

**GOVERNMENT OF VANUATU**

**VANUATU CLIMATE RESILIENT TRANSPORT  
PROJECT  
(VCRTP)**

**Abbreviated Resettlement Action  
Plan (ARAP)**

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## TABLE OF CONTENTS

ABBREVIATIONS .....	5
EXECUTIVE SUMMARY .....	7
I. Introduction.....	14
II. Project Description.....	15
III. Scope of Land Acquisition and Resettlement.....	18
IV. Socio-economic Information of Project Affected People.....	31
V. Key Stakeholders, Consultations and Participation.....	34
<b>1. Stakeholders</b> .....	34
<b>2. Consultations Held</b> .....	34
VI. Policy and Legal Framework for Land acquisition & Resettlement.....	37
<b>Vanuatu Laws</b> .....	37
<b>World Bank Policy</b> .....	39
VII. Entitlements .....	43
<b>1. Eligibility</b> .....	43
<b>2. Entitlements</b> .....	43
<b>3. Other Mitigation Measures</b> .....	45
VIII. Complaints and Grievance Mechanism .....	46
IX. Resettlement Funding Arrangements.....	48
X. Implementation Arrangements.....	50
1. Responsibilities to Implement the ARAP .....	50
2. Capacity building .....	50
XI. Implementation Schedule.....	51
XII. Monitoring .....	54
Appendix 1. Land Ownership (Gazetting of the South Santo Road).....	55
Appendix 2. Signed consultation/Consent Forms by Landowners and leaseholders .....	61
Appendix 3. Minutes of Meetings and Attendance List .....	64
Appendix 3. Asset Inventory and Valuation.....	80

## FIGURES

Figure 1: Length of Sarakata Road Including 14 Bridges .....	16
Figure 2: Villages Along South Santo Road.....	17
Figure 3: Proposed Realignment for Maniao on the South Santo Road .....	21
Figure 4: Proposed Realignment at Okoro River.....	22
Figure 5: Initial Proposed Realignment for Bridge Construction at Navaka River.....	22
Figure 6: Geographic Range of Coastal Reinforcement at Tasiriki Village.....	24

## TABLES

Table 1: Road and Bridge Technical Data .....	18
Table 2: Summary of Proposed Project Activities and Assessment of Resettlement Impacts	20
Table 3: Summary of Potential Resettlement Impacts.....	24
Table 4: Villages and Type of Lands Along South Santo Road .....	25
Table 5: Summary of Affected Persons and Losses .....	29
Table 6: Socioeconomic Profile of Affected People and Communities in South Santo Road	31
Table 7: Summary of Stakeholder Consultations .....	35
Table 8: World Bank Operational Policy.....	39
Table 9: Comparison of Land Acquisition and Resettlement in Vanuatu and WB OP 4.12...	40
Table 10: Entitlement Matrix.....	44
Table 11: Estimated Budget for ARAP Implementation .....	49
Table 12: ARAP Implementation Schedule.....	51

## **ABBREVIATIONS**

<b>AP</b>	Affected Person
<b>ARAP</b>	Abbreviated Resettlement Action Plan
<b>CLMO</b>	Customary Land Management Office
<b>DP</b>	Displaced Person
<b>GBV</b>	Gender Based Violence
<b>GCT</b>	GBV Compliance Team
<b>GOV</b>	Government of Vanuatu
<b>GRM</b>	Grievance Redress Mechanism
<b>GRS</b>	Grievance Redress Service
<b>IPP</b>	Indigenous People's Plan
<b>LARF</b>	Land Acquisition and Resettlement Framework
<b>LMPC</b>	Land Management and Planning Committee
<b>MALFB</b>	Ministry of Agriculture, Livestock, Forestry, and Biosecurity
<b>MIPU</b>	Ministry of Infrastructure and Public Utilities
<b>NGO</b>	Non-government organizations
<b>PAP</b>	Project Affected Persons
<b>PIU</b>	Project Implementation Unit
<b>PWD</b>	Public Works Department
<b>ROW</b>	Right-of-way
<b>SSC</b>	Social Safeguards Consultant(s)
<b>SSR</b>	South Santo Road
<b>VC RTP</b>	Vanuatu Climate Change Resilient Transport Project
<b>VLD</b>	Voluntary Land Donation
<b>WB</b>	World Bank



## EXECUTIVE SUMMARY

This is the Abbreviated Resettlement Action Plan (ARAP) for the 65km South Santo Road, an arterial road, from end-of-seal after Sarakata Bridge to Tasiriki Village (Ch 0.00- Ch 65.00). The road is an important transport route for people along South Santo Road and for approximately 139 upland communities using this road. It also has an important boat landing area in Tasiriki for the people from the West Coast of Santo.

### Scope of Works

The potential infrastructure investments under the project will include: (i) sealing of the existing 65 km of gravel road between Saint Michel and Tasiriki to enhance road resilience and connectivity during rainy seasons; (ii) construction of ten new bridges to address loss of connectivity issues; (iii) repair of four existing bridges with improved traffic safety; (iv) realignment of three of four existing bridges; (v) construction of 102 single and multicellular box culverts to meet forecasted rainfall volume and intensities; and, (vi) construction of other ancillary structures to improve climate resiliency, such as coastal protection, masonry covered drains, unvented drifts, gabion retaining walls, etc.

### Affected Persons

From the 2016 Census, the population in the South Santo Road is 3,062 people. There are five (5) affected persons identified under this project including: (i) two customary families who may lose 1,700 sq m of customary land each due to the bridge realignment in Maniao and Okoro. Navaka bridge impacts will be assessed pending confirmation of more feasible bridge realignment site. (ii) two APs who may lose a copra drier and a semi-permanent store; and (iii) a public school who needs to move back an 800 m fence outside the road corridor.

APs were identified during an asset inventory conducted by the PWD between 24 -30 September 2019 with assistance from the Provincial Agriculture Department, Provincial Lands, Provincial Customary Lands Office, and the project social safeguards consultant. All APs highly support the project and have signed a consent form to allow the project to proceed.

No AP have been identified as vulnerable. During project development, the project is assessed to result in only minor loss of land (estimated. under 1%) and non-land assets (i.e. estimated under 5%) for each AP and minor/temporary impacts on livelihoods as in table below:

Chainage/ Community	Location	Affected Persons/Grou	Affected Assets	Within Road Reserve	Remarks
<b>A. Crops and Trees</b>					
Ch 36.2	1. Maniao Bridge	Jessie Tavoni's family	Crops and trees	No	Lose include: taro (16), pawpaw (17), Naviso (141), citrus (5), Navele (1), Natapoa (6), mango (1), cocoa (8), coconut (21), Natangura (22), and others (1).
Ch 40.2	2. Okoro Bridge	Philip Denis family	Crops and trees	No	Lose include: pawpaw (4), Naviso (18), breadfruit (5), Nakavika (2), coconut (20) and wild sugarcane (1).
<b>B. Structures</b>					
Ch 36.2	1. Maniao Bridge	1. Jessie Tavoni's family	Traditional house	No	1 traditional house made of sago palm leaves. Secondary house being used while gardening.
Ch 40.2	2. Okoro Village	2. Okoro Community	Accommodation for school teacher	No	Semi-permanent house with concrete slab and 1 row of bricks. The rest of the house are made of sago palm leaves including kitchen.
	3. Ebenesa Village	3. Public school	Wire fence (800 m)	Yes	Within the 20m road reserve.
	4. Vunabisu Village	4. Maile Varishi	Copra drier	Yes	Within the 20m road reserve. About 3 m x 4m structure with a combined metal plates, wood, and concrete materials.
		5. Lui Sakari	Semi-permanent shop	Yes	Within the 20m road reserve.
<b>C. Land*</b>					
Ch 36.2	1. Maniao Bridge	Jessie Tavoni's family	Land (1,700 sq m)	No	Partly agricultural lands but mostly undeveloped
Ch 40.2	2. Okoro Bridge	Philip Denis' family	Land (1,700 sq m)	No	Partly agricultural lands but mostly undeveloped lands
Ch 48.2	3. Navaka Bridge	To be confirmed	Land (15,000 sq m)*	No	Partly agricultural lands but mostly undeveloped

Note: \*Land estimate based on Technical Assessment Report for South Santo Road V02, MIPU/World Bank, 17-27 July 2019. To be confirmed during detailed engineering design stage.

## Stakeholder Consultations

Consultations were carried out with the aim of providing meaningful consultation with stakeholder groups and to provide an opportunity for all parties to provide input into the VRCTP. At least 13 stakeholders' consultations were conducted by PWD/MIPU assisted by Provincial Custom Lands Officer, Provincial Lands Officer, Provincial Planner and Social Safeguards Consultant from 17 September to 2 October 2019. PWD/MIPU led community consultations with community leaders and members including potential APs from 24 September to 2 October 2019 and with women community representatives between 18 to 27 September 2019.

During these consultations, participants were informed of the project scope, including potential clearing of crops and trees due to the road upgrading and realignment of three bridges.

From the community and AP consultations above, consulted stakeholders, interviewed APs expressed strong support for the road improvement. Although they will have to harvest, relocate, or lose some planted trees due to the bridge realignment and road upgrading including clearance of the 30 meter road reserve, APs consider these as minor compared to the expected significant project benefits including: (i) comfortable and shorter travel time to and from Santo; (ii) improved public safety; (iii) increased access to larger Santo and Port Vila market; (iv) improved access to basic social services, e.g., health and education; and (iv) avoidance of fatalities resulting from river crossing during rainy season. An additional benefit highlighted by SSR communities is the benefit to remote Santo West Coast people (approx. over 3,000) who travel by boat (as long as 8 hours) to Tasiriki to reach Luganville regularly to sell products and during medical emergencies.

## Impact Mitigation and Entitlements

The table outlines the impact mitigations for losses of identified APs. Replacement of affected non-land assets through provision of material for affected assets, e.g., fence, copra drier and local store and payment-in-kind for affected lands using traditional customary process will be the main approach to mitigate losses by project APs.

Type of Impact	Entitled Person(s)	Entitlements	Implementation Considerations
Loss of land	Customary land owners	Replacement land provided such is available and acceptable to the affected person.  OR  Compensation in kind in a form acceptable to the affected person.  OR  Alternatively, the affected person may agree to voluntarily donate the land without compensation or with partial compensation in forms mentioned above.	For road realignment, replacement land could be in the form of transfer of land from the previous road alignment (effectively a land swap), provided that the previous road alignment section is contiguous with affected person's land, is not occupied by other persons, is technically viable and acceptable to the affected person.  Any voluntary donations are to follow the project's Voluntary Land Donation Protocol.  Only land losses that represent marginal losses (less than 10%) can be considered for VLD. VLD will be accompanied by customary ceremonies and gifts such mats and pigs, acceptable to the affected person to be provided by the Government.
Loss of main structures (houses, shops or similar)	Owner of structure	Compensation in kind with building materials at replacement value plus associated costs for construction and related transactions.	Compensation in kind with building materials in types of materials and quantities acceptable to the affected persons at least sufficient to replace lost asset.
Loss of secondary structures (fences, etc)	Owner of structure	Secondary structures that cannot be feasibly moved will be compensated in kind at replacement value.	
Loss of trees and crops	Owner of trees and crops	Compensation for trees and crops in kind.	Productive trees will be compensated at the rate of five seedlings to one mature tree. Alternatively, based on consultation, APs may opt to receive different types of trees or planting materials. Advance notice will be given to enable annual crops to be harvested before the land is to be cleared.
Disturbance of land during works	Land /structures owners/users	Restoration of land by contractor.	Adjacent land disturbed by road or drainage works will be restored within 7 days.
Unforeseen or unintended impacts	Land users	Determined as per the principles of the World Bank's safeguards policy.	

In line with the World Bank's Policy and the Government of Vanuatu's land laws, the GoV/MIPU will implement a full suite of impact mitigation measures to avoid impacting the livelihood of people in the SSR area:

- Avoidance of damage
- Advance notice to APs
- Pre-works replacement of damages to assets and customary payment for land

### Estimated Budget to Implement the ARAP

The estimated replacement cost (at market value) for affected land and non-land assets under the project is estimated to be VT4,327,050 (USD 44,033). This will be confirmed during detailed design stage.

#### Estimated ARAP Budget

S.N.	Item	Cost (VT)	Cost (USD)
<b>A</b>	<b>Affected Land and Non-Land Assets</b>		
1	Damage to crops and trees for 2 Affected Persons in Maniao and Okoro Bridge sites	495,075.00	4,419.41
2	Damage to structures (1 traditional residential structure, 1 community accommodation, 1 copra drier, 1 semi-permanent shop and 1 fence 800m)	882,000	7,875.00
3	Required land for bridge realignment (1,700sq m for Maniao + 1,700 sq m Okoro + 15,00 sq m for Navaka)	2,060,800	18,400
	<i>Sub Total (A)</i>	<b>3,437,875.00</b>	<b>30,694.41</b>
<b>B</b>	<b>Implementation</b>		
	Asset Inventory validation	56,000	5,000
	Consultations	112,000	1,000
	<i>Sub Total (B)</i>	<b>168,000</b>	<b>6,000</b>
	<b>A + B</b>	<b>3,605,875</b>	<b>36,694</b>
	<i>Contingency (20%)</i>	<b>721,175</b>	<b>7,339</b>
	<b>TOTAL (VT and USD)</b>	<b>4,327,050</b>	<b>44,033</b>

Note: Exchange Rate: USD 1.00 = VT 112.00 as of. 17 October 2019

## ARAP Implementation

PWD/MIPU is the implementing agency responsible for overall guidance and project implementation. PWD/MIPU, headed by the Director-General and through the Employer's Project Manager, implements the project and is responsible for overall planning, management, coordination, supervision and progress monitoring the implementation of the project including the ARAP preparation and implementation. PWD/MIPU, through its Project Implementation Unit (PIU) International and Local Social Safeguards Specialists, ensures compliance with the requirements of such ARAP.

Below outlines the key activities, responsible agency, and timetable for the ARAP implementation particularly on completing payment activities for construction damage to affected persons.

<b>Implementation Timetable</b>			
<b>Main Resettlement Plan Activities</b>	<b>Implementation Schedule</b>	<b>Responsible Agency</b>	<b>Status</b>
<b>A. Land Acquisition and Resettlement Action Plan (ARAP) Preparation</b>			
1. Concept design and scope of works known for South Santo Road.	August 2019	PWD/MIPU	Completed
2. Conduct community consultations to confirm community support for the project and identify potential concerns.	19 September 2019 to construction period	PWD	On-going
3. Initial Asset Inventory. Conduct of initial asset inventory and socioeconomic survey of potentially affected persons.  (Note: Only for Maniao and Okoro bridge realignment and for road upgrading and maintenance. Navaka bridge realignment site still to be confirmed.)	24 September – 2 October 2019	PWD with Department of Agriculture and Department of Lands with Chiefs	Completed
4. PWD submit Draft ARAP to World Bank for review and comments.	15 October 2019	PWD/Social Safeguards Consultants (PWD/SSC)	Completed
5. PWD to submit Revised ARAP to the World Bank.	October 2019	PWD/SSC	TBC
6. Secure consent for 102 culverts	During construction	PWD/ Contractor/ Community Liaison Officer	TBC
<b>B. Procurement &amp; Mobilization of ARAP Funding</b>			
7. Tender advertisement by PWD/MIPU.	March 2020	PWD/MIPU	TBC
8. PWD provision of estimated budget to implement the ARAP through 2020 government budget submission.	November 2019	PWD/MIPU	TBC
9. Contract signing and mobilization of Contractor. Approval of contract by National Tender Board and endorsement by the Council of Ministers.	May- June 2020	PWD/MIPU	TBC
<b>C. Updating the ARAP</b>			
10. During detailed design, review design options to assess and mitigate resettlement impacts.	During detailed engineering design	PWD/SSC	TBC

<b>Implementation Timetable</b>			
<b>Main Resettlement Plan Activities</b>	<b>Implementation Schedule</b>	<b>Responsible Agency</b>	<b>Status</b>
11. Asset inventory validation during detail design (to confirm potentially affected assets due to realignment).	February 2020	PWD	TBC
12. Following detailed design, review all planned project works against detailed design to assess the impacts of loss of land (including land use), structures and trees/crops. (This includes confirmation of no impacts on any given project works.)	Following detailed engineering design	PWD/Safeguards Specialist	TBC
13. Conduct detailed measurement surveys (DMS) and census for any project components that will cause loss of land, land use and non-land property (structures, crops, etc.). The DMS will be conducted together with affected persons and confirm affected persons and quantify losses, including severity of loss of any productive resources.	Following detailed engineering design	PWD/Safeguards Specialist	TBC
14. Conduct consultations with identified land owners and land users and local communities prior to and following the DMS. In consultation with affected persons and their communities, identify preferred forms of compensation set out in the entitlement matrix.	Following detailed engineering design	PWD/Safeguards Specialist	TBC
15. Value all losses and mitigation measures in accordance with the principles set out in the entitlement matrix and prepare updated ARAP budget.	Following detailed engineering design	PWD/Safeguards Specialist	TBC
16. Prepare updated ARAP document.	Following detailed engineering design	PWD/Safeguards Specialist	TBC
17. Endorse updated ARAP for WB Review		PWD/MIPU	TBC
18. WB provides no objection to updated ARAP		WB	TBC
19. ARAP public disclosure	Once approved by WB	PWD/MIPU	TBC
<b>D. ARAP Implementation</b>		PWD/MIPU	
20. Appointment and training of provincial PWDs staff and community representatives on roles and responsibilities for implementing the GRM	June 2020	PWD/MIPU	TBC
21. On-ground consultation and dissemination of notices (in Bislama) about the project's GRM in affected villages	June 2020	PWD/MIPU	TBC
22. Compensation to PAPs (cash or in-kind) for the re-aligned areas and replace affected crops and trees.	June – July 2020	PWD/MIPU Prov Govt	TBC
23. Through Contractor, to provide advance notice and assist with the replacement of affected assets e.g. fences.	June – July 2020	PWD/MIPU	TBC
24. Submit ARAP asset payment completion report to the World Bank for approval	July 2020	PWD/MIPU	TBC

<b>Implementation Timetable</b>			
<b>Main Resettlement Plan Activities</b>	<b>Implementation Schedule</b>	<b>Responsible Agency</b>	<b>Status</b>
<b>D. Commencement of civil works by contractor</b>			
25. Contractor can commence work on other parts of the road that do not involve realignment and where there are no structures and damaged crops/trees have been paid/replaced.	August 2020	PWD/MIPU	TBC
26. Contractor commences works on resettlement impacted areas after compensation (cash or in-kind) for land and non-land assets, submission of report and receipt of “NO” from the WB.	August 2020	PWD/MIPU	TBC
27. Advance notice before commencement of works, completion of payment of damaged assets, as required, for unforeseen damages and losses.	During construction	Contractor	TBC

## I. INTRODUCTION

1. This Land Acquisition and Resettlement Action Plan (ARAP) has been prepared on behalf of the Public Works Department (PWD) under the Ministry of Infrastructure and Public Utilities (MIPU).
2. The absence of regular maintenance of the South Santo Road, exacerbated by climatic change, means that the road requires routine maintenance and rehabilitation as well as climate proofing of the road infrastructure. Poor road conditions are driving up transport costs<sup>1</sup>, hindering access to services and markets, and restricting economic growth in rural areas.
3. The Vanuatu Climate Resilient Transport Project (VCRTTP, the Project) aims to:
  - (i) provide a sustainable climate resilient road infrastructure along the 65km South Santo Road corridor; and
  - (ii) develop a sectoral policy in mainstreaming climate resilience into the road asset management, including road network maintenance.
4. The potential infrastructure investments under the project will include: (i) sealing of the existing 65 km of gravel road between Saint Michel and Tasiriki to enhance road resilience and connectivity during rainy seasons; (ii) construction of ten new bridges to address loss of connectivity issues; (iii) repair of four existing bridges with improved traffic safety; (iv) realignment of three of four existing bridges; (v) construction of 102 single and multicellular box culverts to meet forecasted rainfall volume and intensities; and, (vi) construction of other ancillary structures to improve climate resiliency, such as coastal protection, masonry covered drains, unvented drifts, gabion retaining walls, etc.
5. These works will include strong climate resilience elements to provide resilient infrastructure solutions that are fit-for-purpose and potentially adopting relatively new technologies. The project scope will be finalized in subsequent missions and is subject to confirmation of available financing.
6. The key objective of this ARAP is to provide an effective and practical guideline to the land acquisition process and mitigation measures to affected assets (land and non-land) resulting from the road upgrade, in compliance with planning principles and requirements of current laws and practices of the Government of Vanuatu and the World Bank's Operational Policy 4.12 – Involuntary Resettlement.
7. The overall objectives of the World Bank's policies on involuntary resettlement are the following:
  - (i) Involuntary resettlement (economic or physical) should be avoided where feasible, or minimized, by exploring all viable alternative project designs;
  - (ii) Where it is not feasible to avoid involuntary resettlement, resettlement activities should be conceived and executed as sustainable development programs, providing sufficient investment resources to enable the persons affected by the project to share in project benefits. Affected persons (APs) should be meaningfully consulted and should have opportunities to participate in planning and implementing resettlement programs; and
  - (iii) APs should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.
8. A key objective of VCRTTP is to avoid the acquisition of land and utilize existing road corridors and right-of-way (ROW) as much as possible as reflected in this ARAP. Where works will impact

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<sup>1</sup> Source: Community consultations and focus group discussions with women from 17-2 October 2019

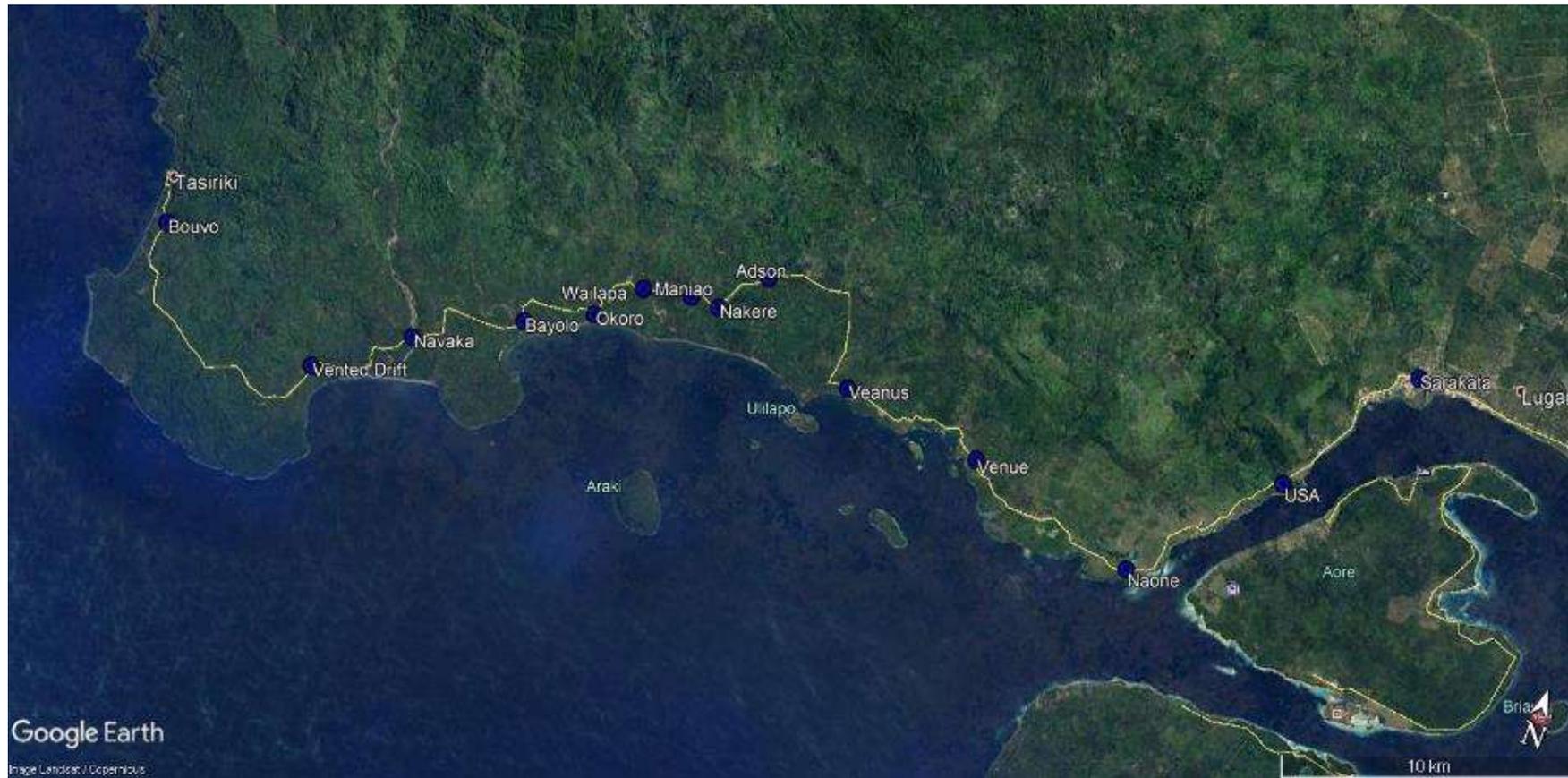
customary lands or private properties such as fences, crops and trees even within road corridors, impact mitigation measures are discussed in the Entitlement Section of this report.

## II. PROJECT DESCRIPTION

9. The project is focused along approximately 65km of the South Santo Road (SSR) between Luganville on the east and Tasiriki on the west (Figure 1). The proposed section of road is a very wet area and has 14 river or waterway crossings and passes directly through 15 villages as below and 169 inland villages identified to be within the project influence area of South Santo Road and West Coast of Santo. Ten (10) of those 14 waterway crossings need to be replaced with a steel truss bridge, or a new RCC bridge. Three (3) bridge locations require realignment. 102 culverts along the road need to be replaced or built. One site needs coastal protection. Proposed locations for these sites had been identified and still to be finalized.

10. The South Santo Road runs through Santo of Sanma Province. In Sanma, there is a total of 524km of roads, of which 124km (24 percent) are sealed, 298km (57 percent) are gravel, and 102km (19 percent) are earth roads. Road infrastructure is inadequately maintained, and in need of both rehabilitation and more routine maintenance. Poor road conditions are driving up transport costs, hindering access to services and markets, and restricting economic growth in rural areas.

11. The South Santo Road plays an important role for Santo, linking its east to its west, while also serving transit traffic between its northwest via Tasiriki and Luganville, which functions as a gateway for the northern part of the country (i.e., Torba, Penama, and Sanma Provinces). Agricultural activities are evident all along the South Santo Road. The level of activity is higher closer to Luganville. Cash crops produced along the road include cattle (South Santo is reputed to produce the finest beef in Vanuatu, copra, cocoa, kava, and sandalwood). Tasiriki is a fishing village and fish are sent to Luganville from the village. The village serves as the transshipment point for produce and goods from remote West Coast by boats daily from at least 88 villages with over 3,000 population.



**Figure 1: Length of Sarakata Road Including 14 Bridges**



### III. SCOPE OF LAND ACQUISITION AND RESETTLEMENT

#### A. Introduction and Methodology

12. This chapter provides a description of the project’s anticipated involuntary resettlement impacts based on the preliminary design prepared during the project preparation. Assessment of impacts was undertaken based on desk review of engineering reports, field surveys of affected areas and consultations with potentially affected people. The preliminary design focused on river crossings. Other components, such as road and drainage improvements will be defined during the detailed design phase.

13. The assessment of resettlement impacts was based on desk review of preliminary bridge design reports as well as field visits and consultations between 17 September to 2 October 2019. An asset inventory was conducted by Public Works Department/MIPU in coordination with Ministry of Agriculture, Livestock, Forestry, and Biosecurity (MALFB) between 24 September to 2 October 2019.

14. The resettlement impacts of the project will need to be reassessed based on the detailed engineering design during project implementation. The ARAP will need to be updated based on the due diligence of the detailed engineering design prior to project implementation.

#### B. Scope of Works

15. The proposed works for the South Santo Road project include: (i) realignment of three bridge locations (Maniao, Okoro, and Navaka rivers); (ii) rehabilitation of 10 of 14 bridges; (iii) upgrading of gravel road to seal as much as WB funding could cover; and (iv) construction of a 190 m coastal protection in front of a school at Tasiriki village.

**Table 1: Road and Bridge Technical Data**

Unit	Details
Road (total length)	65.2 km
Scope of works	Upgrading works of the South Santo Road (Sarakata Bridge to Tasiriki Village) <ul style="list-style-type: none"> <li>• sealing of the existing 60 km of gravel road between Saint Michel and Tasiriki to enhance road resilience and connectivity during rainy seasons;</li> <li>• construction of ten new bridges to address loss of connectivity issues;</li> <li>• repair of four existing bridges with improved traffic safety;</li> <li>• realignment of 3 bridge locations;</li> <li>• construction of 102 single and multicellular box culverts to meet forecasted rainfall volume and intensities; and,</li> <li>• construction of other ancillary structures to improve climate resiliency, such as coastal protection, masonry covered drains, unvented drifts, gabion retaining walls, etc.</li> </ul>
Type of project	Road, bridge and drainage maintenance and improvement and coastal protection/climate-proofing
<i>Source: Project Technical Consultants</i>	

## C. Assessment of Resettlement Impacts of Proposed Project Works

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### 1. River Crossings

16. During the technical assessment, 14 bridges and waterway crossings were identified along the alignment. Four of the bridges were reported to be in fair condition and only in need of minor repairs including improvement in the traffic safety conditions. The remaining 10 crossings are proposed to be re-constructed to consider the roads as all-weather road.

17. Three of the 10 crossings need to be re-aligned in order to provide river crossings at more climate resilient locations. The technical assessment has proposed the new locations as being more suited to bridge crossings as they have straight sections of banks and calmer water flows with minimum impact of scour and flash flooding. The realignments will be within 100 to 300m up or down stream from their current locations. The three sections are:

1. **MANIAO RIVER BRIDGE (KP36.2):** Realignment (Figure 3) is needed to sustain the bridge and provide better climate resilience. It is proposed that the crossing will be aligned to approximately 260m upstream from its current site. The existing bridge is scoured and tends to become a delta during flash floods making it unsuitable for bridge construction. No obvious undue risks or impacts associated with this realignment.
2. **OKORO RIVER BRIDGE (KP40.2):** This section of road requires realignment (Figure 4) approximately 100m upstream of the current site to avoid the future scour of the bridge. The existing site is no longer suitable for new bridge construction due to its river morphology. The realignment follows the path of the previous road and passes very close to a teacher's residences belonging to the school. Depending on the final route, this residence may be impacted. Site investigations for the preparation of this ESIA established that the proposed realignment route passes over a section of riverbank collapse which has resulted in a steep embankment between the road and the river. Any bridge constructed along the proposed realignment would be quite high and would span the gully.
3. **NAVAKA RIVER BRIDGE (KP48.2):** The section needs to be realigned to ensure the new bridge is sustainable and more climate resilient. The technical assessment proposed that the bridge will need to be constructed approximately 170m downstream from the current site. The length of the proposed approach road will be approximately 454m.

18. The proposed realignment sections were inspected during the preparation of this ARAP in September 2019 and it has been determined that more extensive hydrological and geotechnical studies are needed in order to determine the most appropriate section of riverbank for siting the bridge. In Navaka (Figure 5) it is possible that the riverbank in the proposed location is too low and is formed of the alluvial soils making it an unsuitable and possibly unstable place to construct a bridge. In addition to this concern, is the anecdotal evidence provided to the safeguards team by the plantation farmer at the site of the proposed crossing who advised that in the recent past, he has lost nine rows of coconut trees to the river as it has moved its course eastwards. There is the risk of the river moving under the footings of the bridge if it is placed too far downstream on the alluvial plain.

19. Table 2 below shows the details of the existing bridge conditions and suggested improvements recommended by the technical assessment team.

**Table 2: Summary of Proposed Project Activities and Assessment of Resettlement Impacts**

Activity	KP	LOCATION	DESCRIPTION	Assessment of Potential Resettlement Impacts
Replacement Bridge	13.6	Naoneban Bridge	RCC Bridge (20X3.5M) with single span to avoid the risk of flush flood and free board 1.50 to pass the floating trees during flush flood.	To be built on same footprint. Approach roads expected to be on same footprint. Resettlement impacts not anticipated, but to be confirmed during detailed design.
Replacement Bridge	20.2	Venue Bridge	RCC Bridge (20X5.5) with single span to avoid the risk of flush flood and free board 1.50 to pass the floating trees during flush flood.	To be built on same footprint. Approach roads expected to be on same footprint. Resettlement impacts not anticipated, but to be confirmed during detailed design.
Replacement Bridge	26.0	Venaus Bridge	RCC Bridge (15X4.0) with single span to avoid the risk of flush flood and free board 1.50 to pass the floating trees during flush flood.	To be built on same footprint. Approach roads expected to be on same footprint. Resettlement impacts not anticipated, but to be confirmed during detailed design.
Replacement Bridge	35.0	Kere River	RCC Bridge with (13X5M) single span to avoid the risk of flush flood and free board 1.50 to pass the floating trees during flush flood. Vented ford severely damaged with water flowing over the road.	To be built on same footprint. Approach roads expected to be on same footprint. Resettlement impacts not anticipated, but to be confirmed during detailed design.
New bridge + realigned approach road	36.2	Maniao River (Realignment)	No structure is present. Bridge washed away twice. Steel Truss Bridge (30X6.5M) with single span to avoid the risk of flush flood and free board 2.50 to pass the floating trees during flush flood. Re-align the bridge approx. 260m upstream to avoid scour and straight section of river alignment.	New bridge in new location. Realignment of approach road (approx. 0.3 km). Approximate land required is 0.3 km x 30m (including new road reserve) = 300 x 30= 9,000m <sup>2</sup> .
New bridge + realigned approach road	40.2	Okoro River (Realignment)	Steel Truss Bridge (30X6.0M) with single span to avoid the risk of flush flood and free board 2.50 to pass the floating trees during flush flood. Need Gabion retaining walls to stabilize the embankment. Re-align the bridge approx. 100m upstream to avoid scour and straight section of river alignment	New bridge in new location. Realignment of approach road (approx. 0.15 km). Approximate land required is 150m x 30m (including new road reserve) = 4,500 m <sup>2</sup> .
Replacement bridge	43.5	Waialo Causeway	Drift is present. Steel Truss Bridge (50X5.5M) with single span to avoid the risk of flush flood and free board 2.50 to pass the floating trees during flush flood.	To be built on same footprint. Approach roads expected to be on same footprint. Resettlement impacts not anticipated, but to be confirmed during detailed design.
New bridge + realigned approach road	48.2	Navaka River (Realignment)	No structure is present. Require 210X 8.0 meter Steel truss bridge with a minimum span length 70m@3 spans=210m. Need additional hydrological study. Re-align the bridge approx. 170m downstream to avoid scour and straight section of river alignment	New bridge in new location. Realignment of approach road (approx. 300 (R)+200 (L) m). Approximate land required is 500m x 30m (including new road reserve) =15,000 m <sup>2</sup> .
Replacement bridge	52.6	Vented Drift	RCC Bridge (15X5.0M) with return type Wing walls and 200 mm Stone pitching apron; approach road	To be built on same footprint. Approach roads expected to be on same footprint. Resettlement impacts not anticipated, but to be confirmed during detailed design.
New bridge	63.2	Bouvo River	No structure is present. Require 30X 5.5 meter single Steel truss bridge with a minimum span length 30m@1 spans=30m. Need additional hydrological study	New bridge on same alignment. Resettlement impacts associated with bridge and approaches to be assessed during detailed design.

Activity	KP	LOCATION	DESCRIPTION	Assessment of Potential Resettlement Impacts
Box culverts	Various	Various	Estimated 102 box culverts of varying sizes required to replace existing structures and several culverts in new locations where the watercourse has developed due to flash floods. The width of the crossing shall be 7.3m double lane plus two 1m shoulders for a total carriageway width of 9.3 meters.	Culverts not anticipated to cause resettlement impacts. However, due diligence is required during detailed design. This will include inspection and consultation with land owners for installment of new culverts.
Drainage	TBD	TBD	Road upgrading/ improvements expected to include drainage. Road improvement works to be determined during implementation after river crossing works have been fully costed.	Road drainage involve outflow. Resettlement due diligence during detailed design will need to assess impacts of drainage outflow, potential need for easements as well as assess roadside clearance for drainage.
Road upgrading	TBD	TBD	Road upgrading/ improvements expected to include resurfacing on same footprint. Road improvement works to be determined during implementation after river crossing works have been fully costed.	Road improvements not expected to include widening of existing road. (Typical roads widths are considered sufficient for 2 lanes.) Resettlement impacts not anticipated. However, resettlement due diligence during detailed design will need to assess if there if there is road widening, change in vertical or horizontal alignment, or clearing of roadside to enable works that cause impacts.
Coastal protection	64.2+ other potential places	Gabion retaining wall	Road slope protection approx 200-250 m and 200 meter other potential locations.	Resettlement impacts not anticipated. To be reviewed following detailed design.



**Figure 3: Proposed Realignment for Maniao on the South Santo Road**



Figure 4: Proposed Realignment at Okoro River



Figure 5: Initial Proposed Realignment for Bridge Construction at Navaka River

## 2. Road Improvements

20. Improvements to the existing road will be designed during project implementation as part of the detailed design process after water crossings have been fully costed. Road improvements are expected to focus on some sections of the road based on priority needs rather than the entire alignment. Also, the road improvements are not expected to include widening of existing road. (Typical roads widths are considered sufficient for 2 lanes.) Current usage of the land adjacent to the road (for structures, farming, business, etc.) tends to be sufficiently set back from the road edge. As such, during project preparation impacts due to road improvement works could not be fully assessed but are not anticipated. During detailed design, due diligence will be conducted to assess road improvement-related

impacts and specifically address these in the updated ARAP. Below is a summary of types of works planned related to road improvements.

### **2.1. Road Upgrading/Improvements**

21. These are expected to include road resurfacing on the same footprint. Road improvement works will be determined during implementation after river crossing works have been fully costed.

22. The road improvements are not expected to include widening of existing road. (Typical roads widths are considered sufficient for 2 lanes.)

23. Resettlement impacts are not anticipated. However, resettlement due diligence during detailed design will need to assess if there is road widening, change in vertical or horizontal alignment, or clearing of roadside to enable works that cause impacts.

### **2.2. Box Culverts**

24. An estimated total of 102 box culverts of varying sizes are required to replace the existing structures which are no longer serviceable and includes several culverts in new locations where the watercourse has developed due to flush floods. The width of the crossing shall be 7.3m double lane plus two 1m shoulders for a total carriageway width of 9.3 meters. These box culverts are expected to be within the existing road corridor thus resettlement impacts are not anticipated. This will however be confirmed during detailed design. This will include inspection and consultation with landowners for installment of new culverts.

### **2.3. Drainage**

25. Road upgrading/ improvements are expected to include drainage. However, drainage details are still unknown after river crossing works have been fully costed thus road improvement works and potential impacts from drainage outflows need to be considered and resettlement due diligence needs to be conducted during design stage.

## **3. Coastal Reinforcement**

26. At Tasiriki School (Ch 64.5) there is a need for stabilization works along the coastline to protect the road embankment from further erosion caused by sea wave action. The protection proposed in the technical assessment recommended approximately 190m of gabion cages all approximately 4 to 5m high (Figure 6).

27. During the development of this ARAP it was determined that no resettlement impacts are expected as the proposed site is within the 30m road corridor. This however will be reviewed following detailed design.

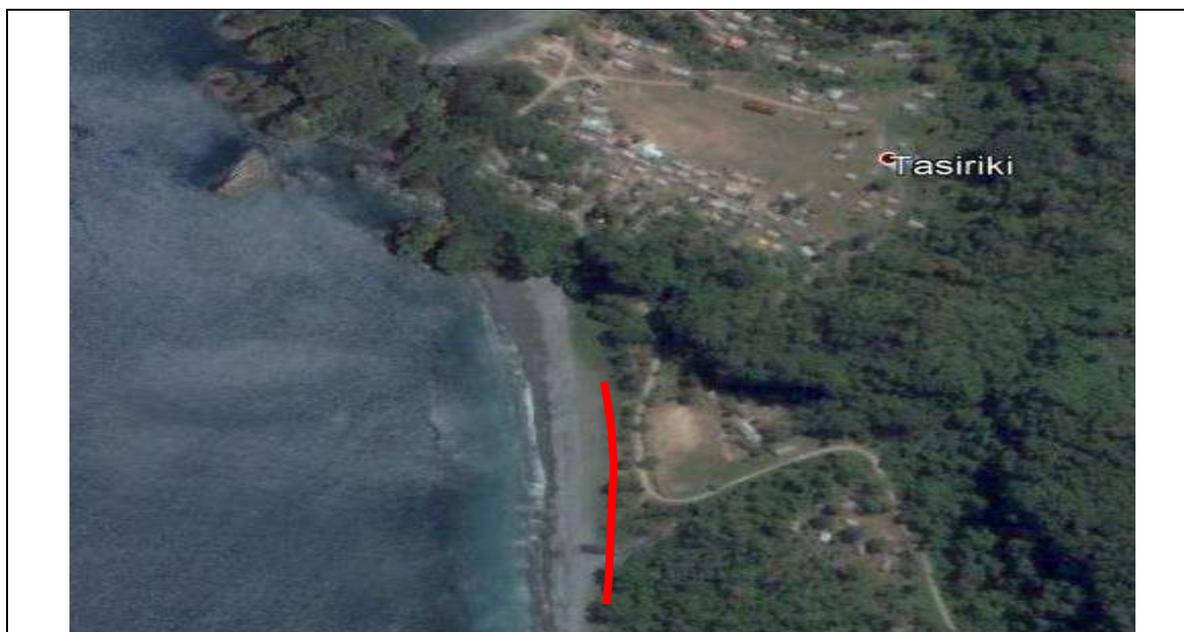


Figure 6: Geographic Range of Coastal Reinforcement at Tasiriki Village

### Summary of Impacts

28. Table 3 below summarizes proposed project activities and components along with assessment of resettlement impacts. The table also indicates where further due diligence will be required during implementation and detailed design. Any impacts causing displacement, loss of land use, loss of non-land assets will need to be included in the scope of the updated ARAP to be prepared following detailed design and prior to implementation of physical works.

Table 3: Summary of Potential Resettlement Impacts

No.	Proposed Works	Resettlement Impacts	Description
1	Replacement of 6 of 10 bridges/water crossings	None	Civil works will be confined to existing road corridor.
2	Realignment of 3 of 10 bridges/river crossings	Yes	Will require approx. 3,400 sq m (1,700 sq m x 2) of customary land in Maniao and Okoro rivers. Navaka will require approx. 9,080 sq m of land for the bridge realignment (3).  Will require moving back of a secondary house (bush materials) used for gardening due to bridge realignment (Maniao bridge).  Will require moving back of a community house from the road reserve due to bridge realignment (Okoro bridge)
3	Construction of a new bridge on existing footprint	To be confirmed	Resettlement impacts associated with bridge and approaches need to be assessed during detailed design.
3	Road resurfacing along the corridor	Yes	Civil works will be confined to the existing road corridor. Potential resettlement impacts

			particularly from assets along the road reserve need to be confirmed during detailed design.
4	Drainage improvement (Improvement or construction of 102 box culverts and drainage outflows)	No	Civil works will be confined to the existing road corridor between 20-30m Gazetted road. Resettlement due diligence during detailed design will need to assess impacts of drainage outflow, potential need for easements as well as assess roadside clearance for drainage.

29. **Water Crossings with No Impacts.** Six of the 10 river crossings (Naone, Venue, Venaus, Kere, Waialo, and Vented Drift) are not expected to cause resettlement impacts as they will be built on existing footprint. Also, a new bridge (Bouvo River) will be constructed within the road alignment. However, resettlement impacts associated with bridge and approaches need to be assessed during detailed design.

30. Moreover, upgrading of gravel road/road resurfacing and improvement or construction of box culverts are not expected to cause involuntary resettlement impacts. Furthermore, the construction of a coastal protection subproject at the last section of the SSR and in front of Tasiriki school is not expected to cause resettlement impacts as the coastal protection will be built within the 30-m road reserve. Resettlement impacts associated with drainage and road upgrading associated works will be confirmed during detailed design stage.

31. **Water Crossings With Resettlement Impacts.** The three (3) proposed bridge realignments in Manioa, Okoro and Navaka are expected to cause involuntary resettlement impacts in these locations as this will trigger the WB's Operational Policy 4.2 on involuntary resettlement as the realignment will require additional customary lands and cause potential damage to non-land assets outside the existing road reserve.

#### D. Land Tenure and Governance in the Project Area

##### Landownership

32. The road and associated road reserve are Government-owned and adjacent land is customary land.

33. The 65 km road is a Gazetted road under the Public Roads Act No. 35 of 2013 (Appendix 1. Land Ownership (Gazetting of the South Santo Road). This means that the road and the associated road reserve is Government land. The designated reserve for the arterial road section of SSR is 15m from the centre line (30m total width) and 10m from the centre line (20m total width) for sections classified as feeder roads under the Public Roads Act.

34. There are 15 villages along the road, with 14 villages under customary land tenure outside the road reserve (Table 4 below).

**Table 4: Villages and Type of Lands Along South Santo Road**

Ch	No.	Name of Village	Land Ownership (outside the road reserve)	Population (2016)
0.0		Sarakate Bridge (end of seal)		
	1	Talua (site for Talua College)	Lease Land	111
	2	Vunabisu (cross road)	Customary land	134
	3	Naonetas	Customary land	85
	4	Sarete	Customary land	221

Ch	No.	Name of Village	Land Ownership (outside the road reserve)	Population (2016)
	5	Namoru	Customary land	328
	6	Ebenesa	Customary land	88
	7	Narua	Customary land	85
	8	Parisa	Customary land	127
	9	Wailapa	Customary land	146
	10	Hukoro & Okoro	Customary land	180
	11	Najara	Customary land	139
	12	Ipayato	Customary land	489
	13	Tanovusvus	Customary land	316
	14	Pelmoli	Customary land	270
64.5	15	Tasiriki	Customary land	343
		<b>Total</b>		<b>3,062</b>

### *Customary Lands*

35. Customary lands are lands belonging to a tribe or a clan. These lands are sometimes owned by numerous people and ownership is passed down through families without formal registration thus issues can do arise when payments in exchange of land are carried out even for public purpose such as a road. During project consultations the representatives of customary land owners of the proposed three bridge realignment and coastal protection sites gave their consent during consultations. In addition, all customary landowners in the road being recommended by local stakeholders for realignment along the nine leased lands. During consultations customary landowners and leaseholders reported difficulties from driving on those winding roads that always collect water in lower sections creating potholes even immediately after maintenance works. Thus, they are willing to work together and resolve any ownership issues that may arise among themselves to have this road upgraded and re-aligned.

### *Leased Lands*

36. Lease lands are customary lands leased by customary landowners or by government on behalf of customary landowners. There are nine leased lands between Sarakata and Talua excluding those within the Municipal Boundary. In the project area, leased lands are only located in the first few km of the SSR beginning from the end of tar-sealed road after Sarakata Bridge to USA Bridge in Talua Village.

37. The leaseholders and custom owners of these nine leaseholds have requested the government to improve road alignment in this section. Six of the nine leaseholders have signed a consent to demonstrate their support for the project (Appendix 2. Signed consultation/Consent Forms by Landowners and leaseholders). Three of the main leaseholders with extensive lease lands include a Korean owning a large cattle farm, an Australian, and a Frenchman who is a major kava planter in Santo. Although there are a number of claimants on these leased lands, the majority of custom owner-claimants have given written consent for the road realignment to proceed, if to become part of the project later on.

## **E. Land and Non-Land Impacts (Structures, Crops and Trees)**

38. The following provides an overview of anticipated impacts for project activities that have already been defined. The final impacts will need to be reassessed based on detailed design during implementation.

39. There are minor land and non-land impacts to communities from the road upgrading and three bridge realignments along the proposed SSR that could be assessed during project preparation based on preliminary design information (**Table 5**). Specifically, there are two customary families who may: (i) lose lands, crops and trees, and residential structures; (ii) a public school will need to move back their fence out of the 20m road reserve, and (iii) two individuals who may lose a copra drier and a semi-permanent shop located on the road reserve due to the road upgrading. The full scope of impacts will need to be assessed following detailed design. Its feasibility however will need to be reviewed by the design engineers and make recommendations to the government and World Bank.

**(i) Loss of Land**

40. Based on the Table 5 below, a total of 18,400 sq m of customary land is estimated to be required for the proposed realignment of two bridges located in Maniao and Okoro<sup>2</sup>. The third bridge location in Navaka River, however, is still to be re-assessed by the technical team to identify a more appropriate location and an inventory to be carried out during detailed design. During the MIPU/World Bank Technical Assessment carried out in August 2019, it was estimated to require 15,000 sq m of land for the bridge realignment including provision for a road reserve.

41. No land acquisition is anticipated for the 102 culverts to be constructed or replaced within the Gazetted 20-30 m road corridor<sup>3</sup>.

**(ii) Loss of Structures**

42. Based on the asset inventory carried out by the PWD/MIPU in coordination with Ministry of Agriculture, Livestock, Forestry, and Biosecurity (MALFB), the following three APs were identified: (i) one family (Jessie Tavoni) who will lose a secondary residential structure made of traditional materials use for gardening in Maniao due to the road realignment; and (ii) two families in Vunavisu village (Maile Varishi and Lui Sakari) who will lose a livelihood source (copra drier and semi-permanent store located on the road reserve) due to the road upgrading, Also, two groups including a public school that needs to move back their 800m long wire fence belonging to the Ebenesa Primary School due to road upgrading and a community school teacher's accommodation belonging to the Okoro Village will need to move back due to the bridge realignment.

**(iii) Loss of Crops and Trees**

43. Customary landholding families associated with the realignment of the bridge approach roads will lose crops and trees such as coconut trees, cocoa, and nut trees due to proposed realignment Maniao and Okoro bridges. Impacts associated with the realignment of the Navaka River Bridge also expected but not yet estimated. Losses of crops and trees will need further assessment during implementation following detailed design.

**(iv) Physical Displacement**

44. Two house structures will be fully affected. A house used for gardening of one household will be fully affected in Maniao due to realignment of the bridge approach road. One community school teacher's accommodation belonging to the Okoro Village will also be fully affected due to the road

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<sup>2</sup> Technical Assessment Report for South Santo Road V02, MIPU/World Bank, 17-27 July 2019

<sup>3</sup>Public Roads Act No. 35 of 2013

realignment for the Okoro Bridge approach road. There is adequate residual land outside the new road reserve for both house structures to be rebuilt. Resettlement assistance beyond compensation for affected houses at replacement value is not required.

**(v) Severity of Impacts on Livelihoods and Productive Resources**

45. Two families will lose productive lands in Maniao and Okoro due to realignment of the respective bridge approach roads. The families have adequate residual lands estimated to be under 1% of the required lands (1,700 sq m each compared approximately to 20,000 ha and 5,000 ha of undeveloped lands the two families own) to continue their agricultural activities. Resettlement assistance beyond compensation for affected lands at market value is not required.

46. Both families will lose cash crops and trees such as kava, coconut, and nut trees. These however will be temporary in nature as the families will be given adequate time to harvest and replant their crops and trees.

47. One of the two families above will lose a traditional residential structure considered as a secondary home used for gardening due to the road and bridge realignment.

48. Another two families will lose a semi-permanent trade store and a copra drier from Ebenesa village, about halfway between end-of-seal road in Sarakata and Tasiriki. Both families are not expected to lose over 10% of their income sources as they will be given adequate notice, replacement materials together with associated cost and related transactions to rebuild their assets. This, however, needs to be confirmed during detailed design.

**Table 5: Summary of Affected Persons and Losses**

Chainage/ Community	Location	Affected Persons/Grou	Affected Assets	Within Road Reserve	Remarks
<b>A. Crops and Trees</b>					
Ch 36.2	1. Maniao Bridge	Jessie Tavoni's family	Crops and trees	No	Lose include: taro (16), pawpaw (17), Naviso (141), citrus (5), Navele (1), Natapoa (6), mango (1), cocoa (8), coconut (21), Natangura (22), and others (1).
Ch 40.2	2. Okoro Bridge	Philip Denis family	Crops and trees	No	Lose include: pawpaw (4), Naviso (18), breadfruit (5), Nakavika (2), coconut (20) and wild sugarcane (1).
<b>B. Structures</b>					
Ch 36.2	1. Maniao Bridge	1. Jessie Tavoni's family	Traditional house	No	1 traditional house made of sago palm leaves. Secondary house being used while gardening.
Ch 40.2	2. Okoro Village	2. Okoro Community	Accommodation for school teacher	No	Semi-permanent house with concrete slab and 1 row of bricks. The rest of the house are made of sago palm leaves including kitchen.
	3. Ebenesa Village	3. Public school	Wire fence (800 m)	Yes	Within the 20m road reserve.
	4. Vunabisu Village	4. Maile Varishi	Copra drier	Yes	Within the 20m road reserve. About 3 m x 4m structure with a combined metal plates, wood, and concrete materials.
		5. Lui Sakari	Semi-permanent shop	Yes	Within the 20m road reserve.
<b>C. Land*</b>					
Ch 36.2	1. Maniao Bridge	Jessie Tavoni's family	Land (1,700 sq m)	No	Partly agricultural lands but mostly undeveloped
Ch 40.2	2. Okoro Bridge	Philip Denis' family	Land (1,700 sq m)	No	Partly agricultural lands but mostly undeveloped lands
Ch 48.2	3. Navaka Bridge	To be confirmed	Land (15,000 sq m)*	No	Partly agricultural lands but mostly undeveloped

Note: \*Land estimate based on Technical Assessment Report for South Santo Road V02, MIPU/World Bank, 17-27 July 2019. To be confirmed during detailed engineering design stage.

#### (vi) Impacts on Cultural Heritage

49. A tabu site (a 2-meter rock), was identified during site visit along the road between Tanovus village and Pelmol village. This will be protected during construction by PWD requiring the contractor to cordon the site to through construction of a clearly marked barricade around the site.

#### (vii) Vulnerable Households

50. Income vulnerability is defined as the risk that a household or an individual will experience an episode of income or health poverty over time. (World Bank 2000: 19). World Bank defines vulnerable people<sup>4</sup> as those displaced, especially those below the poverty line, the landless, the elderly, women and children, indigenous peoples, ethnic minorities, or other displaced persons who may not be protected through national land compensation legislation. Based on this definition, there are no

<sup>4</sup> World Bank Operational Manual 4.12, Revised 2013

vulnerable households, including female-headed households, that were identified during the project preparation.

51. **Benefits:** The communities including APs will benefit through improved mobility due to upgrading of the road providing all season access as well as improved climate resilience. Consulted communities in South Santo (and West Coast of Santo) cited the following main benefits: (i) increased public transport access to the project site up to Tasiriki village daily; (ii) avoidance safety risk due to crossing flooded rivers especially for women and children; (iii) decrease of public transport fares possibly from reduced vehicle maintenance costs and increased local public transport competition; (iv) shorter and regular travel time to Luganville to access high-value markets selling cash crops such as kava, taro and vegetables in the larger markets of Luganville, Port Vila, and overseas; (v) improved access to basic social services such as education and health allowing school children to go home regularly; and (vi) improved income opportunities to the project communities through daily market trips and encourage tourism to South Santo Road. In addition, similar benefits were cited during consultations with people from West Coast of Santo who dock on Tasiriki beach to travel to Luganville and Port Vila.

#### IV. SOCIO-ECONOMIC INFORMATION OF PROJECT AFFECTED PEOPLE

52. The following provides an overview of the social impact assessment and census survey results carried out during project preparation for project affected people to guide the development of this ARAP including: (i) livelihood of affected people and communities; (ii) APs living standards including their access to basic social services; (iii) magnitude of likely impacts of land and asset acquisition on the APs; and (iv) gender and resettlement impacts resulting from the project.

53. There are minor land and non-land impacts to communities from the road upgrading and three bridge realignments along the proposed SSR that could be assessed during project preparation based on preliminary design information (Table 6). Specifically, two (2) customary families who will lose lands, crops and trees, and a secondary residential structure due to the bridge realignment; and (ii) additional two (2) families who will lose an income source (a copra drier and a semi-permanent shop) due to the road upgrading. Also, two (2) community-owned assets will be affected including a public school fence and a community accommodation that will be required to move back outside the 30m road reserve.

54. The full scope of impacts will need to be assessed following detailed design.

**Table 6: Socioeconomic Profile of Affected People and Communities in South Santo Road**

Chainage/Community	Location/Village	Affected Person/Community	Gender	Education Level	Income Source	Loses	Estimated % of Loses
<b>A. Affected Persons</b>							
Ch 36.2	1. Maniao Bridge	1. Jessie Tavoni's Family	M	Primary	Agriculture including kava farming.	Crops & trees, land and traditional house (secondary residence).	Under 1%
Ch 40.2	2. Okoro Bridge	2. Philp Denis' Family	M	Teriary	Agriculture including kava farming.	Crops & trees, land and traditional house.	Under 1%
	3 Vunavisu Village	3. Maile Varishi	M	Primary	Subsistence farmer. Income from cash crops such as kava and copra, and some cattles.	Copra drier	Under 10% of total assets
		4. Lui Sakari	M	Secondary	Income comes from shop, kava, selling vegetables.	Semi-permanent shop	Under 10% of total assets
<b>B. Affected Communities</b>							
Ch 40.2	1. Okoro Village	1. Okoro Village	N/A	N/A	N/A	Community accommodation	N/A
	2. Ebenesa Village	2. Ebenesa School	N/A	N/A	N/A	Wire fence (800 m)	N/A

55. **Livelihood.** Two APs (Family of Jessie Tavoni and Philip Denis) are primarily engaged in larger scale agricultural production particularly kava plantations. South Santo is known for its kava and there is a resurgence of local and international demand after almost 10 years of decline. The two affected customary landowning families have about 2,000 and 5,000 ha each of lands with about at least 2-3 ha planted with kava. Kava is increasingly becoming a lucrative business in this part of Santo where currently more people prefer to plant kava than the traditional cash crops (coconut and fruits and

vegetables). Both the owners of copra drier and store rely on selling cash crops such as kava, copra, and other agricultural produce for income.

56. **Migration.** The four (4) identified APs and two (2) communities owning affected structures are local customary people from this area.

57. **Education.** All four (4) APs have at least primary (Year 6) level education. With one AP (former Santo Member of Parliament) completing at least tertiary education.

58. **Access to Health Services.** All four (4) APs seek medical attention from local clinics or to the national hospital in Santo.

59. **Energy Use.** The APs in this area, similar to most villages in this region, use solar power for lighting and firewood for cooking.

60. **Access to Road and Transportation.** APs generally use public vehicles (small trucks converted as passenger vehicles) to transport their produce to the main markets in Luganville. Travel from the farthest section of the road (Tasiriki village) takes about 2-3 hours or more.

61. **Source of Drinking Water.** Commonly APs rely either on rain water or gravity-fed water source for drinking. The majority of the water supply systems are located in the village outside the road corridor. These include water supply/intakes, pipes which cross the road in a number of places, and community standpipes. Detail design need to consider protection or improvement of the existing water pipes crossing the road.

62. **Energy Use.** The APs in this area use solar power for lighting and firewood for cooking.

63. **Communication.** All APs have access to mobile phones to connect to families and services. There are at least one cellular tower (Digicel) in the project area.

64. **Access to Road and Transportation.** APs generally use public vehicles (4 x 4 trucks converted as passenger vehicles) to transport their produce to the main markets in Luganville. During the consultations, the communities including APs have consistently highlighted the great need for fixing the bridges and the road that cause great hardships for men, women and children in the area.

65. Boats and canoes are used around the area mostly for fishing and leisure, but rarely as a means of transportation to Luganville town.

### **Gender Impacts, Needs, Priorities of Women APs**

66. Women's roles in Vanuatu particularly in the project site include carrying out household chores such as cooking and collecting drinking water, taking care of the children, and maintaining and harvesting garden produce. Both men and women (husband & wife) are commonly responsible for clearing the land for food gardens, assisting with tending the garden, and selling the harvest to markets and commonly decide priority for household budget. During the conduct of socioeconomic survey<sup>5</sup>, the majority of both men and women interviewed, indicated an increasing trend toward joint decision making in all aspects of life. This is a major shift in mental thinking, where cultural practices in the past the majority of decisions were always left to the men.

67. Women can often experience disproportionate impacts associated with road rehabilitation and maintenance projects particularly in areas of road/pedestrian safety and public health. Women along the 65km South Santo Road and the project impact communities in the upland areas of SSR, and West Coast Santo, are keen in upgrading the road and bridges for improved safety, access to better educational

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<sup>5</sup> PWD and Safeguard Team socioeconomic survey conducted between 24 September to 2 October 2019.

facilities and health services including maternal and child care, and improve market access linking them to Luganville. The project is committed to ensuring effective engagement and participation of women during planning, rehabilitation, and ongoing maintenance activities to be reflected in a gender action plan to be prepared by the contractor. Women consulted during a series of female focus group discussions in September 2019 raised concerns about anti-social behavior of contractors, increase of gender violence, potential for poor pedestrian safety, lack of road access provision for people with disabilities, and their ability to access job opportunities associated with the project.

## **V. KEY STAKEHOLDERS, CONSULTATIONS AND PARTICIPATION**

### **1. Stakeholders**

68. There are three key stakeholder groups in the project:

- (i) Government stakeholders including the provincial government, the local level government including the Area Administration, and national government departments including MIPU/PWD, Ministry of Lands and Natural Resources, Customary Lands Management Office, and Ministry of Finance and Economic Management.
- (ii) Communities particularly APs, traditional leaders including village, area council and provincial council chiefs (Malvatumauri), men and women including the youth living along and around the road, and the public including road users, bus-owners, private vehicle owners, and public transport service providers; and
- (iii) Civil society including community women and youth organizations, and church organizations as key stakeholders in the project area thus will be interested in being consulted and involved in project activities.

### **2. Consultations Held**

69. Consultations were carried out with the aim of providing meaningful consultation with stakeholder groups and to provide an opportunity for all parties to provide input into VCRTTP. The meetings targeted four groups of stakeholders: (a) provincial government agencies and development partners in Port Vila and Luganville; (b) NGOs and civil society groups; (c) the South Santo Road and West Santo community members, women members and leaders, and tribal chiefs; and (d) Affected Persons).

70. Thirteen (13) stakeholders' consultations, estimated to be attended by over 200 community members, community organizations, market vendors' association, and women community groups were conducted by PWD/MIPU. PWD/MIPU were assisted by the Provincial Custom Lands Officer, Provincial Lands Officer, and Provincial Planner from 17 September to 2 October 2019. PWD/MIPU led consultations with community leaders particularly with traditional leaders such as village chiefs, chiefs from different area councils, and provincial council of chiefs, youth representatives, and potential APs from 24 September to 2 October 2019. Women community representatives were separately consulted between 18 to 27 September 2019. (See Appendix 3. Minutes of Meetings and Attendance List).

71. During these consultations, participants were informed of the project scope, including potential clearing of crops and trees due to the road upgrading and realignment of three bridges. Also, participants were consulted regarding their expected benefits and concerns, if any, regarding the proposed project scope. Moreover, participants or consulted stakeholders were also informed about the 30-meter road corridor and potential to clear up to this road width.

72. During community consultations, participating communities and APs expressed strong support for the road and bridge improvement (Table 7). Although they will have to harvest, relocate, or lose some planted trees due to the bridge realignment and road upgrading including clearance of the 30 meter corridor for the road works, APs consider these as minor compared to the expected significant project benefits including: (i) comfortable and shorter travel time to and from Santo; (ii) improved public safety; (iii) increased access to larger Santo and Port Vila market; (iv) improved access to basic social services, e.g., health and education; and (iv) significantly reduced risk of injury and fatalities resulting from river crossing during rainy season. An additional benefit highlighted by SSR communities is the

benefit to remote Santo West Coast people (approx. over 3,000) who travel by boat (as long as 8 hours) to Tasiriki to reach Luganville regularly to sell products and during medical emergencies.

73. After community consultations, owners of potentially affected land and non-land assets were consulted. Relevant village chiefs prior to these consultations were consulted to investigate the presence of land disputes and to investigate the right customary land owners to consult in each site.

74. Information about the project grievance redress mechanism - particularly on whom to contact regarding complaints or questions was publicly discussed during these consultations.

**Table 7: Summary of Stakeholder Consultations**

Organization	Contact	Notes
1. World Bank and MIPU	Dung Anh Hoang, Senior Transport Specialist, World Bank  Andre Iatipu, Deputy Director, MIPU	Discussed project scope, priorities, deadline.
2. Sanma Province and Relevant Agencies	Albert Ruddley, Secretary General, Sanma Province, together with 14 provincial and municipal government officials	Discussed road works priorities, scope, timing and required support for South Santo Road Project.  Expressed strong support for the project and willingness to assist with community consultations by appointing provincial officers to assist the PWD Safeguards Team.
3. Provincial Lands Office	Manses Fatdal, Senior Land Officer with Lands Surveyor and Geologist, Customary Land Officer, Deputy Provincial Planner, and Chiefs.	Options for securing required lands within the bridge realignment areas.  Assisted with planning and conduct of community consultations and provided required information by PWD Safeguards Team. Senior Land Officer and 2 Officers (Geologist and Surveyor) joined all community consultations.
4. Tasiriki/Belmol Villages	Chief (with community members and leaders, women)	Discussed project scope, priorities, options, signing of consent form.  Chiefs and community members (men and women) attended and expressed support for the project. Area Administrator also assisted with consultation.
5. Northern Island Market Vendors' Association (South Santo Road association)	Marie Vuti, President Nancy Supe, Saviki Village, West Coast	Discussed project scope, benefits, concerns, recommendations and importance of bridges, culverts.
6. Department of Women's Affairs	Glorai Taleo, Desk Officer	Expressed strong support for the project due to expected benefits by women and their families from improved mobility and its climate change resilience scope. Cited long time hope for the SSR to be upgraded. Also provided suggestions to respond to community/people with disabilities' needs under the project.

Organization	Contact	Notes
7. West Coast leaders and community members (Luganville residents)	Joseph Mape (also works at Health Department)	Discussed project scope, benefits, concerns, recommendations.  Similar to SSR consulted communities, leaders expressed strong support for the proposed project and realization of their long term hope to have the SSR upgraded.
8. Nakere and nearby communities	Area Council, Chairperson	Discussed project scope, benefits, concerns, recommendations.  Expressed strong support for the project including willingness to provide all support required by the project from the chiefs and community groups.
9. Community women's groups (Vimele, Tangoa, Narango, Vunavus, and Pelmol villages)	Glorai Taleo, Desk Officer	Discussed project scope, benefits, concerns, recommendations.  Expressed strong support for the project and confirming benefits for women groups and their families and communities. Willing to provide all support required by the project from them.
10. South Santo Landowners and Land Lease Claimers	Area Secretary of South Santo	Discussed project scope, benefits, concerns, recommendations and signing of consent forms for realignment
11. Individual meetings with AP	Jessie Tavoni (Maniao Bridge)	Discussed project scope, benefits, concerns, recommendations. Conducted joint asset inventory.  Expressed strong support for the project including willingness to provide support including required land for realignment, clearance of crops, moving back of structures from the road reserve.
12. Individual meetings with AP	Philip Denis (Okoro Bridge)	Expressed strong support for the project including willingness to provide support including required land for realignment, clearance of crops, moving back of structures from the road reserve.
13. Individual meetings with affected school	Individual meeting with Deputy Principal of Ebenese School	Conducted joint asset inventory and measurement from centreline to fence. Expressed strong support for the project including willingness to provide support including required land for realignment, clearance of crops, moving back of structures from the road reserve.
14. Meeting with landowners for bridge realignment lands	Land owners from Maniau and Okoro Villages	Strong support expressed for the project and full acceptance of voluntary land donations for realignment and donation of seedlings and assistance from GoV to help replant any lost crops.

## VI. POLICY AND LEGAL FRAMEWORK FOR LAND ACQUISITION & RESETTLEMENT

### Vanuatu Laws

75. These laws include the relevant provisions of the Constitution of the Republic of Vanuatu, legislation relating to land leases, management of customary land, and other acquisition and land ownership laws that are relevant to the VC RTP. These are detailed below.

#### Constitution of the Republic of Vanuatu

76. The Constitution of the Republic of Vanuatu (the Constitution) is the source of modern land law and sets up the key provisions for land ownership, land management and land status. Under Article 74, the Constitution provides that “the rules of custom” form the basis of land ownership in Vanuatu and all land was nominally returned to customary ownership at independence from colonial rule in 1980. Further Articles of the Constitution emphasize importance to custom and custom owners in land tenure and land use. Article 80 also allows the government to own land acquired by it in the public interest. In general, there are two distinct categories of land in Vanuatu: (a) customary land which is land identified, marked and known by its owners and occupiers and the ownership is based on custom (*kastom*), and (b) leased land which is land converted into a lease, but ownership still rest with custom owners, have been surveyed and marked and registered in the land records of Vanuatu and have placed on them a modern legal status of ‘indefensibility’ of title.

#### State land

77. Within the category of leased lands there is one category where land is classed as ‘state land’ (or ‘Public land’). These are land spaces which are marked and identified and mapped and are recorded in the same manner as leases, but are owned controlled by the State (government). These are spaces that usually accommodate services and facilities such as roads, hospitals, schools, airports, wharves, public facilities, sports fields and similar infrastructure, meant for public purposes. State lands are often classified as “special leases.” There are other lease types such as commercial, industrial, residential and agricultural. Infrastructure such as roads is envisaged to be built on state land.

#### Land Leases Act [CAP. 163]

78. The Land Leases Act is the primary legislation that provides for the leasing, management and administration of land dealings in Vanuatu. Under this law, the system for creation, management, administration and enforcement of leases is defined. The Act gives necessary powers and duties to the Minister of Lands and Director of Lands for the management and administration of leases. For persons who have leases in Vanuatu, whether as an individual, corporation, organisation or group, the Act provides security over their leases and regulates the contractual relationship that is established under a lease instrument. An important administrative body is established under the Act, the Land Management and Planning Committee (LMPC), whose role it is to process, determine and recommend approvals of leases to the Minister of Lands.

#### Public Roads Act No. 35 of 2013

79. The Public Roads Act provides for the designation, planning, administration, construction, and maintenance of public roads. The Act defines the *road reserve* as:<sup>6</sup>

- (a) land that is set aside for the purposes of a road and within the boundaries of the road,

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<sup>6</sup> Republic of Vanuatu, 2013, Interpretation of road reserve

- (b) Where there are not clearly defined boundaries identifiable by cadastral map or by a survey recognised and recorded by the Department of Lands, the boundaries of the road is to be determined as:
- (i) 15 metres either side of the centreline for an arterial road; or
  - (ii) 10 metres either side of the centreline for a feeder road or an urban road,
- unless there is an existing agreement on boundaries between the Road Administrator and the landowner adjoining the road

80. The Act defines *road users* as “people who use the road including drivers and passengers of vehicle transport, public transport users, pedestrians and cyclists.”<sup>7</sup> Although the Act was gazetted in 2013, the Minister of Infrastructure and Public Utilities is still to commence implementation of this Act as it will require significant budget support.

### **Land Acquisition Act 1992 [CAP. 215]**

81. The Land Acquisition Act sets out procedures for exercising the government’s powers to acquire land in the public interest. The first step is a decision by the Minister that particular land is required for a “public purpose”, which the Act defines as “utilization of land necessary or expedient in the public interest and includes a purpose which under any other written law is deemed to be a public purpose.”<sup>8</sup> It establishes a procedure, from initial notification and investigation to notice of intended acquisition, appeals, inquiry into compensation, further appeals, payment of compensation and taking of possession. The Act allows the government to acquire both customary and leased or alienated land, but in practice the government usually negotiates with landowners to avoid compulsory acquisition.

### **Land Acquisition (Amendment) Act 2014 (No. 31 of 2014)**

82. The Land Acquisition (Amendment) Act 2014 amends the Land Acquisition Act 1992, with the inclusion of a new section (7A), which gives power to the Minister to stop an acquisition process if he or she is satisfied that the proposed acquisition could be detrimental to the State. It also amends Section 9 on matters to be considered in determining compensation.

83. The Minister may direct the acquiring officer to investigate in the suitability of land for acquisition and to serve notices of investigation or intended acquisition on the custom owners or persons interested in the land. The Minister shall decide whether that land or easement shall be acquired, after having heard possible objections of owners and the acquiring officer's recommendations on those objections. Where the Minister decides under Section 4 that a particular land or easement should be acquired under this Act, he or she shall make a written declaration to that effect. Other provisions concern compensation and other procedures for the taking of possession by the State and appeals to the Supreme Court.

### **Land Reform Act [CAP. 123]**

84. The Land Reform Act specifies that all land titles will be customary held by traditional owners, whose lineage can be traced back 200 years. It separates and makes important distinctions between indigenous owners and non-indigenous land users. This was a law that was enacted in the early 1980s to allow the Minister of Lands to act on behalf of customary land owners on lands which are in dispute but have actual developments and dealings occurring on them.

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<sup>7</sup> Republic of Vanuatu, 2013, Interpretation of “road users”

<sup>8</sup> Republic of Vanuatu, 1992, Land Acquisition Act, Part I, Interpretation of “public purpose”

### **Customary Land Tribunal Act No. 7 of 2001 [CAP. 271]**

The Customary Land Tribunal Act legislated a new system for dealing with customary land disputes. It establishes the process for Land Tribunals to be set up from Village, Area and Island Land Tribunals. However, this Act was since repealed in 2013, and new legislation for managing customary land disputes is now in place.

### **Customary Land Management Act No. 33 of 2013**

85. The Customary Land Management Act passed in 2013, to install a new system and procedures for the resolution of land disputes over customary land between disputing parties. It establishes a process of managing and resolving land disputes. It required a new office to oversee, implement and enforce the new legislation, called the Customary Land Management Office (CLMO). It is now formalised that customary institutions termed ‘nakamals’ and ‘custom area land tribunals’ will resolve customary disputes. This Act substitutes the jurisdiction of the formal courts to resolve customary land matters. Formal courts still have jurisdiction to deal with matters relating to land that are subject to the Land Leases Act [CAP. 163]. When a properly constituted decision from a nakamal becomes recorded, interests in land that are binding in law and are not subject to appeal to, or judicial review by, any Court of Law. Any new and fresh disputes by parties over customary land must be channelled through the CLMO.

86. Based on the above Acts, there are five options available within the laws of Vanuatu to obtain customary ownership and use of land in the country: (i) Through bloodline – descendants; (ii) Through “a will” of a custom land owner; (iii ) Perpetual right to use the land through the consent of the land owner; (iv) By a formal lease to the land owner; and (v) through the Compulsory Acquisition Act for public interest. The first three options are transactions through the traditional governance system, and the government could use Options (ii) and (iii) process for acquiring land for public interest. Both had been used for public institutions such as schools, health centres, etc. Option (ii) will involve voluntary transfer of ownership to the government, through custom ceremonies, involving exchanging custom gifts (e.g., pigs, mats food, etc., according to the custom of a particular area) in exchange for the land. There is also a process that guides the decision making in disputed customary lands through the local land courts (Nakamals) under the Customary Land Tribunal Act No.7 of 2001 [CAP.271]. It legislated a new system for dealing with customary land disputes. It also establishes the process for Land Tribunals to be set up from Village, Area and Island Land Tribunals. This process allows land disputes to be elevated to the Supreme Court if local customary land courts could not make a determination on customary ownership.

### **World Bank Policy**

87. The World Bank has a series of Operational Policies (OP) and Bank Procedures (BP) relating to social safeguards which outline that project designs are to be informed by appropriate social assessments. The current policies and procedures for social safeguards are summarized in Table 6 below, which highlights those that have been triggered and the relevance of the respective safeguard policy for VCRTP. The table shows that there is one policy that are have relevance to VCRTP, and while not all are currently triggered, they will be addressed in this PESMP to account for potential future changes.

**Table 8: World Bank Operational Policy**

<b>OP</b>	<b>Operational Policies</b>	<b>Triggers</b>	<b>Relevance to VCRTP</b>
4.10	Indigenous Peoples	“when Indigenous Peoples are the sole or the overwhelming majority of direct project beneficiaries, the elements of an IPP should be included in the overall project	Applicable: In the case of the project, because Indigenous Peoples are the overwhelming majority of direct project beneficiaries, a separate

OP	Operational Policies	Triggers	Relevance to VCRTTP
		design, and a separate IPP is not required.”	IPP has not been prepared. Instead, the elements of a IP Plan have been integrated into the project's overall design. They include: (i) Free, prior, and informed consultation leading to broad community support during project preparation; (ii) Measures to ensure culturally appropriate processes and benefits; (iii) Measures to ensure that adverse impacts are mitigated and (iv) Measures for disclosing key project documents in a language understandable to them.
4.12	Involuntary Resettlement	Direct economic or social impacts that are caused by: (a) involuntary taking of land (including non-land assets) resulting in (i) relocation or loss of shelter; (ii) loss of assets or access to assets; (iii) loss of income sources or means of livelihood, whether or not the affected persons must move to another location; or, (b) the involuntary restriction of access to legally designated parks and protected areas resulting in adverse impacts on the livelihoods of the displaced persons.	Triggered. Involuntary resettlement expected. Land acquisition (bridge realignment sites) and customary lands that maybe required outside the road reserve due to the road upgrading, but this will be via informed consent by the customary land owners.

88. The VCRTTP is a category B project under WB involuntary resettlement screening guidelines and requires preparation of this Land Acquisition and Resettlement Action Plan (ARAP). Due to the nature of the project it is expected that social impacts will be site specific, few if any are irreversible, and mitigation measures can be readily designed and implemented. In accordance with the WB Operational Policy 4.12 Involuntary Resettlement Assessment this ARAP includes information on mitigation, monitoring, capacity development and training, and implementation costs. The ARAP outlines the potential involuntary resettlement impacts and the measures needed to prevent, minimise, mitigate or compensate for adverse impacts caused by the project.

### Policy GAP Matrix

89. Using the table below (Table 9), a comparison was conducted to identify the key differences between World Bank’s Operational Policy 4.12 and Vanuatu’s laws on land acquisition and resettlement. Any gaps between the Vanuatu laws and the WB OP 4.12 will be resolved in favour of the WB OP 4.12.

**Table 9: Comparison of Land Acquisition and Resettlement in Vanuatu and WB OP 4.12**

ID	WB OP 4.12 Safeguards	Vanuatu Law	Resolution
1	Avoid resettlement impacts wherever possible	There is no minimum standard that requires the projects to avoid resettlement impacts.	Ensure all resettlement and land acquisition and impacts on community and business/ productive interests are avoided, wherever possible.

ID	WB OP 4.12 Safeguards	Vanuatu Law	Resolution
2	Minimise impacts by exploring project design alternatives	There is no minimum standard that requires the projects to minimise land acquisition and impact on the community.	Ensure all resettlement and land acquisition and impacts on community and business/ productive interests are minimised by design, wherever possible.
3	Enhance, or at least restore, the livelihoods of all APs/DPs in real terms relative to pre-project levels	Compensation is determined based on issues including land type, crops etc. It also does not necessarily require that compensation be provided and that conditions of the affected people be the same level or better than pre-project situation	Compensation for losses by land owners and leaseholders will be considered in the entitlement. Land is valued by Valuer General (VG) in Ministry of Lands and Natural Resources (MLNR). The VG will be used (refer ID 8).
4	Improve the standards of living of the affected poor and other vulnerable people. It covers both economic and physical displacement	Laws and practices in Vanuatu do not recognise the standards of living of the poor and vulnerable, in determining compensation for land acquisition and resettlement.	WB OP 4.12 will be to used to ensure assistance will be provided to vulnerable APs, if any identified, to ensure that living standards are the same as, or wherever possible better than, pre-project levels.
5	Screen the projects resettlement impacts and risks early in the project	Laws and practices in Vanuatu, relating to Government capital works projects, require that the project budget consider and includes associated resettlement and land acquisition costs. However, there are no other assessments of resettlement impacts required prior to budget approval, hence capital works commencing.	WB OP 4.12 will be enforced to recognise resettlement impacts and risks, including through this ARAP and subsequent updates.
6	Carry out meaningful consultations with participation of APs/DPs, inform all APs/DPs of their entitlements and resettlement options. Pay particular attention to the needs of vulnerable groups	The law, and current practices, does require the land acquisition and relocation orders to be disclosed several times over radio and in the printed media over a one-month period, as well as display on-site. However, there is no recognition of vulnerable groups nor the consultation with, or participation of, APs/DPs at any part of the process, except in the case of people given opportunity to make objections.	WB OP 4.12 will be in use to ensure that the prepared ARAP and its implementation will require a level of participation and consultation.
7	Establish a grievance redress mechanism	Vanuatu has a grievance redress system for general village matters, backed by the chief. Redress has also been set up at Provincial level, through the Customary Land Tribunal.	WB OP 4.12 will be enforced to ensure an appropriate multiple level grievance redress system, which allows AP/DP participation, relatively rapid action and results, as well as encompassing existing grievance procedures.
8	Improve, or at least restore the livelihoods of all APs/DPs through (i) land-based resettlement or cash compensation at replacement value as relevant, (ii) prompt replacement of assets, and (iii) prompt compensation at full replacement cost.	In Vanuatu valuation of land is stipulated by Law, and is conducted based on several factors regarding that specific plot of affected land such as lease and ownership type; location of property; amenities; market price of nearby properties; physical land characteristics; and intangibles  The law specifically points out times for disclosure prior to valuation, time for objection to valuation and acquisition of lands and assets. However, the law does not provide any clauses for compensation, income restoration and entitlements to be provided to the AP/DP in “prompt” manner.	The VG will be used to determine compensation requirements relating to land, land-based income losses. All other compensation, such as non-agricultural business entitlements will be at the existing market rates.  At the end of the disclosure period, as soon as practicably possible, as per WB OP 4.12, compensation will be provided promptly.
9	Provide APs/DPs with needed assistance including i) if there is relocation, secured tenure to relocation and better housing; ii) transitional support and development	In Vanuatu, land acquisition, resettlement and compensation for land-based losses are included under the law. However, impacts on landowners or leaseholders are less clear and there is no recognisable transitional support mechanism under the law.	WB OP 4.12 will be enforced in supplementing the Law of Vanuatu, in order to cover transition assistance requirements, landowners or leaseholders, as required.

ID	WB OP 4.12 Safeguards	Vanuatu Law	Resolution
	assistance; and iii) civic infrastructure and community services as required		
10	Develop procedure in a transparent, consistent and equitable manner if land acquisition is through negotiated settlement	As a project under the Government of Vanuatu, all lands by law must be acquired for capital works, based on the orders of the Minister for Lands.	This aspect of the WB OP 4.12 relating to “Negotiated land acquisition” is not applicable. Therefore, Vanuatu laws and practices will be adopted for this purpose.
12	Prepare a ARAP elaborating on APs/DPs entitlements, income and livelihood restoration strategy	Land acquisition and resettlement and compensation is carried out focusing on affected households and the values of the land and structures affected. However, an ARAP is not specifically required.	WB OP 4.12 will be enforced to ensure an RP is prepared and is updated at the time of detailed design.
13	Disclose a RP in an accessible place and a form and languages understandable to the APs/DPs and other stakeholders	Although the Law does not require an actual ARAP to be prepared, its clauses do necessitate notices and official valuations by the MLNR to be prepared. The law, and current practices, also requires that land acquisition and relocation orders for a specific site be disclosed several times over radio and in the printed media over a 1-month period, as well as display on-site. However, only the radio would be useful for the illiterate to become informed of any pending land acquisition and resettlement activity on a specific site	This practice will be maintained in addition to the ARAP being disclosed on the government website. If APs are found to have low literacy a further disclosure through public meeting may be held. Key principles, entitlements and GRM will be disclosed to people in affected areas through consultation and disclosure meetings.
14	Conceive and execute resettlement as part of a development project or program	The MLNR does have a large budget for land acquisition and resettlement for capital works projects allocated on an annual basis. Government agencies will develop their work plans for the following fiscal year. At this time, proposals for projects where land acquisition is involved should be submitted. This is subject to the approval of the Council of Ministers	Laws and practices in Vanuatu, relating to government capital works projects, require that the Project budget consider, and includes, associated resettlement and land acquisition costs.  No supplementary measure required.
15	Provide compensation and other entitlements before physical or economic displacement	Compensation is to be provided after a period of disclosure and a period for objection has finished. However, legislation does not clearly state that compensation will be provided prior to commencement of construction, which would force. physical/economic displacement impacts to occur.	WB OP 4.12 will be enforced to ensure land acquisition, resettlement and / or compensation measures are completed prior to commencement of construction.
16	Monitor and assess resettlement outcomes and their impacts on the standards of living of APs/DPs	There is no specific clause in the law of Vanuatu that required monitoring and assessment of APs/DPs during or after land acquisition and resettlement commences	WB OP 4.12 will be enforced to ensure that internal monitoring and evaluation program is set up for this project. Although not currently expected, external monitoring program may be required if land acquisition and resettlement impacts are required

## VII. ENTITLEMENTS

### 1. Eligibility

90. As per the WB Policy 4.12, the following affected persons are eligible for replacement to damages resulting from construction as a result of impacts from the project:

- (i) those who have formal legal rights to land (including customary and traditional rights recognized under the laws of Government of Vanuatu);
- (ii) those who do not have formal legal rights to land at the time the sub-project is identified but have a claim to such land or assets -- provided that such claims are recognized under the laws of Government of Vanuatu or become recognized through a process identified in the ARAP;
- (iii) those who have no recognizable legal right or claim to the land they are occupying. These persons are provided resettlement assistance instead of compensation for the land they occupy, and other assistance, as necessary, to achieve the objectives of the World Bank *Involuntary Resettlement Policy OP 4.12*, if they occupy the project area prior to a cut-off date established by Government of Vanuatu and acceptable to the World Bank. Persons who encroach on the area after the cut-off date are not entitled to compensation or any other form of resettlement assistance; and
- (iv) All persons included in (a), (b), or (c) are provided assistance or replacement for loss of assets other than land.

### 2. Entitlements

91. The entitlement matrix presents forms of compensation and assistance to be provided to affected people as part of the ARAP implementation. The entitlement matrix will be review and revised as needed when the ARAP is updated following detailed design. The entitlements may be improved or more detailed guidance included as needed to meet actual needs, however, the standards of entitlements may not be lowered.

92. The eligibility and entitlement for affected persons are summarized in Table 10 below:

**Table 10: Entitlement Matrix**

Type of Impact	Entitled Person(s)	Entitlements	Implementation Considerations
Loss of land	Customary land owners	Replacement land provided such is available and acceptable to the affected person.  OR  Compensation in kind in a form acceptable to the affected person.  OR  Alternatively, the affected person may agree to voluntarily donate the land without compensation or with partial compensation in forms mentioned above.	For road realignment, replacement land could be in the form of transfer of land from the previous road alignment (effectively a land swap), provided that the previous road alignment section is contiguous with affected person's land, is not occupied by other persons, is technically viable and acceptable to the affected person.  Any voluntary donations are to follow the project's Voluntary Land Donation Protocol.  Only land losses that represent marginal losses (less than 10%) can be considered for VLD. VLD will be accompanied by customary ceremonies and gifts such mats and pigs, acceptable the affected person to be provided by the Government.
Loss of main structures (houses, shops or similar)	Owner of structure	Compensation in kind with building materials at replacement value plus associated costs for construction and related transactions.	Compensation in kind with building materials in types of materials and quantities acceptable to the affected persons at least sufficient to replace lost asset.
Loss of secondary structures (fences, etc)	Owner of structure	Secondary structures that cannot be feasibly moved will be compensated in kind at replacement value.	
Loss of trees and crops	Owner of trees and crops	Compensation for trees and crops in kind.	Productive trees will be compensated at the rate of five seedlings to one mature tree. Alternatively, based on consultation, APs may opt to receive different types of trees or planting materials. Advance notice will be given to enable annual crops to be harvested before the land is to be cleared.
Disturbance of land during works	Land /structures owners/users	Restoration of land by contractor.	Adjacent land disturbed by road or drainage works will be restored within 7 days.
Unforeseen or unintended impacts	Land users	Determined as per the principles of the World Bank's safeguards policy.	

### 3. Other Mitigation Measures

93. The following measures will be implemented to minimize and mitigate losses together with the actions set out in the entitlement matrix.

- *Avoidance of damage.* The Contractor will confine the civil works within a corridor of impact within the road reserve. The corridor of impact will be defined during detailed design but is to be limited to actual works needed road realignment works and road improvements. This limit guided the asset inventory validation conducted by MIPU/PWD's Engineer and Social Safeguards Specialist in September 2017:
- *Advance notice to APs.* The Contractor and PWD will provide advance notice to APs prior to commencement of works through individual consultation informing them about the road rehabilitation and maintenance, and bridge realignment works. Also issuance of a formal Notice to move back or re-plant their crops outside the road carriage way.
- *PWD/MIPU-led damages approach.* Pre-works replacement of damages to assets that could not be avoided will be provided PWD/MIPU to the APs. Replacement of affected non-land assets and performance of customary ceremony for donating customary land to the project will be confirmed by PWD/MIPU prior to commencement of works. Prior to clearing, the contractor will confirm with AP if their assets will still be removed by the contractor and compensation/replacement of damaged assets will be provided at least 2 weeks prior. Once compensation/replacement of damaged assets to APs is confirmed by PWD/MIPU, PWD/MIPU will provide the Contractor notice to proceed with removal of affected assets to commence with construction work.
- For land assets, performance of customary ceremony between MIPU/PWD and the AP will need to be conducted prior to commencement of works.

## VIII. COMPLAINTS AND GRIEVANCE MECHANISM

94. During the course of these proposed works, it is possible that people may have concerns or grievances with the project's performance which may include any aspect of the implementation or an activity or a component of the project. Issues may occur during project preparation, design, construction and again during operation. Any concerns will need to be addressed quickly and transparently, and without retribution to the affected person (AP) or group of people involved.

95. Complaints can be made through different channels, such as the traditional and culturally responsive local practice of using the local chiefs as the priority contact. The chiefs represent tribal groups/clans in the community. Complaints can also be made online, phone, in-person, the local GBV/Human Trafficking/SAE Service Provider, the manager(s), or the Police. Complaints should be able to be made in different ways such as online, via telephone or mail, or in person. Anonymity should be ensured if the complainant so desires it, especially about GBV/Human Trafficking/SAE.

96. This GRM has been developed to satisfy both Vanuatu legislative and WB GRM requirements as well as being developed in line with the Country Safeguard Systems. This GRM is also integrated into the Project level GRM described in the ESMP and ESIA. If there were a need to use the GRM then the following process is to be used.

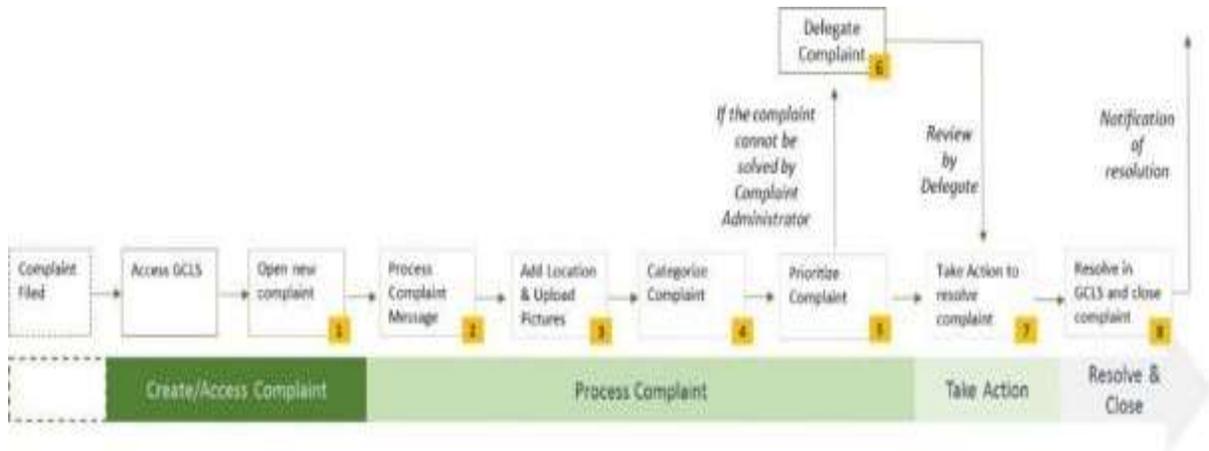
97. **Complaints:** Minor concerns or complaints that are given verbally to the Contractor or Supervision Engineer on site, the process would commence with an attempt to sort out the problem directly at the subproject level between the Contractor and the concerned individual or community.

98. Most complaints arise during construction are expected to be minor complaints concerning traffic, dust or noise that should be able to be resolved quite easily. All complaints arriving at the Contractors Site Office are to be forwarded to the Contractor's Community Liaison Officer (CLO) and entered into the complaints register that is maintained by the Contractor and kept at the site. Details recorded will be: date, name, contact address and reason for the complaint. A duplicate copy is given to the AP for their record at the time of registering the complaint. The register will show when the issue is to be dealt with and who has been directed to deal with the complaint, the date that the AP was informed of the decision and how the decision was conveyed to the AP. The register is then signed off the person who is responsible for the decision and dated.

99. For most complaints, if immediate resolution is achieved and the complainant is satisfied, the matter will be recorded in the site diary and reported in the regular monthly report submitted and considered closed.

100. **Grievances:** If the issue cannot be resolved at the complaint level then it will be considered to be a grievance and will be addressed by being referred by the Contractor or Supervision Engineer toward the Community Liaison Officer (CLO) within the PIU. The CLO will be the manager of the GRM. The CLO will log it into the 'Grievance and Complaints Logging System' (GCLS) database for tracking and reporting on resolution. In accordance with the World Bank's 'Citizen Engagement' commitments under IDA 17, key indicators from the GRM are published online at the VCRTTP project website.

101. All complaints must be acknowledged within 24hrs. The following procedure is followed to address complaints:



102. **GCT:** The VC RTP Code of Conduct and Action Plan for the Prevention of GBV, Human Trafficking, and SAE detail the specific GRM processes and responsibilities. The project shall establish a ‘GBV Compliance Team’ (GCT). The GCT will include, as appropriate to the project, at least four representatives as follows: the VC RTP PIU Community Liaison Officer, an appropriate Contractors representative, the supervision engineer and, a representative from the GBV/Human Trafficking/SAE service provider.

103. **WB Level Resolution:** In addition to the above project level GRM, communities and individuals who believe that they are adversely affected by a WB supported project may submit complaints to the WB’s Grievance Redress Service (GRS). The GRS ensures that complaints received are promptly reviewed in order to address project-related concerns.

104. Project affected communities and individuals may submit their complaint to the WB’s independent Inspection Panel which determines whether harm occurred, or could occur, as a result of WB non-compliance with its policies and procedures. Complaints may be submitted at any time after concerns have been brought directly to the WB’s attention, and WB Management has been given an opportunity to respond.

105. For information on how to submit complaints to the World Bank’s corporate GRS, please visit <http://www.worldbank.org/GRS>. For information on how to submit complaints to the World Bank Inspection Panel, please visit [www.inspectionpanel.org](http://www.inspectionpanel.org).

-

## **IX. RESETTLEMENT FUNDING ARRANGEMENTS**

106. The budget to implement the ARAP is estimated to be VT5,559,174 (USD 55,441). This estimate is based on a preliminary assessment of project impacts during project impacts and on the principle of replacement cost. During project implementation and following detailed design, the ARAP budget costs will be updated based on actual impacts, agreed modes of compensation and updates of relevant unit costs.

107. The costs to implement to ARAP, including payment of compensation, will be provided by the Government of Vanuatu as counterpart funding for the project.

108. The Table 11 below presents the ARAP budget estimate.

**Table 11: Estimated Budget for ARAP Implementation**

Summary of Affected Persons and Loses - Sarakata End of Seal to Tasariki (26 September - 2 October 2019)								
Chainage/ Community	Location	Affected Persons	Affected Assets	Within Road Reserve	Qty	Rate (VT)	Amount (VT)	Amount (USD)
<b>A. Crops and Trees</b>								
Ch 36.2	1. Maniao Bridge	AP No. 1		No		16,765	286,215	2,555.17
Ch 40.2	2. Okoro Bridge	AP No. 2		No		8990	104430	932.12
						8,990	104,430	932.12
		<b>Sub-Total</b>					<b>495,075</b>	<b>4,419.41</b>
<b>B. Structures</b>								
Ch 36.2	Maniao Bridge	1. AP No. 1	Traditio nal house	No	1		50,000	446.43
Ch 40.2	Okoro Bridge	2. Okoro Village	Commu nity Accom	No	1		150,000	1339.29
	Ebenesa Village	3. Public school	Wire fence (800 m)	Yes	1		182,000	1625.00
	Vunabisu Village	4. AP No.4	Copra drier	Yes	1		150,000	1,339.29
	Vunabisu Village	5. AP No. 5	Semi- permane	Yes	1		350,000	3,125.00
		<b>Sub-Total</b>					<b>882,000</b>	<b>7,875.00</b>
<b>C. Land</b>								
Ch 36.2	Maniao Bridge	1. AP No.1	1,700 sq m	No	1,700	112	190,400	1,700.00
Ch 40.2	Okoro Bridge	2. AP No.2	1,700 sq m	No	1,700	112	190,400	1,700.00
	Navaka Bridge	3. AP No.3 (TBC)	15,000 s	No	15,000	112	1,680,000	15,000.00
		<b>Sub-Total</b>			<b>18,400</b>		<b>2,060,800</b>	<b>18,400.00</b>
<b>D. Implementation</b>								
	Asset inventory						56,000	5,000
	Consultations						112,000	1,000
		<b>Sub-Total (D)</b>					<b>168,000</b>	<b>6,000</b>
		<b>(A+B+C+D)</b>					<b>3,605,875</b>	<b>36,694.41</b>
		Contingency (20%)					721,175	7,338.88
						<b>TOTAL</b>	<b>4,327,050</b>	<b>44,033</b>

**Note:** (i) Land and non-land costing are estimates only and will be confirmed during detailed design stage.

(ii) If APs opt for customary in-kind compensation in lieu of cash compensation, the estimates of these are set out as in the table above.

## **X. IMPLEMENTATION ARRANGEMENTS**

### **1. Responsibilities to Implement the ARAP**

109. PWD/MIPU is the executing agency responsible for overall guidance and project implementation. PWD/MIPU, headed by the Director-General, through the Employer's Project Manager, implements the project and is responsible for overall planning, management, coordination, supervision and progress monitoring the implementation of the project including the ARAP preparation and implementation. PWD/MIPU, through its PIU International and Local Social Safeguards Specialists, ensures compliance with loan covenant including safeguards preparation and monitoring of the resettlement plan implementation.

110. The PIU's International Social Safeguards/Resettlement Specialist and the national social safeguards specialists (hired by PWD) will assist PWD in preparing and implementing this ARAP. During implementation, PWD PIU will submit reports on a quarterly basis to the World Bank. Also, corrective actions are to be taken when necessary, based on close monitoring and results of grievance redress process.

111. PWD/PIU will also work together with the Department of Lands and Department of Agriculture in validating the asset inventory and valuation under this project. After provision of materials for affected assets, PWD/PIU will be responsible to monitor PWD-led impact mitigation measures, ensuring contractor has complied with WB's safeguards requirements.

112. PWD, through its Contractor, will take the lead in mitigating impact measures including advance notice, prior replacement of affected assets and performance of customary ceremonies, and submission of replacement report to PWD prior to removal of assets.

### **2. Capacity building**

113. During the mobilization of International/National Social Safeguards/Resettlement Specialist, a basic hands-on training plan will be prepared and implementation started for relevant staff from PWD's Office and the PIU on: (i) World Bank policies on social safeguards; (ii) applying these in the project VC RTP; and, (iii) requirements on updating and implementing the ARAP, including community consultations and information disclosure. A PIU Community Liaison Officer (PWD staff) is to be trained by the International and National Social Safeguards Specialists during project commencement.

## XI. IMPLEMENTATION SCHEDULE

114. The draft ARAP was prepared based on a preliminary project design and assessment of impacts. During project implementation the ARAP will need to be updated based on detailed engineering design and full assessment of involuntary resettlement impacts. The updated ARAP will need to be approved by MIPU and agreed by WB prior to implementation.

115. Table 12 below lists the key activities in updating and implementing this ARAP:

**Table 12: ARAP Implementation Schedule**

<b>Implementation Timetable</b>			
<b>Main Resettlement Plan Activities</b>	<b>Implementation Schedule</b>	<b>Responsible Agency</b>	<b>Status</b>
<b>A. Land Acquisition and Resettlement Action Plan (ARAP) Preparation</b>			
1. Concept design and scope of works known for South Santo Road.	August 2019	PWD/MIPU	Completed
2. Conduct community consultations to confirm community support for the project and identify potential concerns.	19 September 2019 to construction period	PWD	On-going
3. Initial Asset Inventory. Conduct of initial asset inventory and socioeconomic survey of potentially affected persons.  (Note: Only for Maniao and Okoro bridge realignment and for road upgrading and maintenance. Navaka bridge realignment site still to be confirmed.)	24 September – 2 October 2019	PWD with Department of Agriculture and Department of Lands with Chiefs	Completed
4. PWD submit Draft ARAP to World Bank for review and comments.	15 October 2019	PWD/Social Safeguards Consultants (PWD/SSC)	Completed
5. PWD to submit Revised ARAP to the World Bank.	October 2019	PWD/SSC	TBC
6. Secure consent for 102 culverts	During construction	PWD/ Contractor/ Community Liaison Officer	TBC
<b>B. Procurement &amp; Mobilization of ARAP Funding</b>			
7. Tender advertisement by PWD/MIPU.	March 2020	PWD/MIPU	TBC
8. PWD provision of estimated budget to implement the ARAP through 2020 government budget submission.	November 2019	PWD/MIPU	TBC
9. Contract signing and mobilization of Contractor. Approval of contract by National Tender Board and endorsement by the Council of Ministers.	May- June 2020	PWD/MIPU	TBC
<b>E. Updating the ARAP</b>			
10. During detailed design, review design options to assess and mitigate resettlement impacts.	During detailed engineering design	PWD/SSC	TBC

<b>Implementation Timetable</b>			
<b>Main Resettlement Plan Activities</b>	<b>Implementation Schedule</b>	<b>Responsible Agency</b>	<b>Status</b>
11. Asset inventory validation during detail design (to confirm potentially affected assets due to realignment.	February 2020	PWD	TBC
12. Following detailed design, review all planned project works against detailed design to assess the impacts of loss of land (including land use), structures and trees/crops. (This includes confirmation of no impacts on any given project works.)	Following detailed engineering design	PWD/Safeguards Specialist	TBC
13. Conduct detailed measurement surveys (DMS) and census for any project components that will cause loss of land, land use and non-land property (structures, crops, etc). The DMS will be conducted together with affected persons and confirm affected persons and quantify losses, including severity of loss of any productive resources.	Following detailed engineering design	PWD/Safeguards Specialist	TBC
14. Conduct consultations with identified land owners and land users and local communities prior to and following the DMS. In consultation with affected persons and their communities, identify preferred forms of compensation set out in the entitlement matrix.	Following detailed engineering design	PWD/Safeguards Specialist	TBC
15. Value all losses and mitigation measures in accordance with the principles set out in the entitlement matrix and prepare updated ARAP budget.	Following detailed engineering design	PWD/Safeguards Specialist	TBC
16. Prepare updated ARAP document.	Following detailed engineering design	PWD/Safeguards Specialist	TBC
17. Endorse updated ARAP for WB Review		PWD/MIPU	TBC
18. WB provides no objection to updated ARAP		WB	TBC
19. ARAP public disclosure	Once approved by WB	PWD/MIPU	TBC
<b>F.ARAP Implementation</b>		PWD/MIPU	
20. Appointment and training of provincial PWDs staff and community representatives on roles and responsibilities for implementing the GRM	June 2020	PWD/MIPU	TBC
21. On-ground consultation and dissemination of notices (in Bislama) about the project's GRM in affected villages	June 2020	PWD/MIPU	TBC
22. Compensation to PAPs (cash or in-kind) for the re-aligned areas and replace affected crops and trees.	June – July 2020	PWD/MIPU Prov Govt	TBC
23. Through Contractor, to provide advance notice and assist with the replacement of affected assets e.g. fences.	June – July 2020	PWD/MIPU	TBC

<b>Implementation Timetable</b>			
<b>Main Resettlement Plan Activities</b>	<b>Implementation Schedule</b>	<b>Responsible Agency</b>	<b>Status</b>
24. Submit ARAP asset payment completion report to the World Bank for approval	July 2020	PWD/MIPU	TBC
<b>D. Commencement of civil works by contractor</b>			
25. Contractor can commence work on other parts of the road that do not involve realignment and where there are no structures and damaged crops/trees have been paid/replaced.	August 2020	PWD/MIPU	TBC
26. Contractor commences works on resettlement impacted areas after compensation (cash or in-kind) for land and non-land assets, submission of report and receipt of “NO” from the WB.	August 2020	PWD/MIPU	TBC
27. Advance notice before commencement of works, completion of payment of damaged assets, as required, for unforeseen damages and losses.	During construction	Contractor	TBC

## **XII. MONITORING**

116. In accordance with the World Bank Operational Policy 4.12 and the Laws of Government of Vanuatu, the monitoring will focus on the following:

- (i) Verify that the baseline survey of project affected persons is carried out, damaged assets have been valued, and replacement of assets and customary ceremony have been provided or carried by the project;
- (ii) Assess the delivery of assistance and payment to APs to ensure timely and fair payments; and
- (iii) Assess the implementation and functioning of grievance mechanisms. This will include monitoring the nature of grievances lodged to identify trends, monitoring stakeholder satisfaction with outcomes, and tracking the responsiveness, and expedient resolution of grievances.

117. Based on the ARAP, the Government of Vanuatu through PWD/MIPU will monitor all activities associated with provision of applicable replacement or customary payment to APs as per government and World Bank Policy guiding the implementation of this project. The Contractor will submit pre-works replacement or customary payment to PWD prior to construction. The scope of monitoring includes: (i) compliance with the agreed policies and procedures; (ii) prompt approval, allocation and disbursements of funds and payment of pre-works damages payments to APs, including supplemental compensation for additional and/or unforeseen losses; and, (iii) remedial actions, as required. The monitoring will also cover social impacts of the project.

118. PWD/MIPU, through the PIU, will maintain proper documentation of consultation process and keep relevant records of compensation payments for which it is responsible. The international social safeguards specialist will document the consultation, negotiation and transaction process.

119. PWD/MIPU will prepare and submit quarterly progress/monthly reports to the World Bank as part of project performance monitoring the process of applicable customary payment aspects. PWD/MIPU will also submit a project completion report to the World Bank upon completion of the customary payment process.

**APPENDIX 1. LAND OWNERSHIP (GAZETTING OF THE SOUTH SANTO ROAD)**

**REPUBLIQUE  
DE  
VANUATU**  
*JOURNAL OFFICIEL*



**REPUBLIC  
OF  
VANUATU**  
*OFFICIAL GAZETTE*

<b>27 AOUT 2019</b>	<b>NO. 42</b>	<b>27 AUGUST 2019</b>
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**SONT PUBLIES LES TEXTES SUIVANTS**

**NOTIFICATION OF PUBLICATION**

**ORDER**

**STATUTE LAW (MISCELLANEOUS  
PROVISIONS) ACT NO. 5 OF 2019**

- DATE OF COMMENCEMENT OF CERTAIN PROVISIONS ORDER NO. 93 OF 2019

**PUBLIC ROADS ACT NO. 35 OF 2013**

- DECLARATION OF PUBLIC ROADS ORDER NO. 94 – 96 OF 2019



REPUBLIC OF VANUATU

PUBLIC ROADS ACT NO. 35 OF 2013

Declaration of Public Road  
Order No. 96 of 2019

In exercise of the powers conferred on me by section 3 of the Public Roads Act No. 35 of 2013, I, the Honourable CHRISTOPHE EMELEE, Minister of Infrastructure and Public Utilities, make the following Order.

**1 Declaration of public road**

- (1) The following roads on the island of Santo referred to in Schedule 1 are declared as public roads.
- (2) In addition to subclause (1), the maps in Schedule 2 correspond to the public roads declared in Schedule 1.

**2 Commencement**

This Order commences on the day on which it is made.

Made at Port Vila this 17 day of July, 2019.

Honourable CHRISTOPHE EMELEE  
Minister of Infrastructure and Public Utilities



## SCHEDULE 1

Unique Road Number	Description	Length (km)	Class	GPS Track Reference Number
6077	Asevaya Jct - Asevaya River	3.35	Feeder	GPS6077
6078	Botmass Jct - Botmass Village	4.65	Feeder	GPS6078
6079	Cemetery Jct - Hydro Power Plant	18.77	Arterial	GPS6079
6080	East Rd Jct 1 - Lathe - Kole Jct - East Rd Jct 5	16.75	Feeder	GPS6080
6081	East Rd Jct 2 via Lovelut - Sara Jct 2	6.93	Feeder	GPS6081
6082	Fanafo Village Jct – Fanafo Jct 1	3.6	Feeder	GPS6082
6083	Golf Club Jct - Golf Club Turnoff Jct	0.673	Feeder	GPS6083
6084	Hog Harbour Jct - Champagne Beach	2.48	Feeder	GPS6084
6085	Bamboo Corner Jct - Hydro Power Jct	7.83	Arterial	GPS6085
6086	Kole Jct - Totokar Village	3.15	Feeder	GPS6086
6087	Kovu Jct - Big Bay (Tolomako)	40.03	Arterial	GPS6087
6088	Lathe Jct - Lelek Village	3.06	Feeder	GPS6088
6089	Lolat Jct 2 - Lovelut Jct	2.67	Feeder	GPS6089
6090	Lolat Jct 1 - Matantas village	22.05	Feeder	GPS6090
6091	Loran via Loran Jct 1 - Loran Rd end Jct	7.5	Feeder	GPS6091
6092	Lovatkar Jct - Loran Rd End Jct	9.50	Feeder	GPS6092
6093	Luganville (Canal Rdb) via Palekula - Suranda Jct	16.13	Arterial	GPS6093
6094	Luganville (Canal Rdb) - Port Olry	62.43	Arterial	GPS6094
6095	Luganville (Canal Rdb) - Tassiriki Village	68.13	Arterial	GPS6095
6096	Matevulu Jct - Matevulu College	3.05	Feeder	GPS6096
6097	Mavunlep Jct - Mavunlep Village	6.97	Feeder	GPS6097
6098	Nambahuk Jct - Nambahuk Village	16.9	Feeder	GPS6098
6099	Nambel Jct - Nambel Village	0.70	Feeder	GPS6099
6100	Narango Jct - Jarailan Village	3.95	Feeder	GPS6100
6101	Orori Jct - Orori Village	3.46	Feeder	GPS6101
6102	ipayato - Kerevalis Village	0.73	Feeder	GPS6102
6103	Palekula Jct - Palekula Cape	3.09	Feeder	GPS6103
6104	Port Olry Jct - Cape Queiros	12.80	Feeder	GPS6104
6105	Sara Jct 1 - Loran Jct 1	12.53	Feeder	GPS6105
6106	Sulepapajul Jct - Wailapa Village	1.15	Feeder	GPS6106
6107	Tanavoli Jct - Nasulnun Farm	1.01	Feeder	GPS6107
6108	Turget Jct - Turget Village	3.50	Feeder	GPS6108
6109	Turtle Bay Jct - Matantas Jct	40.90	Arterial	GPS6109
6110	Vimele Jct - Ebenisa Village	1.48	Feeder	GPS6110
6111	Arotkar Jct - Arotkar village	0.80	Feeder	GPS6111
6112	Bamboo Corner Jct 2 - Palon Jct	6.90	Feeder	GPS6112
6113	Bamboo Corner Jct - Bamboo Rd End	4.00	Feeder	GPS6113
6114	Botmas Village Jct - Kovu Jct 2	9.79	Feeder	GPS6114
6115	East Rd Jct 4 - Lathe Jct 3	4.73	Feeder	GPS6115
6116	Ekar Jct - Ekar Plantation	1.05	Feeder	GPS6116
6117	Forestry Jct - Forestry Rd End	4.48	Feeder	GPS6117
6118	Hog Harbour Jct 2 - Hog Harbour School	0.28	Feeder	GPS6118

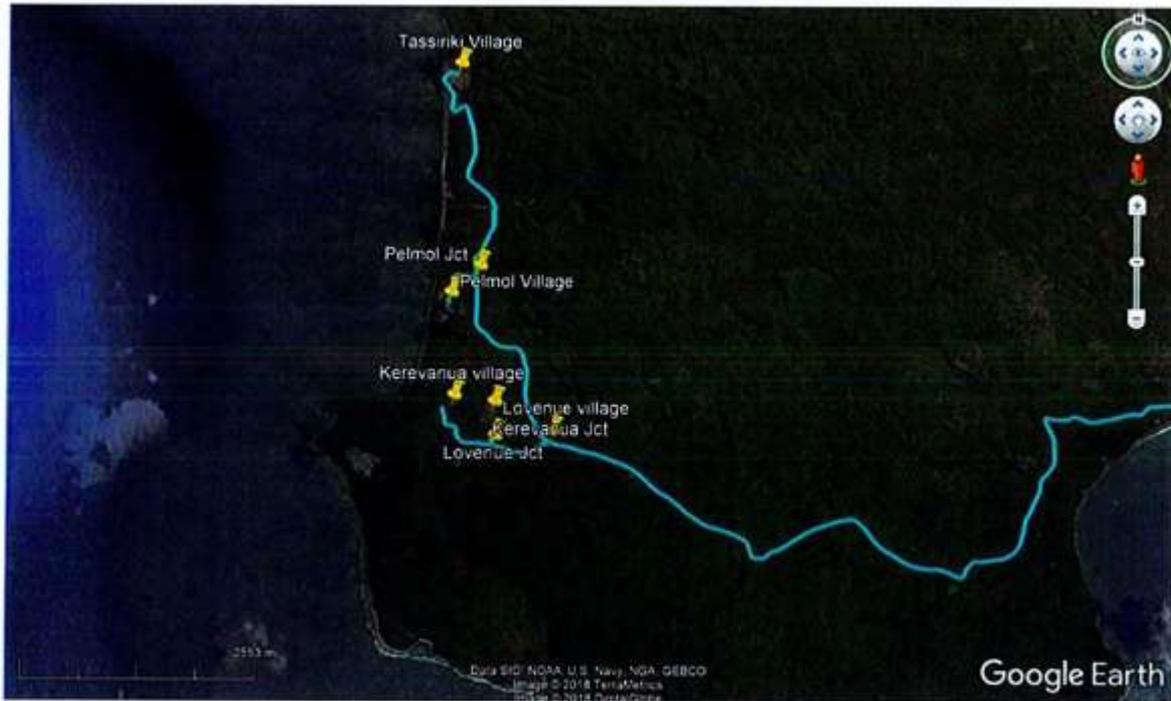
Declaration of Public Road Order No. 96 of 2019

2

6119	Hog Harbour Jct - Hog Harbour Village Jct	0.81	Feeder	GPS6119
6120	Iako Jct - Lokaniok Jct	2.87	Feeder	GPS6120
6121	IRHO Jct - IRHO Rd End	2.68	Feeder	GPS6121
6122	Jubilee farm Jct 1 - Jubilee Farm Jct 2	3.12	Feeder	GPS6122
6123	Kerenavua Jct - Kerevanua Village	1.52	Feeder	GPS6123
6124	Kole Jct - Kole Jct 2 (loop)	1.17	Feeder	GPS6124
6125	Kororo Jct 2 via Sele - Botmass Jct 2	14.20	Feeder	GPS6125
6126	Kororo Jct - Kororo Village	3.67	Feeder	GPS6126
6127	East Rd Jct 3 - Lathe Jct 2	3.06	Feeder	GPS6127
6128	Lelek Jct - Lathe Village Jct	4.33	Feeder	GPS6128
6129	Lokania Jct - Lovatkar Jct 4	7.88	Feeder	GPS6129
6130	Lokaniok Jct - Jarvo Plantation	2.91	Feeder	GPS6130
6131	Lonkar Jct - Lonkar Resort	1.18	Feeder	GPS6131
6132	Lonok Jct - Lonok Resort	0.91	Feeder	GPS6132
6133	Loran Jct 1 - Lovatkar Jct 2	3.12	Feeder	GPS6133
6134	Loran Rd end - Daion Big Sea	4.17	Feeder	GPS6134
6135	Lovenue Jct-Lovenue Village	0.20	Feeder	GPS6135
6136	Malao Jct - Malao Village	4.45	Feeder	GPS6136
6137	Matantas Village Jct - Jordan River	6.88	Feeder	GPS6137
6138	Matevulu Blue Hole Jct - Matevulu Blue Hole	1.08	Feeder	GPS6138
6139	Matevulu Jct 2 - Matevulu Village	0.39	Feeder	GPS6139
6140	Morsal Jct - Morsal Village	5.67	Feeder	GPS6140
6141	Moniques Hill Jct- Moniques Hill Farm	2.59	Feeder	GPS6141
6142	Nafota Farm Jct - Tufuntari Waterfall	0.93	Feeder	GPS6142
6143	Najara Jct - Varvok Village	3.26	Feeder	GPS6143
6144	Namalo Jct - Namalo Village	1.14	Feeder	GPS6144
6145	Nonda Blue Hole Jct - Nonda Village	1.16	Feeder	GPS6145
6146	Nasulnun Jct - Nasulnun Village	1.2	Feeder	GPS6146
6147	Pakataora Jct - Pakataora Village	0.29	Feeder	GPS6147
6148	Pelmol Jct-Pelmol Village	0.55	Feeder	GPS6148
6149	Samansen Jct - Pelsi Village	4.65	Feeder	GPS6149
6150	Stone Hill Jct-Stone Hill Farm	4.39	Feeder	GPS6150
6151	Stone Hill Village Jct - Stone Hill River	1.67	Feeder	GPS6151
6152	Sulepapajul Jct - Marua Village	2.53	Feeder	GPS6152
6153	Tasmalum Jct - Tasmalum School	0.80	Feeder	GPS6153
6154	Turtle Bay Jct 1 - Turtle Bay Jct 2 (loop)	2.49	Feeder	GPS6154
6155	Valangara Jct 1 - Valangara 2	5.41	Feeder	GPS6155
6156	Vimele Jct 2 - Vipue Village	0.26	Feeder	GPS6156
6157	Vinapisu Jct - Vinapisu Village	1.25	Feeder	GPS6157
6158	Vunafos Jct - Vunafos Village	2.49	Feeder	GPS6158
6159	Watangur Jct - Watangur Plantation	4.92	Feeder	GPS6159
6160	Werietwet Jct - Werietwet Plantation	1.13	Feeder	GPS6160

**SCHEDULE 2**  
MAPS ANNEX TO THE  
ORDER NO. 001 OF 2019 FOR DECLARATION  
AND CLASSIFICATION OF THE PUBLIC  
ROADS ON THE ISLAND OF ESPIRITU SANTO





**APPENDIX 2. SIGNED CONSULTATION/CONSENT FORMS BY LANDOWNERS AND LEASEHOLDERS**

**1. Maniao Custom Landowner Consultation/Consent Form (Jessie Tavoni)**

REPUBLIQUE DU VANUATU  
**SERVICE DES TERRES**  
**LUGANVILLE - SANTO**  
 MINISTRE DES TERRES GEOLOGY,  
 MINES, ENERGY ET DES EAUX RURALES



REPUBLIC OF VANUATU  
**LANDS DEPARTMENT**  
**LUGANVILLE - SANTO**  
 MINISTRY OF LANDS, GEOLOGY, MINES,  
 ENERGY AND RURAL WATER SUPPLY

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**Department Of Land Management**  
**Lands & Survey**  
 P. O. Box 140 / Luganville, Santo  
 Tel : (678) – 36256, 36314 Fax : (678) – 36986 Survey tel : .36330

Fees – Vt2,531  
 DOL – Consult Form  
 Ref # \_\_\_\_\_

**Claimant(s) consultation Form**

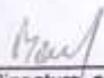
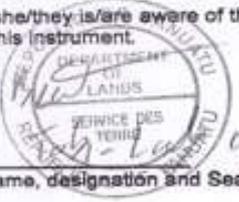
This form is prescribed under the Rule of Laws the rights of the disputing claimants to be made aware of the lessee's intension to carry out the lease land. DoL consult Form is applicable to existing leases only but not applicable to new or fresh leases.

1. Title: Customary land  
 2. Registered Proprietor: \_\_\_\_\_  
 3. Description of dealings: \_\_\_\_\_  
 4. Reason(s): Maniao (western side) part of the bridge clearance within the customary radius

Name	Village	Signature	Date
Jessie TAVONI	Wailapa		24/09/2019

I certify that the above-named CLAIMANT(S) appeared before me at Nejingo on 24/9/2019  
 Being identified to me by \_\_\_\_\_  
 Or being personally known to me by \_\_\_\_\_

And that he/she/they is/are aware of the lessee's intention and voluntarily signed appeared fully to understand this instrument.

  \_\_\_\_\_  
 Signature, name, designation and Seal/stamp of Consulting Officer

*N.B This is not 'Consent' for legitimate decision by the claimant but the right to know what the Minister of Lands decides on the leases lands. It must be noted the Lessor reserves the right to decide on the best interest of the development and the wish of the Lessee(s) even when the claimant(s) refused consultations.*

**2. Okoro Custom Landowner Consultation/Consent Form (Philip Denis and Brothers)**

REPUBLIQUE DU VANUATU

**SERVICE DES TERRES**

**LUGANVILLE - SANTO**

MINISTRE DES TERRES GEOLOGY,  
MINES, ENERGY ET DES EAUX RURALS



REPUBLIC OF VANUATU

**LANDS DEPARTMENT**

**LUGANVILLE - SANTO**

MINISTRY OF LANDS, GEOLOGY, MINES,  
ENERGY AND RURAL WATER SUPPLY

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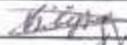
**Department Of Land Management**  
**Lands & Survey**  
 P. O. Box 140 / Luganville, Santo  
 Tel : (678) – 36256, 36314 Fax : (678) – 36986 Survey tel : .36330

Fees – Vt2,531  
 DOL – Consult Form  
 Ref # \_\_\_\_\_

Claimant(s) consultation Form

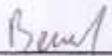
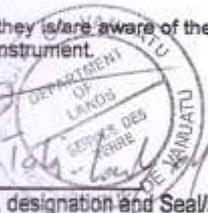
This form is prescribed under the Rule of Laws the rights of the disputing claimants to be made aware of the lessee's intension to carry out the lease land. DoL consult Form is applicable to existing leases only but not applicable to new or fresh leases.

1. Title: Okoro Customary land  
 2. Registered Proprietor: \_\_\_\_\_  
 3. Description of dealings: with the purpose of carrying out assessment of okoro bridge  
 4. Reason(s): Assessment & preparation of okoro bridge

Name	Village	Signature	Date
Philip Denis	OKORO		30/09/2019
Jean Marie	OKORO		30/09/19
DAVID	OKORO		30/09/19
Jocelyn	OKORO		30/09/19

I certify that the above-named CLAIMANT(S) appeared before me at Nanuco on 30/9/19  
 Being identified to me by chief  
 Or being personally known to me by \_\_\_\_\_

And that he/she/they ~~is~~ were aware of the lessee's intention and voluntarily signed appeared fully to understand this instrument.

Signature, name, designation and Seal/stamp of Consulting Officer

N.B This is not 'Consent' for legitimate decision by the claimant but the right to know what the Minister of Lands decides on the leases lands. It must be noted the Lessor reserves the right to decide on the best interest of the development and the wish of the Lessee(s) even when the claimant(s) refused consultations.

**3. Okoro School Consultation/Consent Form**

REPUBLIQUE DU VANUATU  <b>SERVICE DES TERRES</b> <b>LUGANVILLE - SANTO</b> MINISTRE DES TERRES GEOLOGY, MINES, ENERGY ET DES EAUX RURALS		REPUBLIC OF VANUATU  <b>LANDS DEPARTMENT</b> <b>LUGANVILLE - SANTO</b> MINISTRY OF LANDS, GEOLOGY, MINES, ENERGY AND RURAL WATER SUPPLY
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**Department Of Land Management**  
**Lands & Survey**  
 P. O. Box 140 / Luganville, Santo  
 Tel : (678) – 36256, 36314 Fax : (678) – 36986 Survey tel : .36330

Fees – V12,531  
 DOL – Consult Form  
 Ref # \_\_\_\_\_

Claimant(s) consultation Form

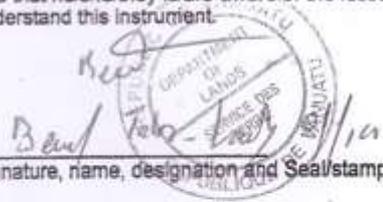
This form is prescribed under the Rule of Laws the rights of the disputing claimants to be made aware of the lessee's intension to carry out the lease land. DoL consult Form is applicable to existing leases only but not applicable to new or fresh leases.

1. Title: Namoru Customary land  
 2. Registered Proprietor: \_\_\_\_\_  
 3. Description of dealings: Assessment of properties at Namoru  
 4. Reason(s): Location planning of school with

Name	Village	Signature	Date
ALBERT	OKORO	ALBERT	30/9/2019
NICOLAS	OKORO	NICOLAS	30/9/2019

I certify that the above-named CLAIMANT(S) appeared before me at OKORO on 30/9/2019  
 Being identified to me by Chief  
 Or being personally known to me by \_\_\_\_\_

And that he/she/they is/are aware of the lessee's intention and voluntarily signed appeared fully to understand this instrument.

  
 Signature, name, designation and Seal/stamp of Consulting Officer

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*N.B This is not 'Consent' for legitimate decision by the claimant but the right to know what the Minister of Lands decides on the leases lands. It must be noted the Lessor reserves the right to decide on the best interest of the development and the wish of the Lessee(s) even when the claimant(s) refused consultations.*

### APPENDIX 3. MINUTES OF MEETINGS AND ATTENDANCE LIST

#### CONSULTATIONS WITH PROVINCIAL GOVERNMENT AGENCIES

**Sanma Province with Provincial Agencies**  
**Social Safeguards & Environmental Mission Meeting Minutes (1)**  
**Wednesday 18<sup>th</sup> September 2019**  
**9:50am – 11:30am**  
**SANMA Provincial HQ Chamber**

Chaired by SG for SANMA

Opening Prayer: Secretary for Council of Chiefs in Area 2

- Welcome and opening remarks from SG, asked all to contribute as inputs from their respective sectors will inform the assessment to be carried out for this important project
- Safeguards Team introduction (Mark, Lulu, Ernest and Laisa)
- Everyone else introduced themselves (see attached attendance sheet)
- Mark's Intro and Social Safeguards remarks:
  - acknowledged everyone's presence and thanks SG for organizing this meeting and for their response in attending – a good representation from different sectors (no rep from Women's Dept was present).
  - Mark emphasized how this meeting will inform everyone and to ensure that all are on the same page, as we're in exciting times – We've just had Provincial Elections, there'll be Sanma elections in December, General Elections early next year, etc... political parties can use this project for their self-interests but we must ensure the communities are properly informed.
  - 31 August 2019 launching of this Project by Hon. Min. MIPU
  - A lot of excitements and expectations as well, asking everyone sitting in this particular room to mind their language when talking about this project, especially not to raise any expectations from community members.
  - This mission will help prepare document based on the assessments carried out to inform Bank and Government for its decision-making, hence consultation with you all as stakeholders including communities is a vital process in this exercise.
  - Seeking assistance from each sector reps for information when asked and your prompt action on this as this team are working within a very tight timeframe.
  - Seeking partnership between the government and custom owners/leased-land owner and community members focusing on national interests first and also the community interest.
- Ernest Bani – Environment Assessment
  - Re-emphasized speaking in same language when talking about this project. Acknowledged the fact that all communities spoken to yesterday were excited and agreed to have this road/bridges fixed
  - South Santo very interesting area, water coming from everywhere. Drainage is very important to ensure the longevity if the project were to construct tar-sealed road. Information where all the water is coming from, etc will be discussed with you all and the communities. Seeking if everyone can share information they have so we can fit all the jig-saw puzzle together to help safeguards assessment to share with Bank/Govt to make good decisions to have a successful project.
  - Quarries: Permits, whose land?
  - Water Permits – need permits to divert water, etc
  - Camp Sites/Laydown Sites– sites along the long stretch of this road from one place to another for accommodation of workers and to store materials to be used. Company contracted will identify and inform us. Where to put their rubbish, fuel tanks, etc. South Santo is full of water, so any leakage may affect water, fishes, livelihoods.
  - Clearing of road sites – Engineer) will decide where road will be re-aligned, but if that is decided, it needs to be understood and agreed by affected communities that any vegetation on the road sides will need to be cleared.
  - These are the initial discussions, but as time goes and project progresses, the Safeguards team will continue to work with you all to ensure less conflicts over any issues that may arise

- Lulu Z Carmine – Overall Project Assessment
  - 62 Million US Dollars – connectivity from one village to another, access to the main city
  - 10 Bridges and roads
  - Out those bridges, there's 3 realignment (actually 2) but needs more consultation before a final decision can be made
  - Power-point Presentation of those 3 bridges and 1 retaining wall at Tasiriki
  - Proper consultation with communities will be made from tomorrow onwards until October 5 within a tight timeframe to inform and provide options to be included in the draft Assessment Report. This report informs World Bank and Government to make a decision on what are the priorities that this funding should be used for.
  - Workplan includes:
    - Consultation with the 3 bridges and road alignment customary land owners and leased owners, communities.
    - Asset Inventory of Land, Crops and trees that might be affected through this development project
- LMC Town Planner mentioned that the proposed retaining wall at Tasiriki may be affected later due to climate change, but that the chiefs should work with his people alongside Dept. of Environment/Climate Change for mitigation measures such as tree planting, creepers, grasses, etc. that help to retain the foreshore.
- SG suggested that because timeframe is short, it would be more appropriate to outline dates for meetings and which department should be involved to help technical personnel from different sectors in Govt to make themselves available for the consultation meetings as well. Fix a taskforce team. This outline will be followed and then members from taskforce team (reps from each sectors) could be present during those meetings.
- Graham Lele (Customary Lands Management Office) re-emphasized the language to be used – especially when addressing the “compensation” aspect, that the chiefs should also play a big role in explaining to their people to understand that their sacrifices of land, root crops/trees in their support to this project for this road/bridge development.
- Another chief also reiterated that this is the same issue with the people of East Santo, communities want a road constructed for ease of access to cities so no compensation was asked for but sacrifices were done for the sake of development.

**VC RTP Consultations Attendance List**

**Date: 18<sup>th</sup> September 2019**

**Venue: SANMA Provincial HQ**

**Time: 9:50am – 11:30am**

Name	Position	Organization	Contact
Graham Lele	Compliance MCC	Customary Lands Management Office / MCC	5924419
Simeon Stanley	OM	PWD SANMA	589055?
Matthew Walter	Senior HR	PSC	5382149
Tommy Kaluen	Physical Planner	SANMA Province	7102050
Kensley Micah	Provincial Disaster Officer	NDMO	7771307
Manses Fatdal	Senior Land Officer	Dept. of Lands	7714272
Christina Taleo	Provincial Water Supervisor	Dept. of Water	7387296
Shem Kalo	Chief	Tavuemasana Council	7576859
Sam Vula	Secretary of Chiefs - South Santo	Area 2 – South Santo	5726762
Joel Kalnpel	PAO	DARD	7793410
Hajuju Sokovatu	Chief	Member South Santo	7733950
Chief James Surai	Secretary	Tavuemasana Island Council	5363160
Paul Jamaran	Area Administrator – South Santo	SANMA Province	5471685/7350863
Cevaurd Riddick	LMC Town Planner	Dept. of Local Authorities	7500062
Albert Ruddley	Secretary General (SG)	SANMA Province	5390171
Ernest Bani	ESS - Consultant (Environment)	MIPU	7747030
Mark Bebe	SSS - Consultant (Social)	MIPU	
Lulu Carmine	Social Safeguards Specialist (Consultant)	MIPU	
Laisa Boedoro-Tari	Program Assistant	World Bank	7312183

**Meeting Minutes with Provincial Consultation Team (2)**  
**Wednesday 18<sup>th</sup> September 2019**  
**2:20pm – 4:20pm**  
**Lands Department Meeting Room**

- Mark Introduced and gave a short description about the scope of the project
- Highlighted that the consultation outline that Lulu will prepare will be shared this afternoon to SG, Area Administrator and all relevant parties (Lands Dept., CLMO, Geology & Mines Dept., PWD, Environment Dept., Water Dept.)
- Requested CLMO to always be present over consultations with communities especially as they're more aware of the customary lands, custom land owners and issues.
- Requesting Lands Dept. Officer to also be present
- Leased titles and lessor's information will be shared by Lands Dept. Leasing Officer to the team
- Consent: Who are the land owners? Who're the affected people along the project sites? Usually land owners. We need to know, prepare consent forms for them to sign if agree for the proposed road and bridges realignments, especially.
- We need CLMO and Lands Dept. Officer's help to identify customary groups for those bridges so a meeting could be organized for consultation and to get their consent.
- Asset Inventory? Approach – no money-tie compensation, but we still need to do this to meet WB requirements
  - Dept. of Lands – Land
  - PWD – Road Corridors
  - Agriculture/Forestry/Livestock - Trees, Root Crops, fences
  - Statistics – Conduct Interview of land/custom owners
- Mitigation Measures
  - Good Roads/Bridges
  - Advance notice to harvest root crops/garden
  - Service/Infrastructure
  - Consent
  - Land acquisition through customary compensation is a more valuable approach than monetary compensation. Those areas that they've given consent for the use of roads/bridges will be declared govt. land for public use.
  - Seedlings from Forestry Dept. and Agriculture Officers to provide technical advice and assistance in planting those seedlings.
- Simeon will draft letter, and have it signed/stamped from PWD to inform the customary land owners/affected people on when to meet again to do asset inventory, census, etc.
  - Tasiriki, Tanlovsuvus, Belmol – Thursday 19<sup>th</sup> September
  - Next week: Sarete, Narango and villages between – Tuesday 24<sup>th</sup> September
  - After Next week: Asset Inventory

## COMMUNITY CONSULTATIONS

### Meeting Minutes – Tasiriki Village, South Santo (1)

Thursday 19<sup>th</sup> September 2019

Venue: Lino Stage

10:40am – 12:00pm

- The Village Chief welcomes everyone and gives the opening remarks
- Area Administrator for South – Paul Mark is the MC introduces Simeon Stanley (PWD Manager) and asked Simeon to introduce the team from Luganville and Safeguards Team
- Mark Bebe gives a brief history and background of the project to inform the community
- Ernest Bani, briefing on environmental aspects of the project.
- Simeon Stanley (PWD) briefing on options for proposed realignment of road/bridges, retaining wall.
- Tasiriki Chief encouraged community to make sacrifices for the benefit of development and their future
- Tommy (Town Planner – SAMNA Province) – re-emphasized what the chief had mentioned, touched a bit on the Grievance Redress Mechanism about reporting issues sooner than later
- Benuel – Lands Officer– brief on land owner’s rights, property and how development can affect land/property. Not to expect monetary value for property but in-kind or should be as their contribution towards the project in order for development to proceed.
- Graham Lele, re-emphasized point above and requests land owners from Navaka to Tasiriki to meet (focus group) after the main meeting today.
- Sandra Andrews – Explained about consulting with land owners especially for those who will be affected for road and bridge realignments and asks for their cooperation for information for the reports and explained about tight timeframes and cooperation.
- Ernest explained on the coastal erosion in Tasiriki close to road and probable options to take.

<b>Questions/Feedbacks</b>	<b>Responses</b>
How many meters will be allowed for road width?	Simeon Stanley answered that according to the Road Act, all declared roads should be 20 meters wide.
Former councilor asked that for properties, if fences are to be put down due to development, cattle may go out and damage the gardens. What can be done?	Simeon explained that an advance notice will always be given, a consent by the affected parties will need to be signed for realignments going through fences & property. There will be mitigation measures in place to cater for this.
Can we have maps? To know where the roads will pass?	Distribution of printed maps
Formed Councillor mentioned they will inform us of the cultural/historical/taboo sites so it can be clearly marked out in maps	Graham Lele mentioned Malvatumauri Council of Chiefs have asked for the whole Santo to indicate and mark those taboo sites for the purpose of development

**Meeting Minutes- Chiefs Nakamal, Sanma Province (No. 2)**  
**Wednesday 2<sup>nd</sup> October 2019**  
**9:27am – 11:30am**

**Purpose**

This meeting is purposely consulting with the South Santo Land Owners and Land Lease Claimers, to give their consent towards the Proposed Project of some new realignments of roads from Sarakata Bridge down to Tasiriki.

- **Sanma Assistance Planner** gives the opening remarks (9:00-9:05)
- **Area Secretary of South Santo** opens the meeting with a prayer ( 9:05-9:10)
- **Sanma Provincial Secretarial General** welcomes everyone especially the Project’s Local Social Safeguards Consultant (Mark Bebe) and other government stakeholders. Acknowledgement of the postponement of Provincial meeting date due to passing of Sakaria Danilel (Former SG). Inform chiefs and land owners the purpose of this meeting and urging the owners their cooperation towards the upcoming Project. Also thank the Local Social Safeguards Consultant and PWD Manger of their commitment to consult communities ( 9:10-9:30:am).
- **Mark Bebe** gives a brief history and background of the project by specifying 2 parts of the meeting: (9:30-10:00)

1.	Agreement by chiefs to allow road possible for new alignment section from Sarakarata Bridge to Navota Farm
2.	Concern of any business property along this new alignment section

- Also he mentioned 3 options as discussed:

1.	Engineers propose using the existing road with no re alignment
2.	Mark and PWD Manager proposed few roads sections needs to be re alignment
3.	They also proposed alignment beginning from Usa Bridge to Naoneban Bridge

- He mentioned the road declaration to public roads which was announced by government to all custom land owners to be aware of
- **Ernest Bani**, briefing on environmental aspects of the project. (10:00-10:15)
  - Areas where machines or camping areas need concerns from chiefs and land owners
  - Need permission to extract quality materials on chosen site: eg- Stone
  - Before works starts, project contractors must understand and comply with the project conditions. These will all be documented for the contractor to comply with.
  - This proposal is a government project not political forces that has to be clear (10:15-10:30)
- **Simeon Stanley (PWD)** briefing on options for proposed realignment of road/bridges: (10:30-10:40)
  - Project proposal will be on the western side to Tasiriki
  - Government laws will be abide with the work regulations
  - 20 meters wide of the road section will be constructed
  - 10 bridges
  - Low points will be constructed into culverts and outlets
  - Claimers need to agree to allow time for the project until completion
  - Events of road alignment is to save time and money for new roads
- **Land Representative: (10:40- 10: 50)**
  - This project needs everyone cooperation’s in order for the project to be carried out.
  - Allow time for the claimers to sign in their consent form
- **Sanma President comment: (10:50- 11:00)**
  - Present land owners numbers show no interest of the project proposal
  - It is important for all land owners from Area 1 and 2 need to show their appreciation to attend whatever meeting organized
- **Provincial Planner**, respond to Provincial President that there has been 2 consultation the past days with the same group of people at: (11:00-11:05)
  1. Tasiriki Village
  2. Ajoni Community
  3. Today meeting with lease holders and few land owners

11:05-11:25

Questions/ Reactions	Responses
Family Saletui Simi fully agree by allowing the land for any project tools or workers to access their boundary. It is their longtime dream, then he signed the consent form Also, he emphasize to other land owners to leave their differences and be happy for the upcoming project	All representatives acknowledged his support for the project.
Mavun land owners and representatives also responded positively and agreed for land to use as quarry sites, he also signed the consent form.	Same as above.
Tasiriki land owner fear if the project commence, there will be community disturbance as in the past projects workers involved with community members, e.g., marital affairs, teenage pregnancy)	Ernest Bani stress that before the project begins, project workers will comply with the project conditions.
Tasiriki claimers raise question on how much the new alignment will cost?	Mark Bebe response: <ul style="list-style-type: none"> <li>- There will be a relocation process</li> <li>- Government compensation process</li> <li>- Better to have partnership between project and land owners to save enough money for more construction activities.</li> </ul>
Area 1 chief ask question that, this project can also employ member communities?	Ernest Bani response: <ul style="list-style-type: none"> <li>- Yes it will employ individuals on every landing of the project site in different communities</li> <li>- Giving examples with the Efate Ring Road where Chinese company employs youth and women group to help with constructions and cook for workers</li> <li>- Women also works on construction sites especially to hold traffic signs.</li> </ul>

**11:25-11:30-**

Provincial Planner: Closing remarks

Provincial SG, closing prayer

Attached Photos of Participants during the consultation



This session was during the open questions from the custom land owners. Responded from Sanma Provincial Planner and PWD Manager



Mr Enest Bani responded to some environmental aspects and issues as concern by these claimers.



These were the participants who attended the meeting



Shots taken on 26/09/2019 during the consultation at Natajara Community for re alignment beginning Natjara boundary to Ajone River. All land owners and claimers signed the consent form.



**FOCUS GROUP DISCUSSIONS (WOMEN'S GROUPS)**

**Women's Focus Group Discussion @ Tasiriki Village. (No.1)**

**Thursday 19<sup>th</sup> September 2019**

**12:10pm – 1:05pm**

**Venue: Guest House Verandah**

Lulu Z Carmine, the Social Safeguards Consultant, gave a brief introduction of herself and Laisa as team members for the safeguards mission. A short briefing of the Project was given and about the consultations that the team is required to carry out. Women were divided into two groups and questions were asked on benefits of the proposed project, challenges, issues and concerns they may have and recommendations over these issues and concerns.

<b>Benefits</b>	<b>Challenges faced/Issues/Concerns</b>	<b>Recommendations</b>
Access/Connectivity: Everyone use the road nearly every day to travel to the city and other villages. It would benefit all if the proposed roads and bridges are upgraded.	Rainfall can continue for up to a whole week hence bridges will be overflowing so no vehicles will travel along this road. School students may get stuck when traveling along this road due to bad weather. Garden produce will go rotten when heavy rain up the hills. Tasiriki villagers have to cater for the West Coast traveler's needs of accommodation, etc. Easy access to cities may trigger issues faced with adoption of western practices resulting in traditional values and practices fading.	Chief should put in rules to govern villagers to uphold cultural norms and values. Families should help teach their children and manage their homes to avoid domestic issues. Road signs for crossings, villages bridges and schools. Speed bumps for villages and schools.
Agriculture: This road is used to take Garden produce (Taro, Banana, Cabbage, Coconuts) Kava, Cacao, Copra, seasonal fruits (Mandarines, Lemons, oranges, mango) to the market to be sold as income to improve livelihoods, pay for school fees, etc.	Very expensive transportation costs: 10,000vt-15,000vt for one-way trip to Luganville. If you're traveling with no cargo/garden produce, you pay 1000vt for transportation cost one-way to the city with up to 15 other passengers. Otherwise, only 2 women can split the total cost of transportation to the city if traveling with their garden produce (5,000vt or 6,000vt one-way fare for each – depends on the driver). Copra: Most have given up on Copra since it has been 3-4 years ago that copra prices have dropped so people are no longer producing copra.	Transportation costs should be reduced once road is fixed.
Trades/Businesses: Some villagers own retail shops so they use the road to travel to the city to pay for their cargo and other items.	High transportation costs Delays in getting cargo in on time due to bad weather	Transportation Costs should be reduced once road is fixed
Health: This project would help mothers especially during birth delivery. During an emergency, one can easily travel to the city for treatment at the Northern District Hospital (NDH) with proper health care services. More vehicles will be traveling this road so easy to find a transportation during emergency – no delays to get to NDH.	Only 1 Health Centre servicing around 9 villages including Tasiriki. Only 1 Nurse working for that Health Centre. Mothers struggle when pregnant and during birth delivery. Cost of transportation when in an emergency, no ambulance (FOC) can travel in because of bad weather (heavy rain) so villagers have to make that commitment to pay for high cost of transportation to get the patient to the NDH.	Transportation costs should drop after the roads have been upgraded
Transportation: Road project should encourage more vehicles to come this way and transportation costs may drop	Only 2 vehicles service the people of Tasiriki due to road conditions therefore costs are very high. The only other vehicles who travel	Fares should drop when roads are fixed because more vehicles will be traveling this long stretch of road.

	this far would serve the West Coast passengers.	
Education: Connection and ease of access for children to travel to schools in other villages or Luganville. Children will spend more time with families more than before. Student attendance will improve because of good roads and bridges despite the weather.	Challenge currently faced is that the children are spending 3 months away from home for each term X 3 terms because of poor road conditions and high cost of transportation. There's quite a number of primary schools along this road hence the main concern is for the safety of the little children when roads are upgraded.	Speed bumps for schools

**Women’s Focus Group Discussion @ Tangoa Island Junction**  
**Tuesday 24<sup>th</sup> September 2019**  
**Time: 12:00pm – 1:00pm**  
**Venue: Nakere Community ground**

Community of Nakere during that time were celebrating their Provincial Day which is Sanma Day of nearly two weeks celebration. VCRTF Team were lucky to consult not only the target community but combination of communities who came together to celebrate. This was also an opportunity which myself and Gloria managed to interview 5 groups of Women from 5 different villages.

Gloria gave a brief introduction of herself and me as we are Team members of the safeguards mission. She shortly brief on the Propose Project and the purpose of our Discussion. Questions were asked on what they think about the proposal project, benefits, challenges, issues and concerns that they may have and recommendations over these issues and concerns.

**1. Vimele Community Women’s Group (2)**

<b>Benefits</b>	<b>Concerns</b>	<b>Recommendations</b>
<ul style="list-style-type: none"> <li>- Very pleased with the proposed project especially means of transport to Luganville</li> <li>- Access to medical service will be easier and faster</li> <li>- Will increase purchase of new vehicles</li> <li>- Quick access of transport for marketing from Vilmele to Luganville</li> <li>- Help improve women empowerment in business market, tourist</li> </ul>	<ul style="list-style-type: none"> <li>- Their concern on project workers (especially men) that they need to respect women and girls in the community to avoid issues happening in the future</li> <li>- They need gender based awareness with community leaders before project commencement</li> </ul>	<ul style="list-style-type: none"> <li>- Chief should put in rules to govern villagers to uphold cultural norms and values</li> <li>- Need road signs for crossings, villages, bridges and schools</li> <li>- Speed bumps for villages and schools</li> </ul>

Attached photo of Vimele women, total of 15



**2. Tangoa Island Women’s Group (3)**

Benefits	Concerns	Recommendations
<ul style="list-style-type: none"> <li>- Very pleased to hear about the proposed project because of bad road conditions</li> <li>- Will increase market production</li> <li>- Better medical service</li> <li>- Improve education service</li> </ul>	<ul style="list-style-type: none"> <li>- Safety concerns especially for schools children and old men and women</li> <li>- Need PWD consultation at first before work commence</li> </ul>	<ul style="list-style-type: none"> <li>- Chief should put in rules to govern villagers to uphold cultural norms and values</li> <li>- Need road signs for crossings, villages, bridges and schools</li> <li>- Speed bumps for villages and schools</li> <li>- Women groups to cook lunch for project workers as part of their community income</li> </ul>

Photo taken during the consultation, total of 25



**3. Narrango Women’s Group (4)**

Benefits	Concerns	Recommendations
<ul style="list-style-type: none"> <li>- One confirm she was very pleased with the proposal because she will increase her production in Tourist sales. Whenever cruise ships visits Santo she had to find possible way to travel to town to sell some of her tourist products.</li> <li>- Members will purchase more trucks</li> </ul>	<ul style="list-style-type: none"> <li>- Young girls might be involving with project workers as experienced with past projects</li> </ul>	<ul style="list-style-type: none"> <li>- Chief to strongly put in rules to govern villages to uphold cultural norms and values</li> <li>- Project to put in rules or laws to govern project workers not to involve with community members</li> </ul>

Photo captured during consultation, total 25



**4. Vunavus, Dropout girls range age from 12-22 years (5)**

Benefits	Concerns	Recommendations
<ul style="list-style-type: none"> <li>- These young girls were all pleased when hearing the project proposal</li> <li>- They will have easy medical services</li> <li>- It was their long time wish</li> <li>- Will promote business production in Tourism and marketing for Kava</li> </ul>	<ul style="list-style-type: none"> <li>- Concerns were: proper roads access will cause accidents</li> </ul>	<ul style="list-style-type: none"> <li>- Need road signs for crossings, villages, bridges and schools</li> <li>- Speed bumps for villages and schools</li> </ul>

Attached photo, total 15



**5. Pelmol Women Group( South Santo Area 2) (6)**

Benefits	Concerns	Recommendations
<ul style="list-style-type: none"> <li>- Very pleased because it was their longtime dream</li> <li>- Market will be easy to travel from Pelmol to Luganville</li> <li>- Promote local business</li> <li>- Easy access for Medical treatment</li> <li>- Upgrade Tourism business</li> </ul>	<ul style="list-style-type: none"> <li>- Fear project workers might be involved with community member and will cause family issues</li> </ul>	<ul style="list-style-type: none"> <li>- Community take stand to support the project</li> <li>- Need proper awareness before work commence</li> <li>- incase people who were not aware of might case any arise problem within the community</li> </ul>

Photo taken from women who sold their local foods, total 4



## **Minutes of Further Consultation with Land Owners of Maniau and Okoro Village.**

Date : 9<sup>th</sup> November 2019.

Location: Okoro Village - South Santo.

Persons conducting the Interview; Simeon Stanley and Mark P. Bebe

### **1. Approach and Methodology used.**

The team conducted interview with individual custom land owners identified by the chiefs. These includes those who have signed the Consent to voluntarily give their land to the government for the government to use their land for road Realignment and for construction of the Bridge at Maniau and Okoro Villages

These are the names of those consulted, and those who have signed the MOA to confirm their willingness to voluntarily give the ownership of their land to the Government for Public purposes, but more specifically for the purpose of Road Realignment and Construction of the Bridges.

(I) Joacin- Joacin, is one of the Land Owners and property owners at Okoro Village South Santo. He owns the Coconut Plantation, and gardens adjacent to the Okoro River, and running in parallel with the Road, north west towards Tasiriki Village. He also owns a small patch of Forestry consisting of Mahogany trees.

The team met him and his wife and Children in his plantation, and explained the purposed of the visit, and want him to reaffirm the following; Note that Joacin is the farmer, that has the proposed realignment on his land.

- (a) Voluntary giving his land to the Government for Public use, and specifically, for the Road alignment and construction of the Bridge.

We asked him, to confirm again his willingness to voluntary gave his consent for his land to the government for public purposes. First of all, he queried on why we have to ask him this question again, and queried about the consent, he and his family, and other land owners have signed earlier on whether that, agreement is still valid, and asked why we have to asked him this question again??. We explained that, it was just to reconfirm that consent again. He confirm, that, he and all his family, and the villagers, have agreed to assist in what every way to facilitate a good Road (Tar seal) to the town.

- (b) On the question on the swap.

We told him that, since the government won't be needing the existing patch of road leading from the river, and running up to 170 meters, in parallel with the realignment area, and that, he could reuse the land for his gardening and other activities, and he replied, that, he has enough land to use apart from this piece of land, and will not need the land immediately., but he may use it in future if a need arise .

(c) On the Question of Compensation for his crops.

We advise that, the government cannot compensate his crops in cash, but would supply, seedling/cuttings to replace any damaged crops and trees. He told the team that, he did not expect any form of compensation from the government, but accepts what ever, form of assistance the government could give him. He stressed that, since the Coprah price is not good at the moment, he is not so worried about replanting coconuts again, but may request other crop seedlings.

We advised him, that, PWD and Ministry of Agriculture, will assist him, during the reconstruction of the road period.

### **2. Jean Marie.**

Jean Marie is the blood kin of Joacin, their Plantations are on opposite side of the Road, but Jean Marie's Plantation will not be affected by the Road realignment. Some of his coconuts however, are within the Road Reserve area, and may need to be removed during the road constructions. He advised that, he has no issue with a few Coconuts being removed.

### **3. David.**

David is the Brother of joacin, and Jean Marie. He too has a coconut plantation, located along the Road Reserve area, and advised that, he has no objections to some of his trees which are within the Road Reserve area being removed for the improvement of road.

After discussion with the Brothers, they all signed the MOA, although, only Joacin was required to sign the MOA, as he is the only one whose garden and Coconut trees will be affected by the Road Realignment and the Construction of the Bridge.

### **4. Denis Philip.**

Denis Philip is a Custom Land owner of one part of Okoro. His land borders the western side of the Road. He has a house which, is currently within the 15 metres Road Reserve, however, with the

Realignment of the Road, his house would be affected, as the road would be shifted, eastward, away from his house.

His Plantation, is also not within the road reserve area. He however, he also signed the MOA, for allowing the boundary between, his piece of Land, and that of Joacin.

5. Land Owners of Maniao village.

The team called on Jesse Tavoni, who is the Landowner Identified by Chief Serr, of Maniao village as the owner of the land bordering, Maniau river, and running in parallel with the Road northwest of the Maniao River. The team explained the purpose of the visit, and requested him to confirm his consent to voluntary relieve his land to the government for the purpose of the realignment of the road and construction of the Maniao Bridge. The team also explained that, the government would subsidize the lost of his crops and Trees, by way of providing seedlings and assisting him to replant his crops. Mr Tavoni, confirmed his consent to voluntarily give his land to the government for public, use, and had no objection, for his crops, being removed, but was somehow, surprise at the idea of the government subsidizing his cost for his house, crops (kava) and fruit Trees. We advised that, the government through PWD, and Min. of Agriculture to provide seedlings, and Nails to help him rebuild his house.

His wife however, asked if the Government could give them some times to rebuild their house, to replaced, their current house. We advise that, they have around seven to eight months to harvest, some of their crops, (Taro and Kava) and to rebuild their home, away from the road, but that, they have to wait until the Engineers have actually, pecked out the area needed for the Road realignment and the construction of the Bridge.

On the issue of the swap, for the existing road, he advised that, the road provide a boundary between him, and his other neighbours, and they have to decide together on how to use the land between the two families in future. He however, advised that, he has ample of lands, to grow his crops and to rebuild their new home.

He signed the MOA, to support his voluntary donation of his land to the government, for the construction of the Bridge and road realignment.

**APPENDIX 3. ASSET INVENTORY AND VALUATION**

**(i) Okoro Bridge Location**

Okoro

**CROP COMPENSATION VALUATION**



CROPS	SPECIES	VALUE PER STAMBA (VT)	NUMBER OF CROPS DAMAGED	COST OF DAMAGE (VT)
<b>VEGETABLES</b>				
BEAN	SHORT	90		
BEET ROOT		75		
BROCCOLI		75		
CAPSICUM	CHILLIE	75		
	SWEET	150		
CARROT		75		
CAULIFLOWER		75		
CHINESE CABBAGE	WHITE BUN	75		
	GREEN BUN	25		
	SALDEER	25		
CORN		25		
CUCUMBER		105		
EGG PLANT		75		
ENGLISH/ BALL CABBAGE		65		
GOURD	KALABASH	25		
	SNAKE BEAN	25		
	SUSUT	25		
LETTUCE		25		
ONION		75		
PUMPKIN		105		
ROCK MELON		105		
SPRING ONION		75		
TOMATO		75		
TURNIP		75		
WATER MELON		105		
PEANUT		35		
<b>SPICES</b>				
CURRY (TUMERIC)		60		
GINGER		60		
PEPPER		325		
VANILLA		660		
<b>FOOD &amp; ROOT CROP</b>				
YAM	SOFT YAM; STRONG YAM (MAROW)	300		
	WAILU; WILD YAM & AFRICA	600		
	BOVILE	125		
	BWEVU; HIMBO	115		
CASSAVA		40		
KUMALA		175		

TARO	ISLAND (DRY LAND)	220		
	FIJI	140		
	NAVIA	55		
BANANA		100	4	400
PAWPAW		100		
KAVA		1,125	18	20 250
NAVISO		75		
SUGAR CANE		45		
<b>PERENNIAL CROPS</b>				
BREAD FRUIT		3,000	5	15 000
CITRUS (ORANGES ; MANDARINES; PAMPLEMOUSSE; LEMONS/ LIME)		2,400		
NANGAI		4,000		
NAVELE		2,500		
NAMAMBE		1,500		
NATAPOA		1,500		
NAKATAMBOL		1,315		
NAKAVIKA		1,315	2	2630
NANDAO		2,190		
NAUS		1,315		
AVOCADO		2,100		
MANGO		2,700		
LITCHI & RAMBUTAN		4,500		
OTHER LOCAL FRUITS & NUTS		2,000		
PINEAPPLE		90		
COCOA		1,750		
COFFEE		3,150		
COCONUT		3,300	20	66 000
<b>NON FOOD TREES*</b>				
BLACK PALM		150		
NATANGURA		500		
BAMBOO		500		
LEAF LAPLAP		200		
ANY OTHERS (E.G GLIRICIDIA; VETIVER GRASS; MUCCUNA; WILD CANE)		150	1	150
ANY FLOWERS		150		
<b>TOTAL</b>				<b>104,430Vt</b>

\*PRICES OF NON FOOD TREES ARE DETERMINED ACCORDING TO FOOD SECURITY VALUE, HOWEVER, TIMBER AND CULTURAL VALUE CAN BE DETERMINED THROUGH CONSULTATIONS FROM RESPECTIVE INSTITUTIONS

SIGNATURE OF APPLICANT

SIGNATURE OF WITNESS

NAME OF APPLICANT

NAME OF WITNESS

DATE

DATE



(i) Maniao Bridge Location

MANIPIU

**CROP COMPENSATION VALUATION**



CROPS	SPECIES	VALUE PER STAMBA (VT)	NUMBER OF CROPS DAMAGED	COST OF DAMAGE (VT)
<b>VEGETABLES</b>				
BEAN	SHORT	90		
BEEF ROOT		75		
BROCCOLI		75		
CAPSICUM	CHILLIE	75		
	SWEET	150		
CARROT		75		
CAULIFLOWER		75		
CHINESE CABBAGE	WHITE BUN	75		
	GREEN BUN	25		
	SALDEER	25		
CORN		25		
CUCUMBER		105		
EGG PLANT		75		
ENGLISH/ BALL CABBAGE		65		
GOURD	KALABASH	25		
	SNAKE BEAN	25		
	SUSUT	25		
LETTUCE		25		
ONION		75		
PUMPKIN		105		
ROCK MELON		105		
SPRING ONION		75		
TOMATO		75		
TURNIP		75		
WATER MELON		105		
PEANUT		35		
<b>SPICES</b>				
CURRY (TUMERIC)		60		
GINGER		60		
PEPPER		325		
VANILLA		660		
<b>FOOD &amp; ROOT CROP</b>				
YAM	SOFT YAM; STRONG YAM (MAROW)	300		
	WAILU; WILD YAM & AFRICA	600		
	BOVILE	125		
	BWEVU; HIMBO	115		
CASSAVA		40		
KUMALA		175		

TARO	ISLAND (DRY LAND)	220		
	FUJI	140	16	2240
	NAVIA	55		
BANANA		100	17	1700
PAWPAW		100		
KAVA		1,125	141	158 625
NAVISO		75		
SUGAR CANE		45		
<b>PERENNIAL CROPS</b>				
BREAD FRUIT		3,000	5	15 000
CITRUS (ORANGES ; MANDARINES; PAMPLEMOUSSE; LEMONS/ LIME)		2,400		
NANGAI		4,000		
NAVELE		2,500	1	2500
NAMAMBE		1,500	6	9000
NATAPOA		1,500		
NAKATAMBOL		1,315		
NAKAVIKA		1,315		
NANDAO		2,190		
NAUS		1,315		
AVOCADO		2,100		
MANGO		2,700	1	2700
LITCHI & RAMBUTAN		4,500		
OTHER LOCAL FRUITS & NUTS		2,000		
PINEAPPLE		90		
COCOA		1,750	3	14000
COFFEE		3,150		
COCONUT		3,300	21	69 300
<b>NON FOOD TREES*</b>				
BLACK PALM		150		
NATANGURA		500	22	11 000
BAMBOO		500		
LEAF LAPLAP		200		
ANY OTHERS (E.G. GLIRICIDIA; VETIVER GRASS; MUCCUNA; WILD CANE)		150	1	150
ANY FLOWERS		150		
<b>TOTAL</b>				<b>236, 21507</b>

\*PRICES OF NON FOOD TREES ARE DETERMINED ACCORDING TO FOOD SECURITY VALUE, HOWEVER, TIMBER AND CULTURAL VALUE CAN BE DETERMINED THROUGH CONSULTATIONS FROM RESPECTIVE INSTITUTIONS

SIGNATURE OF APPLICANT		SIGNATURE OF WITNESS
NAME OF APPLICANT		NAME OF WITNESS
DATE		DATE