

Semi-annual Report

September 2016

PNG: Highlands Region Road Improvement Investment Program (Project 2)

Ialibu to Kugua Sub Road Project

Prepared by Department of Works for the Asian Development Bank.

This Semi-annual Environmental Monitoring Report is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature. Your attention is directed to the "terms of use" section of this website.

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

Loan Number: 3076/3077 PNG.

Project Number: 40173-043.

Report: Semiannual.

HIGHLAND REGION ROAD IMPROVEMENT INVESTMENT PROGRAM – PROJECT 2

Ialibu to Kagua Sub-Road Project.

ENVIRONMENTAL SAFEGUARDS MONITORING REPORT (January to June, 2016)

**Project Implementation Unit
Department of Works
National Capital District
Papua New Guinea**

September 2016

Table of Contents

Abbreviations	4
1.0 Introduction.....	5
1.1 Background	5
1.2 Project Description	6
1.3 Purpose.....	6
1.4 Methodology.....	7
1.5 Report Organisation.....	7
2.0 Monitoring Results and Findings.....	7
2.1 Contractor’s camp and yard.....	7
3.0 Conclusions and Recommendations.....	8
2.2 Conclusions.....	8
2.3 Recommended actions.....	8
Appendices.....	9
Appendix 1: List of References	9
Appendix 2: List of People Interviewed.....	9
Table 1: Recommendations for Implementation, Ialibu-Kagua Road Section	8

Abbreviations

ADB	-	Asian Development Bank
AP	-	Affected People
CEMP	-	Construction Environment Management Plan
CRO	-	Community Relations Officer
CSC	-	Construction Supervision Consultant
DBST	-	Double Bitumen-layer Surface Treatment
DC	-	Design Consultant
DOW	-	Department of Work
EA	-	Executive Agency
EMP	-	Environmental Management Plan
EO	-	Environmental Officer
ESSU	-	Environment and Social Safeguards Unit
GoPNG	-	Government of Papua New Guinea
GRC	-	Grievance Redress Committee
HCRN	-	Highland Region Core Road Network
HIV	-	Human immunodeficiency Virus
HRMG	-	Highland Road Maintenance Group
HRRIIP	-	Highland Region Road Improvement Investment Program
IA	-	Implementation Agency
IEE	-	Initial Environment Examination
ISS	-	International Safeguards Specialist
LLG	-	Local Level Government
MFF	-	Multi-tranche Financial Facility
MOA	-	Memorandum of Agreement
NRA	-	National Road Authority
PWM	-	Provincial Works Manager
PNG	-	Papua New Guinea
PRO	-	Public Relations Officer
ROW	-	Right of Way
RP	-	Resettlement Plan
SHP	-	Southern Highland Province
SIS	-	Socio-economic Impact Study
SPS	-	Safeguard Policy Statement
STD	-	Sexually Transmitted Diseases
TOR	-	Terms of Reference

1.0 Introduction

1. This semi-annual environment monitoring report (EMR) is prepared by Department of Works (DoW) - Environment Social safeguards Unit (ESSU) for the *Ialibu to Kagua* sub road project under tranche 2 (herein Project 2) of Highlands Region Road Improvement and Investment Program (HRRIIP). The EMR is a requirement for project environment monitoring and reporting as according to Asian Development Bank (ADB) Safeguards Policy Statement 2009 (SPS 2009). This EMR covers the period from *January to June* 2016 which basically reports on all environment implementation activities on the sub road project

1.1 Background

2. The Highlands Region of Papua New Guinea (PNG), comprising of the Provinces of Western Highlands, Jiwaka, Southern Highlands, Hela, Eastern Highlands, Enga and Simbu. These provinces make major contribution to the PNG economy through their agricultural production and mineral resources. A well maintained road network is essential to facilitate the movement of goods and people. The Government of PNG (GoPNG) has made significant investment in improving the road network but a lack of maintenance has resulted in deterioration of the roads such an extent that the Highlands Core Road Network (HCRN) is now in poor condition.
3. In order to address the deterioration of the HCRN there is a clear need to: (i) implement a program of regular maintenance on all HCRN roads that are in good condition; and (ii) improve those roads that are in poor condition and ensure that maintenance begins on those roads as soon the improvement works are completed.
4. The GoPNG has negotiated a Multi-tranche Financing Facility (MFF) loan with the Asian Development Bank (ADB) to implement the Highlands Region Road Improvement Investment Program (HRRIIP). The HRRIIP includes projects to improve the HCRN, the preparation of long-term maintenance contracts for the HCRN, and the capacity development of road agencies. In total, 13 road sections are expected to be funded under the program. The Execution Agency (EA) for the program is Department of Works and Implementation (DOW) whilst the Highland Road Maintenance Group (HRMG) is the Implementation Agency (IA) for road improvement works. The National Road Authority (NRA) is the IA for road maintenance works.
5. The Tranche 2 projects included improvement to three road sections namely, Mendi-Tambul (55.53km), Kotna-Lampramp (31.65km) and Ialibu-Kagua (32km) in the Southern Highlands/Western Highlands, Western Highlands and Southern Highlands provinces, respectively.
6. The rehabilitation of the Ialibu – Kagua road is one of the 13 projects supported through the above loan. The contract for construction has been awarded to COVEC (China) Limited where the contractor was given the permission for site occupation in mid-May this year. The construction period of the project is 24 months. It was expected that the project is to be completed by May 2018. Thereafter, the defects liability period of one year begins. After the end of defects liability period, a program of maintenance of ten years commences. Once the road is built, it will provide an effective link with Kagua and Ialibu districts in the Southern Highlands Province (SHP).

1.2 Project Description

7. Lalibu to Kagua road section is 32 km long that connects Lalibu district with the Kagua district, both in the SHP. The construction works for this road section included up-grading of the tract that was built in the 1970s. The project duration is 24 months.
8. Once rehabilitated, the road will have a 5.5 meter sealed carriageway with 0.25 meter gravel shoulders on either side together with all road furniture as per the design. The subproject work confines to the existing road corridor and direct impacts are within the edge of the existing road and the construction limits. The most part of existing road is situated on customary land the use of which has been agreed in consultation with the clan leaders and communities that jointly own the land via a Memoranda of Agreement (MOAs) permitting the use of customary land for public infrastructure.
9. The environmental impacts assessed at the time of preliminary design categorised the subproject as Category B for environment. This category was confirmed by the in-depth environmental analysis conducted at the time of project preparation. The Initial Environment Examination (IEE) was approved in June 2013, which is already disclosed on the ADB's web site. The IEE confirmed that environmental impacts of the rehabilitation of the Lalibu – Kagua road are limited to the road corridor, which are minor and any adverse impacts can be mitigated through the thorough implementation of the measures contained in the environment management plan. The impacts such as dust, noise, materials sourcing, storage, haulage, soil erosion, sedimentation and run-off are likely to occur mainly during the construction phase.
10. Based on the EMP presented in the IEE, a construction environment management plan (CEMP) was prepared by the contractor in June 2016. As the document does not meet with the basic requirements, the document was referred back to the contractor for further assessments and improvements before its re-submission. It is planned to provide training on CEMP preparation and its monitoring to contractor's staff during the forthcoming reporting period. This will be delivered by PIU safeguards specialist in collaboration with the Environmental and Social Safeguards Unit (ESSU) of DOW.
11. The construction work on this subproject has not commenced during the reporting period due both to non-approval of the CEMP and the contractor was conducting preparatory activities such as building the camp and other assessment work such as quarry selection.
12. Internal monitoring will be undertaken by both the environmental officer (EO) of the contractor as well as the environmental specialist of the Construction Supervision Consultant (CSC). The Environmental Officer (EO) for HRMG will conduct independent monitoring. The PIU and ESSU will conduct supervisory monitoring and review of reports prepared by CSC and HRMG prior to submission to DOW and ADB.

1.3 Purpose

13. This report is written to present the status of environment safeguards in respect of the Lalibu – Kagua road section. Quarterly and bi-annual environment safeguards monitoring reports are requirements under the SPS. These reports serve the client, ADB and other

organisations to understand the environmental management process, its outcome and the effectiveness of corrective actions that will be implemented.

14. This report contains environmental issues covering the period from January to June 2016.

1.4 Methodology

15. The six-monthly report of January to June 2016 is written using data gathered from several sources. The primary data sources utilized were discussions with project staff including contractor staff and officials and meetings with the community and site inspections and observations. The secondary data were gathered from other plans produced by the contractor and reports by CSC.
16. The list of reports reviewed is in Appendix 1 whilst names of people interviewed are presented in Appendix 2.

1.5 Report Organisation

17. The report consists of the foregoing introduction and 2 other sections as follows:
- i) Section 1 – Introduction
 - ii) Section 2 – Monitoring results and findings and
 - lii) Section 3 – Conclusions and recommendations and Appendices.

2.0 Monitoring Results and Findings

18. The main findings of internal monitoring during the review period are presented in this section.
19. The date of contractor mobilization was recorded as 16 May 2016. The contractor briefing was conducted by DOW in the first week of May 2016. It was agreed that the contractor is given site possession after completing formalities such as bond payment.
20. The contractor has proposed a candidate for the position of its Environmental Officer (EO). This is currently under review by CSC. As civil works (apart from the camp establishment) have not commenced during the review period, there are no monitoring results for reporting.
21. Discussed below is the status of performance of camp during the reporting period.

2.1 Contractor's camp and yard

22. The contractor established two camps one near the lalibu station and the other at Kagua station. Both camps were occupied by contractor's staff in early May. The camps which have been utilized by previous contractors are fully fenced where the contractor employed local security guards for the protection of machinery and equipment as well as for the control of visitors.

23. The results of environmental monitoring will be presented in the next report by which time it is hoped that the contractor may have commenced construction activities.

3.0 Conclusions and Recommendations

2.2 Conclusions

24. The main conclusions arising from environmental monitoring activities during the review period are:

- i. The contractor has submitted the first version of its CEMP, that has been referred back for further assessments and revision;
- ii. The contractor has proposed a candidate for the position of EO which is being reviewed by CSC; and
- iii. Two camps have been built and occupied by contractor staff.

25. Based on the above conclusions of internal monitoring, it is recommended that further actions are pursued as outlined in the next section.

2.3 Recommended actions

26. The recommendations, implementation timelines and other relevant information for action by the contractor are provided in the Table below.

Table 1: Recommendations for Implementation, Ialibu-Kagua Road Section

Serial No.	Item and Corrective Action	Responsibility	Completion Date (Planned)
1	Appointment of Environment Officer	CSC/Contractor	August 20
2	Revision of CEMP and re-submission/review/approval	Contractor/CSC/ESSU	August 30
3	Preparation / submission of other Plans, i.e. waste management, traffic management, erosion and sedimentation control, emergency response action plan, etc.	Contractor	October 30
4	Baseline environmental data on water quality, noise level and air quality in 2 sites. CSC to supervise	Contractor/ CSC	August 30
5	Environmental safeguards monitoring report (July-Dec 2016)	ESSU/HRMG	15 th January 2017

Appendices

Appendix 1: List of References

1. Initial Environmental Examination for Ialibu – Kagua Road section (2013).
2. Construction Environment Management Plan for Ialibu – Kagua (May 2016)

Appendix 2: List of People Interviewed

1. Ippio Acceri, Team leader, Construction Supervision Consultant
2. Alphonse Niggins, Senior Field Coordinator, HRMG
3. Joseph Maiya, Environmental consultant, CSC
4. Paul Nombri, Manager, Technical Services, HRMG
5. Garry Dum, Environmental Officer, HRMG
6. Mike Meng, Project Manager, Ialibu-Kagua subproject
7. Imbi Tapame, EO for Mendi-Tambul, COVEC