

Semi-annual Report

January 2019

# **HIGHLANDS REGION ROAD IMPROVEMENT INVESTMENT PROGRAM -TRANCHE 3 Gewa-Gembogl Road Sub-Project**

Prepared by Department of Works for the Asian Development Bank

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SEMI ANNUAL SOCIAL SAFEGUARDS MONITORING  
REPORT # 3

PNG: HIGHLANDS ROADS IMPROVEMENT  
INVESTMENT PROGRAM (HRRIP) – TRANCHE 3

**GEWA-GEMBOGL ROAD SUB-PROJECT**

(July–December 2018)

Prepared by: Highlands Road Management Group, Department of  
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Submission date: 17<sup>th</sup> January 2019

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## **ABBREVIATIONS**

ADB	Asian Development Bank
CRO	Community Relations Officer
CSC	Construction Supervision Consultant
DA	District Administrator
DC	Design Consultant
DMS	Detailed Measurement Survey
DP	Displaced Person
DOW	Department of Work
DSRT	District Sanctioned Reassessment Team
EA	Executive Agency
ESSU	Environment and Social Safeguards Unit
GR	Grievance Redress
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
GRP	Grievance Redress Process
HCRN	Highland Region Core Road Network
HRMG	Highland Road Management Group
HRRIP	Highland Region Road Improvement Investment Program
IA	Implementation Agency
IMO	Independent Monitoring Agency
IRS	International Resettlement Specialist
LLG	Local Level Government
MFF	Multi-tranche Financial Facility
MOA	Memorandum of Agreement
NRA	National Road Authority
PNG	Papua New Guinea
PNRM	PNG Residence Mission
PRO	Public Relations Officer
PWM	Provincial Works Manager
RAP	Resettlement Action Plan
RCR	Resettlement Completion Report
ROW	Right-of-Way
RP	Resettlement Plan
SHP	Southern Highland Province
SIS	Socio-economic Impact Study
SMR	Semi-annual Monitoring Report
SPS	Safeguard Policy Statement
STD	Sexual Transmitted Diseases
TOR	Terms of Reference
WHP	Western Highlands Province

## 1.0 INTRODUCTION

### 1.1 Background

1. This fourth semi-annual social safeguard monitoring report for Gewa-Gembogl Road sub-project covers the period from July to December, 2018. This report was carried out by the DOW through the Highlands Road Management Group (HRMG) and the monitoring results is communicated to ADB through this report.

2. The Highlands Region of Papua New Guinea (PNG), comprising the Provinces of Western Highlands, Southern Highlands, Eastern Highlands, Enga, Jiwaka, Simbu and Hela is a major contributor to the PNG economy through its 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 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 of all HCRN roads that are in good condition; and (ii) to improve those roads that are in poor condition and ensure that maintenance begins on these roads as soon as the improvement works are completed.

4. The GoPNG has negotiated a Multi-Tranche Financing Facility (MFF) with the Asian Development Bank (ADB) to implement the Highlands Region Road Improvement Investment Program (HRRIP). The HRRIP will include projects to improve the HCRN and develop the capacity development of road agencies. Tranche 3 included the upgrading and rehabilitation of four road sections namely; Nipa Muniu Road, Pangia Wiru Loop Road, Hengonofi Nupuru Road and Gewa Gembogl Road.

5. The Executing Agency (EA) for whole the HRRIP is the Department of Works (DOW) whilst the Highlands Roads Management Group (HRMG) is the Implementation Agency (IA) based in Mt. Hagen, Western Highlands Province (WHP).

6. The Gewa Gembogl Road Section is covered by CSTB contract # 3530 entered into by the Independent State of Papua New Guinea represented by the Department of Works and National Authority and China Harbour Engineering Company Limited. The CSTB contract was signed in May 3, 2017 and the official commencement date as agreed in the pre-construction meeting between DOW and the contractor is July 6, 2017.

### 1.2 Project Description

7. The original road section starts at Kundiawa Township and proceeds to Gewa then to Gembogl. However, the first 10.6kms has been rehabilitated already by a contractor and funded by GoPNG. The remaining 21.03km road section from Gewa to Gembogl is one of the subproject roads under Tranche 3 of the HRRIP. This is part of the Bundi Highway that connects the Highlands Region through Simbu to Madang in the coastal areas. This Bundi highway also connects to Ramu Highway, the main road from Madang to Lae via Usino.

8. The current alignment is a single vehicular road with silty clay basement. The existing road purely traverses on earth pavement with brown/reddish clay sub-grade soils. Similar type of sub-grade material covers the total length. The road traverses through mountainous landscape with generally secondary growth and grassland.

9. It is proposed to rehabilitate the existing road and provide a 6.0-meter-wide carriageway with DBST and 1.0-meter-wide gravel shoulders which will be sealed as necessary to prevent possible scour/erosion. The horizontal and vertical alignments will follow the existing alignments as much as possible with improvements limited to those consistent with meeting the required pavement width and stopping sight distance requirements.

10. The route traverses very mountainous terrain and significant excavation will be required in existing cut slopes to widen the existing road bench to the required width. It will also be necessary to provide slope protection and retaining structures to ensure the long-term stability of the road. The existing drainage is in poor condition and all of the existing culverts will require replacement together with the installation of roadside drainage. There are ten existing bridges, all of which are all in fair condition but would need some improvements.

11. The subproject works will take place within the existing road corridor and resettlement impacts are expected between the edge of the existing road and the construction limits. In addition, there are some cut works on the mountainsides that are required to further improve the slope and turning geometry. In these areas, the road widening may exceed 5m, depending on either the width of the cut or fill in a particular road section.

12. The whole existing road with a length of 21.03 km is situated on customary land, the use of which has been agreed in consultation with the clans and communities that jointly own the land. In order to expedite implementation of the project, the use of customary land required to upgrade the road have been agreed by clans and communities through Memoranda of Agreement (MOA) permitting the use of customary land for public infrastructure. The resettlement plan (RP) covers the land acquisition impacts from the edge of the existing road up to the construction limits including road clearance, and other infrastructure (e.g., drainage and culverts).

13. In March, 2015, the design team conducted a rapid assessment on the road improvements earlier identified and determine if there are still structures that were previously identified and new structures that were constructed within the construction limits. The application of the technical adjustments of the road alignment and the initiatives of the Kundiawa/Gembogl District Administrator upon instructions from the Member of Parliament representing the district, the Provincial Civil Engineer of Simbu and their staff to convince residents to build their new structures or plant their trees and crops further inside of their customary lands was successful.

14. The whole Gewa-Gembogl road section of 21.03 km is free from any road improvement including residential, trade stores or any other structures. The whole road section is also free from crops and trees, fences and grave sites. There will be no economic displacement arising out of the proposed road improvement project. Hence, based on the resettlement impact assessment, there was no longer any need to conduct a detailed measurement survey (DMS) because the whole road section is free from any road improvement.

### **1.3 Institutional Arrangements**

15. The Department of Works, as the executing agency, has the overall responsibility to manage the planning, implementation and monitoring related to acquiring use rights for additional land to implement HRRIP subprojects, as well as compensation for damages on project-affected land.

16. DOW established a Project Management Office (PMO) headed by a Project Director which manages the day to day activities of the program. Within the PMO, there are

two units, the Project Management Unit (PMU) which is based in Port Moresby. The other is the

17. Highlands Road Management Group (HRMG), the DOW's Project Implementation Unit (PIU) for HRRIP subprojects to carry out the planning, implementation and monitoring for land activities, as required and is based in Mt. Hagen.

18. HRMG is headed by the Field Project Manager (FPM). Under the FPM are two sub-units, the construction unit headed by the "Engineer" and the social and environmental safeguards unit headed by the Senior Field Project Coordinator (SFPC). The SFPC is ably supported by the Manager of Technical Services (MTS). Under the MTS are three sub-units, the social safeguards, resettlement, and HIV/AIDS officers.

19. The reporting protocols for the monitoring reports originate from the resettlement or environmental officers who prepare their back to office reports (BTOR). Routinely, they visit their respective sub-project twice a month. In addition, the EOs may return to the subproject as often as needed if new issues will arise regarding resettlement and environmental issues.

20. These collated BTORs form the basis of the monthly reports. The monthly reports are developed into quarterly reports. These quarterly reports are augmented by the data retrieved from the contractor such as employment, quarry operations, participation of women in employment and other relevant data. The quarterly reports form the basis of the semi-annual reports that are being submitted to DOW/POM and ADB.

#### **1.4 Purpose & Methodology**

21. This report presents the status of social safeguards including the compliance with approved RAP in respect of Gewa Gembogl road section, covering the review period of July 1 to Dweceember 31, 2018. This semi-annual social/resettlement monitoring report (SMR) is a requirement under the Safeguards Policy Statement 2009 (SPS 2009).

22. The contract between DOW and the contractor was signed on May 3, 2017. Based on the general conditions of the contract, the commencement of the contract was to start upon (a) receipt of advance payment by the contractor; (b) delivery to the contractor of reasonable evidence of employer's financial arrangements; and (c) effective access to and possession of the site given to the Contractor. The commencement date for this project was September 9, 2017.

23. This report would focus on what was done on resettlement activities and will discuss few parameters or indicators that will be utilized to internally monitor the implementation of the remaining resettlement activities. These indicators include; public consultations; grievance redress; and monitoring of direct and indirect project benefits. Long term Impact Assessment will be done after the completion of the project. Specific monitoring benchmarks will be:

- ❖ Budget and Time Frame;
- ❖ Delivery of Compensation and Entitlements;
- ❖ Public Participation and Consultations;
- ❖ Benefit Monitoring;
- ❖ Requirements for Remedial Actions.



## **2.0 BACKGROUND OF RESETTLEMENT ACTIVITIES**

### **2.1 Memorandum of Agreement**

24. DOW has negotiated and entered into a Memorandum of Agreement (MOA) with all affected tribes and clans for the free use of the minimum additional land required to rehabilitate and upgrade the Gewa Gembogl road. In addition, the affected tribes and clans had also validated the permission given by their forefathers to use their land for the existing road. There are no direct costs to secure the use of the required lands for the sub-project. Documentation expenses for these MOAs have been taken care under administrative expenses of the sub-project.

25. The MOAs did not cover the structures, trees, crops and land improvements located in the affected lands. Full compensation has been paid to owners of these improvements who will experience physical and/or economic displacement because of the project based on the latest Valuer General's Compensation Schedule for Trees and Plants (All Regions).

### **2.2 Resettlement Plan (RP)**

26. The whole length of the Gewa – Gembogl road is customary land. The first 8.900 km of the sub-project road is located in Nilgkande LLG while the next 12.125 km is located in Mitnande LLG, both located in Kundiawa/Gembogl District in Simbu Province. The existing road occupies 7.60 hectares while the additional land required to upgrade and rehabilitate the subproject road is 30.26 hectares. The proposed rehabilitation of the subproject road will occupy a total of 37.36 hectares of customary land with an average width of 18.00 meters.

27. There are 14 tribes whose customary land will be affected by the project. The additional number of hectares required to upgrade and rehabilitate the sub-project is 30.60 hectares. In terms of the land area, the most affected is the Niglkune Tribe with 5.03 hectares. The cut-off date is March 26, 2015, the date when the resettlement impact assessment for the Gewa -- Gembogl road section was completed. Any person who settles in the affected areas after this date will not be eligible for compensation. DOW has informed local communities regarding this cut-off date through the provincial, district and local wards and through the relevant local government agencies.

28. There are no specific individual households that are affected by the loss of customary land, with the tribes, clans and sub-clans bearing the loss. The members of the affected tribes will continue to subsistence farmers, cultivating their several food gardens located at different parts of their customary land.

29. However, there are some effects on the customary landowners that are difficult to measure but nevertheless adversely affect them. Hence, the following income enhancement measures aim to mitigate the non-measurable effects on the communities such as the presence of construction crews and their equipment and temporary inconvenience arising out of the construction activities on their customary land through specific projects in favour of affected communities. In addition, it is also in recognition for their cooperation as shown in their past efforts to build or plant their new assets away from the road alignment.

30. As part of the income enhancement measures, five typical bus bays with provisions for roadside vending and 4 typical waiting sheds with provision for temporary storage of agricultural products will be built in strategic areas along the subproject road.

31. The cost estimate for a typical bus bay (paved) is 170 kina / m<sup>2</sup> including provisions for slightly elevated stalls and 200 kina / m<sup>2</sup> for the waiting shed. A typical bus bay has a dimension of 50 meters X 3 meters or 150 m<sup>2</sup>. At K170 per /m<sup>2</sup>, a typical bus bay will amount to 25,500 kina or a total amount of Kina 127, 500.

32. The cost estimate for a typical waiting shed with provisions for a temporary storage area is 200 kina / m<sup>2</sup>. The proposed floor area is around 100m<sup>2</sup> and at will amount to 20,000 kina or a total amount of 80,000 kina. The total cost is 207, 500 kina and the cost breakdown of these facilities and their locations are shown in the following Table 1: Locations, Types of Facilities and Costs.

**TABLE 1: LOCATIONS, TYPES OF FACILITIES AND COSTS**

No	Location	Remarks	Costs
1	Gewa	Waiting Shed	20,000.00
2	Bandime	Waiting Shed	20,000.00
3	Kokonmambuno	Waiting Shed	20,000.00
4	Womatne	Waiting Shed	20,000.00
<b>Sub-Total of Waiting Sheds</b>			<b>80,000.00</b>
5	Yombai	Bus Bay	25,500.00
6	Golgme	Bus Bay	25,500.00
7	Indaunmuno	Bus Bay	25,500.00
8	Womatne	Bus Bay	25,500.00
9	Gembogl	Bus Bay	25,500.00
<b>Sub-Total of Bus Bays</b>			<b>127,500.00</b>
<b>Total</b>			<b>207,500.00</b>

33. The total cost of this resettlement plan for the Gewa-Gembogl road project amounted to K364, 162.50. This budget includes income enhancement measures, physical and price contingencies, administrative expenses and cost for external monitoring. The details are shown in the following Table 2: Summary of Costs Estimates and RP Budget.

**TABLE 2: SUMMARY OF COSTS ESTIMATES AND RP BUDGET**

Costs Estimates and RP Budget	Amount
Income Enhancement Measures	207,500.00
<b>Sub-Total</b>	<b>207,500.00</b>
Physical Contingency (20%)	41,500.00
Price Contingency (10%)	20,750.00
<b>Sub-Total</b>	<b>269,750.00</b>
Administrative Expense (15%)	40,462.50
Independent Monitoring (20%)	53,950.00
<b>Grand Total</b>	<b>364,162.50</b>

## **3.0 BUDGET AND TIME FRAME**

### **3.1 Resettlement Staffing**

34. The Highlands Region Management Group (HRMG) under the Department of Works based in the DOW compound in Mt. Hagen, who is tasked to internally monitor all activities associated with land acquisition and payment of compensation to DPs have been mobilized since Tranche 1 and 2 is now fully staffed to undertake its responsibilities in Tranche 3.

35. It is headed by the Senior Field Coordinator who is in charge of day to day monitoring activities and is supported by the Safeguards Coordinator and the Lands Officer. He is ably supported by the Manager of Technical Services and support staff. HRMG is assisted by the Social Safeguards/ Resettlement Specialist from the Construction and Supervision Consultant (CSC).

### **3.2 Capacity Building and Training Activities**

36. A very important component of prudent management for projects is the staff capacity building by way of training, workshops and seminars. Equally important is the logistical support of staff to diligently execute tasks. As such, two Social Safeguards Officers, Mr. Jerry Maki and Mr. Mathias Awi have attended a Safeguards Training Workshop on the 14/06/2018 in Port Moresby organised by ADBs PNG Resident Mission (PNRM) in their Conference Room.

37. The Training Workshop focused on the ADB Funded Projects and Common Safeguards Issues in PNG; Involuntary Resettlement Triggers; Key Steps in Undertaking Due Diligence for Social Safeguards; Resettlement Planning; Resettlement Implementing and Monitoring; Government of PNGs Land Acquisition Processes; and, Addressing the Challenges of safeguards Implementation.

38. The Training Workshop was coordinated by PNRM Safeguards Unit for all ADB Funded Programmes thus Executing Agencies (EAs) such as PNG Power Limited, PNG Ports Corporation, National Maritime Safety Authority, WaSh Program and Department of Works have sent their Social Safeguards Officers to attend. The workshop was facilitated by ADB Safeguards Specialist Ms Ninebeth Carandang and assisted by Jack Stanley a safeguards officer from PNRM.

39. There is hostility between Mitnande LLG and Nilgkande LLG as aftermath to the 2017 PNG National Elections which resulted in many casualties. As such, HRMG has considered it necessary for the best interest of the project to enlist an assistant CRO from the Mitnande LLG. Mr. Joe Ulka, a former public servant and reputable citizen has been considered and anticipates getting his particulars by end of July. Attached is photo of meeting of Mr. Joe Ulka by Jerry Maki from HRMG giving verbal notice of intention to recruit him.

## **4.0 DELIVERY OF COMPENSATION AND ENTITLEMENTS**

### **4.1 Justification for No Compensation Payments**

40. Based on the RP, there are no affected private or communal structures, crops and trees, graves and fences or other assets; hence, there are no discussions on compensation of assets.

41. There are no specific individual households that are affected by the loss of customary land, with the tribes, clans and sub-clans bearing the loss. The members of the affected tribes will continue to subsistence farmers, cultivating their several food gardens located at different parts of their customary land.

42. However, there are some effects on the customary landowners that are difficult to measure but nevertheless adversely affect them. Hence, income enhancement measures were aimed at mitigating the non-measurable effects on the communities such as the presence of construction crews and their equipment and temporary inconvenience arising out of the construction activities on their customary land through specific projects in favour of affected communities. In addition, it is also in recognition for their cooperation as shown in their past efforts to shift some of their assets away from the road alignment.

### **4.2 Income Enhancement Measures**

43. Aside from the construction of bus bays and waiting sheds that will be constructed once sealing of the road will be undertaken later in the construction period, Ambumangre Micro Credit Scheme has been engaged to provide Training and Seminars on Improved livelihood and Income Enhancement measures in the form of;

44. Business Development Training - Training for owners of roadside trade stores, canteens, side road vendors on generating additional income and finance management. It also included micro finance and credit.

45. Agriculture and Farming Techniques - Training on crop rotation, spacing of seedlings, nursery operations, soil erosion control and composting.

46. Chicken Breeding - Trainings were conducted on how to raise chicken to augment family income using locally available substitute poultry feeds. Selected participants were provided with one pair of chickens for breeding purposes

47. Despite the good work by AMCS in Livelihood/ Income Enhancement Program for this project, HRMG however points out that it still has no records or has not been given any formal progress updates by ESSD till date. It is hereby advised that relevant data with this regards can be obtained from ESSD.

## 5.0 PUBLIC PARTICIPATION AND CONSULTATIONS

### 5.1 Public Consultations

48. Public consultations were conducted in the different stages of project development. Extensive consultations were conducted during the selection of this candidate road for HRRIP. Another round of public consultations was conducted during the resettlement impact assessment and validation of the results of the resettlement impact assessments. These consultations were fully documented in the RP for this project.

49. Members of affected tribes and clans have also been informed that grievances arising from environmental damages caused by any construction activity are the responsibility of the contractor. DOW through HRMG would only be liable to address any resettlement related issues if these issues emanate within the construction limits.

50. The public relations officers (PROs) of the Contractor and the Community Relations Officers (CRO) of HRMG have scheduled a series of public consultation before and during the clearing and grubbing activities, wherein the number of resettlement related grievances is expected to rise. Lessons from Tranches 1 and 2 have been learned and these valuables experiences will be very handy to address grievances from this construction activity.

51. The Community Relations Officers (CROs) will address all ongoing issues through PCs in close consultation with HRMG and Resident Engineer. If issues at end are pressing/sensitive, then it would certainly require a scheduled public consultation to be attended by concerned parties.

52. The consultations covered all the affected wards. Some meetings were held with displaced persons (DPs) upon grievances lodged by the DPs concerning the time frame for compensation payment to be paid to DPs for missed out assets and or those that had been underpaid during the initial payment of compensation.

53. On this note, there have been 18 Public Consultations held for this reporting period as indicated on the table below. They were recorded by the CROs using the Public Consultation Forms and Attendance Sheets collected at the end of each month. The details are shown in the following Table 3: Summary of Public Consultations & Women's Participation

**TABLE 3: SUMMARY OF PUBLIC CONSULTATIONS & WOMEN'S PARTICIPATION**

Month	# of Public Consultations	Male Participants	Female Participants	Total Participants	# of DPs who Participated
July	2	18	9	27	18
August	2	37	12	49	37
September	3	46	22	68	56
October	2	35	17	52	44
November	2	33	24	57	47
December	2	28	18	46	34
<b>Total</b>	<b>13</b>	<b>197</b>	<b>102</b>	<b>299</b>	<b>226</b>

54. There were 299 participants in the 13 public consultations. Out of this total, 197 participants are males while 102 participants were females. There were 226 displaced persons who attended and participated in these 13 public consultations.

55. Aside from these public consultations, there were individual queries from DPs regarding their own personal problems on resettlement such as clarifications on the computations of their compensation, the areas covered by the construction limits and other

miscellaneous matters. These concerns were adequately addressed by the concerned parties.

56. There are 2 non-related resettlement issues in the communities that affected the operations of the road project. These were the Sumburu Quarry operated by the contractor. This is an environmental concern because based on the CEMP submitted by the contractor, they have the sole responsibility in the selection and operation of quarries needed by the project. They have the sole responsibility to comply with all pertinent laws in the selection and operations of the needed quarries.

57. Another issue which also non-resettlement is related is the transport and possession of explosives for the use in the project. This has national security implications and should comply with the use of explosives based on the contractor's signed contract.

## 5.2 Grievance Redress Mechanism

58. To address the possible complaints and grievances that may arise from the implementation of the RP, a grievance redress committee (GRC) is provided for in the RP. This model adopted the existing system of resolving conflicts in the Highlands Region through mediation, arbitration and appeal.

59. The committee is composed of respected local officials and leaders who are well known in the affected communities for their fairness and even handedness in deciding disputes and conflicts. Its main function is to receive, log and deliberate all grievances received from the DPs who may have some resettlement related complaints arising out of the project.

60. The establishment of the GRC for this sub-project was facilitated by HRMG as part of its delegated responsibility in October 26, 2016. However, the original composition has slightly changed due to change in political leadership and other job-related factors. Chairmanship position is now held by Mr. Meucu Manga (Current District Administrator) taking over from Mr. Nixon Nebare (former District Administrator). The names of the members of the current GRC are shown in the following Table 4: Current Composition of the Grievance Redress Committee.

**TABLE 4: CURRENT COMPOSITION OF THE GRIEVANCE REDRESS COMMITTEE**

No.	Name	Gender	Title	Position
1	Meucu Manga	Male	Administrator, Gewa District	Chairperson
2	Andrew Wena	Male	President Mitnande LLG	Member
3	Fr. John Bige	Male	Church Rep	Member
4	Charlie Guambie	Male	Nilgkande LLG Manager	Member
5	Francesca Moiyo	Female	NGO/ Women Rep	Member
6	David Gigmai	Male	a/ PCE	Ex-Officio
7	Amos Dakma	Male	PWM	Member
8	Jerry Maki	Male	Social Safeguards Officer, HRMG	Member
9	Paraka Newman	Male	Environmental Officer	Technical Adviser

61. This project had also seen the close involvement the Member of Parliament (MP) representing the Kundiawa-Gembogl District. He had instructed the district administrator to closely assist and work with HRMG. He established a District Sanctioned Reassessment Team (DSRT), sorting out grievances regarding underpayments and missed outs in the initial improvement payment which he initiated.

62. The MP who initiated the DSRT was defeated in the last election and a new MP is now in place. The initial improvement payment was made by the previous District Administration, thus HRMG has no record of the payment or the data on missed out or underpayments. As of the last reporting period, there were 67 grievances registered by HRMGs CRO whilst 427 were registered through the DSRT which totalled 494 grievances. During this reporting period, an additional 82 grievances were lodged by the DPs or a total of 576 grievances.

63. The DSRT and HRMG have conducted a joint reverification exercise sanctioned by the GRC on the 05/12/2018 regarding grievances enlisted only for the Nilgkande LLG. The GRC endorsed Mr. Joe Ulka to be assisted by HRMG to conduct a reverification for the Mitnande LLG the following day as the DSRT would not venture to Nilgkande LLG for safety reasons.

64. The grievances deemed genuine for both LLGs were significantly reduced in the GRC's sanctioned reverification exercise. The number of grievances went down from 576 grievances to 343 grievances as of end of this reporting period. Using the Valuer's General Schedule of Rates, the 343 grievances were tentatively valued at Kina 395,553.80. However, these data are tentative and subject to change as clearing and grubbing have not yet reached the end of the project. The details are shown in the following

**TABLE 5: TENTATIVE ESTIMATES OF GENUINE GRIEVANCES BY LLG**

LLG	# of Grievances	Structure	Trees/Crops	Total
Niglkande	To follow	218,590.00	111,623.80	330,213.80
Mitnande	To follow	60,600.00	4,740.00	65,340.00
<b>Total</b>	<b>343</b>	<b>279,190.00</b>	<b>116,363.80</b>	<b>395,553.80</b>

65. A GRC meeting was held after the joint reverification exercise on the same date purposely to officially endorse the final listing. It was unanimously resolved in the GRC Meeting that all GRC endorsed Grievances (final listing) in relation to the initial Improvement Payment would be dealt with again in the second reverification which would be commissioned by GRC after the completion of clearing and grubbing for the remaining 4km section.

66. Due to the tough geographical terrain of the project, 13 construction related grievances were logged apart from the initial 18 from the last SMR. They were all mainly slippage related and have been listed. GRC when advised by DSRT also took note and advised that their issues regarding slippages should be raised with the contractor.

67. HRMG technical advisor through the chair advised the DSRT that all construction related issues should rightfully be addressed by the contractor and not GRC. All grievances of such nature enlisted either by CRO or DSRT will be extracted from the list and referred to Contractor for deliberation and for appropriate action.

68. It should be noted that there is a controversy regarding the siting of the Sumburu Quarry by the contractor. The location of the quarry and crushing site is located very near a populated area. The surrounding households are complaining about the noise and dust being generated during the quarry and crushing operations.

**69.** In a document submitted by the contractor, they are responsible for relocating the households in the adjacent areas. The selection of the quarry is the sole responsibility of the contractor. The selection checklist requires a certain distance from a populated area. The quarry is outside of the construction limits. These clearly showed that the Sumburu Quarry controversy is the sole responsibility of the Contractor. It should exert their utmost efforts to resolve this issue. HRMG/DOW has no responsibility for resolving this quarry issue.

## 6.0 BENEFIT MONITORING

70. At this juncture of the subproject, the contractor has already signed the contract thus the process of mobilization has been completed and construction activities for the road has already commenced. The discussions under this section will focus on basically four parameters and indicators.

### 6.1 Road Construction Employment

71. People affected by permanent or temporary loss of land or damage or loss of structures, graves, fences, crops and trees will be given priority for employment by contractors for civil works and/or maintenance works on the road, assuming qualifications to do the work. There are provisions in the contract agreement between DOW and the contractor regarding the employment of local residents including DPs and at least 30% of womenfolk to be employed in the road project. These pertinent provisions also cover and are applicable to local sub-contractors.

72. From July to December 2018, the Gewa - Gembolg project hired a total of 2,975 workers and personnel or an average of 496 persons per month. There were 2,546 males (85.58%) while there were 429 females (14.42%) employed in the sub-project during the covered period. There were 2,667 DPs that were employed in the sub-project. This represents 89.65% of total persons hired during the covered period. The breakdown is presented in the following Table 6: Summary of Monthly Employment by Gender **Error! Reference source not found..**

**TABLE 6: SUMMARY OF MONTHLY EMPLOYMENT BY GENDER**

Month	Male	Female	Total	DPs Employed	Estimated Female Wages	Estimated Total Wages
July	402	70	472	438	35,000.00	236,000.00
August	428	68	496	446	34,000.00	248,000.00
September	423	71	494	435	35,500.00	247,000.00
October	436	73	509	454	36,500.00	254,500.00
November	452	75	527	471	37,500.00	263,500.00
December	405	72	477	423	36,000.00	238,500.00
<b>Total</b>	<b>2,546</b>	<b>429</b>	<b>2,975</b>	<b>2,667</b>	<b>214,500.00</b>	<b>1,487,500.00</b>
<b>Average</b>	<b>424</b>	<b>72</b>	<b>496</b>	<b>445</b>	<b>35,750.00</b>	<b>247,916.67</b>
<b>Percentage</b>	<b>85.58%</b>	<b>14.42%</b>	<b>100.00%</b>	<b>89.65%</b>		

73. The total estimated wages paid to the 2,975 workers and employees during the covered period totalled Kina 1,487,500.00 or a monthly average of Kina 247, 916.67. The females received a total of Kina 214,500.00 or a monthly average of kina 35, 750.00.

74. The subproject road traverses two local government units, namely Nilgkande and Mitnande LLGs. The monitoring for the covered period was able to disaggregate the employment data by local government level. Out of the total of 2,975 workers employed during the period, 1,863 workers were from Nilgkande LLG while 804 workers came from Mitnande LLG. There were 162 workers from other LLGs while the balance of 146 workers were foreigners. The details are shown in the following Table 7: Summary of Employment by Origin.

Table 7: Summary of Employment by Origin

Month	Nilgkande LLG	Mitnande LLG	Other LLGs	Foreigners	Total
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July	371	67	15	19	472
August	364	82	26	24	496
September	342	93	34	25	494
October	301	153	30	25	509
November	274	197	29	27	527
December	211	212	28	26	477
<b>Total</b>	<b>1,863</b>	<b>804</b>	<b>162</b>	<b>146</b>	<b>2,975</b>
<b>Average</b>	<b>310.5</b>	<b>134</b>	<b>27</b>	<b>24.3</b>	<b>495.83</b>
<b>Percentage</b>	<b>62.60%</b>	<b>27%</b>	<b>5.40%</b>	<b>5%</b>	<b>100%</b>

75. . In terms of direct benefits accruing from the project, an estimate was undertaken to calculate the income being derived from employment in the project by workers from the two affected LLGs. The computation was based on the actual payroll data supplied by the contractor.

76. It is estimated that 1,863 workers from Nilgkande LLG received Kina 558,900.00 from the covered period working in the subproject. For the same period, it was also estimated that the 804 workers from Mitnande LLG received Kina 241,200.00 from July to December 2018. Combining the income of the workers from the two affected LLGs, the total amount was Kina 800,100.00 or a monthly average of Kina 133,350.00 from July to December 2018. The details are shown in the following Table 8: Estimated Monthly Wages Paid from Affected LLGs.

**TABLE 8: ESTIMATED MONTHLY WAGES PAID FROM AFFECTED LLGS**

Month	Nilgkande LLG	Estimated Wages	Mitnande LLG	Estimated Wages	Total
July	371	111,300.00	67	20,100.00	131,400.00
August	364	109,200.00	82	24,600.00	133,800.00
September	342	102,600.00	93	27,900.00	130,500.00
October	301	90,300.00	153	45,900.00	136,200.00
November	274	82,200.00	197	59,100.00	141,300.00
December	211	63,300.00	212	63,600.00	126,900.00
<b>Total</b>	<b>1,863</b>	<b>558,900.00</b>	<b>804</b>	<b>241,200.00</b>	<b>800,100.00</b>
<b>Average</b>	<b>69.85%</b>	<b>93,150.00</b>	<b>30.15%</b>	<b>40,200.00</b>	<b>133,350.00</b>

77. There are four construction activities where women have participated but were not reflected in the employment data provided by the contractor because their mode of payment is not on a daily basis but on the completion of a certain piece or task. These are construction of gabion baskets, line drains, rip-raps, head walls and stone sorting. The contractor did not specify the exact amount of wages paid to women who have participated in these construction activities hence it is not specified in this report.

78. The minimum wage in the Highlands Region is around Kina 500 a month. This is the basis for estimating the wages paid to women for the covered period. This amount is multiplied by the number of women for the covered period. It is estimated that the women were only able to provide 75% of their time for these construction activities because of the demands of their household responsibilities.

79. For the covered period, there were 470 women working in the project for non-payroll activities and were able to earn an estimated kina 176,250.00 from July to December 2018 or a monthly average of Kina 28,751.25. The payments vary according to tasks completed and number of hours worked. The details are shown in the following Table 9: Participation of Women in Non-Payroll Activities.

**TABLE 9: PARTICIPATION OF WOMEN IN NON-PAYROLL ACTIVITIES**

Month	Line Drains	Gabions	Headwalls	Riprap & Others	Total	Estimated Wages
July	37	12	9	18	76	28,500.00
August	33	10	10	20	73	27,375.00
September	35	13	12	27	87	32,625.00
October	36	11	10	18	75	28,125.00
November	34	12	13	19	78	29,250.00
December	31	19	15	16	81	30,375.00
<b>Total</b>	<b>206</b>	<b>77</b>	<b>69</b>	<b>118</b>	<b>470</b>	<b>176,250.00</b>
<b>Average</b>	<b>34.33</b>	<b>12.83</b>	<b>11.5</b>	<b>19.67</b>	<b>76.67</b>	<b>28,751.25</b>
<b>Percentage</b>	<b>43.83%</b>	<b>16.38%</b>	<b>14.68%</b>	<b>25.11%</b>	<b>100.00%</b>	

## 6.2 Benefits from Quarry and Other land Related Revenues

80. The Sumburu Quarry in Ch: 24 + 350 has been identified and established and extraction has proceeded for June 2018. A payment of Kina 12,000 is paid each month to Sumburu Lutheran church as according to the lease arrangement between the contractor and the Lutheran Church which has the title over the site. A total of Kina 72,000.00 is assumed to have been paid by this reporting period.

81. There are also four other quarries that were identified for the project. These are Kongirnikie Mudstone (Km 24+800), Banduma Limestone (Km 16+900), Seme Riverine (Km 17+480) and Kanige Riverine (Km 15+800). Data collection have not yet been set up for these other four quarries.

82. Contractor Construction Camp rentals for Goglme Camp (Ch: 18 + 100) have been arranged through a MOU in such a way that no rentals be paid to the landlord but for him to acquire full ownership of the facility soon after the completion of the project.

83. The next semi-annual report will also contain the revenues of customary landowners from the quarry operations, the revenue for the lease of customary land for the camp site, explosive storage site, other construction facilities and disposal sites.

## 6.3 Other Local Benefits

84. The contractor for this reporting period used two separate camps at different times. Winna Lodge at Ch: 1 + 400 was used as transit for mobilisation until they moved to their new camp site at Goglme. Both camps have locally purchased various construction materials, purchases of food, water, and miscellaneous items.

85. For the months covered period (July to December 2018), total amount spent for these two camps was Kina 77,550.00 to purchase those items locally produced and owned by the roadside communities. Construction materials amounted to Kina 46,300.00 (59.70%) of all local purchases. The details are shown in the following Table 10: Local Purchases of the Contractor.

Table 10: Local Purchases of the Contractor

Month	Purchases of Food	Construction Materials	Purchases of Other Items	Other Expenditures	Total
July	1600	6500	1200	1000	10,300.00
August	1600	7800	1500	1400	12,300.00
September	1650	7500	2000	1500	12,650.00

October	1700	8000	2000	2000	13,700.00
November	2000	8000	2000	2000	14,000.00
December	2000	8500	2100	2000	14,600.00
<b>Total</b>	<b>10,550.00</b>	<b>46,300.00</b>	<b>10,800.00</b>	<b>9,900.00</b>	<b>77,550.00</b>
<b>Percentage</b>	<b>13.60%</b>	<b>59.70%</b>	<b>13.90%</b>	<b>12.80%</b>	<b>100%</b>

86. As part of sharing project benefits to the affected communities, the contractor has sub-contracted other necessary maintenance work within the campsites to the locals who have sufficient skills and capacity to carry out maintenance work.

#### 6.4 Indirect Social Benefits

87. There are also indirect social benefits arising from the upgrading and rehabilitation of the subproject road. These include construction of new structures brought about by the road project and the increase of public motor vehicles (PMVs) plying the route and expected decrease of transportation fares because of improved accessibility.

88. These indirect social benefits as seen in Tranches 1 and 2 began appearing during the latter part of the construction duration, about one year after the start of the road construction activities. However, in this particular sub-project, the road project has already positively impacted the transportation sector.

89. There has been increase in the number of public motor vehicles (PMVs) plying the route due to improved road being in the primary stages. That has now prompted decrease of transportation fares because of improved accessibility and competition by increased number of PMVs. The details on the decrease of fares are shown in Table 11: Effects of the Project on Transportation Fares.

**TABLE 11: EFFECTS OF THE PROJECT ON TRANSPORTATION FARES**

Locality/Village	Chainage	Previous Fare	Current Fare	Decreased by
Yombai	22 + 000	K10	K4	K6
Duglpagl	23 + 000	K15	K7	K8
Goglme	24 + 000	K20	K10	K10
Womatne	25 + 500	K25	K15	K10

## **6.0 REQUIRED REMEDIAL ACTIONS**

### **6.1 Pending Actions**

90. As of June 30, 2018, the end of the first Semi-annual Monitoring Report (2018) on Social Safeguards, there are several future actions required. These were (a) use of geo-tagged pictures; (b) proper documentation of public consultations; (c) HRMG officers meeting with DSRT on grievances; (d) documentation of the Ambumangre Micro Finance.

91. The CRO has been equipped with a geo-tagged enabled camera for proper documentation. The reports have shown that majority of photographs now are geo-tagged. The issues discussed and resolutions in Public Consultations were not presented in this reporting period.

92. Verifications of grievances and meetings with the DSRT were conducted by the HRMG officers. The results were submitted to the GRC for proper actions. Out of the 576 grievances filed both with the DSRT and HRMG, the number deemed genuine was only 343 grievances tentatively valued at Kina 395, 553.80. These data are tentative and subject to change as clearing and grubbing have not yet reached the end of the project.

93. The Ambumangre Micro Finance was commissioned by EESB for the Livelihood Enhancement Program. These activities were coordinated directly from DOW in POM, without the support and coordination with HRMG. In the field, beneficiaries of the program were following up the promises given by ESSD. Since a copy of the final report is still not shared by ESSB, all inquiries about this program shall be transferred to ESSB to respond.

### **6.2 Future Required Actions**

94. Proper documentation of the issues and concerns raised during public consultations shall be undertaken to accurately capture the sentiments of stakeholder of the project. The date, location, issues and concerns and responses of HRMG officers shall be presented in a matrix form that will be part of the section on public consultations for the next report.

95. The status of grievances raised by DPs, actions taken by DSRT and HRMG should also be well documented. As presented, the table only included the amount of structures, trees and crops that will be affected. However, what are being monitored are the number of grievances filed, deemed genuine and their amounts by LLGs.

96. The reporting parameters of this report need to be improved. Utmost efforts should be undertaken to document in detail the royalties and other payments given by the contractor to the customary land owners for quarry extraction. Presently, there are not authoritative sources showing how much the contractor is paying the owners for the use of the five (5) quarries presently being operated by the Contractor. It should be pointed out that the lease agreements of the contractor with the customary land owners are project documents and are available to HRMG officers.

## **Appendix 1 List of References**

1. Resettlement Plan (RP) Gewa Gembogl Sub- Project November 2015
2. Brief Monitoring Report on the Implementation of Livelihood/Income Restoration Program January 2017
3. Monthly Social Safeguards Reports from January to June – 2018
4. First and Second Quarterly Reports for – 2018
5. Semi-Annual Social Safeguards Monitoring Report for July to December 2017
6. Semi-Annual Social Safeguards Monitoring Report, January – June 2018

## **Appendix 2 List of Interviewees**

1. Paul Komba and Sabeth Nulai – Male and female CROs for HRMG
2. Meuca Manga, District Administrator, Kundiawa Gembogl District
3. Nixon Nebare – Former District Administrator for Kundiawa Gembolg District
4. Mr. Chu – Project Manager, China Harbor
5. Blacky Agua – Public Relations Officer, China Harbor
6. Emmanuel Kenwai – Site Engineer, Renardet Consulting S. A.
7. Gibson Winpe – Site Surveyor, Reanrdet Consulting S. A.
8. Margaret Gari – Team Leader for District Sanctioned Reassessment Team
9. Joe Ulka – Nominated Assistant CRO for Mitnande LLG
10. Paul Nombri – Manager Technical Services – HRMG
11. Steven Koleya – National Social Safeguards Specialist - Renardet

### Appendix 3 Photographs



**Photograph 1:** Public consultation held at Ch: 26 + 800 (Bendam Bridge - Road Side Market) during visits by HRMG's and Renardet's Resettlement & Social Safeguards Staff on November 19, 2018



**Photograph 2:** HRMG Officers and DSRT in discussion whilst conducting the joint reverification exercise from the Niglkande LLG section.



**Photograph 3:** Public consultation held with Womatne Catholic Primary School students and staff. The discussions centered on the performance of students since the start of the road project.



**Photograph 4:** Second GRC Meeting held on September 5, 2018 at DOW Provincial Compound in Simbu. The members of GRC were discussing the results of the verification survey to investigate grievances of DPs.



**Photograph 5:** GRC Members seen here in the Third GRC Meeting are; Paul Komba - CRO, Emmanuel Kenwai in the fore ground, Jerry Maki, Amos Dakma and Chairman, Mr. Macau Manga seated further facing the committees, Margaret Gari Team Leader – DSRT, and Toby Baga (DSRT).



**Photograph 6:** Women shown working in Gabion works, a woman dominated non-payroll construction activity.





**Photograph 7:** A woman working as a spotter, a position in traffic management to facilitate passage of vehicles in active construction areas. This position is female dominated.



**Photograph 8:** A pit foreman giving instructions to local hired workers engaged in Sumbur Quarry Extraction & Crushing Site.



**Photograph 9:** Showing an open back PMV heading for Dengalanku, a Catholic Mission Station at the foot of Mt. Wilhelm. The PMV fare initially was Kina 50 but due to the improved road condition, it has now been reduced to Kina 35. It is still expected to be further reduced as soon as the project is completed.



**Photograph 10:** Showing a PMV Toyota coaster bus at Ch: 31 + 630 (Gemboig Village/Bridge) which is the end of the Project. Initially, buses never went this far but because of the improved road condition, people now enjoy the comfort of riding on buses.