Bank (ADB). 2009. *Safeguard Policy Statement*. Manila.

² Based on passenger departure records from Milne Bay Transport Authority in 2016. Number of incoming and outgoing passengers for provincial wharf was at 25%, and for provincial jetty at 75%.

Due Diligence and Audit. The Project or the proposed provincial wharf will be within the declared limits of the state underwater lease between the Milne Bay Provincial Government and the State of PNG issued in July 2009, for a lease period of 99 years from 2009 to 2108. There is no land acquisition and resettlement required for the project, and there will be no affected assets and/or persons on site. There are also no legacy issues related to the project site location. Furthermore, there are no indigenous peoples or communities who will be affected by the project. After the due diligence assessment, the project is placed under **Category 3 or Some Gender Elements**. The Stakeholder Participation and Communication Plan also considered to include some gender targets, such as (a) regular consultations with key government agencies, NGOs, and private sector stakeholder groups, with at least 30% women participants; (b) at least 30% female attendees in capacity building activities for MBA-PIU, other key government agencies, NGOs, and other local partners; and (c) at least 30% female participants in awareness raising activities.

Grievance Redress Mechanism. There are no expected grievances related to involuntary resettlement and land acquisition under the project, however, a grievance redress mechanism (GRM) will still be established to address any other potential social and environmental issues during project preparation, construction and operations of the new provincial wharf. The GRM for the project will follow a common system for addressing social and environmental grievances that may arise.

I. INTRODUCTION

1.1 Project Background

This feasibility study on Climate Proofing and Connectivity Improvement of Alotau Provincial Wharf forms part of the wider Asian Development Bank (ADB) technical assistance study under TA 8674: Trade and Transport Facilitation in the Pacific Regional Transport Sector, which commenced in July 2016 by ICF Consulting Services Ltd. In July 2015, the Strategic Climate Fund (SCF) Pilot Program for Climate Resilience (PPCR) Subcommittee endorsed additional financing of US\$5 million to upgrade the wharf. The Government of Papua New Guinea (PNG) requested a grant from the ADB for the rehabilitation and climate proofing of the provincial wharf at Alotau, the Provincial Capital of Milne Bay Province.

The provincial wharf is owned and operated by the Milne Bay Provincial Government (MBPG) Administration. The provincial wharf functions as a public loading and unloading facility for small vessels (of less than 60 tonnes capacity), supplying the needs of mostly the low income inhabitants of the off shore islands in the approaches to Milne Bay, both on a routine basis and at times of emergencies. However, the facility is vulnerable to the adverse effects of climate change, especially sea level rise and increasingly intensive storm surges. The MBPG confirms that the wharf is in urgent need of rehabilitation and climate proofing.

1.2 Objectives of the Due Diligence Report

In accordance to ADB Safeguard Policy Statement 2009 (SPS),¹ a social safeguards due diligence was conducted as part of this feasibility study, to verify if there are any issues in relation to land acquisition, resettlement or impact on indigenous peoples and other vulnerable groups. The due diligence review also assessed the potential social benefits and anticipated impacts of the project, and identified mitigating measures for the negative impacts. Specifically, this due diligence review aims to:

- a) identify if the project will have any land acquisition and resettlement impacts;
- b) identify if the project will have any impacts on indigenous peoples and other vulnerable groups;
- c) assess the overall social benefits and impact from the investment, and identify likely social safeguards impacts from each proposed design to determine the best option; and
- d) recommend mitigation measures to address the negative impacts;

1.3 Methodology

Data collection was done primarily through review of existing secondary information from MBPG and CCDA, such as reports, statistics and other documents regarding the socioeconomic profile of the province, records related to the operations of the provincial wharf, and property ownership or lease agreement covering the project site.

Ocular visits to the provincial wharf, access road, and its surrounding facilities, such as the jetty, dinghy mooring area, informal market, transit hotel, and the PNG Port in Alotau, were conducted to observe the existing conditions on site and assess the potential social impacts resulting from the project. Random interviews on site, particularly at the jetty, dinghy mooring area, and informal market were simultaneously done with the site visits. The interviews with boat passengers, boat operators/crew, and market vendors, discussed the existing conditions and recommended improvements at the provincial wharf and access road.

¹ ADB. 2009. *Safeguard Policy Statement*. Manila.

Key informant interviews with relevant MBPG and CCDA staff and officials were also conducted to identify current programs and projects, which have some link to the operations of the provincial wharf or jetty. Recommendations on design features of the wharf were likewise gathered to improve the delivery of services or projects implemented by the MBPG departments.

Focus group discussions (FGDs) were organized with the MBPG, CCDA, Alotau District Administration Authority, and representatives from PNG Women in Maritime. The FGD topics revolved on the preliminary project details, potential project benefits and impacts, measures for community participation, and proposed mitigating measures during construction and operations. An Options Workshop was also held last March 8, 2017, which was attended by key staff from CCDA, MBPG, Alotau District Administration Authority, and NGO representatives, wherein the four (4) design options, with summary assessment of technical, social, and environmental implications for each option, was the main agenda of the workshop. Results from the FGDs, interviews, meetings, and the Options Workshop formed part of the Options Report and final Feasibility Report of this study.

II. LINK TO NATIONAL POVERTY REDUCTION AND INCLUSIVE GROWTH STRATEGY AND COUNTRY PARTNERSHIP STRATEGY

The Government of PNG has outlined in its Development Strategic Plan (DSP) 2010 to 2030, a strategic planning framework focused on extending economic growth benefits to the most disadvantaged regions and communities through a more effective transport and utilities network, and quality education and health services. However, the access to affordable and reliable services in isolated communities are further hampered by risks and effects of climate change. In response to this, the Government of PNG enacted the National Climate Change Management Act 2015 which established the Climate Change and Development Authority (CCDA) to promote and manage climate compatible development through climate change adaptation and mitigation regulations and activities.

The Government of PNG has endorsed the National Climate Change Compatible Development Policy 2014, and the 5-Year Medium Term Development Strategy aimed to transition to a climate compatible development.² Among the salient points identified in these policies and strategies is the incorporation of appropriate climate change consideration in the design and implementation infrastructure projects that includes wharves, jetties, airports, roads and bridges.

The ADB and Government of PNG's Country Partnership Strategy (2016-2020)³ has also prioritized building resilience in key sectors, such as transport, energy, rural primary health delivery, water and other urban infrastructure and services. Inadequate transport infrastructure and services is a major constraint on inclusive economic growth of PNG. The country's challenging geography with 600 islands and inadequate transport infrastructure networks isolate large segments of the population from social services, markets, and income-earning opportunities. Also, climate change poses a risk to communities and to the sustainability of transport infrastructure. The ADB and PNG's Country Partnership Strategy puts emphasis on the transport sector, particularly on opportunities for developing maritime transport.⁴

² Government of Papua New Guinea, Department of National Planning and Monitoring, 'Papua New Guinea Development Strategic Plan, 2010-2030,' March 2010.

³ Asian Development Bank, Country Partnership Strategy: Papua New Guinea, 2016-2020, March 2015.

⁴ Asian Development Bank, Country Partnership Strategy: Papua New Guinea, 2016-2020, Sector Assessment Summary (Transport), March 2015.

III. MILNE BAY PROVINCE SOCIOECONOMIC PROFILE

3.1 Geography

Milne Bay Province is located at the southeastern section of PNG, with a total land mass of 14,125 square kilometers, surrounded by 252,990 km² seas from Coral Sea to the south, and the Solomon Sea on the north. There are more than 600 Islands, about 160 are inhabited. It consists of 10 large islands and smaller coral island groups and atolls, with furthest islands are over 300 kilometers from Alotau.

3.2 Demography

Population data based on National Statistics Office recorded in 2011 a total population of 276,512, and with a household population of 55,262. Its average annual growth rate is 3.1%⁵. Total male population in 2011 was at 52%, and female population at 48% of the total population of the province. The largest district based on population and land area is Alotau. There is significant in-migration of people to Misima Island, Kiriwina Island and Alotau area. There are 48 local languages, most of which belong to the Eastern Malayo-Polynesian branch of the Austronesian language family. English is the most common language throughout the province.

Majority or 75% of the land area of the province is connected to the mainland PNG, and 25% are mostly dispersed to numerous islands. The Province also shares common political boundaries with the PNG provinces of Central, Oro, East and West New Britain, and the autonomous region of Bougainville, as well as international boundaries with Solomon Islands and Australia.

In 1968, Alotau was officially declared as the provincial capital of Milne Bay Province, with four (4) districts, 15 Rural Local Government Councils, and one Urban Local Level Government Council (Alotau Urban), and with a total of 394 wards (Table 1)⁶.

Table 1: District Profile of Milne Bay Province

District	District Headquarters	LLGs	Population 2011 ⁷	Households	Male	Female	Land Area (km ²)	Population Density (km ²)	Wards
Alotau	Rabaraba	7	99,539	19,226	52,076	47,463	7,516	13	156
Esa'ala	Esa'ala	3	54,467	11,570	28,323	26,144	2,491	22	89
Samarua/Murua	Misima	4	58,590	11,258	30,138	28,452	3,028	18	88
Kiriwina/Goodenough	Losuia	2	63,916	13,208	33,254	30,662	992	65	61
Milne Bay Province	Alotau	16	276,512	55,262	143,791	132,721	14,125	19	394

Source: PNG National Statistics Office 2011 Census.

3.2 Access to Services

There is good network of roads on the mainland around Alotau and a road to the oil palm developments near Sagarai. The larger islands have some roads, however, they are in poor condition. Transport mode in the province is mostly by passenger boats, cargo boats, dinghies or outboard motor boats, and canoes. Residents from Misima Island, Wagawaga and Sagarai require less than four hours travel to reach the nearest service center. People from other islands of the province require 4 to 8 hours travel to reach the nearest service center, except those in Yanaba Island, Alcester Island, and Budibudi Islands, who require more than one day travel by boat.

⁵ Asian Development Bank. Basic 2016 Statistics. April 2016.

⁶ Milne Bay Integrated Provincial Development Plan 2016-2020.

⁷ 2011 NSO Population Data.

3.3 Income

People from the mainland Alotau, Wagwaga, and Sagaria earn moderate incomes from the sale of copra, fresh food, betel nut, oil palm, and fish. All other people in the province have very low to low incomes. Non-agricultural income around Alotau is derived from business activities and wage employment from the Sagarai oil palm plantations and tourism.

3.4 Disadvantaged People

The most disadvantaged people in the province are those living in the atolls west of Kiriwina Island, Yanada, Alcester, and Budibudi Islands, where there are high population densities, very low incomes, and poor access to services. These vulnerable people are regularly experience the effects of declining crop yields, drought, food shortages, and limited opportunities to improve livelihoods.

3.5 Poverty Statistics

Data on poverty and gender statistics are available only for national level, from which provincial poverty and gender indicators can be inferred. About 28% of the total population of PNG are living below the poverty line based on national poverty threshold. Whereas, using the international poverty threshold of \$1.90 a day, about 39% of the total population are considered poor. The prevalence of HIV is high in PNG, among the highest in Asia and the Pacific, with 0.7% of the population with ages 15 to 49 years old have been recorded in 2014. Labor force participation rate for male and female of ages 15 and older are almost at the same rate, but with slightly higher rate for male participation rate at 74%, while female participation rate at 70.5%.

Table 2: Poverty and Gender Statistics

Poverty, Gender and other statistics	Percent (%)
Proportion of population living below national poverty line	28% (2014)
Proportion of population living below international poverty line (below \$1.90 a day)	39.3% (2012)
Share of poorest quintile in national income or consumption	4.7% (2012)
HIV prevalence (% of population aged 15 to 49 years):	0.7% (2014)
Proportion of population with advance HIV infection with access to antiretroviral drugs:	44% (2014)
Male labor force participation rate (% of ages 15 and older)	74% (2013)
Female labor force participation rate (% of ages 15 and older)	70.5% (2013)
Share of women in wage employment in non-agriculture sector	32.1% (2013)
Proportion of seats held by women in national parliaments Papua New Guinea	2.7% (2015)
Gender Inequality Index (Rank 140 out of 155 countries)	0.611 (2014)

Sources: ADB Basic 2016 Statistics; ADB Key Indicators for the Asia and the Pacific 2016; UNDP 2015 Human Development Reports.

3.6 Gender Indicators

Gender inequality remains a major development challenge in PNG. Gender-based violence is still high, and the country's systems of family and community relationships often exclude women from leadership and decision making roles. The proportion of seats held by women in national parliaments is low at 2.7% (2015). In terms of economic participation, men are much more likely than women to hold a wage job in the formal sector (66% of men versus 38% of women). For women in the formal sector, however, their average monthly pay is less than half that of men's (PGK 682 for women versus PGK 1,404 for men). Women traders are also more disadvantaged than men by unsafe and insanitary markets and poor transport infrastructure. International comparisons show that PNG's rank on the United Nations Development Programme (UNDP) Gender-inequality index is 140 out of 155 countries, with an index of 0.611 in 2014⁸. Lack

⁸ Asian Development Bank, Country Partnership Strategy: Papua New Guinea, 2016-2020, Gender Analysis, March 2015.

of reliable transportation serves as one of the constraints in accessing health facilities by women. The closures of many community health posts also caused women to travel long distance. In Milne Bay, 53% of births that occur in the Province are unsupervised and more than one out of five pregnant women receive no antenatal care at all. Family planning rates also dropped significantly in Milne Bay over the last five years which put women's health at risk

Figure 1: Papua New Guinea and Milne Bay Province



3.7 Religion

Milne Bay Province is predominantly Christian of which United Church followers make up 60% of the population. Catholics, Anglicans, Seventh Day Adventists, Kwato, Baptists, Assemblies of God, Jehovah's Witnesses, and Revival Pentecostal Churches make up the other religious denominations⁹.

3.8 Local Economy

The province is rich with marine and terrestrial resources, and supports large scale fishery, forestry, and agriculture development and small scale mining. Oil palm development is the largest investment in the province, followed by copra export, forest products export such as sawn timber and round logs. The fishery product and export is another lucrative industry, with products including beche-de-mer, trochus, shark's fin, pearl shell, cray fish, and tuna. The manufacturing industry comprise largely of dinghy production. Aside from employment in public sector, retailing industry and oil palm sector have been the major components of the province's economy and source of employment. The majority of the population are also engaged in subsistence agriculture

⁹ Milne Bay Integrated Provincial Development Plan 2016-2020.

and fishery activities¹⁰. Recently, an Australian-based Kula Gold was granted a mining lease to develop Woodlark Island Gold Project about 250 kilometers east of Alotau.

3.9 Transport and Communication

Milne Bay is a maritime province and has a wide range of small crafts ranging from banana boats or dinghies, to medium to large coastal vessels. Much of the larger vessels are used for carrying cargoes and passengers between ports to ports in different islands, while the dinghies are used for shorter travel distances. A total of 49 jetties are in the province. The province also has a total of 26 airstrips, with 4 currently operational and 9 others maintained. Three aviation service providers are PNG Air Services which serves Misima and Losuia; Airlinks servicing Losuia; and Air Niugini, servicing between Alotau and Port Moresby. In terms of road network, the province has over 1,000 kilometers of roads, where majority are located on the mainland. Communication system is mostly through VHF network covering 95% of the districts and LLGs. Most of the HF/VHF is located near health centers, district headquarters, and LLG centers. Mobile phone coverage is also accessible throughout the province with 60% to 80% coverage¹¹.

3.10 Education and Health

The Province has 357 elementary schools, 51 community schools, 127 primary schools, 7 TVET, 3 high schools, 5 secondary schools, 1 university center, and 1 international school. Over 60% of the education services are run by the church, and the remaining 40% by the government. In terms of health services, the Province has 136 aid posts, 41 health centers, 2 nursing colleges, and 2 general hospitals. The general hospital is located in Alotau and the other one is at Misima, while the nursing colleges are in Salamo and Alotau. The province has 181 nursing officers and 13 medical officers. Majority of the health facilities are operated by the churches¹². Based on the latest outpatient report in 2016, majority of the morbidity cases recorded were related to malaria, respiratory diseases, pneumonia, skin diseases, ear and eye diseases, and injuries. Malaria tops the list of the outpatient health report.

3.11 Alotau Town Center

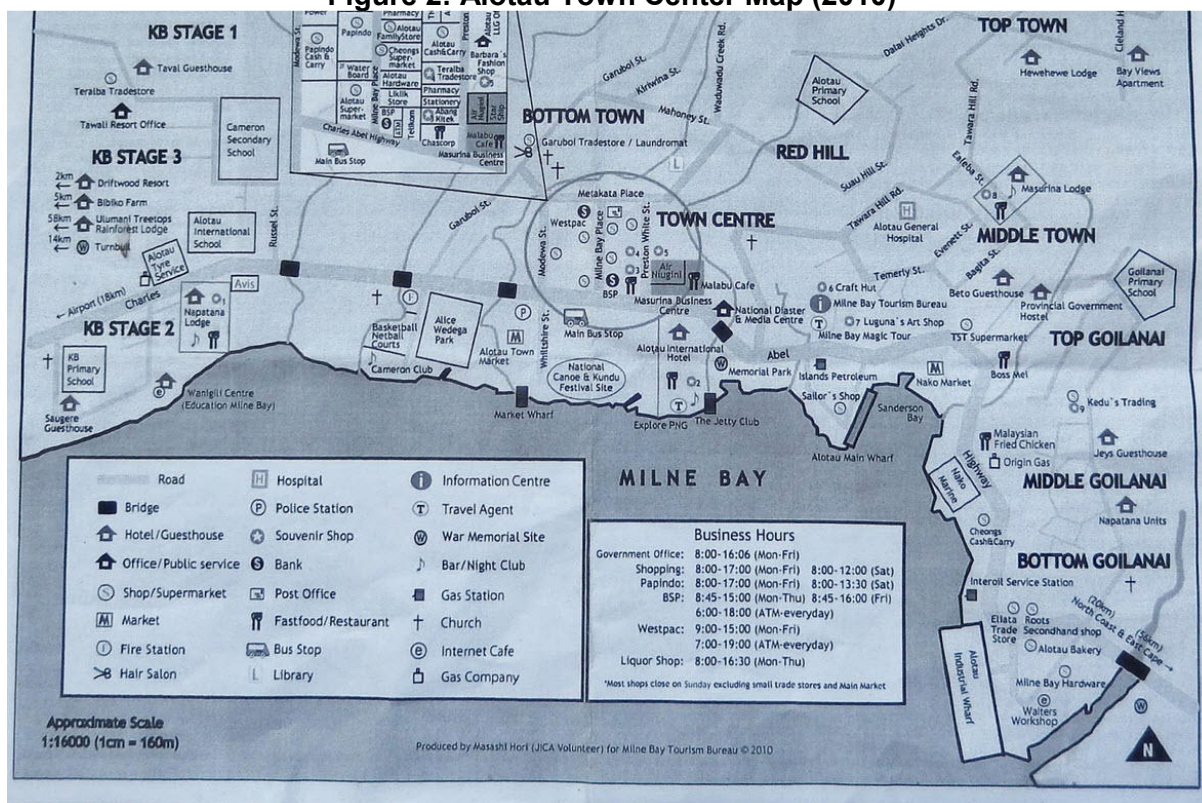
Over the past fifty years, Alotau has grown from a village to a town with a population of about 16,000 (2012 census). The low density town center is inland of the main road and to the west of Sanderson Bay, where the Alotau Provincial Wharf is located. The main market is close to the shore adjacent to the town center. To the east of Sanderson Bay is Goilanai, which is the industrial and wholesale commercial sector, including the Alotau Overseas Wharf (also referred to as the International Wharf) and the Coastal Wharf. To the west lie the new residential suburbs and the secondary and international schools on the road to Gurney Airport and Gadaisu (Figure 2).

¹⁰ Ibid

¹¹ Milne Bay Integrated Provincial Development Plan 2016-2020.

¹² Ibid.

Figure 2: Alotau Town Center Map (2010)



3.12 Alotau Provincial Wharf and Nearby facilities

In 1968, a new Provincial Wharf was built at Alotau to serve the new capital, and is now nearly 50 years old and deteriorating. A rough tourist map showing the existing basic facilities and commercial services available in Alotau Town Center are presented in Figure 3 below. The nearby facilities at the provincial wharf include the Pick and Pay Supermarket, Milne Chan Enterprises, the Sanderson Bay Informal Market, Sanderson Bay Transit Hotel, Islands Petroleum depot and gas station, and the National Maritime Safety Authority (NMSA) local offices (Figure 3).

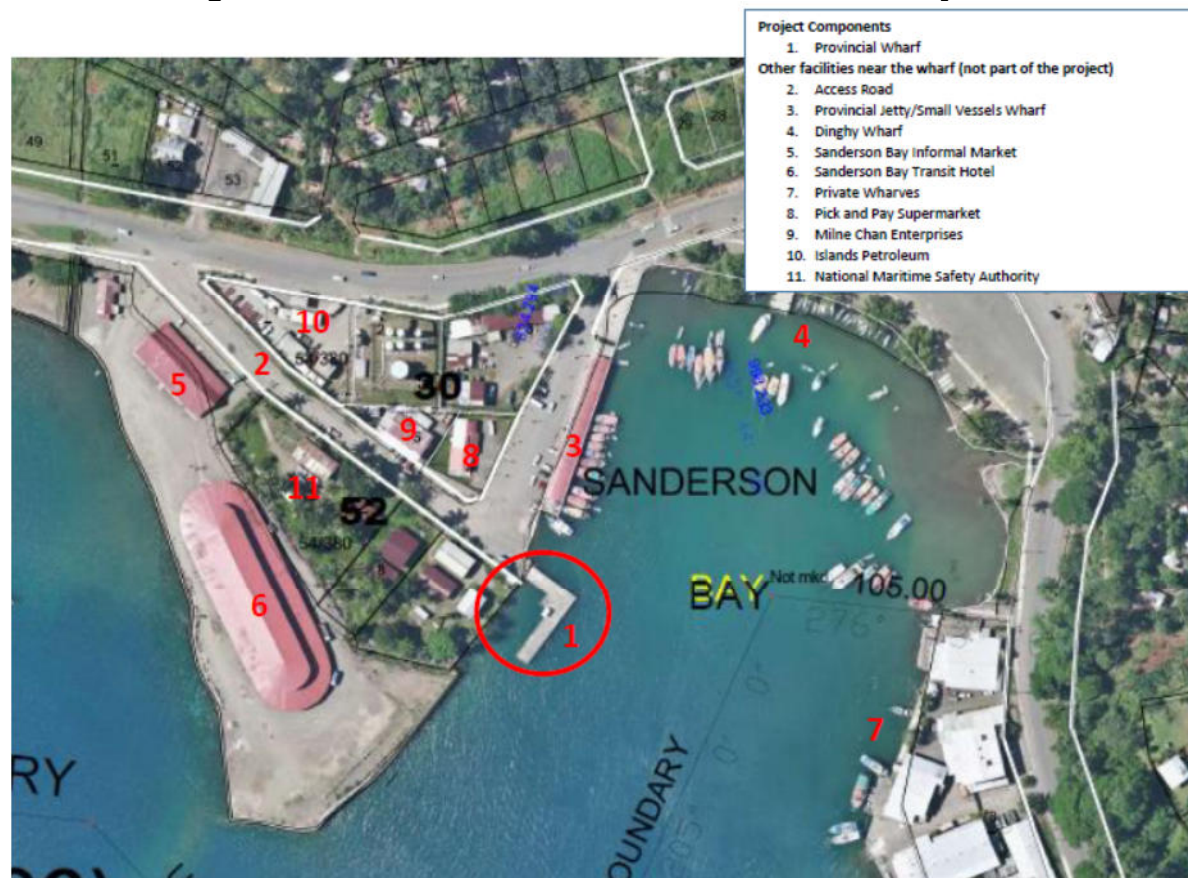
The Provincial Wharf serves as the delivery point for petroleum products distributed throughout the Province by Islands Petroleum and Puma. The products are delivered by a coastal tanker, the MT Lukianos of 3640 tonnes and 90 meter LOA, which calls approximately every two weeks. The petroleum products are pumped ashore using a pump housed in a shed on the wharf via an exposed pipe attached to the outside of the wharf superstructure beams.

On the north of the access road is the Islands Petroleum. Petroleum products are currently shipped to the Provincial Wharf in a 3640 DWT tanker and are pumped ashore using a pump mounted on the wharf. The petroleum product deliveries is expected to move by March 2017 to the Overseas Wharf of the PNG Ports Corporation Ltd. (PPCL), where a pumping station has already been installed at the southern end and the products will be stored in tanks leased from PNG PCL immediately to the south of the inner port fence line. The existing site will then be redeveloped as a supermarket with a local vehicle refuelling station attached at the junction between the Provincial Wharf access road and the Main Road.

The Sanderson Bay Transit Hotel and the Sanderson Bay Informal Market rest on a recently reclaimed area to the east. The transit hotel provides communal accommodation to

transit islanders visiting Alotau, and is being managed by the 16 local level government units (LLG). Each LLG manages a section in the transit hotel, and accommodates transit islanders coming from their respective LLGs. The Sanderson Bay Informal Market, which was established by the Alotau District and MBPG, is being managed by the Alotau District Women, and caters to local vendors selling dry goods and food items.

Figure 3: Location of Provincial Wharf and other nearby Facilities



3.13 Other wharf or port facilities

Alotau has a series of wharves catering for different sizes and types of vessels, and these are:

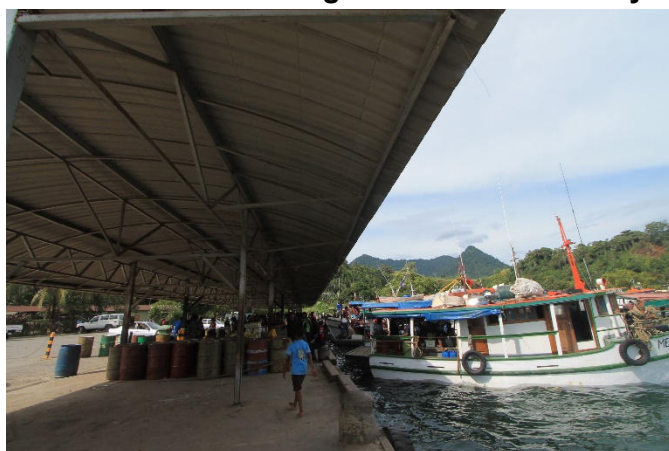
- (a) **PNG Ports Corporation Ltd. (PNGPCL) Overseas or international wharf**--located in Bottom Goilanai was constructed in 1973, and was refurbished, strengthened and upgraded in 2013 to accommodate larger vessels and cruise liners. PNGPCL owns the facility and being operated by Alotau Stevedoring and Transport Ltd. The terminal has two main wharves, the overseas and coastal wharves. The overseas wharf can accommodate cruise liners and freight vessels including palm oil tankers and petroleum products tankers. The coastal wharf handles vessels from about 20 meters to 70meters in length and between about 100 tonnes and 5,000 DWT.

Figure 4: Alotau Overseas and Coastal Wharves, PNG Ports Corporation Ltd.



- (b) **Provincial Small Vessels Wharf and Dinghy Wharf**--To the north of the Provincial Wharf is a public wharf constructed from gabions catering to smaller island vessels up to about 10 meters in length. There is a covered area for unloading and loading passengers and cargo. There are currently no mooring fees. At the head of the bay there is a low sea wall which is used for mooring open fiberglass workboats about 5 meters LOA, powered by outboard motors and known locally as dinghies.

Figure 5: Provincial Jetty and Passenger Waiting Area



- (c) **Private wharves**--On the east shore of Sanderson Bay, there are a series of private wharves handling vessels mainly between 10 meters and 20 meters LOA and providing maintenance, repairs and bunkering.

Figure 6: Private wharves in between the Provincial Wharf and Jetty and Alotau Overseas Wharf Dinghy Mooring Area



Figure 7: Dinghy Mooring Area



IV. PROJECT DESCRIPTION

At the start of the TA study, there were four (4) design options proposed and reviewed for the climate proofing of the wharf over a 50-year design life, and these were (a) Option 1 - rehabilitation and strengthening of the existing structure; (b) Option 2 – floating pontoon wharf; (c) Option 3 - replacement with a similar but climate proofed wharf; and (d) Option 4 - replacement with a climate proofed wharf with a dropped rear section. Options 2, 3, and 4, all require the demolition of the existing wharf after the completion of the new structure. The technical description and assessment of the four options based on engineering, cost, social, and environmental assessments were presented to the key stakeholders last March 8, 2017, and from which Option 3A and Option 4A were initially selected as the preferred designs for the new wharf. Another design option was explored--Option 4B, which is similar to the footprint of Option 4A, but with dropped level secondary landings—and later agreed by the government as the final design for the project. The potential benefits and anticipated construction-related impacts will be the same for all design options.

4.1 Project Components

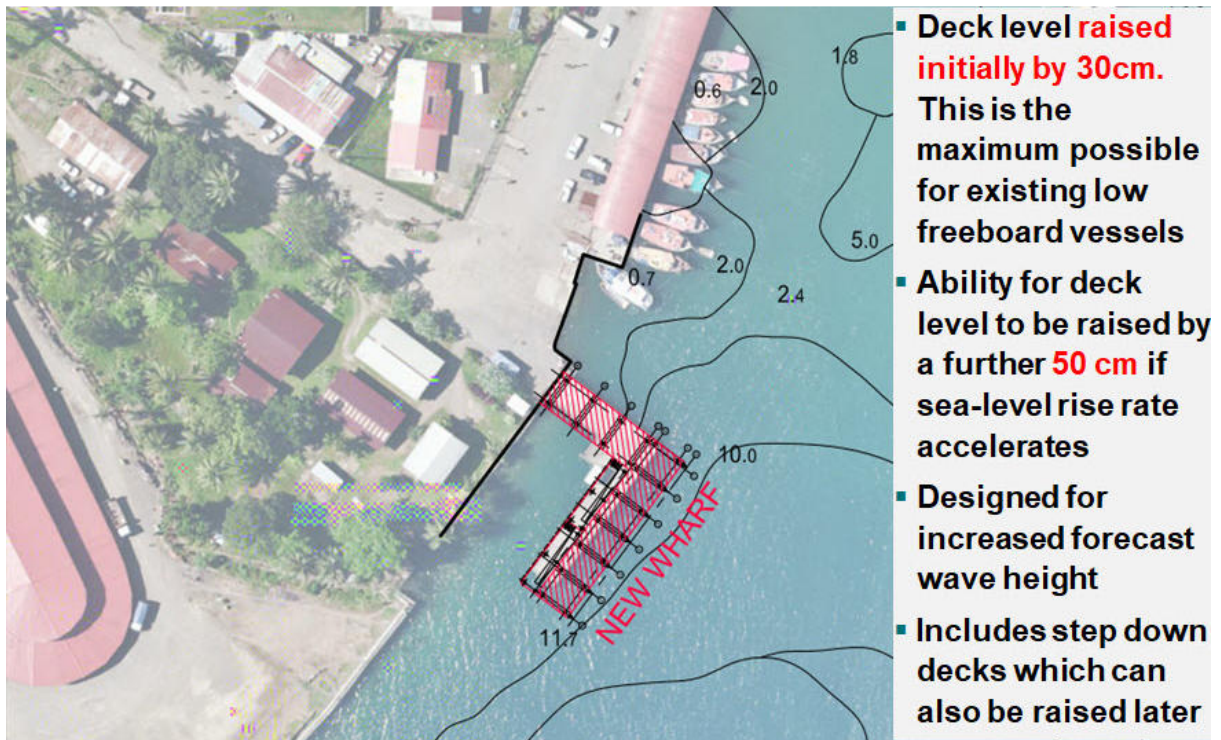
The preliminary concept designs for Option 4B in Figures 8 to 10. It envisages a new wharf will be similar in form to the existing wharf. The specific technical design features for Option 4B are presented as Table 3.

Table 3: Technical Design Features for Preferred Wharf Design Option (Option 4B)

Technical Design Features for Option 4B
<ul style="list-style-type: none"> • The decommissioning and demolition of the existing wharf. • A new wharf utilising precast concrete decking with a cast in situ reinforced concrete topping slab. • The wharf shall have an approach deck with a length of 30 meters and shall be positioned (as near as possible) within the footprint of the existing wharf. • The wharf shall include a main wharf, 40 meters in length, and provide suitable access for two 20-meter length vessels, or one 30-meter length vessel. Fendering of the main wharf shall consider all tide ranges. • Foundations are to be either driven steel tubular piles, reinforced concrete bored piers or precast reinforced concrete piles. A geotechnical assessment has to be undertaken to identify most appropriate option. • Top of deck level of the deck shall be +3.4m LAT. Landside works (completed by others) shall match the top of deck level. • The width of the wharf and access way is to be of sufficient width to provide for safe access for concurrent pedestrian and vehicle movements. Wheel stops or kerbs are to be provided to all exposed edges of the structure. • Handrails are to be provided to all non-operational faces of the wharf. A minimum of three safety ladders shall be provided at a maximum of 60-meter intervals. • Lighting shall be provided to the structure to enable 'after dark' operations (minimum P8 category in accordance with AS 1158). The design of the lighting shall minimise glare to the navigation channel. • Security gates shall be provided at the entrance.
Design of the Lower Platform for Option 4B
<ul style="list-style-type: none"> • The design will provide a secondary landings, located along the shore side of the main wharf. This secondary landing shall consist of two platforms at different heights. • The lowest platform shall provide access to small vessels at lower tides, and the high platform at higher tides. These two landings shall be accessible by stairs and access ramps. There is be sufficient space for berthing for two 12-meter craft. The flooring for the lower access platforms (including ramps and steps) shall consist of open mesh grating (nominal fiber reinforced plastic grates) to reduce uplift forces from waves whilst the platforms are submerged. • The grating material shall also be removable, and considered for re-use at a later date should tidal level changes result in the lower level becoming redundant. • Access ramps shall be provided from the main wharf to the landings. These ramps shall have a maximum gradient of 1:14 and shall be at least 1.8 meters (minimum 1.2 meters between handrails). Access shall be compliant to AS4997 for assisted wheelchair access.

The project location and preliminary technical drawings prepared by GHD for Options 4B are presented in the succeeding Figures.

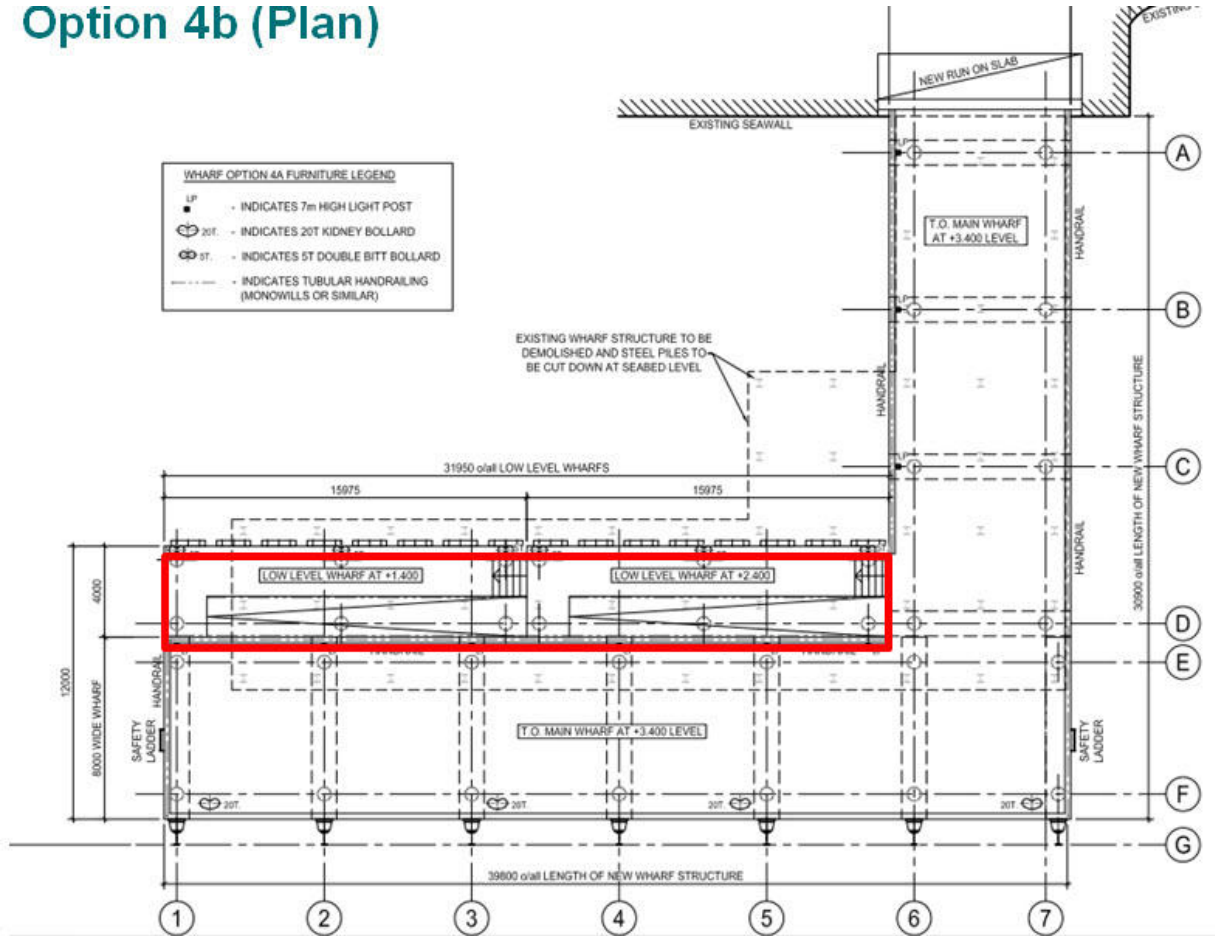
Figure 8: Location of the New Alotau Provincial Wharf



Source: GHD Preliminary Design.

Figure 9: Proposed Concept Design for Alotau Provincial Wharf (Option 4B)

Option 4b (Plan)

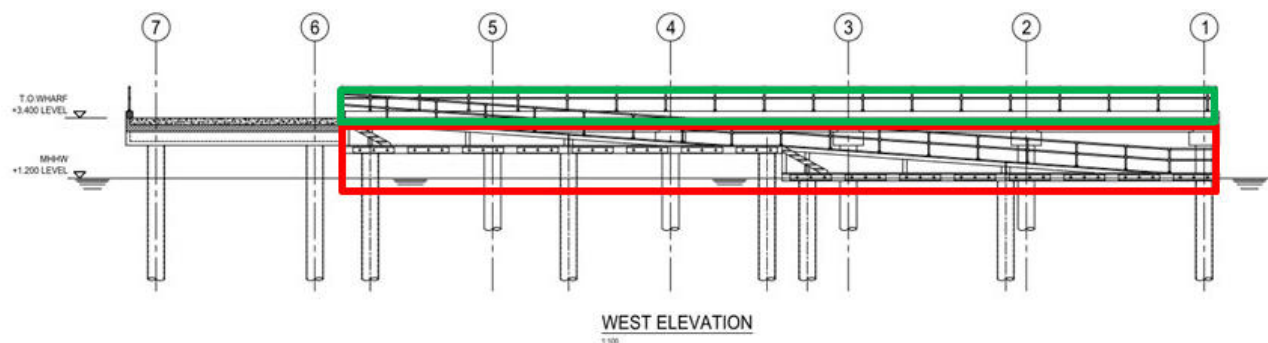


Source: GHD Preliminary Technical Designs.

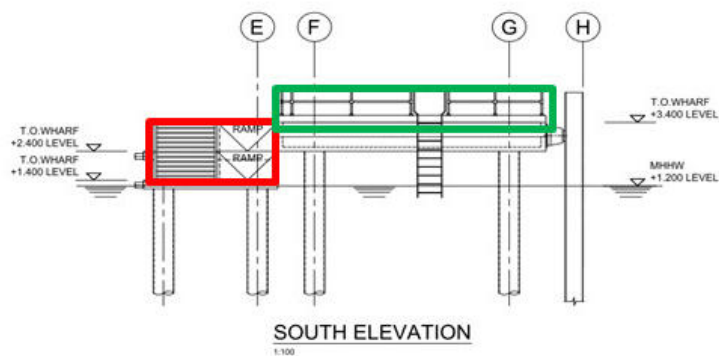
Figure 10: Alotau Provincial Wharf Design Option 4B (West and South Elevations)

Option 4b (Elevation)

Ability for deck level to be raised by a further 50 cm if sea-level rise rate accelerates



Option 4b includes a step down deck plus ramps and stairs (shown in red) which can also be raised



V. PROJECT BENEFICIARIES

The improved wharf facilities will benefit an estimated 200 registered boat owners in Milne Bay Province, and about 2,500 dinghy owners or operators. Improvements in the provincial wharf will provide safer and easier facility for docking, loading, and unloading for the boat and dinghy owners/operators carrying cargo and passengers.

Based on the latest population data, an estimated 170,000 people or about 36,000 households, with 48% women, from Milne Bay Province will indirectly benefit from the project through improved wharf facilities. Considering that the residents from the province, especially from the island districts, heavily rely on maritime transport, the project will improve the connectivity between the island districts and will provide a more convenient and safer loading and unloading facility for the passengers. Following the previous annual trend on arrivals and departures of smaller passenger vessels in the provincial wharf, an estimated 7,600 passengers¹³ or visitors from various islands per year will directly benefit from the project.

¹³ Based on passenger departure records from Milne Bay Transport Authority in 2016. Number of incoming and outgoing passengers for provincial wharf was at 25%, and for provincial jetty at 75%.

VI. OTHER SOCIAL AND POVERTY ISSUES

From the consultations conducted with various stakeholders, aside from the identified issues and concerns specific to the provincial wharf, other social issues were also raised in relation to the other wharf facilities such as the provincial jetty, dinghy mooring area, informal market, transit hotel, and access road. There is a clear need to prepare a physical master plan of the entire Sanderson Bay wharf area and develop the existing wharf facilities to cater to the existing and future needs of the local and foreign visitors. Other social issues that are beyond the scope of the project are:

- (a) inadequate basic facilities at the provincial wharf, jetty and mooring area such as toilet facilities, potable drinking water supply, safe access ramps for unloading and loading passengers and cargo, benches or seating area, lighting, proper landing or mooring facility for dinghies, and security facilities at the wharf, jetty, and mooring area;
- (b) low awareness on maritime safety requirements, especially those operating dinghies and other smaller vessels;
- (c) unsanitary toilet facility beside the informal market with no proper sewerage disposal;
- (d) lack of proper sewerage disposal at the transit hotel;
- (e) unpaved road along the informal market produce dust which affects the market vendors and the goods, especially food items;
- (f) higher risks of AIDs/HIV incidences for Alotau being a main port town; and
- (g) lack of proper lighting along the unpaved road near the informal market

Suggestions on improving the other facilities near the provincial wharf, integrating project to the master planning of the Sanderson Bay, and consolidating initiatives by the government and funding agencies were documented. Though this do not form part of the project, they are noted as wider recommendations for future development of the wharf area. Among the key recommendations were:

- (a) Provision of ancillary facilities for local and foreign passengers at the provincial jetty, such as toilet facilities, potable water supply, benches/sitting area, lighting, safety railing, aaccess ramp connecting to small boats/dinghies, designated area or isolated waiting rooms for critical/emergency case patients, and one-stop shop government service office (i.e. tourism information, immigration, health and quarantine, customs, emergency/first aid communication, AIDs/HIV Awareness booth, etc.);
- (b) Provision of ancillary facilities at the dinghy mooring area, such as proper land docking facility with access ramps, benches/resting area with open green area for passengers and dinghy operators, lighting and security fencing, and garbage bins; and
- (c) Integrate provincial wharf project with the overall physical master planning of the Sanderson Bay Area, consolidating initiatives by the provincial government and different funding agencies (i.e., World Bank, JICA, ADB).

Further details of the issues and recommendations regarding the entire Sanderson Bay wharf area are presented as **Annex 1**.

VII. CONSULTATION, PARTICIPATION AND DISCLOSURE

7.1 Project Stakeholders

As part of the due diligence, consultative activities with key stakeholder groups were conducted during project preparation. Key stakeholder groups from the government and non-government organizations were identified and consulted during project preparation, and assessed on their project interest and participation during project implementation. The key agencies from the government include the CCDA, MBPG, MBTA, Alotau District Administration Authority, Alotau Urban LLG, PNG Ports Corporation Ltd., and NMSA. Nongovernment or civil society organizations include the PNG Women in Maritime, Eco Custodian Advocates, boat owners or operators group (not formally formed yet), dinghy operators or owners, business groups. The Sanderson Bay Informal Market, the Sanderson Bay Transit Hotel, the two commercial shops near the project sites (i.e., Pick and Pay Supermarket and Milne Chan Enterprises), and the NMSA office, were identified to be potentially affected during the construction phase. **Annex 2** presents a summary stakeholder analysis with the identification of project stakeholders, their respective interests on the project, and type of participation anticipated during implementation.

7.2 Consultation and Participation Activities

Ocular visits at the project site and its surrounding facilities, random interviews, key informant interviews, focus group discussions, and stakeholder's workshops, were conducted from January to April 2017. Through these consultations, information on the issues and concerns regarding the existing condition and use of the provincial wharf, and stakeholder's feedback on design recommendations, were gathered and incorporated in the preferred design option. **Annex 3** presents the summary details of the consultative activities conducted during the project study, and **Annex 4** presents highlights of the meetings and consultations.

7.3 Disclosure of Project Information

A focus group discussion (FGD) was held last 21 February 2017, attended by representatives from the CCDA, MBPG, Alotau District Administration, and PNG Women in Maritime. The FGD session presented the general description of the proposed project, the potential social and environmental impacts and benefits, and preliminary measures to mitigate negative project impacts during construction.

Another Options Workshop was conducted last March 8, 2017, where details of the four (4) design options were presented to stakeholders from CCDA, MBPG, Alotau District Administration, Alotau Urban LLG, and NGO or civil society representatives. The workshop presented the assessment of the four options based on cost, technical or engineering, social, and environmental aspects. The results of the workshop concluded Option 3A and 4A as the initial preferred options by MBPG and other key stakeholder groups, until further discussions have identified Option 4B as the final design option. Highlights of the workshop and attendance sheets are in **Annex 4**.

7.4 Recommendations on Design Features

Stakeholder recommendations on wharf design were gathered from the interviews and consultations conducted during the project study. Among the viable design recommendations received from interviewed passengers, boat and dinghy operators and crew, informal market vendors, and NGO representatives, include the following suggestions:

- a) Safety/security railing/handrails along the nonoperational faces of the wharf;
- b) 24-hour wharf or deck lighting;

- c) Access ramp for passengers with limited mobility, especially patients in wheelchair, critical/ emergency case patients, pregnant women, elderly, person with disabilities, etc.;
- d) Safety ladders; and
- e) Security gates.

The suggested design features of the wharf, after reviewing the technical and cost implications, were then incorporated in the final project design.

7.5 Stakeholder Participation and Communication Plan

A Stakeholder Participation and Communication Plan (SPCP) was prepared to ensure the engagement of the key stakeholder groups throughout the project preparation, implementation, and operations and maintenance stages. The plan sets out what information will be communicated per project stage, the means of communication, who will provide the information, the target audience, and the frequency of the activity. Details of the SPCP is presented as **Annex 5**.

VIII. DUE DILIGENCE AND AUDIT OF EXISTING SITE

8.1 Confirmation of Land Ownership

The Project or the proposed provincial wharf will be within the declared limits of the state underwater lease between the Milne Bay Provincial Government and the State of PNG issued in July 2009, for a lease period of 99 years from 2009 to 2108. The Project is within the Allotment/Portion No. 316, Gehua Section, of Samarai Town, containing a total area of 240 hectares, and delineated as Urban Class 1 (**Annex 6** State Lease).

8.2 Safeguards Audit

There is no land acquisition and resettlement required for the project, and there will be no affected assets and/or persons on site (**Annex 7** Project Site Photos). There are also no legacy issues related to the project site location. Furthermore, there are no indigenous peoples or communities who will be affected by the project. The whole of PNG population is considered indigenous and can be divided into tribes/clans. There are tribes and clans in the project area but are the dominant population. They are not separate from mainstream society; institutions are not distinct and they are not vulnerable.

8.3 Gender Category

After the due diligence assessment, the project is placed under **Category 3 or Some Gender Elements**. A gender action plan is not required, but some recommended gender-specific design features, such as the access ramps, handrails, safety ladders, security gates, The and deck lighting for the wharf, were incorporated in the preliminary design plans.

The Stakeholder Participation and Communication Plan also considered to include some gender targets, such as (a) regular consultations with key government agencies, NGOs, and private sector stakeholder groups, with at least 30% women participants; (b) at least 30% female attendees in capacity building activities for MBPG PIU, other key government agencies, NGOs, and other local partners; and (c) at least 30% female participants in awareness raising activities (**Annex 5**).

IX. POTENTIAL SOCIAL BENEFITS

The stakeholder consultations have identified the perceived social benefits and impacts of the proposed project. Based on initial estimates, there will be about 7,600 passengers or visitors from various islands per year who will directly benefit from the project. This estimate still does not include the number of local and foreign visitors or passengers via dinghies and from cruise ships who may possibly dock in the provincial wharf, and the number of users of the access road. Among the perceived benefits of the project include:

- (a) **More convenient and reliable port facilities.** The construction of a new wharf, complete with deck lighting, access ramps, safety ladders, safety railings, security gates, and a secondary wharf with lower platform, will provide a safer and more convenient facility to passengers and boat crew/operators, especially vulnerable groups such as pregnant women and elderly. The lowest platform will provide access to small vessels at lower tides and will be accessible by stairs and access ramps. Access ramps will provide easier mobility especially if there are passengers who are patients in wheelchairs, in critical or emergency situation, pregnant women, elderly, or person with disabilities, etc.

The loading and unloading of passengers and cargo will be safer and easier, with the longer wharf deck and access ramps, and a more robust and stable structure that can withstand strong waves and impact from docking boats. There is a potential increase in the usage of the new wharf facility due to safer loading and unloading of people and cargo. The new wharf can also accommodate emergency naval ships during emergency or disaster situations.

- (b) **Direct and indirect employment or livelihood opportunities during construction and operations.** Short term employment is envisaged during construction for skilled and unskilled local workers, and hiring of long term supervising personnel for the new wharf operations is anticipated. Indirect impact on businesses or income generating opportunities, especially for nearby commercial establishments such as the supermarket, informal market, and transit hotel, are also expected during construction and operations of the new wharf.

X. ANTICIPATED SOCIAL IMPACTS AND RISKS

Aside from the perceived social benefits of the project, the potential adverse impacts and design limitations were likewise identified per design option in consultation with CCDA and MBPG. There are no potential negative social impacts aside from the anticipated impacts during construction stage. The anticipated temporary impacts during construction include:

- (a) limited road access – certain segments of the road will be temporarily inaccessible during actual construction;
- (b) noise pollution – noise disturbance during actual construction from pile driving activities, transport and hauling of materials, etc.;
- (c) dust pollution – dust emission during construction of the road and from the construction stock piles;
- (d) traffic congestion at the landside – traffic due to limited road access and movement of trucks and other equipment;
- (e) congestion at the provincial jetty – the existing wharf will only be partially utilizable, hence, the other boats will be required to dock at the provincial jetty;
- (f) construction site safety issues – the construction site is immediately close to the NMSA office, the two commercial shops, the informal market, and the transit hotel, which were observed to be busy with customers or clients on a daily basis. The transit hotel, in particular, usually houses families with small children roaming around the vicinity.

An initial assessment of social impacts and risk per design option was prepared during the preliminary stages of the study. The assessment of social, environmental, and technical issues and concerns provided inputs to the selection of the preferred design option. Table 4 summarizes the assessment of social impacts, risks, and issues per design option.

Table 4: Initial Assessment of Social Impacts, Risks, and other Issues per Design Option

Design Options	Potential Social Issues/Impacts
Option 1: Rehabilitation and Strengthening of the Existing Structure	<ul style="list-style-type: none"> Will require closing of the wharf during reconstruction period of about 12 months; may impact on the operations of the nearby provincial jetty and result to congestion; does not provide access to small vessels/dinghies
Option 2: Floating pontoon wharf	<ul style="list-style-type: none"> The position of the approach wharf from landside may be too close to the provincial jetty, limiting the maneuvering/positioning of vessels for both the main wharf and provincial jetty. Floating decks may pose risks to safety/security of passengers and cargo during strong tidal waves. Potential congestion at the wharf area during construction, affecting the provincial jetty and dinghy mooring area.
Option 3: Replacement with a similar but climate proofed wharf	<ul style="list-style-type: none"> The position of the approach wharf from landside may be too close to the provincial jetty, limiting the maneuvering/positioning of vessels for both the main wharf and provincial jetty; does not provide access to small vessels/dinghies. Potential congestion at the wharf area during construction, affecting the provincial jetty and dinghy mooring area.
Option 3a: Replacement with a similar but climate proofed wharf; wharf is rebuilt in location of existing wharf	<ul style="list-style-type: none"> Will require closing of the wharf during reconstruction period of about 12 months; may impact on the operations of the nearby provincial jetty and result to congestion; does not provide access to small vessels/dinghies
Option 4: Replacement with a climate proofed wharf with a dropped rear section	<ul style="list-style-type: none"> Potential congestion at the wharf area (landside and seaside) during construction, affecting the provincial jetty and dinghy mooring area. The position of the approach wharf may be too close from landside to the provincial jetty, limiting the maneuvering/positioning of vessels for both the main wharf and provincial jetty. The dropped split level rear wharf provide access to small vessels/dinghies, for easier movement of passengers/cargo. Provision of ramps and stairs offers more convenient and safer access for loading/unloading of vulnerable passengers (i.e., patients in

Design Options	Potential Social Issues/Impacts
	wheelchair, critical/emergency case patients, PWDs, elderly, pregnant women, children, etc.), especially those being transported by dinghies/small vessels.
Option 4B: Replacement with a climate proofed wharf with a dropped rear section; wharf is rebuilt in location of existing wharf	<ul style="list-style-type: none"> • Will require closing of the wharf during reconstruction period of about 12 months; may impact on the operations of the nearby provincial jetty and result to congestion • The dropped split level rear wharf provide access to small vessels/dinghies, for easier movement of passengers/cargo. • Provision of ramps and stairs offers more convenient and safer access for loading/unloading of vulnerable passengers (i.e., patients in wheelchair, critical/emergency case patients, PWDs, elderly, pregnant women, children, etc.), especially those being transported by dinghies/small vessels.

10.1 Imposition of Port Tariffs

The charging of port tariffs based on the provincial government's Tariff Decision of 2009, which covers all provincial marine facilities docking at the provincial wharf and jetty, has only been partly implemented. Only small vessels docking at the provincial wharf is charged with PGK 1.00 per meter per hour, after the first two (2) hours of free service. However, there are no charges imposed for users at the adjacent provincial jetty. This creates a disproportionate use of the port facilities. The MBPG is considering the review of the Tariff Decision and will implement the provisions consistent to all users of the provincial jetty and wharf soon as the project is completed.

The MBPTA proposes that the charges for passengers and freight for the provincial wharf be the same as for the jetty and will not change, but the berthing rate be increase to PGK 2.00 per meter length per hour. The two hours free service allowed at the wharf from this present operation would cease when the new wharf is completed and comes into operation. The only tariff change will be the berthing charge from PGK 1.00 to PGK 2.00 in the provincial wharf, whereas all other charges will remain.

A rapid affordability assessment was conducted by the study team and identified that the current total charge represents about 6.6% of estimated revenue and the proposed charge represents 10.4% of estimated revenue of the local boat owners. The difference of 3.8% increase for the vessels which will not have significant effect on their total revenues therefore, the tariff change is affordable by local boat owners.

These increases are considered as being both reasonable and necessary after considering all factors from the boat owner's revenue and expenses incurred by the jetty and the wharf. The financial analysis shows that after taking account of inflation of about 6% per year, and a lower market growth of about 2% per year, these tariffs will ensure sufficient income to provide adequate revenue for the MBPTA and proper management and maintenance of the facilities with additional utilities including water and lighting for the next seven years.

Although tariff will be imposed at the provincial jetty and wharf, this is not considered as a negative social impact since user's fees are required to ensure the sustainable operations of the wharf and jetty facilities. The minimal increase in the berthing rate will only be charged on the boat owners and not on the passengers. If and only if, the cost of the berthing fee will be passed onto the passengers, the cost will be very negligible and will not cause any significant burden on passengers.

10.2 Mitigating Measures

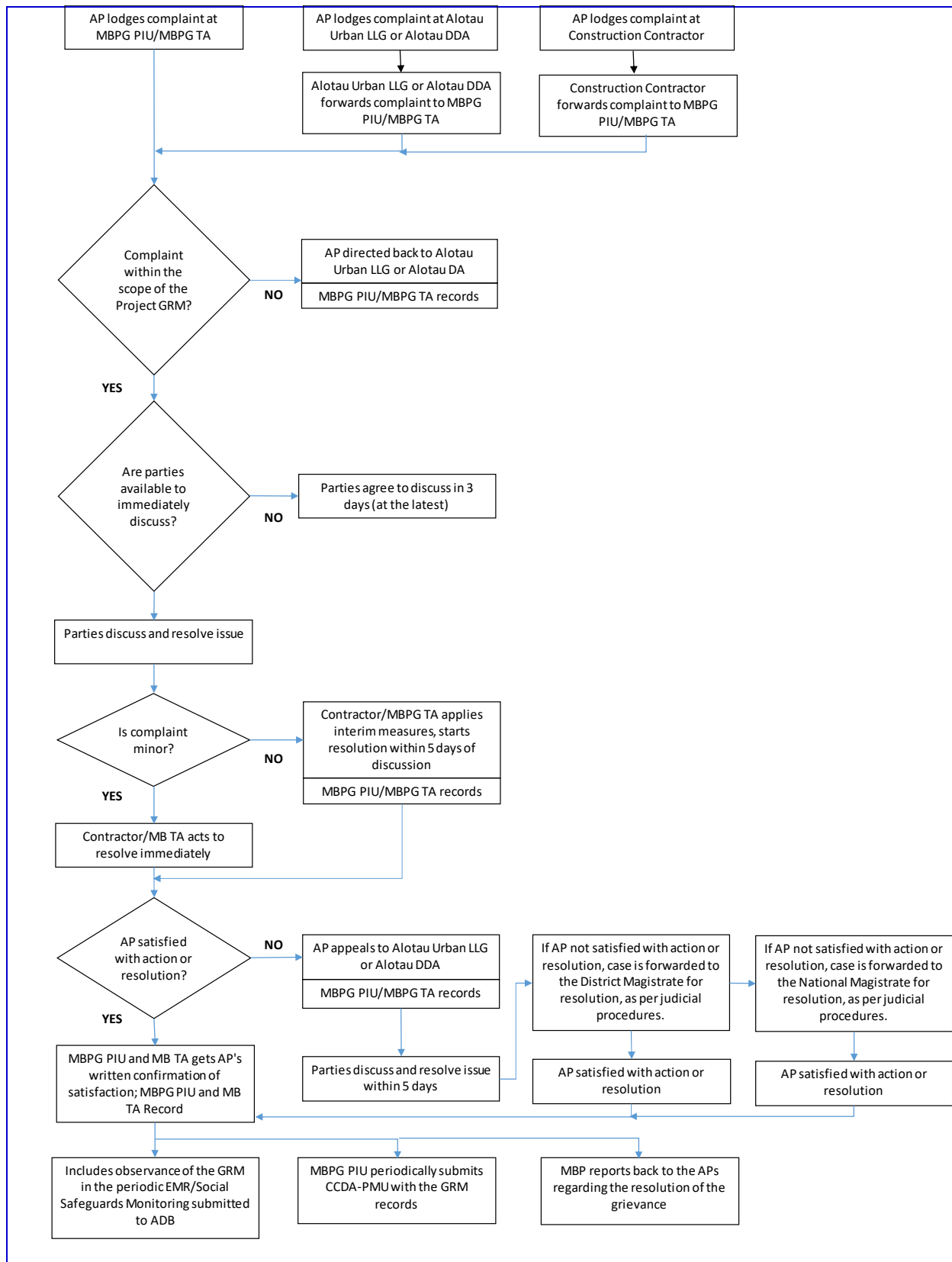
A separate Initial Environmental Examination (IEE) report was prepared as part of this study, and an Environmental Management Plan (EMP) was drafted with mitigating measures to address all anticipated impacts during the construction and operations of the new wharf such as the noise and dust pollution and safety risks at the construction site. The mitigating measures under the EMP will be shared and disclosed with key stakeholder groups prior and during the construction phase as part of the SPCP (**Annex 5**).

XI. GRIEVANCE REDRESS MECHANISM

There are no expected grievances related to involuntary resettlement and land acquisition under the project, however, a grievance redress mechanism (GRM) will still be established to address any other potential social and environmental issues that may arise during project preparation, construction and operations of the new provincial wharf. The GRM for the project will follow a common system for addressing social and environmental grievances that may arise (**Figure 11**).

The key functions of the GRM are to (a) record, screen, and investigate grievances; (b) resolve the grievances in consultation with the affected persons/parties and other stakeholders; (c) inform the affected persons/parties about the resolution of the grievances; and (d) forward any unresolved cases to higher authorities, first to the District Magistrate Court and then to National Magistrate court, for resolution following judicial procedures. The MBPG Project Implementation Unit (PIU)/MB Transport Authority will be the focal contacts to receive, record, review, and address project-related concerns in coordination with government authorities. The MBPG Transport Authority Manager will be the GRM focal person from the MBPG PIU. In the event that the MBPG Transport Authority Manager is not immediately available to receive or register grievance, an alternate person from the MBPG Transport Authority may be temporarily assigned as the GRM focal person.

The contractor will assign a focal person who will work with MBPG PIU focal point in addressing complaints that are construction related.

Figure 11: Grievance Redress Mechanism

All grievance cases that could not be redressed at the level of the MBPG-PIU and MB TA will be forwarded to the District Magistrate Office for resolution following standard judicial procedures and requirements. If issues are still not resolved at the District Magistrate level, the case will then be forwarded to the National Magistrate office.

The MBPG PIU/MB Transport Authority shall ensure that all grievances are recorded and captured in periodic reports that will be submitted to CCDA and ADB. The proposed grievance redress procedures and estimate duration is presented as Table 5.

Table 5: Grievance Redress Process

Step	Grievance Redress Process	Duration
1	Affected Person (AP) lodges complaint at MBPG PIU/MBPG TA or to Construction Contractor; Construction Contractor forwards complaint to MBPG PIU/MBPG TA	Any time
2	MBPG PIU/MBPG TA reviews and checks if complaint is within the scope of the project GRM. If complaint within the project GRM, and concerned parties are available to discuss, MBPG PIU/MBPG TA calls for a meeting and immediately discuss and resolve the issue/s.	5 days
3	If complaint is minor, contractor/MBPG TA resolves immediately	2 days
4	If complaint is major, contractor/MBPG TA applies interim measures, starts resolution within 5 days of discussion.	5 days
5	If AP is satisfied with action or resolution, MBPG PIU/MBPG TA gets APs written confirmation of satisfaction; MBPG PIU/MBPG TA record.	1 day
	If unresolved or not satisfied with the outcome at PIU level:	
6	AP forwards case to appropriate court for resolution (District Magistrate or National Magistrate Office)	As per judicial system

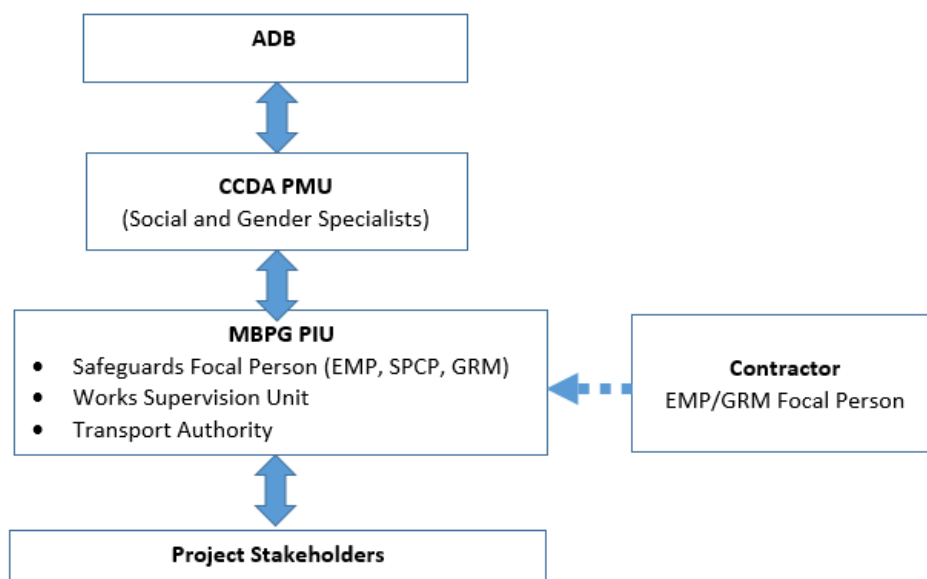
XII. PROJECT SAFEGUARDS IMPLEMENTATION AND MONITORING ARRANGEMENTS

The MBPG PIU and CCDA will be responsible for monitoring the project progress and any unanticipated social safeguards impacts during project implementation. The MBPG PIU, through the Environmental Conservation Officer from the Division of Planning, will monitor the progress of implementation of environment and social safeguards based on the EMP and SPCP and provide periodic monitoring reports to CCDA and ADB. The PIU will submit, along with the periodic progress reports, any documentation of grievances or complaints recorded and corrective actions implemented using the established GRM system to CCDA and ADB (**Figure 12**).

The CCDA will prepare and submit quarterly safeguards monitoring and evaluation reports to ADB for the period of the project using the Gender Action Plan (GAP) Checklist (**Annex 8**). Though there is no specific GAP for this project, CCDA PMU in its role to monitor the project progress through *Output 3: “Enabling Framework for Climate Resilience Infrastructure Established,”* for the Alotau Wharf Climate Proofing Project, will ensure that MBPG PIU reports on the project progress, activities, performance targets, and any unanticipated social safeguards impacts during project implementation using the GAP Checklist.

The safeguards monitoring reports will document project results based on the environment, DDR and SPCP and complaints records, and identify necessary corrective actions to be implemented, in compliance with ADB SPS (2009), if necessary.

Figure 12. Project Implementation and Reporting Arrangements for Social Safeguards



XIII. CONCLUSION

The due diligence assessment confirmed that the proposed climate proofing of the Alotau provincial wharf will not require land acquisition and physical or economic displacement. The Project will be within the declared limits of the state underwater lease between the Milne Bay Provincial Government and the State of PNG, therefore, there are no affected assets and/or persons on site. There are also no legacy issues related to the project site location. Furthermore, there are no indigenous peoples or communities who will be affected by the project. Based on these findings, the preparation of Land Acquisition and Resettlement Plan and Indigenous Peoples' Plan are not required for this project.

There are no other potential negative social impacts aside from the anticipated impacts during construction stage. Temporary impacts during construction include limited road access, noise and dust pollution, traffic congestion at the landside, congestion at the provincial jetty, and construction site safety issues. A separate Initial Environmental Examination (IEE) report was prepared as part of this study, and an Environmental Management Plan (EMP) was drafted with mitigating measures to address all anticipated impacts during the construction and operations of the new wharf. The mitigating measures under the EMP will be shared and disclosed with key stakeholder groups prior and during the construction phase as part of the SPCP.

A grievance redress mechanism (GRM) will still be established to address any other potential social and environmental issues. The GRM for the project will follow a common system for addressing social and environmental grievances that may arise during project preparation, construction and operations of the new provincial wharf and access road.

Annex 1: Issues, concerns, and recommendations on the provincial wharf and other nearby facilities

No.	Project Components	Issues/Concerns	Recommendations	Remarks
1	Provincial wharf	<ul style="list-style-type: none"> Deteriorating wharf facility that restricts vessels to load and unload passengers or cargo (i.e., holes on the deck, unstable structure) Limited access of vehicles near the jetty Narrow decking, no railing and not safe for passengers Provincial wharf often needed to accommodate one large cruise ship at a time when the PNG Port/Overseas wharf is already occupied Existing structure not built to accommodate small vessels or dinghies No proper access ramp for passengers, making it inconvenient and unsafe for vulnerable groups (i.e., pregnant women, elderly, children, critical/emergency patients, PWDs) No wharf/deck lighting 	<ul style="list-style-type: none"> Movable safety/security railing along the port deck Design of wharf to allow small vessels/dinghies to dock Design of wharf to accommodate large cruise ships in the future Access ramp connecting to small boats/dinghies (i.e., hinge type floating ramp) for passengers, especially patients in wheelchair, critical/emergency case patients, pregnant women, elderly, PWDs, etc. Wharf/deck lighting Separate system for loading/unloading passengers and cargo Consider designating an off shore mooring facility/anchorage area (with floating markers) to minimize congestion at the wharf; after offloading, large passenger boats can anchor/moor offshore to give way for other boats Integrate project with the overall physical master planning of the Sanderson Bay Area, consolidating initiatives by the provincial government and funding agencies (i.e., World Bank, JICA, ADB). 	<p>The wharf design will have the following features:</p> <ul style="list-style-type: none"> Access ramps from the main wharf to landings. These ramps shall have a maximum gradient of 1:14 and shall be at least 1.8m (minimum 1.2m between handrails). Access shall be compliant to AS4997 for assisted wheelchair access. Handrails to nonoperational faces of the wharf A minimum of three safety ladders shall be provided at a maximum of 60m intervals. Lighting shall be provided to the structure to enable 24 hour operations. Security gates shall be provided at the entrance to the wharf. The lowest platform shall provide access to small vessels at lower tides, and the high platform at higher tides. These two landings shall be accessible by stairs and access ramps.
Outside project components				
2	200m access road	<ul style="list-style-type: none"> Area too dusty and affects the nearby informal market, especially the stalls selling food items During heavy rains, the road becomes too muddy for pedestrians No street lights, no designated pedestrian access One section of the road with open culvert filled with rubbish 	<ul style="list-style-type: none"> Concrete pavement Designated pedestrian access/foot path Street lights Well-designed drainage system Concrete paving of access roads surrounding the informal market and transit hotel 	

No.	Project Components	Issues/Concerns	Recommendations	Remarks
		<ul style="list-style-type: none"> Need to pave access road around the informal market due to dust affecting the market/food stalls 		
3	Provincial jetty	<ul style="list-style-type: none"> Congestion in jetty area, with a mix of dinghies, small passengers boats, and large fuel or cargo shipping vessel Unsafe and unorganized passenger and cargo loading and unloading system (i.e., fuel drums, hazardous items, food items, mixed with waiting passengers) Need for proper and secure waiting area for passengers, with benches or sitting area, especially for women with children, pregnant women, elderly; incidences of robbery/pick pocketing, harassment of women, presence of drunk people; some passengers and boat crew sleep in the open shed No security lights at night No available water and toilet facilities within the port area for passengers/boat crew/tourists, especially for passengers and boat crew who have been travelling for hours or days; need for wash room and safe drinking water tap Need for clearing out of non-functional vessels to minimize congestion and pollution No proper offloading and loading ramp for passengers, making it inconvenient and unsafe for vulnerable groups (i.e., pregnant women, elderly, children, critical/emergency patients, PWDs) 	<p>Integrate provincial jetty development with the overall physical master planning of the Sanderson Bay Area, consolidating initiatives by the provincial government and different funding agencies (i.e., World Bank, JICA, ADB).</p> <p>Provision of ancillary facilities for local and foreign passengers, such as:</p> <ol style="list-style-type: none"> Toilet/bath facilities Water supply/potable water tap Benches/sitting area, lighting, safety railing Access ramp connecting to small boats/dinghies (i.e., hinge type floating ramp) for passengers, especially patients in wheelchair, critical/emergency case patients, patients in wheelchair, pregnant women, elderly, PWDs, etc. Designated area for loading and unloading and temporary waiting area for critical/emergency case patients; Two (2) isolation/patient waiting rooms for locals and tourists One-stop shop government service kiosk/office (Tourism Information, immigration, health and quarantine, customs, emergency/first aid communication, AIDs/HIV Awareness booth) Small handicraft/souvenir stalls <p>Suggestion to develop small post-harvest facilities (i.e., refrigeration facilities, transport from port to market) within the port to cater to farmers/fishermen selling or distributing goods to and from Alotau</p>	

No.	Project Components	Issues/Concerns	Recommendations	Remarks
4	Dinghy mooring area	<ul style="list-style-type: none"> No organized mooring/docking system for dinghies Unsecure mooring area; threats of theft No proper offloading and loading area for passengers, making it inconvenient and unsafe for vulnerable groups (i.e., pregnant women, elderly, children, critical/emergency patients, PWDs) 	<p>Integrate plans to develop dinghy mooring area with the overall physical master planning of the Sanderson Bay Area, consolidating initiatives by the provincial government and funding agencies (i.e., World Bank, JICA, ADB).</p> <p>Designate an area for mooring/docking of dinghies.</p> <p>Provision of ancillary facilities for local and foreign passengers, such as:</p> <ol style="list-style-type: none"> Benches/sitting/resting area for passengers and dinghy operators; existing land docking area with potential for developing as an open green area Security fencing Garbage bins Access ramp connecting to small boats/dinghies (i.e., hinge type floating ramp) for passengers, especially patients in wheelchair, critical/emergency case patients, patients in wheelchair, pregnant women, elderly, PWDs, etc. Lighting 	
5	Sanderson Bay Informal market	<ul style="list-style-type: none"> No proper sewerage disposal facility; sewage disposed directly to bay No functional toilet facility Not enough market stalls 	<ul style="list-style-type: none"> Sewerage disposal facility Security lights at night Street lights along the road near the market Functional toilets/washroom Additional market stalls/market extension 	<ul style="list-style-type: none">
6	LLG Transit House	<ul style="list-style-type: none"> Not enough room space for transit customers No proper sewerage treatment facility; sewage disposed directly to bay 	<ul style="list-style-type: none"> Provision of proper sewerage disposal facility Provision of additional transit house accommodation rooms Security lights at night 	<ul style="list-style-type: none">

Annex 2: Key Project Stakeholder Groups, Interest, and Level of Participation

Stakeholder Group	Project Interest/Influence	Participation Measures	Type of Participation
CCDA	Executing agency for the project; responsible for overall supervision and management of the project and link it with the BRCC program	<ul style="list-style-type: none"> • Conduct regular meetings and discussions with the MBPG from project preparation to implementation • Assist the MBPG in the preparation of the feasibility study and funding application requirements • Assist the MBPG in securing required government permits (i.e., environmental permit, construction permit) • Prepare monitoring or progress reports to ADB • Ensure the project is line with other ongoing initiatives of the national government 	Partnership (High)
MBPG Administration Office/ Project Management Unit	Implementing agency for the project; responsible for the daily supervision, management and monitoring from project preparation to operations of the new wharf	<ul style="list-style-type: none"> • Takes overall supervision and management from project preparation to implementation • Facilitate the engagement of other stakeholder groups in the project • Lead in the public consultation activities throughout the project • Set up and manage the grievance redress mechanism • Regularly monitor project progress and submit reports to CCDA and ADB • Ensure the project is line with other ongoing initiatives of other development partners for the province and district. 	Partnership (High)
MBPG Transport Authority	Directly responsible for the daily operations of the provincial wharf, through monitoring/recording of wharf and jetty calls from boats and maintenance of the wharf facilities	<ul style="list-style-type: none"> • Regularly monitor project progress and submit reports to MBPG, CCDA, and ADB • Receive, record, investigate, and facilitate resolution of grievances related to the project • Ensure proper maintenance and security of the new wharf facility • Maintain updated records relating to wharf use and access 	Partnership (High)
Alotau District Administration Authority	Holds the political and administrative jurisdiction over the project area	<ul style="list-style-type: none"> • Assist the MBPA in the engagement of other stakeholder groups from the boats owners, private business, NGOs, and civil society groups in the project • Assist the MBPG in the public consultation activities throughout the project • Assist the MBPG in the receipt, recording, investigation, and resolution of grievances related to the project • Ensure streamlining of development planning efforts within the Sanderson Bay Area 	Collaboration (High)
Alotau Urban LLG	Holds the political and administrative jurisdiction over the project area	<ul style="list-style-type: none"> • Assist the MBPG in the public consultation activities throughout the project • Assist the MBPG in the receipt, recording, investigation, and resolution of grievances related to the project 	Collaboration (Medium)
Boat Owners/Operators	Primary users of the wharf facility and the provincial jetty; no formal organization	<ul style="list-style-type: none"> • Provide feedback to MBPG on specific design recommendations for the new wharf facility 	Consultation and information

Stakeholder Group	Project Interest/Influence	Participation Measures	Type of Participation
	formed yet, but there were initiatives made towards formal registration	<ul style="list-style-type: none"> Provide feedback during construction, and the operations and maintenance of the new wharf facility 	gathering (High)
Dinghy owners/operators	Primary users of the provincial jetty, specifically the dinghy mooring area	<ul style="list-style-type: none"> Provide feedback to MBPG on specific design recommendations for the new wharf facility Provide feedback during construction, and the operations and maintenance of the new wharf facility 	Consultation and information gathering (High)
Boat passengers	Primary users of the provincial wharf and jetty facilities	<ul style="list-style-type: none"> Provide feedback to MBPG on specific design recommendations for the new wharf facility Provide feedback during construction, and the operations and maintenance of the new wharf facility 	Consultation and information gathering (High)
Local NGOs, Civil Society Groups, and Private Sector/Business Groups <ul style="list-style-type: none"> PNG Women in Maritime Eco Custodian Advocates Business groups (i.e., Chamber of Commerce, hotels, retail shops, tour operators, etc.) Church-based organizations (United Church, Catholic Church, Anglican Church) Youth Organizations 	Implement programs/projects related to foreshore development, coastal/marine protection, awareness raising activities on maritime safety, AIDs/HIV prevention, emergency response and health services, livelihood projects, etc.	<ul style="list-style-type: none"> Provide feedback to MBPG on specific design recommendations and operations and maintenance measures In collaboration with MBPG, can develop and implement awareness-raising activities and other projects to complement the operations of the new wharf: <ol style="list-style-type: none"> Maritime safety (PNG Women in Maritime); AIDs/HIV prevention (PNG Women in Maritime); Coastal/marine conservation and protection (Eco Custodians Advocates); Regular coastal clean ups (all partners); Emergency response and disaster preparedness (all partners); 	Consultation and information gathering (Medium)
National Maritime Safety Authority	Monitor compliance of vessels to required safety standards; Implement pollution control standards in accordance with international agreements; may be affected during construction	<ul style="list-style-type: none"> In coordination with MBTA, regularly monitor and record compliance of vessels docking at the wharf based on safety standards; Coordinate and streamline recording and monitoring of vessel docking with MBTA 	Consultation and information gathering (Medium)
PNG Ports Corporation Ltd.	Reviews and issues compliance permits to development projects within port limits; Manages and operates the overseas and coastal wharves; implements CSR programs such as coastal clean ups.	<ul style="list-style-type: none"> Provide technical advice to MBPG in securing the required compliance permits Coordinate and streamline recording and monitoring of vessel docking with MBTA In coordination with MBPG and local NGOs, civil society groups, and private sector/business partners, implement company-led CSR programs 	Consultation and information gathering (High)

Stakeholder Group	Project Interest/Influence	Participation Measures	Type of Participation
Sanderson Bay Informal Market	Market facility along the access road; may be affected during construction	<ul style="list-style-type: none"> • Provide feedback to MBPG on specific design recommendations for the rehabilitation of the 200meter access road; • Provide feedback on the construction progress for the 200meter access road, and report any social or environmental issues arising 	Consultation and information gathering (High)
Sanderson Bay Transit Hotel	Transit facility near the provincial wharf; may be affected during construction	<ul style="list-style-type: none"> • Provide feedback to MBPG on specific design recommendations for the rehabilitation of the 200meter access road; • Provide feedback on the construction progress for the 200meter access road, and report any social or environmental issues arising 	Consultation and information gathering (High)
Commercial shops near the access road	May be affected during construction	Provide feedback on the construction progress for the 200meter access road, and report any social or environmental issues arising	Consultation and information gathering (High)
Other development partners (i.e., World Bank, JICA, etc.)	Currently implementing initiatives for the foreshore development of Sanderson Bay related to tourism and livelihood or economic development	<ul style="list-style-type: none"> • Provide information on the planned and ongoing development initiatives within the Sanderson Bay which will impact on the proposed project 	Consultation and information gathering (Medium)

Annex 3: Initial Consultations and Meetings Conducted, February to April 2017

Date	FGD/Interview Participants	Venue	Agenda
15 February 2017	Ms. Joy Samo, Planning Officer CBRCC-PMU/CCDA Mr. Billy Camillo, Manager, MBPTA Mr. Jonathan Kapoka, Principal Advisor, PDAL Mr. Wesley Katobwan, Project Officer, WSU Mr. Lindsay Alesana, District Administrator, Alotau DDA Ms. Lulu Osembo, Environment Officer, MBA Mr. Michael Viula, Deputy Administrator, Technical Services Mr. Didimus Epo, Principal Advisor, Commerce and Mines MBA Mr. Alfred Kidjon, Acting Principal Advisor, Community Development, MBA Mr. Peter Ruing, Business Manager, PPCL	Media Center	<ul style="list-style-type: none"> Courtesy Meeting with MBA Discussion on the work plan of the second mission team
15 February 2017	Mr. Billy Camilo, MTPA Mr. Leslie Milali, Boat Captain Mr. Ezekiah Madumadu, Boat Crew	Provincial Jetty	Site visit at provincial wharf Random interviews
16 February 2017	Mr. Alfred Kidilon, Community Development Division Mr. Livingston Jellico, Director, Church and Government Partnership Program, Community Development Division DRRM Office IOM Representative Mr. Laino Awalomwai, Principal Advisor, Lands Division Mr. David Newaget, Provincial Physical Planner, Lands Division	MBA	Key informant interviews with the Community Development Division, DRRM Office, and Alotau Lands Division
17 February 2017	Mr. Mooa Kula, OIC-Tourism Bureau Mr. Lindsay Alesana, Alotau District Administrator Mr. Leleki Tarosomo, 1 st Secretary to the Minister Mr. Peter Ruing, Business Manager, PPCL Alotau Ms. Scholly Masueng, M. Planner, PPCL POM Mr. Andrew Tamadeo, Works Officer, PPCL Alotau	MB Tourism Bureau Office Alotau DDA PPCL	<ul style="list-style-type: none"> Key informant interviews with the MB Tourism Bureau, District Government Administration, and PNG Ports Corporation Ltd. Site visit at PNG Ports Alotau
18 February 2017	Ms. Masoli Elian, Duau, Normandy Island, Ms. Susan Wasan, Woodlark Island Mr. Sosoen Jeremiah, Community Health Worker, Fergusson Island Ms. Miriam Ibukin, Community Health Worker, Fergusson Island Ms. Lovelyn Peter, Suau Island Ms. Margaret Duia, informal market vendor, Alotau Ms. Rame Saraza, informal market vendor, Alotau Ms. Magdaline Damasini informal market vendor, Alotau	Provincial Jetty	Random interviews at the provincial jetty and Sanderson Bay Informal Market
20 February 2017	Ms. Jane Iobu, PNG Women in Maritime-Alotau Ms. Dorothy Manala, PNG Women in Maritime-Alotau Ms. Gwen Jack, PNG Women in Maritime-Alotau Ms. Angela Nelson, Women's Representative, Alotau DDA Ms. Marianne Tabua, Admin Officer, Alotau DDA	PNG Women in Maritime Informal Market	
	Ms. Lulu Osembo, MBDA Mr. Michael Viula, MBA Mr. Billy Camillo, MBTA	AIH	Initial discussion of FGD presentation
21 February	See Annex __ for attendance sheet	Media Center	Focus Group Discussion/Presentation of Initial Findings

Date	FGD/Interview Participants	Venue	Agenda
15 February 2017	Ms. Joy Samo, Planning Officer CBRCC- PMU/CCDA Mr. Billy Camillo, Manager, MBPTA Mr. Jonathan Kapoka, Principal Advisor, PDAL Mr. Wesley Katobwan, Project Officer, WSU Mr. Lindsay Alesana, District Administrator, Alotau DDA Ms. Lulu Osembo, Environment Officer, MBA Mr. Michael Viula, Deputy Administrator, Technical Services Mr. Didimus Epo, Principal Advisor, Commerce and Mines MBA Mr. Alfred Kidjon, Acting Principal Advisor, Community Development, MBA Mr. Peter Ruing, Business Manager, PPCL	Media Center	<ul style="list-style-type: none"> • Courtesy Meeting with MBA • Discussion on the work plan of the second mission team
22 February 2017	Dr. Perista Mamadi, Director, Curative Health Mr. Alfred Kunwabe, Deputy Director, Planning	Alotau General Hospital	
	Ms. Lulu Osembo, MBDA Mr. Wesley, Works Supervision Unit Mr. Billy Camillo, MBTA	AIH	Debriefing meeting
23 February 2017	Ms. Lulu Osembo, MBDA Mr. Michael Viula, MBA Mr. Billy Camillo, MBTA Mr. Wesley, Works Supervision Unit	AIH	Initial presentation of the wharf design options

Annex 4: Highlights of the Consultations and Meetings, February 2017

Annex 4a: Summary of Meetings

A. Summary of Meeting with Climate Change and Development Authority (CCDA)

Date and time: 14 February 2017; 10:00AM
 Venue: CCDA Office
 Attendees: Robert Brown, ADB TA Team/ICF
 Delfa Uy, ADB TA Team/ICF
 Izha Lao, ADB TA Team/ICF
 Mr. Jacob Ekinye, BRCC Project Director
 Ms. Silina Tagagau-Seri, Social Dimension PMU
 Ms. Joy Samo, Planning Officer
 Mr. Joseph Kunda, Project Coordinator PMU
 Mr. Rob Richard, Finance Specialist, PMU
 Mr. Peter Iki, CCDA Snr. Adaptation Officer

Highlights:

1. The existing wharf currently caters to cargo and passenger transport from the different islands of the province. Preliminary options being considered for the project include (a) refurbishment of the existing wharf, (b) a floating pontoon or deck, and (c) a fixed wharf structure with climate-resilient design features. A 500mm increase in height deck is being considered as one of the climate-resilient design features.
2. The relocation of the Islands Petroleum Ltd. (IPL) lessens the safety and security risk within the wharf area for any potential accidents or disasters. However, the relocation of the fuel tanker ships to the PNG Port in Alotau would also mean a loss in revenue for the MBPG from the port/docking fees.
3. The MBPG would later on need capacity building support for the maintenance, operations, revenue management, and asset management of the new wharf.
4. The TA team may consider checking Nawae Construction, a local contractor, with numerous experience in constructing ports.
5. The TA team to check the National Maritime Safety Authority (NMSA) for vessel regulations, tonnage, and any GHG emission data.
6. The TA team to check with PNG Ports Corporation Ltd. Regarding any compliance on construction/development within port limits.
7. The TA team to also check with Tourism Bureau and CEPA for any information regarding tourism statistics and environmental permit requirements and procedures.
8. The TA team to check the PNG Water Board for any information on water supply in Alotau.
9. The TA team should also check the local PNG Women in Maritime NGO organization in Alotau who is handling maritime safety awareness raising activities.
10. Alotau is known to hold an annual festival called the 'kenu and kundu' festival, wherein locals from the different islands of the province, gather at the town center every November to celebrate. Foreign tourists also visit the town during this time via cruise ships.
11. The CCDA will assist the MBPG PMU in securing all required permits for the project

B. Summary of Meeting with PNG Ports Corporation Ltd.

Date and time: 14 February 2017; 3:00PM
 Venue: PNG Ports Office
 Attendees: Robert Brown, ADB TA Team/ICF
 Delfa Uy, ADB TA Team/ICF

Izha Lao, ADB TA Team/ICF
 Mr. Waqa Bauleka, Chief Infrastructure Officer, Infrastructure Division
 Mr. Vagi Eoima, Manager/Engineer

Highlights:

1. The existing provincial wharf is under the management of the Provincial Government of Milne Bay, and the PNG Ports Corporation is not involved in its operations and management. The other jetties in other island districts are also being managed by MBPG.
2. The PNG Ports in Alotau, which has the international wharf being used for commercial trade cargo and for docking of 200m cruise liners, has been recently upgraded in 2013.
3. Alotau holds a weeklong annual festival in its town center, the kenu and kundu festival, where both locals from other island districts and foreign tourists via cruise ships visit.
4. The TA team will be endorsed to PNG Ports in Alotau for the site visit at the port and meeting with the key officials/staff.

C. Summary of Meeting with Milne Bay Provincial Government - Courtesy Meeting

Date and time: 15 February 2017; 10:00AM
 Venue: Media Center, Alotau Town Center
 Attendees: Robert Brown, ADB TA Team/ICF
 Delfa Uy, ADB TA Team/ICF
 Izha Lao, ADB TA Team/ICF
 Ms. Joy Samo, Planning Officer CBRCC-PMU/CCDA
 Mr. Billy Camillo, Manager, MBPTA
 Mr. Jonathan Kapoka, Principal Advisor, PDAL
 Mr. Wesley Katobwan, Project Officer, WSU
 Mr. Lindsay Alesana, District Administrator, Alotau DDA
 Ms. Lulu Osembo, Environment Officer, MBA
 Mr. Michael Viula, Deputy Administrator, Technical Services
 Mr. Didimus Epo, Principal Advisor, Commerce and Mines MBA
 Mr. Alfred Kidjon, Acting Principal Advisor, Community Development, MBA
 Mr. Peter Ruing, Business Manager, PPCL

Highlights:

1. The TA team discussed the key activities scheduled for the second TA mission, and the expected outputs and deliverables on the economic, environmental, and social due diligence and assessment. The TA team discussed the need for MBPG's support for the conduct of the site visits, random interviews, meetings with relevant government agencies, NGOs, and other stakeholder groups.
2. The existing provincial wharf is being used for refueling with fuel supply (i.e., kerosene, petrol and diesel) being transported to other island districts in 200 liter container drums via small boats. Fuel tanker ships (i.e., MV Lukianos) in 90 meter length usually docks at the provincial wharf. For local consumption in Alotau town center, fuel is usually transported in 20 liter or 30 liter drum containers.
3. The relocation of the Islands Petroleum is a positive development, which lessens the safety risks to people residing or working within the area. The completion of the relocation of the Islands Petroleum is scheduled in March 2017, which will also include the dismantling of the old fuel pipeline connecting to the provincial wharf.

4. For promoting the tourism development in Alotau, it was suggested that the design of the new provincial wharf can accommodate future requirements for unloading and loading of passengers from large cruise ships. In some months, two cruise ships call in to dock in Alotau, but only one can be accommodated in the PNG Ports' overseas wharf.
5. The TA team to check the informal market near the wharf and access road, which is currently managed by Alotau District Women's Representative, and the Transit House which is being managed by the 16 local level government units of the province.
6. Meetings will be scheduled in coordination with Ms. Lulu Osembo, which will start today until the last day of the mission visit on Feb 22, 2017.

D. Summary of Interviews with Boat Operator and Crew in Provincial Jetty

Date and time: 15 February 2017; 1:30PM
 Venue: Alotau Provincial Jetty
 Interviewee: Mr. Leslie Milali, Boat Captain, Normandy Island

Highlights:

1. Mr. Milali has been working as a boat captain since 2015. He is from Normandy Island. It usually takes 6 hours from Normandy Island to Alotau for a single trip. He does two trips in a week, carrying passengers and cargo to other islands. Longest trips he had lasted 2 to 3 days. In a trip, maximum of 25 passengers can be accommodated without cargo. But if with cargo, 12 passengers can be accommodated and with about 28 tons of cargo allowed. Cargo are usually store goods and fuel (in drums). Fuel or petrol are regularly sourced from Alotau town from the refueling station of Islands Petrol.
2. Fuel or petrol in drums have been transported to other islands mostly for local consumption.
3. Prior to any trips, they have to secure clearance from NMSA for safety compliance.
4. The boat owners/operators have no formal organization established yet, although informal meetings have been conducted in the past. Initiatives have already been made with a constitution drafted for the establishment of a boat owners/operators association.
5. The boat owners/operators need further training or short curses on marine safety compliance, especially those carrying 16 to 28 tons of cargo during trips. The boat owners/operators need to be provided with skills, tools, and equipment, to comply with marine safety requirements, such as the provision of flares, life boats or dinghies, ropes and sink lines, and use of charts, radio, compasses, and GPS.
6. It was suggested that the provincial jetty and wharf need some proper loading and unloading ramps for easy access of passengers and movement of cargo. Hauling of cargo are done manually, and with no proper ramps, it can be quite unsafe for the persons hauling large and heavy cargo, especially fuel drums.

E. Summary of Interviews with Boat Operator and Crew in Provincial Jetty

Date and time: 15 February 2017; 2:00PM
 Venue: Alotau Provincial Jetty
 Interviewee: Mr. Ezekiah Madumadu, Ferguson Island

Highlights:

1. Mr. Madumadu started as a boat crew since November 2016, and he makes one trip a week, and travels to other islands. The longest trip lasts for 3 days.
2. Their boat usually carries a mix of passengers and cargo, with passengers having a maximum number of 30. About 10 fuel drums are also being transported in one trip.
3. The boat they operate is owned by the United Church Organization with an office based in Ferguson Island. If not used for passenger and cargo travels, the boat is used for chartered mission trips. Chartered trips happen once a month.

F. Summary of Meeting with Community Development Division, MBPG

Date and time: 16 February 2017; 10:00am
 Venue: Community Development Division office, MBPG
 Interviewee: Mr. Alfred Kidilon, Acting Principal Advisor

Highlights:

1. The Community Development Division (CDD) is in charge of developing and implementing programs on youth, women, person with disabilities (PWD), child welfare, church and government partnership, gender-based violence, and civil registry.
2. The CDD had 7 staff, 3 of which are female and 4 male staff. There are also 13 community workers deployed on ground providing community welfare services.
3. Programs and projects related to women development, such as awareness programs on women's health, women empowerment, promoting women in electoral positions, etc. are based on the national framework on National Council of Women Act of 2013. The National Women's Council provides overall guidance through policies, programs, technical and funding assistance for the implementation of women development projects, through the Provincial Women's Council and District Women's Council. Last year, the CDD and PWC implemented awareness raising activities on women empowerment topics and gender equality, as well as livelihood and SME assistance projects.
4. The women's council is represented at all levels of the government—National, District, Provincial, local level government, and ward levels.
5. Among the key gender issues identified are cases related to gender-based violence, limited employment opportunities for women, and maritime safety issues. There is also no proper baseline gender data or statistics available in the district or province which should be the basis for drafting policies on gender and community development. The CDD leads the programs relating to protection and support to women and children who are victims of abuse or sexual violence, such as immediate police and hospital support, counseling services, operation of a safe house for victims, and awareness raising activities. In 2016, the province recorded 300 cases of sexual abuse of women.
6. The department's programs related to gender and PWD are mainly based on the National Disability Policy and Milne Bay Province Gender-Based Violence Strategy (2016-2020).
7. The recommendations for the improvement of the wharf included the provision of potable water supply and sanitation facilities. The passengers, especially women and children, who have been travelling for hours or days would immediately require water and toilet facilities upon arrival at the port. Facilities for persons with disabilities or limited mobility are also needed, such as ramps and hand rails. Adequate rubbish bins and proper solid waste management within the port area are also needed. Measures to improve security within the port are also suggested, to minimize or avoid cases of theft or robbery, assaults, and other petty crimes.

8. One of the potential negative impacts during construction is the overcrowding or traffic near the port area, especially the parking area near the port.
9. Regarding the existing methods of addressing community grievances, PNG usually follows its customary laws in resolving conflicts and complaints. At the community level, the community leaders, such as the village elders and church leaders, lead in the resolution of conflicts following customary laws. If issues are still not resolved at the village or ward level, the issue is then brought to the legal system of conflict resolution, starting at the ward development committee where in village or ward magistrates are assigned to resolve conflicts. If issue is still not resolved at ward level, the concern is then brought to the District Magistrate's office, or further to Provincial Magistrate's office.

H. Summary of Meeting with Church and Government Partnership Program, Community Development Division, MBPG

Date and time: 16 February 2017; 11:00am
 Venue: Church and Government Partnership Program, Community Development Division, MBPG
 Interviewee: Mr. Livingston Jellico, Director

Highlights:

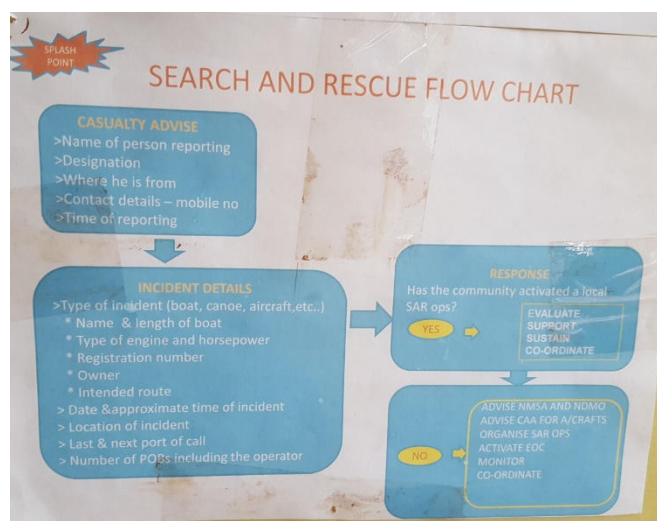
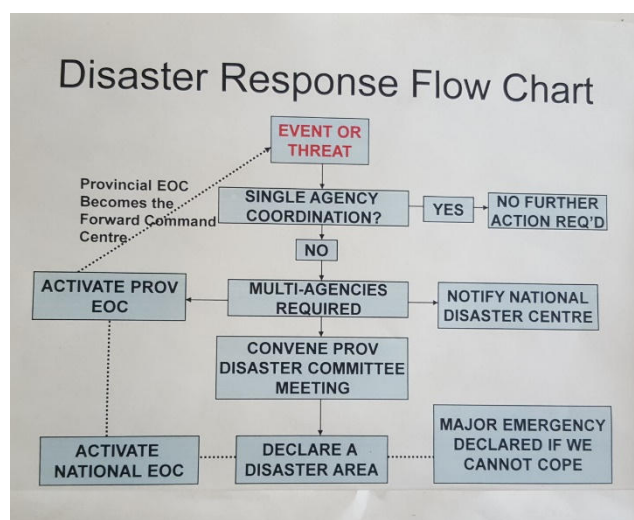
1. The Church and Government Partnership program provides funding and other technical support to Church organizations providing basic education and health services to the districts. The Program recently provided PGK 1 million to a church organization partner for the construction of a Church, pastor and priests housing, support to basic service delivery, evangelism activities, workshops, and projects for youth and women.
2. There is a bill currently being worked out--the Milne Bay Church Government Partnership Bill of 2016.
3. The existing conditions at the port include limited access for loading and unloading due to deteriorating structure, congestion, limited access of cars to the wharf, narrow deck, no safety railing and unsafe for passengers.
4. The old wharf was previously used by the government for docking of its own fleet of boats for the delivery of basic services. There are no more government-owned boat fleets, and now the wharf is used for commercial or public use.
5. There are six major church groups in the province—Catholics, Anglicans, Kwato Church, United Church (largest congregation), and Pentecostal Churches, and Seventh Day Adventist—which have existing partnership with the government in the delivery of basic services.
6. One of the recommended improvements in the port facilities include eviction of boats in the wharf area that are non-functional to decongest the port and avoid pollution.

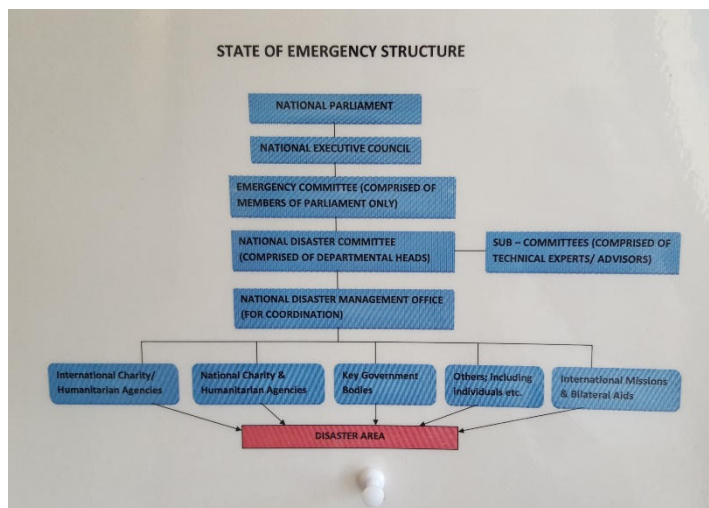
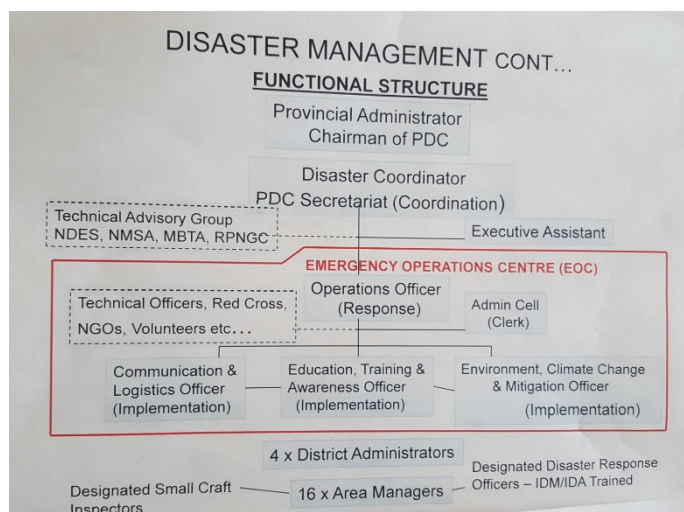
I. Summary of Meeting with Provincial Disaster Response Office

Date and time: 16 February 2017; 2:00pm
 Venue: Media Center, Alotau Center
 Interviewee/s: Mr. Steven Tobesa, Coordinator, Provincial Disaster Response Office
 Mr. Brian Kakini, DRR Coordinator

Highlights:

1. The PDRO has 6 staff—3 from provincial office, 2 from IOM DRR, and 1 disaster coordinator.
2. The Province is currently undergoing a review of the DRRM framework to further expand the standard operating procedures. The IOM is assisting the MBPG in this activity. For the current system of disaster response, see photos below.
3. Among the challenges of the PDRO are the insufficient number of staff, inadequate equipment, and insufficient support from partners.
4. The only significant and recent accident or disaster in the port area was a shipping boat carrying copra that caught on fire offshore. A fire water vehicle responded to extinguish the fire.
5. The office need additional equipment (i.e., communication, cyclone tracking), training for responders.
6. The review of the DRRM framework for the province will include focus on women, children, and other vulnerable groups. Training or capacity building activities on DRR should allow women in training and to encourage them to engage in the field of DRRM in the community.





J. Summary of Meeting with Provincial Physical Planning and Lands Division

Date and time: 16 February 2017; 3:00pm
 Venue: Provincial Physical Planning and Lands Division Office
 Interviewee/s: Mr. Laino Awalomwai, Principal Advisor, Lands Division
 Mr. David Newaget, Provincial Physical Planner, Lands Division

Highlights:

1. The current site of the provincial wharf and jetty is under the property of the provincial government by virtue of an underwater lease agreement with the State Government of PNG. The wharf is within Portion 316 of the underwater lease. The access road site being proposed under the project is under the property of the provincial government being a public road.
2. There is no land acquisition or resettlement required for the project. The project is within the bounds of the underwater lease, and the access road is a government property.
3. There are 3 modes of land acquisition being followed in PNG—using customary laws, straight forward purchase by State, and lease agreement between State and land owner. All these procedures are based on the PNG's Land Act of 1996.

K. Summary of Meeting with MBPG Tourism Bureau

Date and time: 17 February 2017; 10:00pm
 Venue: MBPG Tourism Bureau Office
 Interviewee/s: Mr. Mooa Kula Kunuyobu, OIC, Tourism Bureau

Highlights:

1. There are three entry points of tourists to Alotau—via cruise ships, via online tours, and as independent tourists. There is an estimated 1,500 to 2,500 passengers per cruise ship.
2. By 2015, the Tourism Bureau were able to conduct survey of cruise ship passengers. However, in 2016, cruise ships stopped providing information. In 2015, there were 17 cruise ships which called in at Alotau overseas wharf; in 2016, a total of 16 cruise ships called, and in 2017, 31 cruise ships called in for the first quarter of the year.

3. The provincial wharf and jetty may be insufficient to cater to the rising demand of influx of cruise ships coming to Alotau, mostly in providing as another entry point for tender boats carrying cruise ship passengers.
4. In January 2017, there were 2 cruise ships which called in at the overseas wharf. Small boats or tender go to cruise ships, take in passengers, and transport passengers to the waterfront jetty or at the provincial jetty.
5. The World Bank is currently assisting the Provincial Government in the physical master planning and physical works development for the foreshore area of Sanderson Bay. The project is worth \$20 million covering Alotau and Rabaul which will also include the planning and construction of more island jetties. Alotau will be receiving a total of \$10 million in tranches in total funding assistance for foreshore development on Sanderson Bay, which will include seawall projects, street lights, establishment of recreational areas, parks, and other beautification projects along the bay. The province has already received \$1 million as first tranche.
6. Most of the tourists arriving from the Gurney airport usually travel directly to Tawali, which is a popular tourist destination in Alotau, 2 hours away from the town center. There is a tourism desk at the airport which monitor the arrival and departures of tourists.
7. The provincial wharf accommodates smaller tourist cruise boats carrying about 500 passengers. There are also small yachts or small boats that proceed to other district islands. These small cruise boats anchor near the wharf or port about 2 to 3 time every 6 months.
8. Suggested improvements at the provincial wharf and jetty area include:
 - (a) Provision of potable water facilities and sanitation facilities
 - (b) Integrate a tourism information kiosk or desk which will allow monitoring of incoming and outgoing tourists, tourism information for visitors, and other services.

L. Summary of Meeting with Alotau District Administration Authority

Date and time: 17 February 2017; 11:00am
 Venue: Alotau District Administration Authority Office
 Interviewee/s: Mr. Lindsay Alesana, District Administrator
 Mr. Leleki Tarosomo, 1st Secretary to the Minister

Highlights:

1. The provincial wharf and jetty area is considered as 'peoples' port', since majority of the users of the facility are the general public, mostly passengers coming from the island districts of the province. Cargo is also mostly goods sold for local consumption such as store or retail goods, construction materials, etc. The provincial wharf and jetty are also critical in the delivery of emergency relief programs and in the transport of critical/emergency patients.
2. Among the recommendations in improving the provincial wharf area is designating an anchorage port where boats can moor in cases where the wharf or jetty is congested. The boats can unload at the wharf or jetty, and proceed to the designated mooring area and stay there for longer periods. The anchorage floating port can also be used for cruise ships whenever the overseas wharf has already been occupied by another ship.
3. It is very important to engage the key stakeholders, including the Alotau District Administration Authority office, in all the consultation activities at all the stages of the project, from planning to implementation. This is to ensure a strong sense of ownership of the stakeholders in the project.

4. The tourists usually arrive at Alotau via different routes (i.e., air trip, cruise ship) and proceed to other islands. There is not so much touristic activities in the Alotau town center except for the annual canoe festival.
5. The other development needs of the district include improvements in the water supply, solid waste management system, power supply, sanitation and sewerage facilities, waste water treatment facilities, health facilities, and security.
6. There might be a possible social conflict when the locals are not prioritized in the employment opportunities that will be available during construction and operations of the new wharf. The Provincial Works Unit will be able to provide information on the existing capacity and skills available in the province.
7. There are proposed projects for the district: (a) hydropower plant (1.5 MW), (b) oil palm biogas development (\$15 million).

M. Summary of Meeting with PNG Ports Alotau

Date and time: 17 February 2017; 2:00pm
 Venue: PNG Ports Alotau
 Interviewee/s: Mr. Peter Ruing, Business Manager, Alotau
 Ms. Scholly Masuen, M. Planner/Port Moresby
 Mr. Andrew Tamadec, Works Officer, Alotau

Highlights:

1. The PNG Port in Alotau operates 24 hours, with two wharves—coastal (56 meters) and overseas (93 meters)—catering to cruise ships, cargo vessels, and large coastal vessels. The coastal wharf was recently upgraded in 2014 to comply with international standards. The wharves can accommodate cargo vessels and cruise ships with 90 to 280 LOA. There are no cranes on site and only use the ship's cranes for unloading cargo.
2. In 2015, the overseas wharf was upgraded for purpose of accommodating cruise ships, and the upgrades included new fenders and dolphins, mooring dolphins, cathodic protection, sacrificial anodes, etc. The port facility has good lighting system, security, temporary storage, and other amenities, such as first aid kits and fire extinguishers and hydrants, and emergency/evacuation assembly area.
3. The PNG Ports Alotau has a total of 16 staff, of which 2 are women and 14 are men.
4. In 2015, there were about 20 cruise ships called in. In 2016, about 36 cruise ships. Cruise ships usually dock for 12 hours. Every docking of cruise ship, there is a boarding team composed of customs, immigration, and health and quarantine government personnel, to check vessel prior to issuing a clearance.
5. Prior to docking of cruise ships, the PNG Ports call for a 'cruise ship meeting' with representatives from the MB Tourism Office, transport operators, tour operators, tour volunteers, to plan for arrival of cruise ships and tourists. Tour volunteers are usually unemployed youth who are considered as young ambassadors of the province, and welcome or escort the tourists during their stay in Alotau.
6. Large coastal vessels also call in two times a week.
7. The PNG Ports has a good working relationship with Provincial Tourism Authority.
8. Docking of tender boats at the Water Front Lodge jetty are accommodated when cruise ships are at the overseas wharf and allow passengers to disembark from the ships. Only one tender boat can be accommodated at the Water Front Lodge jetty at a time. About 2 to 3 tender boats can be accommodated at the provincial wharf.

9. PNG Ports also conduct a sustainable coast line program mostly through coastal or beach cleans up in partnership with local NGOs, youth, residents, private sector, and provincial government. PNG Ports also implement Community Service Engagement program in Port Moresby, which included projects on providing vocational training, conduct of sports activities, and advocacy projects.
10. The provincial wharf is still within the declared port limits wherein any planned construction or developments would require prior compliance permit from PNG Ports. The compliance permit is also a prerequisite for a construction permit. The PNG Ports can provide technical assistance for the design of ports.
11. The biggest emergency or disaster event was in 2010 where a cargo vessel carrying copra and crude oil was caught on fire. The PNG Ports conducts regular emergency/disaster response drills.
12. The PNG Ports conducts AIDS/HIV awareness raising activities through posting of public bulletins, distribution of condoms, and IEC activities in coordination with the Alotau General Hospital.

N. Summary of Interviews with Passengers at the Provincial Wharf, Jetty, and Dinghy Mooring Area

Date and time: 18 February 2017; 10:00am
 Venue: Provincial Wharf area
 Interviewee/s: Ms. Masoli Eliau, Duau, Normandy Island
 Ms. Susan Wasan, Woodlark Island

Highlights:

1. Ms. Eliau is a mother of 4 children, whose primary livelihood is the selling of betel nut. She is from Duau, Normandy Island, which is about 2 hours boat travel to Alotua. Fare is 70 kina for a one way trip. Two of her children are in Alotau for studies, the rest are in Duau. The average income from selling betel nut is about 200 kina for 50 kilograms of product.
2. The suggested improvements in the jetty or wharf include toilet facilities and potable water supply for passengers and boat crew.

Date and time: 18 February 2017; 11:00am
 Venue: Provincial Wharf area
 Interviewee/s: Ms. Susan Wasan, Woodlark Island

Highlights:

1. Ms. Wasan is from Woodlark Island which is about 2 days travel going to Alotau, and about 120 kina fare one way. She was waiting at the provincial jetty for a next trip to Samarai Island. Transport by dinghy from Woodlark to Alotau can take 1 day, but by ordinary passenger boats, it can take 2 days travel. Ms. Wasan works at the provincial governor's office and stays in Alotau for work.
2. Secondary school students stay in Alotau for a year until the end of classes, and go back to their islands after the school year.
3. Among the issues and concerns at the provincial jetty are:
 - Unsafe area for ladies due to area being open to drunkards, pick pockets, and other people who abuse or harass other waiting passengers
 - No toilet facilities or wash room, no lights, no proper sitting area, not enough car park, no potable drinking water supply

- No separate waiting area for critical or emergency patients
- Dinghies do not have proper docking, loading and unloading area
- Dangerous cargo (i.e., fuel drums) and passengers mix at the waiting area and in loading and unloading area
- Some people sleep in the provincial jetty shed at night

Date and time: 18 February 2017; 12:00nn
 Venue: Dinghy mooring area
 Interviewee/s: Mr. Sosoen Jeremiah, Community Health Worker, Fergusson Island
 Ms. Miriam Ibukin, Community Health Worker, Fergusson Island

Highlights:

1. Mr. Jeremiah and his wife, Ms. Ibukin are both working as community health workers from Ferguson Island, which is about 8 hours travel to Alotau. They have recently assisted three patients from Ferguson Island to be transported via dinghy to Alotau to go to Alotau General Hospital for tertiary care. The cases of the patients include encephalitis, neonatal polio and bacterial infection. They have just arrived in Alotau two days ago, and will be staying in Alotau until the patients will be discharged, possibly after 5 days.
2. The total number of passengers in the dinghy is 12, of whom 3 are patients, 3 are guardians of the patients, 2 dinghy operators, 2 community health workers, and 2 children.
3. Mr. Jeremiah and Ms. Ibukin, along with their infant, are staying at the Transit hotel. The dinghy operators will stay at the boat, since they need to secure the boat from threats or theft. The dinghy mooring area does not have security facilities.
4. Among the suggested improvements in the dinghy mooring area include security amenities like fencing, resting area for dinghy operators and passengers, seating area, rubbish bins, proper loading and unloading ramp, communication system for emergency cases, facility for loading and unloading of patients.

Date and time: 18 February 2017; 12:00nn
 Venue: Dinghy mooring area
 Interviewee/s: Ms. Lovelyn Peter, Suau Island

Highlights:

1. Ms. Peter, 32 years old, is from Suau Island, which is about 3 hours travel from Alotau. She has 4 children, with 2 of her children studying in Alotau. She visits her children in Alotau once a month. The trip costs 50 kina one way.
2. Suggested improvements in the dinghy mooring area include proper loading and unloading ramp for passengers, waiting or sitting area for passengers, cleaning of the area, and rubbish bins.

Date and time: 18 February 2017; 2:00pm
 Venue: Sanderson Informal Market
 Interviewee/s: Ms. Margaret Duia, informal market vendor, Alotau
 Ms. Rame Saraza, informal market vendor, Alotau
 Ms. Magdaline Damasini informal market vendor, Alotau

Highlights:

1. Ms. Margaret Duia usually sells during Saturdays. She sells buns, water, hot coffee, hot chocolate drink, and cold juices, and earns an average of PGK 300 a day, with about PGK 200 average savings net of cost of goods and other expenses such as transport (i.e., PGK 8 taxi from house to market one way). She is with 3 children and her husband works for the provincial disaster response office.
2. Ms. Rame Saraza and Ms. Magdaline Damasini share one stall in the market. They earn about PGK 100 to PGK 200 a day from selling of flour balls, donuts, ice candy, banana chips.
3. The fees charged for the use of the market facilities are PGK 127 a month for the rent of a table, and PGK 6 for daily stall rent of. Most of the stall owners at the market are from the rural highlands, and sell at the market during the weekends. If the stall is vacant during weekends, some vendors make an internal arrangement with the official owner/lease of the stall to sell, and just pay for the daily collection fee of PGK 6. The market is open from 6:00am to 10:00PM. Market staff conduct regular awareness raising or information dissemination activities to ensure proper sanitation and hygiene in the market.
4. Among the issues related to the provincial wharf and nearby amenities are:
 - Access road along the market turns very dusty during summer, and muddy and flooded during rainy season. During heavy rains, the open drainage along the access road gets clogged.
 - Some people who cannot afford to stay in the transit hotel or other place of accommodation usually stays in sleep in the covered section of the provincial jetty.
 - Suggestions to provide an area near the wharf/jetty where people can sit, relax, and have coffee.
 - There is a need for security lights at the wharf/jetty area and along the access road. There is a need for toilet facilities and proper sewerage facility at the wharf/jetty area and in the informal market area.
 - Most of the stall owners at the market are from the rural highlands, and sell at the market during the weekends.
 - There is a need for a bigger market to allow more vendors to lease and sell at the facility.
 - There is no toilet facility in the market. Vendors go to the transit hotel to use the toilet at PGK 2 fee.

O. Summary of Focus Group Discussion with the PNG Women in Maritime

Date and time: 20 February 2017; 10:00am
 Venue: Alotau International Hotel
 Interviewee/s: Ms. Jane Iobu, PNG Women in Maritime-Alotau
 Ms. Dorothy Manala, PNG Women in Maritime-Alotau
 Ms. Gwen Jack, PNG Women in Maritime-Alotau

Highlights:

1. The PNG Women in Maritime (PNG WIM) is an NGO which was started as an offshoot of Pacific Women in Maritime which was established in in 2006. The NGO's main thrust is to spread awareness on maritime safety. The PNG Women in Maritime in Alotau, formally established in 2015, is composed of volunteer women coming from different backgrounds. Their activities mainly revolve on volunteer awareness raising campaigns, coastal clean ups, and other activities in coordination with other nongovernment or civil society groups,

and private sector groups such as the Anglican Women's Union, Alotau LLG workers, Alotau International Hotel, and PNG Ladies. Some members of the PNG WIM attended conference or biannual meetings in Port Moresby.

2. The PNG WIM in Alotau has 23 active members, with 5 officers. They have no physical office at the moment and no funding support. Most of the activities they conduct are funding from the personal funds of the members, and in partnership with other NGOs or private sector groups like hotels. The members continue to do their tasks with PNG WIM out of their concern for their community, Alotau.
3. Among the issues that the PNG WIM work on and conduct awareness raising activities include maritime safety, AIDs/HIV prevention, environmental protection, and women's issues. Some of the women's issues raised include the discrimination against women on regular employment or work, sexual harassment, limited or no opportunities for employment and livelihood opportunities. There is a need for support to women to provide livelihood opportunities, which can complement the new operations of the new wharf, such as handicraft making (i.e., production and marketing), traditional performances and arts (i.e., especially during festival season and visit of cruise ships), and other tourism-related jobs such as tour guides.
4. The suggested improvement in the provincial jetty/wharf include a small kitchen where people can get hot water and prepare food, a toilet, and shower room. Separating passengers with hazardous cargo such as fuel drums need to be enforced. The access road needs a proper foot path for pedestrians and street lights.
5. The access road is dusty during summer time, and it affects the nearby market especially the stalls selling food items. The road also becomes muddy during rainy season and the open drainage canal becomes clogged.
6. On maritime safety, most of the issues revolve around overloading of small ships.
7. Among the formal training topics that the PNG WIM would like to participate are:
 - Gender/anti-violence against women
 - AIDs/HIV prevention
 - Human Rights
 - Anti-corruption topics
 - Maritime safety
 - Tourism
 - Microfinance
 - Personal viability (i.e., budgeting, book keeping, basic accounting)
 - Livelihood projects
 - Time management

P. Summary of Interviews with Alotau District Women (manager of the Informal Market)

Date and time:	20 February 2017; 2:00pm
Venue:	Sanderson Informal Market
Interviewee/s:	Ms. Angela Nelson, Women's Representative, Alotau DDA Ms. Marianne Tabua, Admin Officer, Alotau DDA

Highlights:

1. The construction of the informal market was funded by the provincial government and the Alotau District as a livelihood project for the rural poor households. The eligible tenants for the market stalls are poor rural households from the province, and they are allowed to lease the stalls for a year. After a year, a new set of applicants or tenants will be allowed to lease the stall units. There are a total of 100 tables or stalls in the market. The annual license fee or lease fee for a stall or table is PGK 133. The Alotau District Women manages the market.
2. The issues relating to the informal market include the access road being dusty that affects the market, especially the food stalls, and affects the sanitation in the area. The access road also needs street lights and foot path.
3. The improvement of the access road will improve the connectivity from the provincial wharf/jetty to the informal market and transit hotel. The improvements needed in the jetty and wharf include providing drinking water taps, wash rooms, seats for waiting passengers, security lights, and separate toilet for men and women. The dinghy mooring area also needs to be improved in terms of more organized mooring system, loading and unloading area, rubbish bins, and properly maintained and clean surroundings.
4. The toilet facility near the informal market was constructed and funded by the Alotau Urban LLG in 2007, but it is now nonfunctioning. The construction of the toilet was considered to be poor, with the outflow directly going to the bay. The toilet was utilized from 2007 to 2012, with a fee of PGK 2 per person per use.
5. There are 89 permanent tables or stalls which are lease for a year, and 10 request tables or stalls which are lease for two weeks.
6. There are 2 administrative staff (all female) managing the market, and 4 security staff (all male). The collected fees from the market rentals (daily and annual) are utilized for the daily operating expenses of the marker and salary of the staff. The admin staff even initiated other revenue generating activities to augment the market revenues such as setting up of a charging station, selling of hot water, ice, and typing services.
7. The Alotua Women's District also conduct other livelihood programs for women in the rural areas, such as training activities on home skills, catering, arts and crafts.
8. The Alotau Women's District would need formal training topics on:
 - Gender and women empowerment
 - AIDs/HIV Prevention
 - Market management and administration
9. Suggested improvements on the informal market facility include construction of additional stalls or extension of market, floor tiling, toilet facility, painting of the roof and wire partitions, and covered partition for food stalls.

Q. Summary of the Focus Group Discussion (FGD)

Date and time: 21 February 2017; 10:00am
 Venue: Media Center
 Attendees: (see annex 4a for attendance sheet)

Highlights:

1. Introductions were made among the participants. The MBPG gave some opening remarks.

2. The TA team discussed the objectives of the projects, the objectives of the second mission particularly the due diligence activities for the social, environmental, and economic aspects. The details of the presentation are attached as Annex 4b and photos as Annex 4c.
3. Open Discussion/Comments/Questions
 - While the potential benefits of the proposed project has been noted, having a piece-meal approach to addressing the improvements needed for the entire wharf area, may only produce a small impact. There is a bigger need to have a more comprehensive physical master planning for the entire wharf/jetty area to identify the physical facilities needed for the boat operators and passengers, and the needed improvements in the system and management of the wharf/jetty.
 - A comprehensive development plan for the Sanderson Bay Area, which considers all the economic, social, environmental, and tourism development needs of the wharf/jetty area should be considered.
 - The imposition of levies for the small boats is not considered as a negative impact.
 - The construction of the new wharf should consider the existing barge ramp adjacent to the facility.
 - The suggestions for the provision of a one-stop shop/government kiosk that will house the important offices/departments of the government related to port services (i.e., MBTA, Tourism, Customs, Health and Quarantine) and other amenities would help in integrating all services and functions relating to the wharf/jetty. The relocation of the IPL was a good indication that the area for the wharf can be reorganized and planned, if the government want to include the wharf area for a comprehensive master planning. The supermarket in front of the jetty should be taken out of the wharf area for safety and security reasons.
 - A subcommittee composed of key stakeholders of the project should be set up and be engaged in all stages of the project.
 - Include the Youth Organization as one of the vulnerable groups, and one stakeholder group for the project. The youth, through the youth councils, are usually engaged in coastal clean ups and other awareness raising activities.
 - Include the small boat owners, representative from the Chamber of Commerce, and youth organizations as part of the stakeholder group.
 - Consider the effects of vibration during pile driving. Vibration may affect the reclaimed area of the Transit Hotel. The existing structure of the transit hotel were noted to have some wall cracks and floor cracks.
 - If dredging will be necessary, the dredging should be the entire Sanderson Bay wharf area, and not only the section of the provincial wharf. The undredged section from the nearby jetty and mooring area will just move to the area where the dredged section is.
 - Social conflicts may arise if local employment will not be prioritized during construction and operations of the wharf. There are a number of qualified local residents who can be employed during construction and operations.
 - The environmental management which will be prepared under the project will be monitored using participatory methods.

R. Summary of Meeting with the Alotau General Hospital

Date and time: 22 February 2017; 10:00am

Venue: Alotau General Hospital
 Attendees: Dr. Perista Mamadi, Director, Curative Health
 Mr. Alfred Kunwabe, Deputy Director, Planning

Highlights:

1. The Alotau General Hospital (AGH) has a total bed capacity of 200, with 3 surgeons, 1 anesthesiologist, 1 emergency and retrieval, 2 pediatricians, 1 internal medicine physician, 1 ob-gyne, 1 ophthalmologist, 9 general medicine officers, and 2 dental officers. All of the physicians are employed under the MBPG. There is no emergency physician.
2. The AGH has a referral and retrieval system, starting from the aid posts, to the health center, and to the hospital. The patient can request a consult with a physician from the town clinic or the AGH. If the physician or specialist doctor confirms that the patient needs to be confined in the hospital or be provided with tertiary health care, the doctor requests for a retrieval team, to transport the patient from his/her residence (i.e., from the islands) through several possible modes: (a) by air (i.e., helicopter or commercial airline), and (b) by water (i.e., by small boats or dinghies). The community health workers usually join the retrieval team to facilitate the transport of the patient from the island to the main AGH.
3. There are several entry points for the critical/emergency case patients: (a) North Gohia, (b) East Cape, (c) Nubu Suan Garuwahi, (d) Gurney Airport, and (e) Alotau provincial wharf.
4. The AGH has 2 ambulance units which are used to pick up and transport patients from the entry points going to AGH.
5. The suggested improvements in the wharf include the provision of access ramps for patients on wheelchair can access, communications facility (i.e., VHF radio), an isolated room within the wharf for waiting patients (i.e., for isolation, observation, quarantine, and emergency use) (one room for local, one room for foreign tourists).
6. Alotau, as a tourist hub, should have improved facilities for the wharf area for incoming tourists.
7. The public health office conducts regular awareness raising programs on AIDs/HIV prevention.

Annex 4b: Attendance Sheet, Focus Group Discussion, 21 February 2017

TA 8674: TRADE AND TRANSPORT FACILITATION IN THE PACIFIC:
CLIMATE PROOFING AND CONNECTIVITY IMPROVEMENT OF ALOTAU PROVINCIAL WHARFDate of Meeting: 21 February 2017 Venue of Meeting: Media Center, Aotau

Name	Gender	Designation/ Position	Organization	Phone Number/Email	Signature
GWEN JACK	F	Member	PNGWIMA	73556077	<i>[Signature]</i>
DOROTHY MALANA	F	Not working	✓	72790930	<i>[Signature]</i>
Jane Iobu	F	President	PNGWIMA	72670597	<i>[Signature]</i>
Sarah. Magi	F	Secretary	PNG customs	700480321	<i>[Signature]</i>
Michael. Tounokou	M	PEHO-Health	MBPA	73466734	<i>[Signature]</i>
MODA KULA KUNUYOBU	M	Tourism officer	MBTB	79256320	<i>[Signature]</i>
LELOK TALOSOMO	M	First Secretary	Ministry of	71899844	<i>[Signature]</i>
LINDSAY ALESANA	M	DA - ALOTAU	ALOTAU DDA	72721998	<i>[Signature]</i>
BILLY CAMILLO	M	MANAGER	MBPTA	79035620	<i>[Signature]</i>
MAURI KAVUP	F	Ex-Armed	Disaster Office	70806954	<i>[Signature]</i>
STEVE. TOBESSA	M	COORDINATOR	- - -	79571770	<i>[Signature]</i>
SILINA TAGAGAU	F	BCCC-PMU	CCDA	70026700	<i>[Signature]</i>
Lulu OSEMBO	F	g/Provincial Environment Officer	MBPA	71031514	<i>[Signature]</i>
Angela Nelson	F	WOMENS REP ALOTAU DDA	ALOTAU DISTRICT	70125875	<i>[Signature]</i>
NENEY. KATIBUSA U	M	PROJECT OFFICER	WBU/MBPG	72444299 w.katibusa@gmail.com	<i>[Signature]</i>

Annex 4c. Photos from the February 21, 2017 FGD






Annex 4d. Alotau FGD Presentation

Climate Proofing and Connectivity Improvement of Alotau Provincial Wharf

FOCUS GROUP DISCUSSION
21 February 2017, Media Center, Alotau
Town Center




MEETING AGENDA



1. Introduction and Objectives
2. Project Background
3. Group Discussion

Project Background



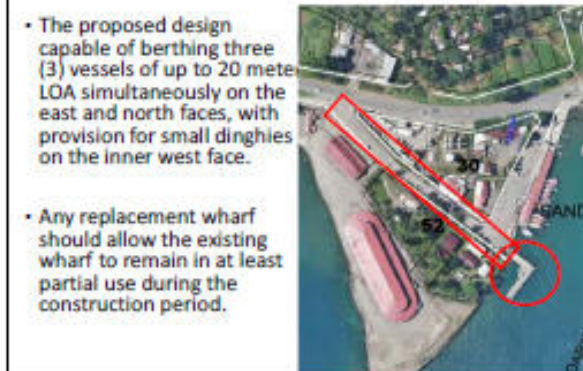
- Rehabilitation of the old provincial wharf to a climate-resilient facility
- Improvement of the 200 meter access road from the old wharf to the main road; running through NMSA and Sanderson Bay Informal Market

Introduction and Objectives

- Proposed project of Climate Change and Development Authority (CCDA), Milne Bay Provincial Government (MBPG), and Asian Development Bank (ADB)
- **Rehabilitation and climate proofing** of the Provincial Wharf at Alotau
- Second mission for social, environmental, and economic assessment of project



Project Background



- The proposed design capable of berthing three (3) vessels of up to 20 meter LOA simultaneously on the east and north faces, with provision for small dinghies on the inner west face.
- Any replacement wharf should allow the existing wharf to remain in at least partial use during the construction period.





Initial Findings: Potential Benefits

- Improve inter-island mobility and transport of people and goods (i.e., access to government and business services in town center)
- More convenient port facilities (i.e., safer loading and unloading area for passengers and cargo)
- Encourage tourism, livelihood, and employment opportunities
- Indirect improvement in local economy/business (i.e., nearby informal market and commercial centers)



Initial Findings: Potential Negative Impacts

- Potential increase on port levies
- Potential congestion near port during construction activities
- Increase in transit visitors, tourists, migrants and related risks—not enough transit facilities, such as accommodation, water supply, sanitation, garbage and sewage disposal, social conflicts (i.e., crime incidences), health and sanitation risks (i.e., transmission of contagious or sexually transmitted diseases)

Initial Findings

1. Provincial Wharf

- Deteriorating wharf facility that restricts vessels to load and unload passengers or cargo
- Limited access of vehicles near the jetty
- Narrow decking, no railing and not safe for passengers

2. Access Road

- Area too dusty and affects the nearby informal market, especially the stalls selling food items
- Road becomes muddy for pedestrians during rains
- No street lights and dedicated pedestrian access

• What are other **potential benefits** of the proposed project?

• What are other potential/anticipated **negative impacts** of the project?



Initial Findings: Design Recommendations

1. Provincial Wharf

- Safety railing along the port deck
- Separate system for loading/unloading passengers and cargo
- Consider designating an off shore anchorage area (with floating markers) to minimize decongestion at the wharf; after offloading, large passenger boats can anchor/moor offshore to give way for other boats
- Integrate all government-led and donor-funded projects to produce the overall physical master planning for the Sanderson Bay Area (i.e., World Bank, JICA, ADB, etc.)

Measures for Community Participation

- Regular consultation/meetings with key government, nongovernment organizations, and private sector stakeholders throughout project
- Awareness raising and education campaign activities on (a) port/bay cleanliness and coastal conservation, (b) maritime safety, (c) AIDs/HIV, etc.
- Community-led coastal clean ups



Initial Findings: Design Recommendations

2. Access Road

- Need for concrete pavement
- Designated pedestrian access/foot path
- Street lights
- Drainage system
- Concrete paving of access roads surrounding the informal market and transit hotel



Measures for Community Participation

Possible partners:

- Alotau Urban LLG
- PNG Alotau Women in Maritime
- Church-based organizations
- PNG Ports Corporation Ltd
- Environmental NGOs (i.e., Eco-Custodians)
- Health NGOs
- Transport Associations
- Tourism Associations
- Youth
- Chamber of Commerce
- Private sector (i.e., hotels, transport, retail companies)

Initial Findings: Design Recommendations

3. Other support facilities near provincial jetty

- Toilet/bath facilities
- Water supply/potable water tap
- Benches/sitting area, lighting, safety railing
- Government service kiosk/booth (Tourism Information, Immigration, health and quarantine, customs, emergency/first aid communication, AIDs/HIV Awareness booth)
- Designated area for loading and unloading and temporary waiting area for critical/emergency case patients
- Small handicraft/souvenir stalls

Issues/Concerns

Physical/Chemical Environment

Particulates	Movement of vehicles over unpaved surfaces			
	Wind action on unpaved surfaces			
Emissions	Ships/boats			
	Vehicles			
	Generators (land-based)			
Bay water quality	Solids —	solid waste	sewage	sediments
	Liquids	discharge from drainage outfall		
		human discharge		
Bay bottom soil quality	oil/grease			
	Getting shallow			
	Contaminants			

Mitigation Measures

During Construction

Disruption of traffic flow & traffic hazard along Abel Highway	<ul style="list-style-type: none"> • Sufficient signage at strategic points along Abel Highway • Traffic persons stationed at an effective length of Abel Highway • Proper management of stockpiles and wastes
Local flooding	<ul style="list-style-type: none"> • Diversion drains to reroute surface runoff
Disruption of socio-economic activities	<ul style="list-style-type: none"> • Adequate consultations with affected stakeholders & participatory planning of measures to mitigate disruption
Social conflicts from hiring outside workers	<ul style="list-style-type: none"> • Contractor to be aware of the availability of capable labor resource in Astoria town/corridor and of the potential social conflict (if any)
Public health & safety hazard	<ul style="list-style-type: none"> • Sufficient public awareness campaign on the health hazards associated with the entry of workers from outside • Proper fencing/segregation/securing of construction area • Sufficient lighting • Safe designated pedestrian walkways
Workers' health & safety	<ul style="list-style-type: none"> • Sufficient workers' orientation prior to construction • Emergency response team on site (1st responders)

Mitigation Measures

During Operation

Potential accidents from ship traffic	<ul style="list-style-type: none"> • Appropriate regulations on ship traffic • Contingency plan for ship accidents
Increased public safety hazard	<ul style="list-style-type: none"> • Segregation of people and fuel-filled drum holding area • Quick response to damage in wharf structure
Increased need for potable water and sanitation facilities	<ul style="list-style-type: none"> • Access to potable water • Provide adequate toilet and sewage management facilities
Congestion in holding area	<ul style="list-style-type: none"> • Regulated arrival & departure and loading & unloading schedule • Extended or expanded holding area

Anticipated Impacts/Issues/Concerns

During Operation

Gas emissions
Degradation of bay water quality
Deposition on/contamination of sea bed
Further modification of marine habitat
Potential accidents in increased ship traffic
Increased public safety hazard
Increased need for potable water supply and sanitation facilities
Congestion in the holding area

Environment Category

	PNG	ADB
Level/Category	Level 2	Category B
Required Assessment	Not full-blown EIA for confirmation	Initial EIR/El Examination

Mitigation Measures

During Operation

Impacts	Mitigation Measures
Particulates	<ul style="list-style-type: none"> • Sprinkling of water on road & vehicle loading/unloading/parking areas
Gas emissions	<ul style="list-style-type: none"> • Regulation & proper detection of emissions from ships • Monitoring of air quality
Degradation of bay water quality	<ul style="list-style-type: none"> • Responsible management of waste/wastewater/O&M materials and substances
Deposition on and contamination of sea bed	<ul style="list-style-type: none"> • Regulations on ship discharges, provision of reception facilities • Capacity for quick response to spills
Further modification of marine habitat	<ul style="list-style-type: none"> • Periodic clean-up of floating (B, desirably, settled) wastes • Measures to mitigate degradation of water quality and sea bed conditions apply.



Social Safeguards Due Diligence

- The Project will be within the declared limits of the state underwater lease of the MBPG. There will be no land acquisition and resettlement required; no affected assets and/or persons on site; no indigenous peoples or communities affected.
- Potential social benefits, include
 - more convenient port facilities (i.e., safer loading and unloading area for passengers and cargo); more convenient access from port area to informal market, transit housing, and its surroundings;
 - employment/livelihood opportunities during construction and operations, including tourism-related opportunities;
 - indirect impact on mobility of people accessing basic services (i.e., health, education, etc.) and business services (i.e., commercial, banking) in town center.

Stakeholder feedback: While project benefits are noted, the project can only provide a small impact or a piece-meal solution to the larger requirement to develop a comprehensive/integrated/climate-resilient development plan for the entire provincial wharf and foreshore area of Sanderson Bay.

Design Options	Potential Social Issues/Impacts
Option 3: Replacement with a similar but climate proofed wharf	<ul style="list-style-type: none"> The position of the approach wharf from landside may be too close to the provincial jetty, limiting the maneuvering/positioning of vessels for both the main wharf and provincial jetty; does not provide access to small vessels/dinghies. (Note 1)
Option 4: Replacement with a climate proofed wharf with a dropped rear section	<ul style="list-style-type: none"> The position of the approach wharf may be too close from landside to the provincial jetty, limiting the maneuvering/positioning of vessels for both the main wharf and provincial jetty. (Note 1) The dropped split level rear wharf provide access to small vessels/dinghies, for easier movement of passengers/cargo. Provision of ramps and stairs offers more convenient and safer access for loading/unloading of vulnerable passengers (i.e., patients in wheelchair, critical/emergency case patients, PWDs, elderly, pregnant women, children, etc.), especially those being transported by dinghies/small vessels.

Project Components	Stakeholder Recommendations
1. Provincial Wharf	<ul style="list-style-type: none"> Movable safety/security railing along the port deck Design of wharf to allow small vessels/dinghies to dock Access ramp connecting to small boats/dinghies (i.e., hinge type floating ramp) for passengers, especially patients in wheelchair, critical/emergency case patients, patients in wheelchair, pregnant women, elderly, PWDs, etc. Wharf/deck lighting Separate system for loading/unloading passengers and cargo Consider designating an off shore mooring facility/exchange area (with floating markers) to minimize congestion at the wharf/jetty after offloading, large passenger boats can anchor/moor offshore to give way for other boats. Integrate project with the overall physical master planning of the Sanderson Bay Area, consolidating initiatives by the provincial government and funding agencies (i.e., World Bank, JICA, ADB)
2. 200m access road	<ul style="list-style-type: none"> Concrete pavement Designated pedestrian access/foot path Street lights Well-designed drainage system Concrete paving of access roads surrounding the informal market and transit hotel

Design Options

Option 1: Rehabilitation and Strengthening of the Existing Structure

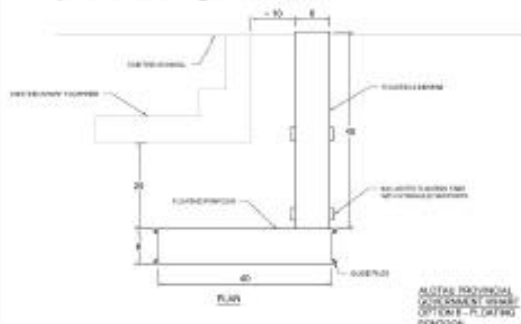
- complete replacement of the deck and support beams
- wharf would also be out of use for 9 to 12 months during reconstruction, which would seriously overload the adjacent Small Vessels wharf
- Carrying out a full underwater survey would delay the current pre-feasibility project and mean that a submission for funding could not be submitted in time for the SCF funding cut-off date
- Recommendation: Not feasible

Table 2. Initial Assessment of Social Impacts per Design Option

Design Options	Potential Social Issues/Impacts
Option 1: Rehabilitation and Strengthening of the Existing Structure	<ul style="list-style-type: none"> Will require closing of the wharf during reconstruction period of about 12 months; may impact on the operations of the nearby provincial jetty and result to congestion; does not provide access to small vessels/dinghies
Option 2: Floating pontoon wharf	<ul style="list-style-type: none"> The position of the approach wharf from landside may be too close to the provincial jetty, limiting the maneuvering/positioning of vessels for both the main wharf and provincial jetty. Floating decks may pose risks to safety/security of passengers and cargo during strong tidal waves

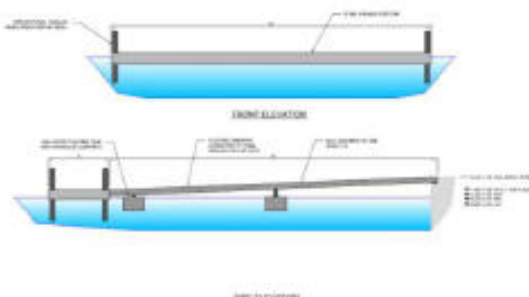
Design Options

Option 2: Floating Pontoon Wharf



Design Options

Option 2: Floating Pontoon Wharf



Design Options

Option 4: Replacement with a climate proofed wharf with a dropped rear section



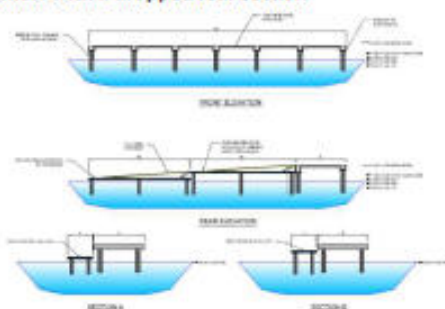
Design Options

Option 2: Floating Pontoon Wharf

- Consists of a box steel structure divided into compartments to ensure that the wharf will not sink if it is punctured, with a strengthened deck and an access ramp to cater for tidal variation.
- Extreme waves and the close proximity of the sea would place considerable stress on the anchors and the anchorage points.
- More vulnerable to being punctured by floating wreckage during storm events and immediate reuse for emergency relief after a storm cannot be guaranteed.
- Needs to be taken to a suitable slip once a year for inspection and maintenance.
- Recommendation: Not feasible

Design Options

Option 4: Replacement with a climate proofed wharf with a dropped rear section



Design Options

Option 3: Replacement with a similar but climate proofed wharf

- new wharf, similar in form to the existing wharf but with the approach wharf moved slightly to the north and the main wharf further out into the bay to allow the existing wharf to remain in at least partial use during construction
- with space on the south side of the approach road for a small office, covered pedestrian waiting area and other public facilities.
- Will allow the segregation of pedestrian access, protected by a handrail, connecting the landward face of the main wharf which would be used for smaller passenger launches. This access would lead directly to a landside wharf facilities and a footpath alongside the access road leading to the Transit Hotel and the Informal Market.
- it would not serve the smaller vessels so effectively since at low tide the wharf might be too high to allow passengers to alight easily from small launches

Design Options

Option 4: Replacement with a climate proofed wharf with a dropped rear section

- Option 3 but with the addition of a dropped split level rear wharf for small vessels.
- The choice between Option 4 (which offers a higher standard of service) and Option 3 would depend in part on the additional cost. They will not differ significantly in respect of social or environmental factors.

Issues/Concerns Biological Environment	
	<p>The terrestrial and marine ecology of the project's area of influence has been modified by human activities.</p> <p>Insufficient (if not absence of) conscious effort to mitigate/minimize further degradation of the marine habitat and protect or enhance marine habitat as part of wharf/jetty operations.</p>

Anticipated Impacts/Issues/Concerns Prior to Construction	
	<p>Climate change considerations for in design</p> <ul style="list-style-type: none"> According to AWARE, the region has high risk rating in sea level rise.
	<p>Required permits:</p> <ul style="list-style-type: none"> Environment permit Construction permit
	<p>Environmental Management Plan must be part of the bidding documents</p>

Issues/Concerns Physical/Cultural Environment	
	<p>None</p> <p>The War Memorial Park is the nearest PCR but is quite far from being directly affected by adverse impacts.</p> <p>No reported "chance finds".</p>

Anticipated Impacts/Issues/Concerns During Construction	
	<p>Particulates</p> <p>Noise/Vibration</p> <p>Emissions</p> <p>Degradation of bay water quality</p> <p>Deposition on/contamination of sea bed</p> <p>Further modification of marine habitat</p> <p>Disruption of traffic flow and traffic hazard along Abel Highway</p> <p>Local flooding</p> <p>Disruption of socio-economic activities</p> <p>Social conflicts due to hiring of construction workers from outside</p> <p>Public health and safety hazard</p> <p>Workers' health & safety hazard</p>

Issues/Concerns Socio-economic Environment	
Public safety	<p>Insufficient measures to ensure public safety</p> <ul style="list-style-type: none"> Wharf rotten, needs replacement Hole in the wharf and no warning signage or barrier No segregation of passengers and patrons of supermarket Fuel-filled drums and passengers in same holding area No security, no gate, theft No pedestrian sidewalk/footpath No (or poor) lighting
Basic amenities	<p>No adequate toilet.</p> <ul style="list-style-type: none"> Bad smell from indiscriminate disposal
Access	<p>No access to potable water.</p> <p>Muddy during heavy rains</p>

Mitigation Measures During Construction	
<p>Particulates</p> <p>Noise/Vibration</p> <p>Gas emissions</p> <p>Degradation of bay water quality</p> <p>Deposition on and contamination of sea bed</p> <p>Further modification of marine habitat</p>	<ul style="list-style-type: none"> Responsible construction practices to avoid air pollution, noise, vibration Least noising, least vibrating equipment Responsible management of waste/wastewater/construction materials and substances Energy-friendly and efficient equipment No maintenance of equipment on site Appropriate equipment in pile driving, proper use of silt curtain, proper management of wastes, sediments, wastewater

Annex 5: Stakeholder Participation and Communication Plan

No.	Objectives	Target Stakeholders	Messages/ Agenda	Means of Communication	Schedule/ Frequency (Q = quarter)	Responsible Agencies/Groups	Resources	Reporting
1	PROJECT PREPARATION/DETAILED DESIGN STAGE							
	Ensure regular consultations/meetings with key government, nongovernment organizations, and private sector stakeholders from project planning to implementation	<ul style="list-style-type: none"> Boat owners/operators NMSA PNG Ports Corp Ltd Informal Market vendors and administrator Transit Hotel administrators Commercial shops near the project site Alotau DDA Alotau Urban LLG PNG Women in Maritime Eco Custodian Advocates 	a) Project status, detailed project design and components (Option 3b); b) Potential benefits and negative impacts; c) Social DDR findings and mitigating measures (i.e. EMP and GRM); d) Measures for community participation	Public consultations or focus group discussions (FGD). Public bulletins in local Tok Pisin language to be posted in Provincial Government Office, Alotau DDA, and Alotau Urban LLG Key project information materials to be posted online (i.e., MBPG and CCDA websites and social media accounts, if any)	Q3 2018 to Q4 2019 Two (2) public consultations or FGD with key stakeholders, with at least 30% female participants.	<ul style="list-style-type: none"> MBPG PIU MBPG TA CCDA Design contractor 	Content material for public presentations, print (public bulletin), and internet Venue and other logistics for the meeting/s Cost for print materials, venue and other meeting logistics	Detailed engineering designs Attendance sheets and notes from consultations CCDA Gender Disaggregated database
	Conduct of information dissemination prior to construction mobilization (as per Environmental Management Plan/EMP)	<ul style="list-style-type: none"> Boat owners/operators NMSA PNG Ports Corp Ltd Informal Market vendors and administrator Transit Hotel administrators Commercial shops near the project site Alotau DDA Alotau Urban LLG PNG Women in Maritime Eco Custodian Advocates 	a) Implementation period, project contacts; b) Potential impacts and risks during construction; c) EMP (i.e., construction safety, AIDs/HIV prevention, etc.); d) GRM procedures; e) Measures for local labor hiring, where feasible; and f) Participation of community in construction monitoring	Public consultations or focus group discussions (FGD) Public bulletins in local Tok Pisin language to be posted in Provincial Government Office, Alotau DDA, Alotau Urban LLG, NMSA, Provincial jetty and wharf area, Transit hotel, and informal market	(Q1 2020 or prior to construction) At least one (1) public consultation or FGD with key stakeholders, with at least 30% female participants.	<ul style="list-style-type: none"> MBPG PIU MBPG TA CCDA Construction Contractor 	Content material for public presentations, print (public bulletin) Venue and other logistics for the meeting/s Cost for print materials, venue and other meeting logistics	Attendance sheets and Notes from the consultations Environmental Management Plan Monitoring/ Progress Reports

No.	Objectives	Target Stakeholders	Messages/ Agenda	Means of Communication	Schedule/ Frequency (Q = quarter)	Responsible Agencies/Groups	Resources	Reporting
2	CONSTRUCTION PHASE							
	Conduct information dissemination on the potential impacts during construction and mitigating measures	<ul style="list-style-type: none"> Boat owners/operators Dinghy owners/operators NMSA Informal Market vendors and administrator Transit Hotel administrators Commercial shops near the project site 	a) Project construction progress and schedules; b) EMP monitoring (i.e., construction safety, AIDs/HIV prevention, etc.); c) GRM procedures and monitoring; d) Participation of community in construction monitoring	Public consultations or focus group discussions Public bulletins in local Tok Pisin language to be posted in Provincial Government Office, Alotau DDA, and Alotau Urban LLG, Informal market, transit hotel, and provincial jetty Official announcements thru Radio Milne Bay	Q1 2020 to Q2 2021 At least one (1) public consultation with key stakeholders, with at least 30% women participants	<ul style="list-style-type: none"> MBPG PIU MBPG TA CCDA Alotau DDA Alotau Urban LLG Construction Contractor 	Content material for public presentations, print (public bulletin) Venue and other logistics for the meeting/s Cost for print materials, venue and other meeting logistics	Attendance sheets and Notes from the consultations Grievance Redress Mechanism Reports/Records EMP and Project Progress reports
	Conduct capacity building sessions for the MBPG PIU and other key government agencies related to project management and implementation tools and skills	<ul style="list-style-type: none"> MBPG PIU MBPG TA 	a) Project management tools (i.e., project preparation, implementation, monitoring and evaluation) b) Financial management; c) Procurement policies and procedures; d) Construction supervision and monitoring; and e) EMP monitoring	Information session per topic, with at least 30% female participants.	Q1 2020 to Q2 2021	CCDA PMU ADB	Government office for venue and other logistics ADB handbook on procurement and safeguards policies	Attendance sheets from the information session Project progress report
3	OPERATIONS AND MAINTENANCE PHASE							
	Implement province-wide information dissemination on new	<ul style="list-style-type: none"> Boat owners/operators 	a) New port regulations, tariffs,	Public consultations or focus group	Q2 2021 onwards	<ul style="list-style-type: none"> MBPG PIU MBPG TA 	Content material for public	Attendance sheets and

No.	Objectives	Target Stakeholders	Messages/ Agenda	Means of Communication	Schedule/ Frequency (Q = quarter)	Responsible Agencies/Groups	Resources	Reporting
	operations of the provincial wharf	<ul style="list-style-type: none"> Dinghy owners/ operators NMSA PNG Ports Corporation Ltd Informal Market vendors and administrator Transit Hotel administrators Alotau DDA Alotau Urban LLG Other District Administration Authorities PNG Women in Maritime Eco Custodian Advocates 	operations and systems b) GRM procedures c) Measures for community participation in operations and maintenance	discussions per district Public bulletins in local Tok Pisin language to be posted in Provincial Government Office, Alotau DDA, and Alotau Urban LLG, and other District Offices Key information materials to be posted online (i.e., MBPG and CCDA websites and social media accounts, if any) Official announcements thru Radio Milne Bay	At least one (1) public consultation with key stakeholders per district, with at least 30% women participants		presentations, print (public bulletin) Venue and other logistics for the meeting/s Cost for print materials, venue and other meeting logistics	Notes from the consultations Grievance Redress Mechanism Reports/Records Project Progress reports
	Develop and implement community awareness raising activities for the sustainable operations and management of the provincial wharf, through collaboration with NGOs and other government agencies	<ul style="list-style-type: none"> Boat owners/ operators Dinghy owners/ Operators General public Youth/students 	a) Community engagement in bay/port cleanliness and foreshore development; b) Small Craft Act and Regulation c) Community engagement in maritime safety; d) AIDs/HIV awareness and prevention; e) Emergency response and disaster preparedness	Public consultations or focus group discussions Public bulletins in local Tok Pisin language to be posted in Provincial Government Office, Alotau DDA, and Alotau Urban LLG, Informal market, transit hotel, and provincial jetty, and other public areas	Q2 2021 onwards At least 50% of the target audience with at least 30% female participants during public consultations	<ul style="list-style-type: none"> MBPG PIU MBPG TA CCDA Alotau DDA Alotau Urban LLG Other District Administration Authorities (i.e., Alotau Public Health Office and Alotau General Hospital) NMSA PNG Ports PNG Women in Maritime Eco Custodian Advocates 	Content material for public presentations, print (public bulletin) Venue and other logistics for the meeting/s Cost for print materials, venue and other logistics	Attendance sheets and Notes from the consultations/ meetings Project Progress reports

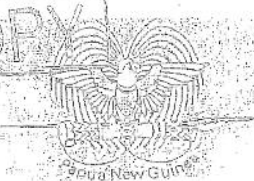
No.	Objectives	Target Stakeholders	Messages/ Agenda	Means of Communication	Schedule/ Frequency (Q = quarter)	Responsible Agencies/Groups	Resources	Reporting
				Official announcements thru Radio Milne Bay		<ul style="list-style-type: none"> Radio Milne Bay 		
	Implement capacity building programs for the MBPG PIU, other key government agencies related to sustainable operations and management of the new wharf facility	<ul style="list-style-type: none"> MBPG PIU MBPG TA Alotau DDA Alotau Urban LLG 	<ol style="list-style-type: none"> Port services, monitoring, inspection, and management; First aid, emergency response, and basic firefighting; Environmental monitoring and management; Occupational health and safety; Maritime safety; Gender and development (i.e., women empowerment, gender-based violence, HIV/AIDs prevention); 	One training workshop session per topic, with at least 30% female participants.	Q2 2021 onwards One training workshop session per topic	<ul style="list-style-type: none"> CCDA Local NGOs or training partners MBPG PIU 	Cost of training session to include venue and logistics, training materials, and resource person	Attendance sheets from the training workshops Project progress report

ADB=Asian Development, CCDA=Climate Change and Development Authority, EMP=Environmental Management Plan, GRM=Grievance Redress Mechanism, LLG=Local Level Government, MBPG=Milne Bay Provincial Government, MBPG TA=MBPG Transport Authority, NMSA=National Maritime Safety Authority, DDA=District Development Authority, PIU= Project Implementation Unit.

Annex 6: Underwater Lease Agreement of the Provincial Wharf Site

OWNER'S COPY

05109/0316



THE INDEPENDENT STATE
OF
PAPUA NEW GUINEA
STATE LEASE



Registered in the Register of

State Leases

Volume

251

Deputy Registrar of Titles

42, 07, 2009

THE MINISTER ON BEHALF OF THE INDEPENDENT STATE OF PAPUA NEW GUINEA GRANTS

MILNE BAY PROVINCIAL GOVERNMENT

A State lease under Section..... 100..... of the Land Act 1996 for a period of 99..... years..... from 03/04/2009.....
("the commencement date") to 02/04/2108..... for SPECIAL..... purposes of the land referred to in the Schedule
and/or as shown coloured yellow on the annexed plan.

THE LESSEE and his successors in title shall perform or observe the Covenants, Conditions and Reservations
set out in the Land Act 1996, Land Regulations and those set out below;

- (a) The Lease shall be used bona fide for Special (Under Water) purpose;
- (b) All activity and usage of the under water lease shall be associated and consistent with the adjoining onshore zoning approved by the National Physical planning Board;
- (c) The scale and intensity of any activity within the under Water lease shall be consistent with and in accordance with the Physical Planning Act, the Harbours Act, the Environment Contaminations Act and Environment Planning Act;
- (d) Improvements being buildings for Special (under Water) purposes to a minimum value of Ten Million (K10 Million) Kina and these or similar improvements to the same minimum value shall be maintained thereon in good repair during the currency of the lease;
- (e) Provision of any necessary easements for electricity, water, drainage and sewerage reticulation.

"SCHEDULE"

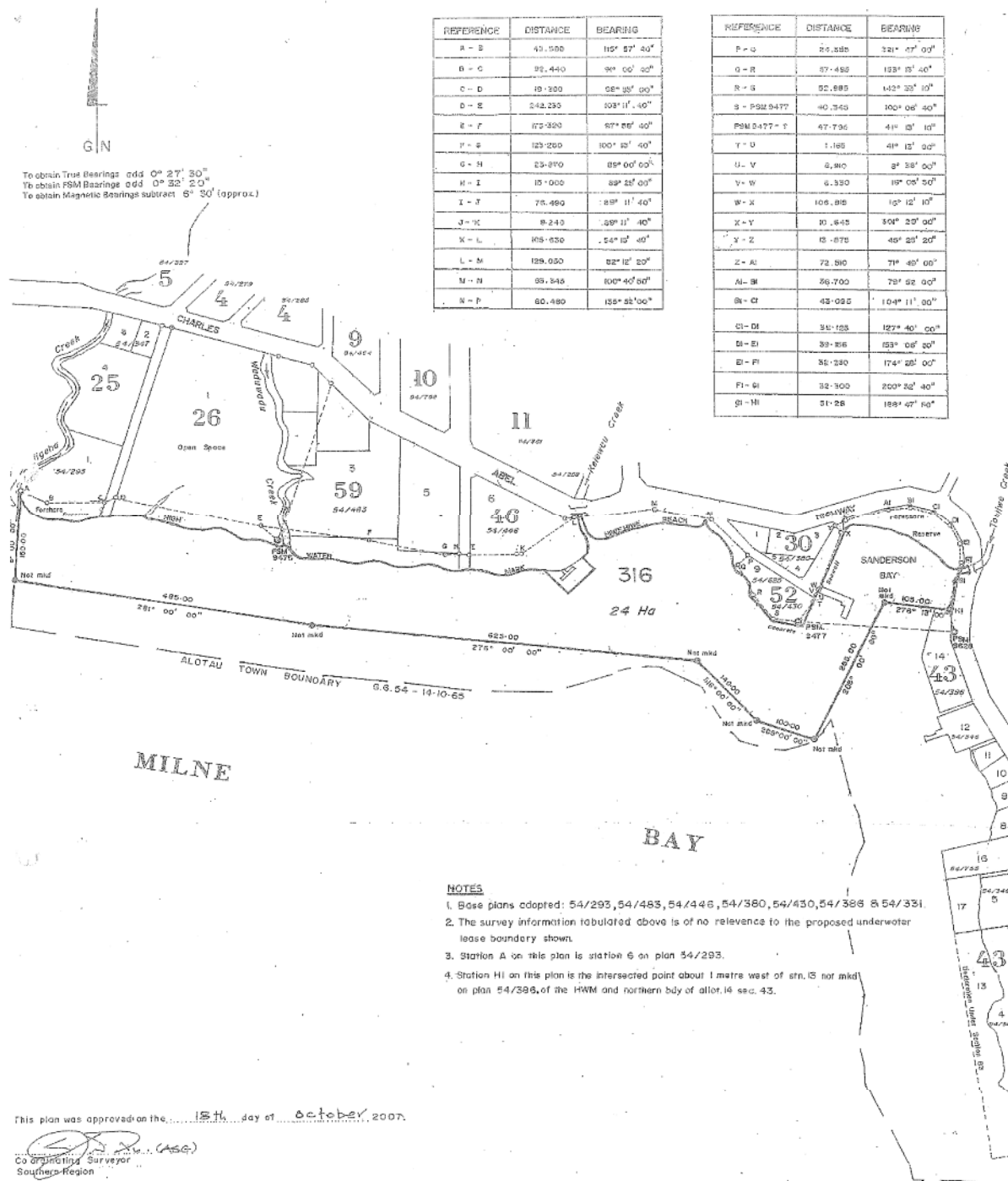
All that piece of land known as Allotment/Portion 316..... Section/Milinch GEHUA.....
Town/Vicinity SAMARAI..... in MILNE BAY..... Province containing an area of 240 HA..... hectares or thereabout,
as delineated on registered survey plan (class URBAN CLASS 1.....) catalogued NO M/5495..... in the Department, Waigani, NCD

Dated this

21st July, 2009

Signed on behalf of the Independent State of Papua New Guinea by a delegate of the Minister.

A Delegate of the Minister



Scale 0 50 100 200 300 400
Original Plan Scale 1:4000

No. _____ Locality TOWN OF ALOTAU
 drawn by CHUMUWATZHA
 examined by _____
 approved on _____

Registered Surveyor
 S. _____ CO-ORDS STN. _____
 SL. _____ E. _____
 C. _____ N. _____
 ALT. _____

This plan is not a valid document until it has been examined and registered.



The distances on this plan are indicated ground distances unless they bear the notation GSD

PLAN OF PORTION 316
 UNDERWATER LEASE
 TOWN OF ALOTAU FORESHORE
 Milinch of GEHUA (SW) Fourmil of SAMARAI.

Zone 56

Class of Survey Urban Class I.

Cat. No. M/54/95

Annex 7: Project Site Photos









Annex 8: Checklist for Gender Action Plan Implementation & Reporting

EA/IA Checklist for Gender Action Plan (GAP) Implementation & Reporting		
PROJECT INFORMATION		
Loan/Grant No. & Country:	Project Name:	
Approval Date:	Closing Date:	Checklist Date:
Executing Agency:	Implementing Agency:	
Project Director:	Project Management (Implementation) Unit (PMU/PIU) Team Leader:	
ADB Project Officer:	Co-financing partners (other than ADB):	
GENDER CATEGORIZATION		
Gender Equity (GEN) ()	Effective Gender Mainstreaming (EGM) ()	
GAP IMPLEMENTATION STATUS		
1. Institutional Arrangement		
a. PMU/PIU gender/social specialist recruited?	International: Yes <input type="checkbox"/> No <input type="checkbox"/> If no, when and other actions? _____ National: Yes <input type="checkbox"/> No <input type="checkbox"/> If no, when and other actions? _____	
b. PMU/PIU gender/social specialist mobilized?	International: Yes <input type="checkbox"/> No <input type="checkbox"/> If no, when and other actions? _____ If yes, Name: _____ Since when: _____ Assignment duration (months): _____ National: Yes <input type="checkbox"/> No <input type="checkbox"/> If no, when and other actions? _____ If yes, Name: _____ Since when: _____ Assignment duration (months): _____	
c. Budget allocated for GAP activities from the project?	Yes <input type="checkbox"/> No <input type="checkbox"/> If no, what actions? _____	
d. Contract/procurement packages reflect gender designs (e.g., labor-based work targets for male/female)?	Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable <input type="checkbox"/>	
2. GAP Implementation		
a. GAP activities currently being implemented?	Yes <input type="checkbox"/> No <input type="checkbox"/> If no, from when? _____	
b. GAP implementation progress matrix updated regularly?	Yes <input type="checkbox"/> No <input type="checkbox"/> If no, actions? _____ If yes, date of latest updates: _____ Please attach the GAP progress matrix with this checklist.	
c. Any GAP activities being adjusted or modified?	Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, state reasons: _____ If any GAP activities were adjusted or modified, were those agreed with ADB? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, when? _____ Name of ADB Officer: _____	
d. All project-related data being collected and disaggregated by sex? (including GAP and other project-related data)	Yes <input type="checkbox"/> No <input type="checkbox"/> If no, actions? _____	
3. GAP Reporting		
a. GAP implementation progress matrix included in regular progress reports?	Yes <input type="checkbox"/> No <input type="checkbox"/> If no, actions? _____ If yes, date of latest progress report: _____	
b. DMF indicators related to GAP being monitored and reported in regular progress reports?	Yes <input type="checkbox"/> No <input type="checkbox"/> If no, actions? _____ If yes, date of latest progress report: _____	
c. Are contractors required to report on number of workers (local) being employed by sex?	Yes <input type="checkbox"/> No <input type="checkbox"/> If no, actions? _____ Has this been included in progress reports? Yes <input type="checkbox"/> No <input type="checkbox"/> If no, actions? _____ If yes, date of latest progress report: _____	
d. How many jobs have been created by project initiatives other than civil works?	Men <input type="checkbox"/> Women <input type="checkbox"/> Don't know <input type="checkbox"/> If not known, what actions are taken for data collection? _____	