

SECOND SOLOMO ISLANDS ROADS AND AVIATION PROJECT (SIRAP2) RESETTLEMENT PLAN

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ABBREVIATIONS

ATC	Air Traffic Control
CAC	Community Advisory Committee
CLAC	Customary Land Appeal Court
CoL	Commissioner of Lands
ESF	Environmental and Social Framework
FTE	Fixed Term Estate
GRM	Grievance Redress Mechanism
IOA	Inventory of Assets
IOL	Inventory of Losses
LAO	Land Acquisition Officer
LTA	Land and Tittles Act
MCA	Ministry of Communication and Aviation
MID	Ministry of Infrastructure Development
MLHS	Ministry of Lands, Housing and Survey
MoFT	Ministry of Finance and Treasury
MOA	Memorandum of Agreement
PE	Perpetual Estate
PST	Project Support Team
RP	Resettlement Plan
SEP	Stakeholder Engagement Plan
SIA	Social Impact Assessment
SI	Solomon Islands
SIRAP	Solomon Islands Road and Aviation Project
TOL	Temporary Occupancy Licenses
WB	World Bank

GLOSSARY

Affected Household/Family: All members of a household residing under one roof and operating as a single economic unit, who are adversely affected by the Project or any of its components. It may consist of a single nuclear family or an extended family group.

Affected Person (AP): All the people affected by the Project through land obtaining, relocation, or loss of income; and include any person, household [sometimes referred to as project affected family (AF)], firms, or public or private institutions. APs, therefore, include (i) persons whose agricultural land or other productive assets such as trees or crops are affected; (ii) persons whose businesses are affected and who might experience loss of income due to the Project impact; (iii) persons who lose work/employment as a result of Project impact; and (iv) people who lose access to community resources/property as a result of the Project.

Assistance: Support, rehabilitation and restoration measures extended in cash and/or kind over and above the compensation for lost assets.

Compensation: Payment in cash at current market value or in kind for an asset or a resource that is obtained or affected by a project to which the affected people are entitled in order to replace the lost property or income.

Cut-off date: The date, after which people will NOT be considered eligible for compensation, i.e., they are not included in the list of APs as defined by the census. Normally, the cut-off-date is the date of the detailed measurement survey.

Detailed Measurement Survey: The detailed inventory of losses that is completed after detailed design and marking of project boundaries on the ground.

Entitlement: The range of measures comprising cash or kind compensation, relocation cost, income restoration assistance, transfer assistance, income substitution, and relocation which are due to business restoration which are due to APs, depending on the type and degree /nature of their losses, to restore their social and economic base.

Non-titled: People who have no recognizable rights or claims to the land that they are occupying and includes people using private or state land without permission, permit or grant i.e., those people without legal title to land and/or structures occupied or used by them. World Bank ESF explicitly states that such people cannot be denied compensation.

Resettlement: All the impacts associated with loss of physical and non-physical assets, including homes, communities, productive land, income-earning assets and sources, subsistence, resources, cultural sites, social structures, networks and ties, cultural identity, and mutual help mechanisms.

Resettlement Action Plan: Is a resettlement instrument to be prepared when development locations requiring resettlement are identified where land acquisition led to physical displacement of persons and or loss of shelter, and or loss of livelihoods and or denial/restriction of access to economic resources

Vulnerable: Who might suffer disproportionately or face the risk of being marginalized from the effects of resettlement and includes: (i) female-headed households with dependents; (ii) disabled household heads; (iii) poor households that fall on or below the poverty line (within the meaning given previously); (iv) landless; (v) elderly households with no means of support; (vi) households without security of tenure; (vii) households of indigenous population or ethnic minority.

EXECUTIVE SUMMARY

Introduction

The Solomon Islands Government (SIG), with World Bank financing, is implementing the Solomon Islands Roads and Aviation Project (SIRAP) to improve operational safety and oversight of air transport and associated infrastructure and strengthen the climate resilience of the road and aviation sectors in the Solomon Islands (SI). In 2021, SIG requested a new transport project called the Second Solomon Islands Roads and Aviation Project (SIRAP2) given the need to expand SIRAP further. Activities planned under SIRAP2 are located on the following islands:

- Honiara International Airport (HIR) located in Honiara, Guadalcanal.
- Munda International Airport (MUA) located in Munda, New Georgia Island.
- Existing road network in Noro Town on New Georgia Island.
- Malaita four small bridges (MLT), Malaita Province
- Santa Cruz runway pavement (STZ), Temotu Province

Thus, SIRAP2 is an expansion of SIRAP. Since the project will be implemented after 2018, the new Environment and Social Framework (ESF) for the World Bank will apply. The proposed investments under SIRAP 2 are given in the table below. The roads will be under Ministry of Infrastructure and Development (MID), and the airport activities will be under Ministry of Communication and Aviation (MCA).

Proposed Investment for SIRAPs

HIR - Runway Resurfacing and Airfield Ground Lighting, Rescue Fire Services Station, Auto Weather Observation Station (AWOS), Stand by Generators, Control Tower (design and build), New Aviation Complex Building, Perimeter Fence
MUA Terminal Carpark, Control Tower (design and build),
Malaita North Rd: 2 log timber bridge replacement – Kolofe 1 at chainage 91.20 and Kolofe 2 at chainage 91.50
Malaita South Rd: 2 bridge replacement – Suú Harbour bailey bridge (Chainage 66.42) and Bira log timber bridge at chainage 68.00
Noro Town Roads Rehabilitation.
Santa Cruz runway pavement

Methodology

The Resettlement Plan (RP) is based on primary and secondary data. The primary data was collected through rapid assessment to understand the broad baseline status and socio-economic profiles of the local communities and stakeholders, and to identify the legal entitlements of the Project Affected People (AP). Secondary data/information was collected from various agencies and reports produced from previous projects for the interested area.

Land Requirement

The land for the new Air Traffic Control (ATC) Tower at Munda will be acquired. MCA is currently progressing the land acquisition process under the Land and Titles Act, and it is mentioned in the ESMP. The impacts will be mitigated and addressed by MCA, meaning that all the related cost will be covered by the ministry. All the other activities for SIRAP 2 for Noro Town Roads, Munda Car Park, Honiara International Airport fencing, the 4 bridges in Malaita and Lata Runway pavement will be at the current

alignment and footprints.

Affected Assets and Cost

A rapid inventory assessment was done for Noro Town Road and total of 33 households (families) will be affected due to the proposed road rehabilitations. This is due to encroachment on the road corridor. The Munda Car Park, 4 bridges on Malaita and Santa Cruz runway will be at their current respective locations. A further detail assessment will be conducted during the detail engineering design phase. Therefore, in this report, the total cost for the assets is still yet to be determined.

All the cost relating to the resettlement plan will be funded by the Solomon Island Government (SIG) through its implementation arms MID and MCA respectively.

Community Participation and Consultation

Public consultations were conducted as an integral part of the rapid social assessment. During these consultations, stakeholders were informed about the proposed project and their views and suggestions were recorded. This process helped to identify the key issues, needs and concerns of different groups within the community. Also, this was also used as the cutoff date for the project.

Grievance Redress Mechanism

As SIRAP 2 is an expansion of SIRAP, the existing mechanism for addressing any issues or concerns will be used.

Monitoring and Reporting

The RP establishes the provisions for Monitoring. The project support team (PST) and MID and MCA will be responsible for internal monitoring of the RP implementation. SIRAP2 will not need an external monitoring of the RP.

Resettlement monitoring reports will be sent to World Bank along with regular progress reports on quarterly basis. The monitoring reports will be posted on the SIRAP(www.sirap.sb) website, and relevant information from these reports will be disclosed in the project areas in local languages.

1. INTRODUCTION

1.1. Project Background

The SIG, with World Bank financing, is implementing SIRAP to improve operational safety and oversight of air transport and associated infrastructure and strengthen the climate resilience of the road and aviation sectors in the SI. In 2021, SIG requested a new transport project called SIRAP2 given the need to expand SIRAP further. Activities planned under SIRAP2 are located on the following islands:

- Honiara International Airport (HIR) located on Guadalcanal
- Munda International Airport (MUA), Air Traffic Control Tower, Carpark, New Georgia Island
- Existing road network at Noro Town on New Georgia Island
- Four (4) Bridges Replacement on Malaita
- Lata Runway Pavement, on Santa Cruz Island, Temotu

SIRAP 2 used the new ESF structure to assess the Significant Risk for the environment and social risk instruments, a site specific ESMP is required. According to the national legislation for the subprojects, Public Environmental Reports (PER) will be prepared. Due to the nature of the project, it is expected that the majority of the environmental and social impacts will be site specific, few if any are irreversible, and mitigation measures can be readily designed and implemented. The identification of potential environmental and social risks/impacts and appropriate mitigation measures or avoidance to be implemented during the construction phase.

In order to address Project's potential environmental and social concerns in accordance with the requirements of the World Bank Assessment and Management of the Environmental and Social Standards, MID and MCA are the national responsible body to prepare the Environmental and Social Management Plan (ESMP) and the Resettlement Action Plan for the whole project. MID and MCA will be assisted by the PST to produce the required instruments according to the WB standards.

This document is the Resettlement Plan (RP) for SIRAP2. This RP was prepared to identify project affected persons and their affected assets along the proposed roads of Noro Town Roads, the Munda airport carpark and the new air traffic control tower in the Western Province and for Lata Runway Pavement on Santa Cruz Island. The social and economic rapid assessment will be conducted to identify impacts that may arise and having a plan to reach settlement with the affected people before the construction commence.

1.2. Project Description

1.2.1. Honiara International Airport

The Honiara International Airport is built on government land which currently recorded under MCA on behalf of the SIG. The perimeter fencing will be at the current alignment, installation of a standby generator and the fire station will also be within the airport boundary. All the proposed works will be within the fenced area. And the land is government owned. MCA is working closely with MLHS for those residents that are currently built within the airport land.

Figure 1: Honiara International Perimeter fencing



1.2.2. Munda Car Park and the New Air Traffic Control Tower

The extension work for Munda International airport will include (i) construction of new Air Traffic Control tower; (ii) upgrade of the airport carpark located at Munda, Western Province.

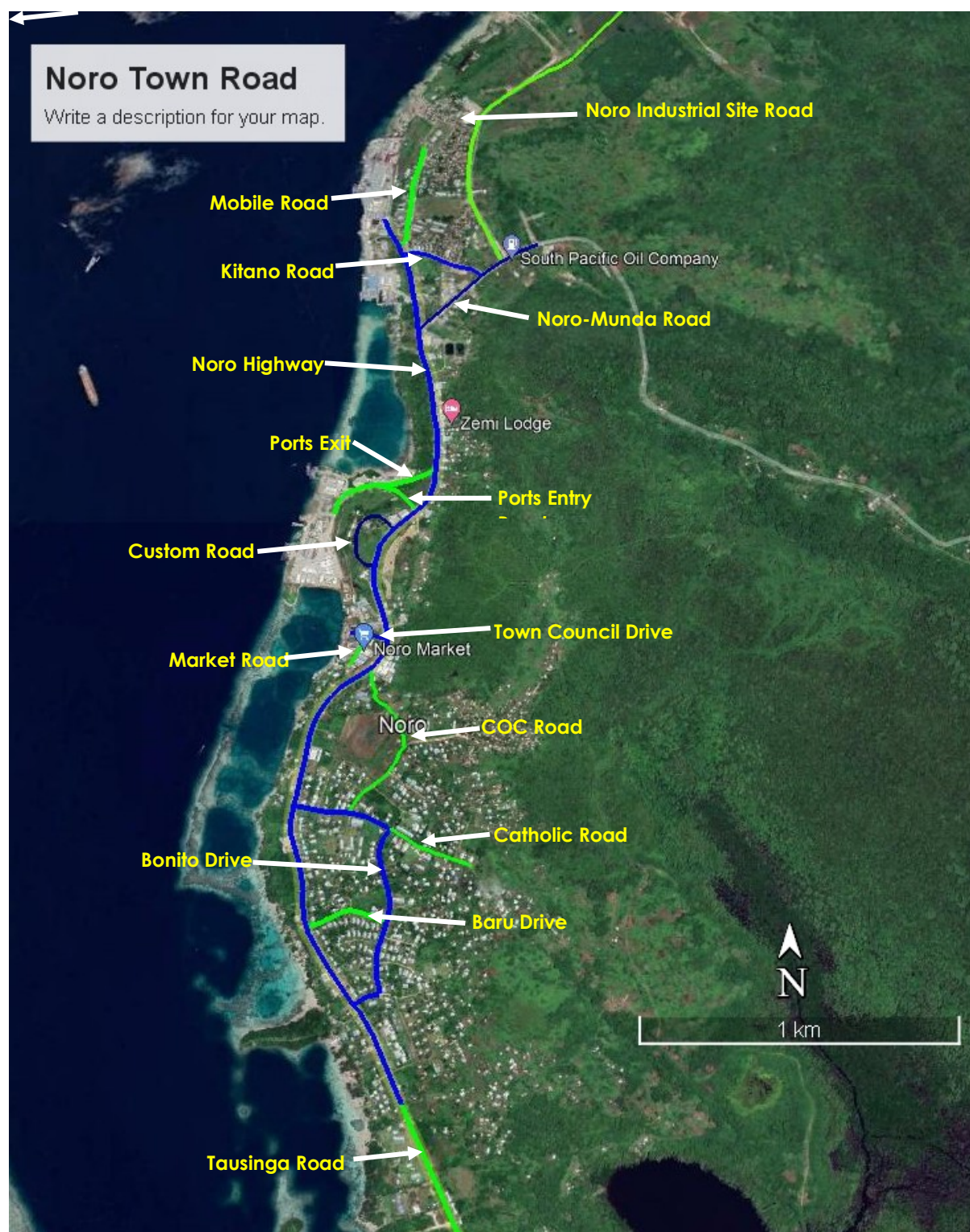
Figure 2: Munda Car Park Area and new Air Traffic Control Tower locations



1.2.3. Noro Town Road

For the Noro Town rehabilitation, it will involve both resealing and unsealing. A total of 10km of road upgrading.

Figure 3: Noro Town Roads



All the roads have been gazetted, thus, as stated in the Road Act, that for the main road it will have a width of 30m (15m from centreline and go to the road shoulders).

1.2.4. Malaita Bridges (North Road)

Two log timber bridge were of highest priority for MID that needs urgent replacement. The photos provided below were taken 4 years ago, and it is understood that the two

bridges are now not used. The bridges along the north road section are Kolofe log timber bridge at chainage 91.20 and Kolofe 2 log timber bridge at chainage 91.50.

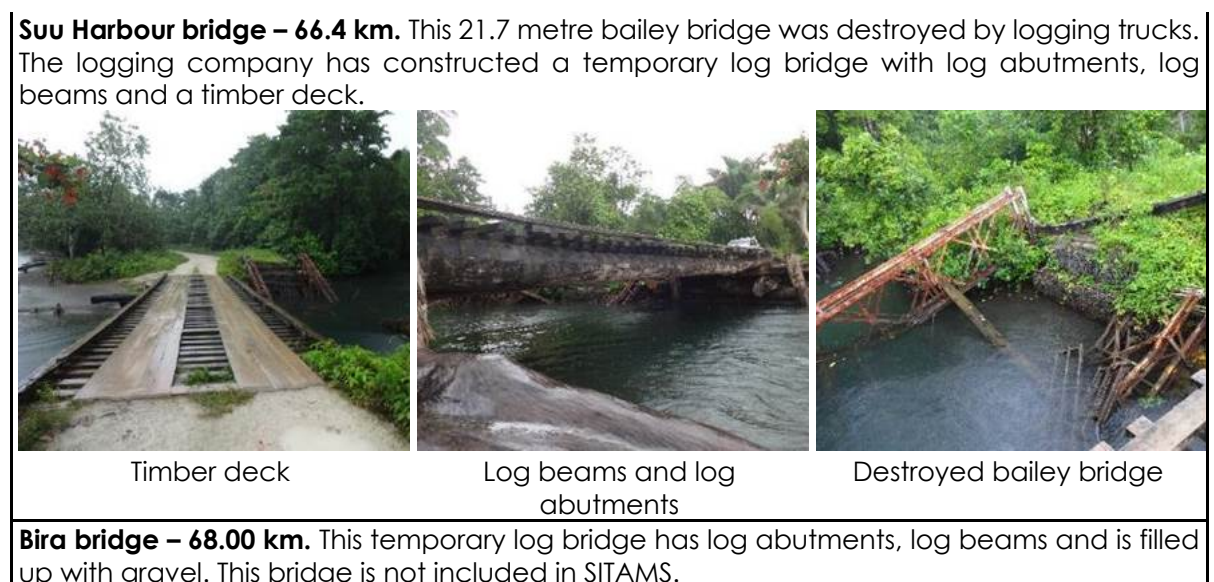
Figure 4: Malaita Bridge Replacement along the North Road



1.2.5. Malaita Bridges (South Road)

Along the South Road the Suu bridge at chainage 66.42 and Bira long timber bridge at chainage 68.00 will be replaced under SIRAP2. The photos given in the table below were taken some 4 years back. It is understood that these are not usable, thus, vehicles are currently accessing the stream bed.

Figure 5: Malaita Bridge Replacement along the South Road





1.2.6. Lata Airport

The Lata Airport is located on Santa Cruz Islands in Temotu Province. The existing runway is just coronous and during wet season the flight will be cancelled due to the status of the runway. The proposed pavement of the runway will make it all weather accessible. The runway is owned by the government, and record shows the title holder is with the CoL

Figure 6: Lata Runway at Santa Cruz



1.3. Resettlement Impacts Description

1.3.1. Honiara International Airport

The Honiara International Airport works will be in the fenced off area. Since all the works will be within the closed off area, and it is government owned land, the impacts for resettlement will be insignificant. However, the current fencing of the airport will also be covered under SIRAP2. This will be at the current footprint; thus, resettlement impacts will be negligible.

1.3.2. Munda International Airport – Car Park and Air Traffic Control Tower

The upgrade of the car park for Munda international airport will be at the current location and it is on crown land. Thus, the impacts will be insignificant. On the other

hand, the new ATC Tower for Munda International Airport, is on customary land, and MCA has been facilitating the land acquisition process and assisted by Ministry of Land, Housing and Survey (MLHS) (SIG). The process that MCA used is outlined in the MID Safeguards Manual and the Country Safeguards System (CSS). Since the land acquisition process has been undertaken by MCA, all the resettlement issues concerning the new ATC tower will be covered in that process., the impacts will be insignificant. To date, MCA has put notices for any interested individual or groups to submit their interest and claim regarding the proposed area. Currently it is at the second stage of the land acquisition process, whereby the Commissioner of Lands (CoL) will appoint a land acquisition officer (LAO) to carry out the land acquisition process on behalf of the CoL. Therefore, the ATC tower will not have resettlement impacts.

1.3.3. Noro Town Roads Rehabilitation

During the initial consultations the proposed road sections were visited. There are structures that are built within the road reserve and those that will be affected has also join in the initial meetings. Those that are affected by the proposed SIRAP2 activities that have attended the initial meetings are well aware of the encroachment. The provincial lands officer has stated that, he will work closely with affected people on the trees and structures that were erected along and within the road reserve. The impacts will be covered and included in this RP.

Figure 7: Typical Encroachment along the road shoulders



1.3.4. Lata Runway Pavement

MCA on behalf of SIG is taking the lead in terms of the land that the airport is currently situated on. After the initial consultation, the Temotu Provincial Government confirmed that the land is government owned. However, MCA will still need to address any issues that will be raised later, as there are garden foods planted along the runway. The community members that have food gardens along the runway were made aware during the recent meeting held on the proposed development and

agreed to comply with what the MCA will be undertaking. In terms of the resettlement impacts, it will anticipate that it will be insignificant for this project. Since the MCA will be taking the responsibility to making the runway available for the proposed development.

Figure 8: Typical Food Garden along the runway



1.3.5. Malaita Bridges

Since the main roads on Malaita Province has been gazatted, and the bridges will be replaced at the current locations, therefore no new land is required. The resettlement impacts will be insignificant to minor. If there is extra land needed to for stock piling of the materials, this will be for a short period (during the construction), the land will be accessed by using the MOU. MID used MOUs signed between the rightful owner and the ministry to have temporary access to land. After the completion of the works, the land will be returned to the rightful owner.

2. RP OBJECTIVES AND METHODOLOGY

The main purpose of the RP is to lay down a resettlement plan that is accepted by both the affected person(s) and the responsible ministry (MCA and MID) maximize projects benefits while mitigating potential negative impacts. This RP was developed through the following procedures and guidelines outlined in the ESS5 in the Environmental and Social Framework and the national laws.

2.1. Objectives of the Resettlement Plan

This RP defines the procedures by which SIRAP2 will address the potential resettlement impacts under the project, in line with the applicable World Bank Standard and legal framework of the Solomon Island Government and ensuring that the World Bank's resettlement safeguards is complied with. The primary objectives of the RP are to:

- i. identify the project's impact on the community in terms of loss of assets, and impact on livelihood and income
- ii. Identify and characterize project affected persons and determine their eligibility for compensation according to the SIG procedures.
- iii. outline measures to mitigate the adverse impact including preparation of entitlement matrix

- iv. provide an estimate budget for compensation of loss of assets and resettlement benefits
- v. To fairly compensate the affected person for losses so that their standards of living is not worse off than the pre-project implementation
- vi. Continuous engagement with the affected persons, communities and other stakeholders to discuss subprojects benefits and associated adverse impacts
- vii. provide procedure for monitoring of resettlement implementation.

2.2. Methodologies

The impacts are documented in the RP corresponding to the preliminary designs. Prior to commencement of actual implementation of physical works, this RP will be updated based on any significant changes to subproject scope or design. All unanticipated impacts have been addressed in compliance with World Bank safeguards standards and pertinent government laws. The following will be undertaken:

- Review of project documents and other relevant resources
- Scoping of proposed roads, car park and air traffic control tower
- Stocktake of the affected people and affected assets
- Affected assets assessment and valuation

3. PROJECT POTENTIAL IMPACTS

The potential impacts covered in this RP will be those of the road component and the food gardens along the runway at Lata. However, this will cause only minor impacts on the proposed activities. These will be dealt separately with the respective ministries (MCA and MID). The land for the new ATC Tower will be facilitated by MCA.

The overall social, economic and environmental benefits of the rehabilitation of the proposed roads - Noro Town Road (Western Province), Munda Car Park (Western Province), Four (4) Bridges replacement along the North and South Road Sections (Malaita Province) and Santa Cruz runway pavement outweigh than project minimal adverse impacts.

The main potential resettlement impacts will be the trees planted and structure built within the road corridor. However, this is a conservative estimate, and impacts will be mostly avoided as the road will be kept within the current alignment. All the proposed activities will be kept with the road corridor which has been gazette. Thus, impacts will be limited to small scale temporary reduction in income if customer access is impeded. In short, most impacts will be mitigated or avoided through the implementation of this RP and EMP measures by contractors. However, the RP is prepared in preparation of any potential temporary loss of income or livelihood during construction.

The RP was prepared to conservatively estimate and ensure sufficient resources and arrangements for potential temporary resettlement impacts. The RP will be updated during detailed design. The nature and extent of resettlement impacts were assessed by conducting a field visit to all proposed sites and assessing the land using the land

acquisition screening form and the inventory of loss (IOL) form. Pre-prepared sheets were used to record resettlement impacts and socio-economic data for each proposed site. The information collected includes:

- i. Numbers, types and ownership of affected people;
- ii. The names and owners of the land (with titles)
- iii. Numbers, and type of structures (including common property resources) and replacement cost;
- iv. Average business income, rent paid by tenants, number of employees
- v. Any resettlement impacts

3.1. Positive Outcomes

The road rehabilitation works are expected to have a positive effect on economic recovery for both Noro and Malaita. The road rehabilitation facilitates the movement of goods and services, which will increase productivity, provide access to basic services for the beneficiaries along the road. The Munda car park and new air control tower will enhance the safety of the operation of the airport to the international standard.

The rehabilitation of the proposed works will provide temporary jobs for the local residents as well. While the women may have limited role in the construction work, their small-scale trading units will greatly benefit from the rehabilitation of the infrastructure, through better availability, better quality and low-cost goods to be sold at the market.

3.1.1. Positive Social and Economic Outcomes

- Improved community access to social services
- Reduced travel time
- Enhanced community safety and security by having walkways and road safety signs along the road
- Employment opportunities for local communities
- Improved business activities and livelihood
- Reduced vehicle maintenance cost
- Improved Noro city image and an increase in property values along the rehabilitated roads

3.1.2. Positive Environmental Outcomes

- Improved air quality due to reduced air pollution caused by dust
- Reduction of traffic hazards and enhanced public safety through improved road condition
- Better pedestrian safety due to the construction of sidewalks.
- Improved road drainage hence reduced road flooding thus, reduced roadside erosion and incidence of waterborne diseases.

3.2. Negative Impacts

3.2.1. Negative Social and Economic Impacts

In all developments there will always be negative social and economic impacts, most especially during the construction phase. Thus, it is important to identify at the early stage that mitigation measures and procedures are put in place to avoid the delay of activities and project implementations.

3.2.1.1. Noro Town Road

- A total of 72 households and properties have been identified, who stand to be negatively affected socially and economically by the proposed constructions of the road
- Loss of structures: 38 structures both permanent and temporary will be affected
- Loss of livelihood/income: canteens and small market venues that are operating on along the main road and the road network will be displaced.
- Dispute over resettlement issues
- Labour influx
- Labour Dispute
- Health and safety risks to construction workers as well as local communities

Table 1: Summary of the Affected Assets for Noro Town Roads

Summary of the Assets			
No	Type of Assets	Description	Total Assets
1	Structures	Residential Houses	6
		Shops	4
		Canteens	5
		Fences	6
		Concrete Stairs	2
		Concrete Access	6
		Small Market Stalls	6
		Depot - Gas House	1
		Walkways	2
2	Utility Lines	Solomon Power	All roads
		Solomon Water	All roads
		Solomon Telekom	All Roads
3	Fruit Trees	Coconut	8
		Mango	1
		Inkori	1
		Alite	7
4	Trees	Santa Cruz Pine	10
		Teak	16
		Bush Trees	12
		Vasa	1
		Taba	2
		Hibiscus	6

3.2.2. Negative Environmental Impacts

There will be minor, localised and temporary impacts due to the proposed activities.

- Modification in the site during the earthworks may lead to alteration of the site.
- Increased level of air pollution (dust, particulate matter, and emission of noxious fumes) caused by the operations of construction vehicles and heavy equipment/machines.
- Increased noise levels due to construction works and operation of vehicles and heavy equipment
- Spilled oil and other petroleum products may result in the contamination of surface and subsurface soil biota.
- Leachate from heavy vehicle during the construction may infiltrate into the soil and may affect soil and groundwater quality
- Generation of campsite and construction wastes: foul odour, rodent and insect infestation may result from uncontrolled or improper disposal of garbage, leading to public health issues
- Community health and safety risks

4. SOCIO-ECONOMIC BASELINE STUDIES

Three quarters of the road network (including all the sealed and unsealed roads) are located in just three provinces: Guadalcanal (including the capital territory of Honiara), Malaita and Western Province. The National Development Strategy (NDS 2016 -2035 sets targets for proportion of the road network in maintainable condition to be increased to 85% by 2015 and towards 90% by 2020. Historically there has been only minimal maintenance leading to poor road conditions. The government is now more focused on maintaining and improving the current road network, although this does not yet happen in a structure manner.

The MID is responsible for developing and managing the road network, road transport service and road safety. And MCA is responsible for the airport activities. Under the Road Act they are also responsible for declaring public roads. The overall plans for the development of the road network are set out in the National Transport Plan (2017-2036) and the Medium-Term Transport Plan (MTTAP) (2017 – 2021). The Transport Infrastructure Management Services (TIMS) Department of MID is responsible for programming, design and implementation of road infrastructure maintenance and new road works (including main, feeder and access roads). TIMS is responsible for implementing a program of road works set out in the MTTAP and funded through the National Transport Fund (NTF) three-year action plans and the Solomon Islands Government (SIG) annual budget.

4.1. Socioeconomics Survey of Affected Persons

4.1.1. Noro Town Road

Noro is a town in the Western Province. Noro has grown rapidly over recent years, from 3,365 persons in 2009 to 6,054 in 2016. This has brought both opportunities for economic development, as well as challenges associated with unemployment, squatting, and pressure on infrastructure and services (Noro Town Council, 2017). Noro is known as 'Tuna Town' in the Solomon Islands, Noro is home to the country's two biggest

commercial fishing companies: Soltuna Fishing and Processing, and the National Fisheries Development (NFD). Together, the two companies employ 1,550 people, and the majority of workers are female (Noro Town Council, 2017). Many of the employees live in a village directly next to the cannery. Noro hosts the country's second international seaport, particularly busy for fishing vessels and timber shipments. There are several schools, shops and services, and a market located in Noro town.

Noro has the second international seaport in the Solomon Islands. The road was deteriorating and was at its worst conditions. The Noro town road was neglected for quite sometimes and had it not been for NFD and other stakeholders (scarcely) operating in Noro, the Noro town road will not be what is now.

Table 2: Affected Households and Assets for Noro Town Roads

Category of Impacts	Type of Impacts	No. of Assets	No. of AH	Remarks
Mobile Road (Unsealed Road)				
Company	Building - Residential	2	2	Permanent residents built right at the road shoulder
Kitano Road (Sealed Road)				
Private Properties	Residential Houses	5	5	Semi-permanent structures built
Private Properties	Small Market House	2	2	Built on the road shoulder
Private Properties	Canteen	1	1	
Public	Alite Tree (Almond)	1		Planted as a shade tree for people
Town Council Road (Unsealed Road)				
Public	Structure – Concrete Pedestrian walkway	1		CAUSE Project newly constructed a concrete pedestrian walkway of approximately 30m of length from the Noro Council House to the temporary market area.
Market Road (Unsealed Road)				
Private	Chinese Shop Buildings	4		1 building is a 3storey building, which accommodated the MFMR Office, 2 shops, a restaurant, accommodation and the owner resides in the building. 3 others are shops, and the owner are residing at the back of the shops. These shops provide work such as shop assistance, waiters and works at the accommodation.
Public	Structure – Pedestrian concrete walkway	1		CAUSE Project newly constructed the new pedestrian pavement to the newly built market houses.
BSP Road (Unsealed Road)				
Private	BSP Bank Building Stairs	1		The BSP stairs are on the road shoulder
Public	Fish Market Venue	1	35	People use to road shoulder to display the fish. The vendors will be affected as this is the venue, they use to sell their fish.
Private	CFC Timber Fence	1	1	10m of timer fence siting at the edge of the road

Baru Feeder (Unsealed Road)				
Private	Coconut trees	2	2	On the road shoulder
Bonito Drive (Sealed Road)				
Private	Canteen	2		On the road shoulder
Private	COM Concrete Stairs	1		On the road
Catholic Road (Unsealed Road)				
Private	Canteen	1	1	On the road shoulder
Private	Mango Tree	1	1	On the road shoulder
COC Road (Unsealed Road)				
Private	Picket Fence	1	1	25m length fence built on the road shoulder
Private	Small Market House	1	1	On the road shoulder
Private	Market House	1	1	On the road shoulder
Private	Noro Lodge Fence	1	1	This is currently now used as the quarantine center for the COVID19
Private	Residential House	1	1	On the road shoulder
Noro Highway (Sealed Road)				
	Tree – Santa Cruz Pine	10		Planted as shade trees along the highway
	Tree – Teak	16		Planted as shade trees along the highway
	Tree – Alite	7		Planted as shade trees along the highway
	Tree - Bush Tree	12		Planted as shade trees along the highway
	Tree – Vasa	1		Planted as shade trees along the highway
	Tree – Taba	2		Planted as shade trees along the highway
	Tree – Hibiscus (flowery tree)	6		Planted as shade trees along the highway
Private	Tree - Coconut	6	6	On the road shoulder
Private	Building - Small Gas Station	1	1	On the road shoulder
Private	Fence - Color Bond	15m	1	On the road
Private	Fence - Picket	25m	1	On the road shoulder
Private	Canteen	1	1	On the road shoulder
Private	Building – Market House	1	1	On the road shoulder
Private	Fence – Entrance Gate	1	1	On the road
Private	Fence – Picket Fence	30m	1	On the road shoulder
Company	Small Access concrete	6	6	On the road shoulder
Private	Tree - Inkori	1	1	On the road shoulder
SOE Impacts				
Company	Solomon Power Line			Along all the road sections
Company	Solomon Water Line			Along all the road sections
Company	Solomon Telekom Line			Along all the road sections

4.1.2. Air Traffic Control Tower

The area for the new control tower, is currently progressing with the outright purchase. The MCA is facilitating the acquisition and all the affected people and trees for compensation will be covered under this process. The new area does not have any structure or trees on any commercial value. The area is all grass and shrubs. The MCA

is now waiting for the Land Acquisition Officer to carry out the process on behalf of the Commissioner of Lands (CoL).

4.1.3. Munda Car Park

The car park for the Munda International Airport will be at the current location and the impacts are insignificant. Since it is owned by the government and will be at the current location, no impacts have been identified.

4.1.4. Malaita Bridge Replacements

A further detail inventory needs to be carried out to confirm assets that will be affected at the 4 locations.

4.1.5. Santa Cruz Runway Pavement

During the initial site visit, it was there are food gardens along the runway. Thus, the inventory survey needs to be conducted to see the total households that will be affected. Then the cost can be drawn.

5. LEGAL AND POLICY FRAMEWORK

The preparation of this Resettlement Plan was carried out within the context and requirements of the relevant national regulatory and institutional framework, and the World Bank Environmental and Social Framework (ESF) governing project related to land acquisition, restrictions on Land Use and Involuntary Resettlement – ESS5.

5.1. National Legal Framework on Land Acquisition

5.1.1. Solomon Islands Legal framework on Land Acquisition

The key land legislation in the Solomon Islands:

- The Constitution – recognizes customary law as part of the law of the country and allows for the compulsory acquisition of customary land
- The Land and Titles Act 1996 (amended 2014) [LTA] - provides for the allocation and management of land, a land titling system, and sets out procedures for land acquisition
- The Customary Land Recording Act 1994 (not active) – sets out the procedures for recording landownership rights by land holding groups.

In Solomon Islands, 87% of land is under customary tenure¹. Inheritance of customary land ownership or user rights differs with custom from island to island. Some islands (including those in Guadalcanal, Central and Western Provinces) typically practice matrilineal inheritance and the remaining provinces practice patrilineal inheritance². The remaining land is considered 'alienated' and is subject to registration under the Land and Titles Act (the Act or LTA). Within Honiara City Council and provincial capital boundaries, land is owned by the state and is held in the perpetual estate in to 50year fixed term estate (FTE) agreements with individuals or shorted term temporary

¹ Exemptions being the lands of the national capital area (Honiara), various provincial headquarters, and Tulaghi Island (which was the national capital until the 1960s and is alienated land).

² A small area on Guadalcanal – Marau practices patrilineal inheritance due to influence of customs of Malaita through Malaitan which have relocated to Guadalcanal.

occupancy licenses (TOL). A TOL is valid for a period of one to two years and permanent structures, or improvements are not permitted on this land.

The LTA governs the government's compulsory acquisition of land as well as purchase or lease of land through agreement.

5.1.2. Compulsory Land Acquisition

Sections 71 through 85 of the Act deals with compulsory acquisition of land for public purposes. Under section 71, the Minister makes a declaration that land is required for a public purpose. The declaration (including a plan or description of boundaries) is published, and notice is required to be given to the landowner in case of registered land (under section 72), and to all people or groups with an interest in the land for unregistered or customary land (section 73). Within three months of the date of the declaration (provided the declaration appealed is not appealed), the persons(s)/groups with an interest in the land must make a claim for compensation to the CoL. Under section 79(2) the CoL can either offer to pay the claim or reject it. If the claim for compensation is rejected, or the claimant is dissatisfied with the offer by the CoL, the claimant has three months with which to lodge an appeal with the High Court.

Section 83 of the Act sets out the criteria for assessing compensation for land acquired compulsorily and includes such things as (i) condition of land concerned; and (ii) any other matters and circumstances considered relevant, including assessment of any diminution in value to owner/occupier of contiguous. Section 84 of the Act deals with compensation for customary land and provides for transfer or grant of other land or estate (along with terms and conditions), to person(s) or group³, in lieu of payment compensation. Sub-section 4 says that such compensation is for the benefit of all people in the group, in the tradition of customary usage.

In case of improved alienate land, the Act provides for (i) compensation for permanently acquired land; (ii) rent for temporary use or occupation of land. Compensation can be provided in two ways; (i) if requested by a leaseholder; and FTE can be granted for an alternative parcel of land; or (ii) cash compensation based on valuation of land plus improvements. The valuation is based on the current value of parcels of land for similar uses in the area and the current rent for similar FTE arrangements. For unimproved alienated land, compensation negotiation is based on the original lease price plus reimbursement of all rent payments made up to the time of the resumption. This is considered to constitute replacement cost as envisaged in the World Bank ESS5.

Temporary occupation of land for public purposes – for a period of a maximum of three years – may also be acquired by the CoL (under section 82). This follows a similar process to acquisition of land with a declaration and notice being given. Agreement as to the rental follows the similar process to the claim offer, acceptance, and assessment as compensation for land is to be acquired (under section 79). Under sub-

³ Any disputes as to whether person(s) is a member of the group, or among members of a group about the compensation, shall be determined by the local court or Customary Land Appeals Court.

section 3, at the end of the temporary use, the land is to revert to the owner or person or group with an interest in the land. If land has been damaged or the value diminished, compensation is to be awarded.

However, MID through the implementation agency has adopted and practiced the use of a Memorandum of Understanding (MOU) and/ Memorandum of Agreement (MOA) for use of land. That is negotiating with the land and property owners for temporary use of land. That is negotiating with the land and property owners for temporary or permanent clearance and use of land for infrastructure development and only paying compensation for non-land assets. Compulsory acquiring land is not normally practiced as it takes time and often triggers issues among customary land-owning groups as most of the land within the country for development are customarily owned.

5.1.3. Purchase or Lease (acquisition through agreement)

Section 60 through 70 of the Act deals with purchase or lease of customary land (through agreement) by the CoL or any Provincial Assembly. The process starts with an appointment of a Land Acquisition Officer (LAO) for the purpose of land purchase or lease. The LO demarcates the boundary and agrees with the landowners for the purchase or lease of the land required. The LAO publishes the notice, holds a public hearing and prepares necessary reports. The agreement is reached with respective landowners, and it is implemented by the CoL, including payment of the compensation, taking possession of the land, and registration of the land in the name of the acquiring entity.

For the purchase or lease proceeding to be completed properly, it is important that at least four (4) meetings should be held with the public i.e., the intended landowners. The four (4) meeting are held in the following orders:

i. First Meeting

A public notice of appointment of acquisition officer to acquire the subject customary land will be put up. Awareness meeting for the next few days about what is expected to be done in the second meeting will be disseminated.

ii. Second Meeting

The second meeting is a crucial one. It is during this meeting that the Land Acquisition Officer will try to find out who the true landowners are and who the selected trustees to be sign forms – Customary Land Form 2 (CL2). If there is any disagreement, then the LAO need to hear the concerns of the disputing parties. This could take days or weeks.

Walking the boundaries of affected land parcel will also be undertaken by all concerned parties. It is also during this meeting that the LAO needs services of a surveyor to produce a sketch of land intended for the acquisition and this sketch will be signed by all concerned landowners. At the end of the meeting the LAO will come up with the trustees to sign form CL2 and the sketch map.

The timing of the meeting is based on the outcome of the discussions with all affected clans (tribes) and sub-tribes as well as the outcome of the inspection of the affected land parcels. Thus, the process could take days or weeks depending on the proximity and access to the area.

Once the CL2 form is signed, Notices of trustees will be put up on the public notice board for public viewing.

iii. **Third Meeting**

The LAO will hold this meeting with one aim to see if there is agreement among affected landowners on the trustees chosen in the previous meetings. If there is any disagreement, then the meeting will proceed to hear issues of disagreement.

This can take days or weeks depending on the nature of the dispute. At the end of the hearing, the LAO will ensure that the nominated trusts during the second meeting is concurred or not by all parties concerned.

iv. **Fourth Meeting**

Thereafter, the LAO will put up a notice inviting the public that they have three months to lodge their concern to the chief magistrate of that particular province. Issues that may be raised during this time may focus on the choice of trustees or the manner by which the LAO conducted the hearings or related concerns regarding the land acquisition process.

- a. **Certificate of No Appeal:** At the end of the three (3) month notice, the LAO will write to the chief magistrate requesting him to confirm whether an appeal against the proceedings of the acquisition process has been lodged. If any appeal has been lodged the magistrate will set a date to hear the case. If there was no appeal, then the Magistrate will release a certificate of No Appeal. At this point the process land acquisition procedure is only halfway through.
- b. **Document Compilation:** During this period the LAO will spend most of his time in Honiara working with Surveyors who will then go back to the site and carry out the legal survey work and demarcate the initial boundary identified by the landowners (clan/tribes). After the survey demarcation the cartographer or draftsman will do the plotting of the cadastral plan and checking is done by the Surveyor General to ensure accuracy is maintained.
- c. After this an application for first registration is done by the CoL and the drawing up a **Vesting Order** for the CoL to sign which signifies that all the relevant processes as required by the Act sub sections 61, 62, 63 and 64 has been fully complied with.
- d. **Statutory Declaration** could also be prepared for landowners (trustees) to sign if there is a need for it. This process can be weeks or months.
- e. **Registration of the Perpetual Estates:** The perpetual estates of the concerned land will now be registered in the landowners. The valuation work will also be carried out to determine the outright purchase price if the perpetual estate is to be vested in the CoL. If the land is to be leased the valuation should determine the premium and annual rental value to the landowners.
- f. When the registration of the perpetual estate is done, and the titles are released then the acquisition process would have been completed.

5.1.4. MID's Policy and Principles

The MID's Safeguards Procedures Manual is designed to avoid, minimize and balance environmental and social impacts caused by infrastructure development based on the three tiers (Tier1, 2 and 3) which divides proposed infrastructure repair, maintenance and rehabilitation works. The three tiers activate the environmental and Land Acquisition Resettlement Plan (LARP) policies of the MID and Development Partners including the Country Safeguards System (CSS).

In the case of Land Acquisition, the MID/CPIU has the decision of going into a Memorandum of Agreement (MOA) with the landowners. The MOA allows Tier 3 projects voluntary access, i.e., with no cash compensation to land outside of the road reserve or the ROW for expansion, staging area, and the conduct of works. This has similar terms and conditions as the MOU which MID/CPIU enters into with customary landowners for non-NTP MBMC projects. However, the MOA requires payment for non-land assets affected by the works. More importantly, it is legally binding, as it goes through review and approval of the Attorney General's Office (AGO) before taking effect. If an MOA is rejected by the landowners, MID/CPIU will have to organize with the CoL for land acquisition under Part V of the Land and Titles Act. A Land Acquisition Resettlement Plan (LARP) is prepared, approved by the MID and disclosed for Tier 3 activities.

For Tier 3 projects LARP will definitely occur for transport infrastructure projects if it involves new works or construction of a transport facility where presently there is none. The LARP policy principles also apply to expansion of an existing facility beyond its present footprint or boundaries. Triggering all LARP principles means that Tier 3 activities involving new works or expansion will have to undergo full LARP.

Furthermore, major infrastructure rehabilitation will have to go through most of the phases in the project cycle. That is:

1. Identification of Projects by scoping to make preliminary assessment of the area's stability and features
2. Identification of landowners, land boundaries and issue concerning the area through social scoping by identifying boundaries and use of the land, recording fixed assets, ownership of the land and issues that might hinder LAR
3. Information disclosure through community consultations and meetings
4. Establishment of CAC and GRM by appointment of community representatives by the communities. The committee members will be informed and trained on the roles and functions of the committee
5. The social impacts and measure to mitigate them are identified through the social impact assessment and LAR by undertaking surveys at the communities and each household.
6. Planning of the LARP find measures to avoid, minimize offset and compensate for the impacts and to improve or at least restore the standard of living and livelihood of APs to pre-LAR levels.

7. The CAC or GRM will disclose the LARP at the project site to all APs in a timely manner at an accessible place and language understood by the APs and other stakeholders.
8. Execute LARP by providing compensation and other entitlements to the APs before work and economic displacement.
9. Monitor the implementation of the LARP and its impacts on the APs.

5.2. World Bank ESS5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

5.2.1. Objective of ESS5

ESS5 acknowledges that the project related land acquisition and restriction on land use can have adverse impact on the affected people, communities, individuals. Involuntary resettlement may cause severe long-term hardship, improvement, and environmental damage unless appropriate mitigation measures and actions are properly planned and implemented. For these reasons, the overall objectives of the Bank's ESS5 which this RP is based on include:

- Avoidance of involuntary resettlement or when avoidance is impossible, minimize involuntary resettlement by finding other alternatives
- Avoidance of forced eviction
- To mitigate avoidable adverse social and economic impacts from land restriction on land uses by:
 - Providing timely compensation for loss of assets at the replacement cost.
 - Assisting affected person to improve or at least restore their livelihood and living standards to pre-displacement levels or to the levels prevailing prior to the beginning of the project implementation
- To ensure that the resettlement activities are planned and implemented with appropriate disclosure of information, meaningful consultations, and the informed participation of project affected persons.

5.2.2. Impacts Covered

This RP covers the direct economic and social impacts that are affected from the proposed development activities supported under the Bank's Investment Project Financing, and are caused by:

- i. The involuntary taking of land resulting in:
 - a. Relocation or loss of shelter
 - b. Loss of assets or access to assets; or
 - c. Loss of income sources or means of livelihood, whether or not the affected persons must move to another location:
- ii. The involuntary restriction of access to legally designated parks and protected areas resulting in adverse impacts on the livelihoods of the affected persons.

5.3. Comparison of SI Legal/Regulatory Framework with Requirements of ESS5

There are significant gaps the WB ESS5 requirements on land acquisition and resettlement and Solomon Islands law⁴, although in some respects have been identified and necessary gap-filling measures been developed to meet the requirements of both the National and World Bank's Standard.

Table 3: Legal Gap Analysis

Theme	Solomon Islands Legislation	World Bank ESS5 Requirements	Measures to bridge the gaps
Resettlement	<p>The Constitution provides for the protection from deprivation of property. The Constitution and Land and Tittles Act (LTA) set out the conditions under which land may be compulsory acquired. The property can only be acquired for the public good, and with the payment of reasonable compensation.</p> <p>No explicit reference to the need for minimizing resettlement impacts by exploring alternatives</p>	<p>Avoid involuntary resettlement wherever possible. Minimize involuntary resettlement by exploring project and design alternatives.</p>	<p>A resettlement plan or Abbreviated Resettlement Action Plan (ARAPs) will be prepared in consultation with the affected persons, including vulnerable groups. Elaborating on the APs entitlements, the income and livelihood restoration strategy, institutional arrangements, monitoring and reporting framework, budget, and time-bound implementation schedule.</p> <p>In the absence of the Solomon Islands laws to address involuntary resettlement, the Bank's ESS5 requirements shall prevail.</p> <p>Land acquisition/resettlement costs will be included and financed out of the project cost.</p>
Categories of Affected Individuals	<p>LTA sets out the process:</p> <ul style="list-style-type: none"> • of notification, including that all landowners must be informed of the acquisition and entitlements. • for land investigation which includes identification of affected clans/tribes and their assets. <p>No specific requirements for census, cut-off date, impact assessment and scoping of resettlement planning.</p>	<p>There are three categories of affected people:</p> <ul style="list-style-type: none"> (i) those who have formal legal rights; (ii) those who do not have formal legal rights to the land at the time of the census but have claim to such land or assets; and (iii) those who have no recognizable legal right or claim to the land they are occupying. 	<p>Screen the project early on to identify past, present, and future involuntary resettlement impacts and risks.</p> <p>RP should be designed to distinguish between classes of affected individuals, and this should be taken into consideration in awarding compensation. Including measures on compensation at replacement cost for affected land/assets and to restore/improve living standards of APs</p> <p>The issue of squatters has to be clearly considered in any resettlement action plan and shall be offered options whether through alternative shelters or fair compensation that enables them to find other shelter.</p>

⁴ See Solomon Islands: Strengthening Country Safeguard Systems in the Transport Sector: Equivalence Assessment and Legal Analysis of Solomon Islands Law, Final Report 19 June 2014 (ADB TA-8217-SOL).

Participation and Compensation	<p>General principles of compensation for land and assets are set out in the Constitution and LTA.</p> <p>LTA sets out the process of notification, including that all landowners must be informed of the acquisition and entitlements.</p> <p>SOL Laws do not prescribe measures to restore/ improve standard of living.</p> <p>No specific provisions for preparing and implementing RP based on meaningful consultations with APs, including the poor, the landless, elderly, women, and other vulnerable Groups.</p> <p>No specific requirement for land-based resettlement, replacement of assets, and benefit sharing.</p>	<p>Affected persons should be:</p> <ul style="list-style-type: none"> • Informed in a timely manner on their options and right pertaining to resettlement. • Offered choices among and provided with technically and economically feasible resettlement alternatives. 	<p>Carry out meaningful consultations with APs, host communities, and concerned NGOs. Inform all displaced persons of their entitlements and resettlement options. Ensure their participation in planning, implementation, and monitoring and evaluation of resettlement programs. Pay particular attention to the needs of vulnerable groups, especially those below the poverty line, the landless, the elderly, women and children, and those without legal title to land, and ensure their participation in consultations.</p> <p>Improve, or at least restore, the livelihoods of all affected persons through (i) land-based resettlement strategies when affected livelihoods are land based where possible or cash compensation at replacement value for land when the loss of land does not undermine livelihoods, (ii) prompt replacement of assets with access to assets of equal or higher value, (iii) prompt compensation at full replacement cost for assets that cannot be restored, and (iv) additional revenues and services through benefit sharing schemes where possible.</p>
Timing of compensation Payment	<p>The Constitution requires payment of reasonable compensation for the compulsory acquisition of land for a public benefit, within a reasonable period of time having regard to all the relevant circumstances.</p> <p>LTA requires compensation to be paid within 3 months of acceptance of the offer.</p> <p>There is nothing in the Act to require payment before displacement.</p>	<p>Prompt compensation payment prior to commencing construction or before acquiring land assets</p>	<p>Pay compensation and provide other resettlement entitlements before physical or economic displacement. Including measures on payment of compensation for affected assets before start of civil works on affected land. Implement the resettlement plan under close supervision throughout project implementation.</p>
Grievances	<p>LTA provides for appeal against a declaration of public purpose for compulsory acquisition and amount of compensation.</p> <p>No requirements for a project-specific grievance redress mechanism.</p>	<p>Appropriate and accessible grievance mechanisms to be established</p>	<p>Establish a grievance redress mechanism to receive and facilitate resolution of the affected persons' concerns. Including measures on project-specific grievance redress mechanism. Support the social and cultural institutions of displaced persons and their host population.</p>
Monitoring and Evaluation	<p>Gap - No equivalent provision</p>	<p>Internal monitoring and external evaluation are required</p>	<p>Monitor and assess resettlement outcomes, their impacts on the standards of living of displaced persons, and whether the objectives of the resettlement plan have been achieved by taking into account the baseline conditions and the results of resettlement monitoring. Including monitoring measures, including</p>

			requirements of semi-annual safeguard monitoring report. Disclose monitoring reports.
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In comparison of the Solomon Islands legal framework/regulation with the World Bank's ESS5; Land Acquisition, Restriction on Land Use and Involuntary Resettlement reveals that there are compensation and resettlement assistance policy gaps between the two. Where there are gaps between the SIG framework and the Bank's ESS5 requirements, the SIRAP2 will be required to fully comply and implement each gap filling measures stated in the table above Table 3 where it is applicable and supplementary measures to ensure that the project complies with the standard sets in ESS5.

6. ELIGIBILITY CRITERIA AND ENTITLEMENTS

In consistent with the World Bank ESS5, this RP will apply to all three categories of APs as follows: (i) persons with formal or legal rights to land lost in its entirety or in part; (ii) person who lost the land they occupy in its entirety or in part who have no formal legal rights to such land, but who have claims to such land that are recognized or recognizable under national laws; and (iii) persons who lost the land they occupy in its entirety or in part (as of the cut-off date) who have neither formal legal rights nor recognizable claims to such land.

SIRAP2 will follow both the national laws and the World Bank's ESS5. In case of any gap, the World Bank ESS 5 will apply. The project's key resettlement principles are:

- (i) APs will be consulted during the project cycle
- (ii) Avoid or minimize involuntary land acquisition and resettlement through careful design
- (iii) APs will receive compensation at replacement cost and/or assistance so that they will be as well-off as without the project
- (iv) Absence of formal title will not be a bar to compensation for house, structures and trees/crops and particular attention will be paid to vulnerable groups
- (v) Land compensation and resettlement assistance will be completed before start of civil works
- (vi) Land acquisition and resettlement will be conceived as part of the project and costs related to resettlement will be included in and financed out of MID's budget.

6.1. Definition of Affected People

The project affected people are defined as:

- Those who are residing along the Noro Town Road sections and found within the current road alignment. There is a defined ROW of 30m road corridor (15m from centre line on either side of the road, however, this will be carried out by MID. For the purpose of SIRAP2, it will be those that are encroaching right up to the road shoulders on both sides of the proposed roads.
- Those who will suffer direct economic and social impact as a result of the SIRAP 2 activities
- Those vulnerable groups in the project areas whose livelihood and living

conditions will be worsen through direct impacts of the works.

6.2. Memorandum of Agreement (MOA)

For infrastructures that directly benefit local communities, MID often consults with the communities and landowning groups to get their agreement in constructing such infrastructures on the community/customary land. If the landowners and any other persons who claim an interest in the land agree on use of the land for the project purpose, the agreement is documented in the form of a Memorandum of Agreement (MOA) which is signed by the members of the community/landowning group or landowners (whoever is required) and the government. The MOA sets out the agreed terms and conditions, including details of compensation to the landowners to be provided by the MID in return for use of the community land for the project. While MID wishes to continue this tradition of consultation and MOA, SIRAP2 will follow adequate safeguards and legal process in obtaining community/customary land including:

- i. local communities will be consulted on selection of subproject location/alignment and on options to minimize resettlement impacts.
- ii. landowner will not be forced to give their land and giving-up the land will not result to poverty among the affected landowners.
- iii. affected persons/households will be provided compensation (at replacement cost) for their loss of individual structures and other improvements such as crops, trees etc., in addition to in-kind compensation to community/groups for affected customary land,
- iv. procedures on purchase or lease of customary land in compliance with the Land and Titles Act will be followed, as relevant,
- v. the MOA will be validated by a third party such as a civil society organization or a magistrate.

SIRAP2 will follow eligibility and provisions in this RP for compensating all types of losses resulting from land acquisition or restriction on land use or access and identified in the table 6 measures for filling the gap. APs will receive compensation at full replacement cost, and other resettlement assistance such as shifting allowance. Titled APs will receive compensation for land acquired by the project. Non-titled APs are not eligible for compensation of land but will receive compensation for assets attached to land and other assistance as required. Household headed by women and other vulnerable households will receive further assistance. Table 7 presents the entitlement matrix.

6.3. Entitlement

Entitlement provisions for the APs include compensation for permanent and temporary loss of land, structure, trees, crops and a onetime allowances/grant for shifting and reconstruction of structure. The entitlement matrix in table 7, and the entitlements are summarized below:

- i. **Acquisition of Land:** Landowners/landowning groups will be compensated in cash at full replacement cost as agreed between MID/MCA and landowners. Valuation will be done by a private valuer from the Ministry of Lands Housing and Survey (MLHS).

- ii. **Loss of Structures (temporary):** will be compensated in cash at replacement cost free of depreciation and transaction cost. A one-time transfer grant of SBD500.00 and a one-time reconstruction grant of SBD2000.00 will be paid for each affected household on assessment done and as agreed upon by MID/MCA and the APs.
- iii. **Loss of Crop:** Compensation for loss of crops will be paid in cash as per the rate determined by the Ministry of Agriculture and Livestock (MAL) or on rates agreed and approved by the APs and MID/MCA.
- iv. **Loss of trees:** Compensation for loss of trees will be paid in cash at market price as determined by the Forest Division (Ministry of Forestry and Research – MFR).
- v. **Vulnerable Households:** Vulnerable AP households (if any) will receive a one-time additional special assistance of SBD1500.00. This special assistance will be in addition to the standard package.

Table 4: Entitlement Matrix

Impact/Type of Loss	Application	Entitled APs	Entitlement
Loss of use of land through temporary occupation by the project including any damages within land used temporarily. Loss of access during construction causing inconvenience to APs or impacting livelihoods	Customary land required during repair/rehabilitation activities	Landowners /users of customary land	<ul style="list-style-type: none"> Rent as negotiated with landowners. All temporary use of land will be through written agreement with the landowner/leaseholder and land will be returned to the landowners/leaseholder after rehabilitation to original or better condition. Compensation at replacement cost for any damages within land used for project. The project will ensure that APs have uninterrupted access to their land and livelihood sources. In case of any unavoidable loss of access, APs will be provided compensation for their losses at replacement cost.
	Alienated land (FTE, etc.,) required during repair/rehabilitation activities	Leaseholder	
Permanent loss of various types of land (other than residential)	Customary land required for project construction	Landowners /users of customary land	Cash compensation at full replacement cost to landowner groups as agreed between MID/MCA and landowners.
	Alienated land required for the project construction	Leaseholders, tenant and users of land	<ul style="list-style-type: none"> Cash compensation to leaseholders for affected land. New FTE lease for alternative land, with no cost to APs Cash compensation for affected crops, trees and other assets at replacement cost. A portion/share of compensation amount will be provided to sharecroppers/tenants for portion of land sharecropped according to sharecropping/rental agreement
Loss of gardens, trees, crops, perennials, and/or productive trees/plants	Standing crops, trees in the ROW	Owner(s) of crops or trees	Compensation at replacement cost as determined by the Forest Division for timber trees and the Department of Agriculture for crops or productive plants/trees.
Partial or total removal of structure (house or commercial structure)	Structure in ROW	Owner(s) of Structure	<ul style="list-style-type: none"> Compensation for structures affected or removed at replacement cost without deductions for salvaged materials, and assistance in locating suitable alternative housing or commercial building. Transfer grant SBD500.00 for each unit of temporary structure as agreed between MID/MCA and APs for dismantling and transport of salvaged materials. Reconstruction grant of SBD2000.00 (minimum) for each unit of temporary structure. Salvaged material free of cost.
Temporary impact	Temporary use of	Owner(s) of	<ul style="list-style-type: none"> All temporary use of lands outside the ROW to be

during construction	land outside the construction limit (ROW) during construction.	land	through written agreement between the landowner and the contractor. • Land will be returned to owner, rehabilitated to original preferably better standard.
Affected Vulnerable Households		Vulnerable households losing assets to the project	• In addition to the above standard package, vulnerable AP households will receive a one-time additional special assistance of SBD1500.00 • Access to training programs developed under the project; employment in priority basis during construction and maintenance.
Affected Persons or Household	Loss of agricultural crops and trees during implementation	Affected Persons and Households concerned	All crops and trees will be recorded and compensated for based on the current market price
Unforeseen or unintended Impacts	Any impact identified during implementation	Concerned affected people	Should be addressed in compliance with World Bank ESS5 and relevant national laws.

FTE: Fixed Term Estate

ROW: Right of Way

6.4. Entitlement Matrix for APs

The entitlement matrix below defines the criteria for qualification to receive compensation for assets and means of livelihoods affected by the SIRAP2. It is as follows:

- i. The category of assets to be affected
- ii. Number of assets to be impacted
- iii. Type of impact
- iv. Number of Affected Households (AH)
- v. Entitlements to which APs are qualified under each category of impacts

Table 5: Entitlement Matrix for Affected People

Category of Impacts	Type of Impacts	No. of Assets	Number of AH	Entitlement
A. NORO TOWN ROADS				
Mobile Road (Unsealed Road)				
Company	Building - Residential	2	2	Relocation Cost
Kitano Road (Sealed Road)				
Private Properties	Residential Houses	5	5	Relocation Cost
	Small Market House	2	2	Relocation cost
	Canteen	1	1	Full replacement Cost
Public	Alite Tree (Almond)	1		Full replacement cost
Town Council Road (Unsealed Road)				
Public	Structure – Concrete Pedestrian walkway	1		Full Replacement cost
Market Road (Unsealed Road)				
Private	Chinese Shop Buildings	4		Business Loss Cost
Public	Structure – Pedestrian concrete walkway			
BSP Road (Unsealed Road)				
Private	BSP Bank Building	1		Full replacement Cost

Public	Fish Market	1	35	Full replacement Cost
Private	CFC Timber Fence	1	1	Relocation cost
Baru Feeder (Unsealed Road)				
Private	Coconut trees	2	2	Full replacement Cost
Bonito Drive (Sealed Road)				
Private	Canteen	2	2	Relocation Cost
Private	COM Concrete Stairs			Full replacement Cost
Catholic Road (Unsealed Road)				
Private	Canteen	1	1	Relocation Cost
Private	Mango Tree	1	1	Full replacement Cost
COC Road (Unsealed Road)				
Private	Picket Fence		1	Relocation cost
Private	Small Market House	1	1	Relocation Cost
Private	Market House	1	1	Relocation Cost
Private	Noro Lodge Fence		1	Relocation Cost
Private	Residential House	1	1	Relocation Cost
Noro Highway (Sealed Road)				
Public	Tree – Santa Cruz Pine	10		Full Replacement
Public	Tree – Teak	16		Full Replacement
Public	Tree – Alite	7		Full Replacement
Public	Tree - Bush Tree	12		Full Replacement
Public	Tree – Vasa	1		Full Replacement
Public	Tree – Taba	2		Full Replacement
Public	Tree – Hibiscus (flowery tree)	6		Full Replacement
Private	Tree - Coconut	6	6	Full replacement Cost
Private	Building - Small Gas Station	1	1	Relocation Cost
Private	Fence - Color Bond	15m	1	Relocation Cost
Private	Fence - Picket	25m	1	Relocation cost
Private	Canteen	1	1	Relocation Cost
Private	Building – Market House	1	1	Relocation Cost
Private	Fence – Entrance Gate	1	1	Relocation Cost
Private	Fence – Picket Fence	30m	1	Relocation Cost
Company	Small Access concrete	6	6	Relocation Cost
Private	Tree - Inkori	1	1	Full replacement Cost
SOEs				
Company	Solomon Power Lines			Relocation cost
Company	Solomon Water Line			Relocation cost
Company	Solomon Telekom line			Relocation cost

This matrix table will be updated during the detail engineering design phase. A rapid assessment was carried out for the purpose of this RP to assess the level of impacts in terms on the APs for the road sections. At this stage, people are now aware of the proposed works to be covered under SIRAP2. People also knew about the encroachment on the road ROW, thus, the approach to be taken will be via thorough consultations and negotiation and giving the APs ample time to relocate their structures.

The Noro Town Roads also have the utility service lines that run along the road corridor, the Solomon Power poles, Solomon Water pipe and as well as Solomon Telekom lines. These needs a detail inventory during the detailed engineering design phase, as the relocation cost will need to be factored into the total cost of resettlement for SIRAP2.

6.5. Cut-Off Date

The cut-off date for the affected person and their assets to be affected by the project was the same date that the public awareness meeting (initial consultation) was conducted. Since notices were served to the communities and they are aware of the proposed development. The public were notified about the census through the community awareness especially for Noro Town Road. The cut-off date for Noro Road and Munda International Airport was on 18th August 2021. The cut off date for Santa Cruz runway pavement was on 10th January 2022. Members of the public were further notified that anyone encroaching on the right of way of the proposed upgrading roads, car park, ACT and Santa Cruz runway after the cut-off date will not be eligible for compensation or assistance. There was no displacement or forced eviction of affected people for all the subprojects under SIRAP2.

7. VALUATION

The asset valuation exercise and valuation and rate used to value the various categories of assets (structures, tree crops and etc..) to be affected by SIRAP2. The approach does not take into account depreciation of the existing asset, but the cost of the replacement structure or asset is. Given the magnitude of the impacts on the affected persons, the valuation used will yield compensation amounts that will enable APs to better improve their standard of living, or at least restore them to pre-project levels.

7.1. Compensation and Resettlement Assistance

Compensation and resettlement assistance to APs covers (i) private properties; (ii) public properties; (iii) economic crops; (iv) businesses; (v) tenants; (vi) landlords

7.1.1. Private Properties

This will be updated during the detailed engineering design stage. The compensation cost for the private structure will be based on 'full replacement cost'. The road sections pass through town and villages. Thus, the project proposed works will impact the private structures and trees. It is shown in Table 8.

Mitigation Measures

To mitigate the social and economic risks associated with loss of the private structure, the project will compensate the APs with full replacement cost for the affected properties. Payment for all structures will be completed prior to commencing civil work in each of the impact road corridor.

7.1.2. Public Properties

Public Properties are likely to be impacted as well. The public structures included market stalls, canteens and women stall market venue and the shade trees been

planted along the road corridor.

Mitigation Measure

The compensation amount will be calculated using the market cost of the materials to build a replacement public structure with an area and quality similar or better than that affected by the project, or to repair partially affected with public structure. The project will compensate each affected entity with full replacement cost of the affected public properties. Payment for all structure will be completed prior to commencing civil work in each impacted road corridor.

7.1.3. Businesses

There are small and big businesses located along the road corridors. For Noro Highway Road, there are Chinese shops that will be impacted as well. These businesses provide source of income and means of livelihood for APs in the project affected areas and are likely to be affected by the works activities.

Mitigation Measures

To mitigate the social and economic risks associated with the loss of small businesses and income interruption, the project will compensate each small business owners/petty trader the value of the business' monthly net profit for a total of 3 months transition period. Payment to all small business's owners/petty traders shall be completed prior to commencing works in each of the impact road corridors.

7.1.4. Economic Trees

Mitigation Measures

To mitigate the social and economic risks associated with losses of economic tree crops, the project will compensate each affected person or farmer for the value of his/her economic trees. The unit rates will be provided by the Ministry of Agriculture for crops and Ministry of Forestry and Research for the commercial trees for each category of each economic crops/trees. Payment for all economic crops will be completed prior to commencing works in each impact road corridors.

7.2. Legacy Issues

Legacy issues that have not been addressed since the inception of the SIRAP /SIRAP2 will not be addressed. These issues will be forwarded to respective ministries to deal and address them.

8. RESETTLEMENT BUDGET AND FINANCIAL PLAN

8.1. Institutional Arrangements for Financing Resettlement

All funds required for compensating the affected land, structure and trees, including providing various allowances will be allocated by the government. The MID will ensure that adequate funds are available for carrying out resettlement according to the budgets provided in the RP. The CPIU will coordinate allocation of funds, approval of payments, and delivery of funds, monitoring of progress and reporting.

8.2. Budget Description

Land acquisition, compensation, resettlement, and income restoration costs for the project will be financed by the government. The budget for such activities will be estimated during feasibility based on interviews with affected owners, occupants and communities. This will be updated after the detailed survey and investigation, and further consultations with APs. The government will release sufficient budget for implementation of compensation, resettlement and rehabilitation activities in an appropriate and timely manner.

A RP prepared under the project will be required to identify the costs of resettlement including compensation (including in-kind compensation), describing the valuation of land and assets and how replacement value or cost will be achieved; livelihood restoration, where this is required; costs of implementing the plan (including administration charges and contingency); and monitoring.

This RP for the selected subprojects located on Malaita, Western and Temotu Provinces will be updated during the preparation stage (detailed Engineering Design phase) to come up with the actual total cost. A 10% of the total expenses are kept to meet the contingency expenses and 5% for administrative fees. Administrative work required to compensate a small number of affected households under the SIRAP2 is a very important task which will be handled by PST and the CPIU social safeguard team. This cost costing of the affected assets needs to be properly assessed and engaging a large administrative budget will therefore be required. A contingency fund provided in the budget can meet the administrative cost for compensating the number of APs. Table 9 presents a summary of the total cost of implementing the RP presenting allowances for losses under this project.

Table 6: Summary of Resettlement Budget

Affected Assets & Allowances	Quantity	Unit	Rate (SBD)	Amount (SBD)
Assets				
Compensation for Affected Land	0.0 m ²	m ²	\$167.00	\$ 0.00
Compensation for Affected Trees		Number	\$ 0.00	\$0.00
Total Compensation (SBD\$)				\$ 0.00
Allowances				
For Affected Structures:				
One-time Transfer Grant for affected temporary structure		Number	\$ 500.00	\$ 0.00
One-time Reconstruction Grant for affected temporary Structures		Number	\$ 2,000.00	\$ 0.00
Sub-total (SBD\$)				\$ 0.00
10% associated cost on sub-total to meet the contingency expenses	-	-	-	\$0.00

5% Administration Fees	-	-	-	\$ 0.00
Total Resettlement Budget (SBD\$)				\$ 0.00

Table 9 will be filled during the detail engineer design, so that the actual number of affected household and people can be confirmed, and preparation of the requested budget can be submitted accordingly.

9. INSTITUTIONAL RESPONSIBILITY

In order to have an effective implementation of the RP, effective plan and coordination of the RP is important. This includes the RP preparation and implementation activities, as well as the organizational procedures for delivery of the entitlements, including line ministries, committees and affected people.

In compliance with the Bank's ESS5 and the relevant Solomon Islands legal provisions and policies on involuntary resettlements, the following institutions will the legal mandate and responsibility for preparation and implementation of the RP for SIRAP2 is listed below.

9.1. Ministry of Communication and Aviation

The Ministry of Communication & Aviation (MCA) is a key component of the public administration of the Solomon Islands Government and is responsible for aviation services including airport development and communication services including ICT development at a national level. For SIRAP2 MCA will be responsible for the airport activities such as the Honiara perimeter fencing, Munda car park area and Munda new Air Traffic Control Tower.

9.2. Ministry of Infrastructure Development

The Ministry of Infrastructure Development focuses on the development of important infrastructures to support development. The mission of the Ministry is to design safety standards for bridges, wharves, or houses as required in natural disasters prone regions, to ensure that shipping and all transport industries operate to safe and efficient standards that ensure passenger and cargo safety, and to ensure that national transportation is well planned, affordable and conducive to both economic growth and social well-being and that government housings, materials, equipment, vehicle fleet, plant and machinery are professionally maintained. For SIRAP2, MID will be entirely responsible for Noro Town Roads and Malaita Roads.

9.3. Ministry of Land, Housing and Survey

MLHS will provide necessary support to MID/MCA in carrying out land acquisition activities, particularly with respect to customary land. If a subproject requires acquisition of customary land, the CoL will on the request of the Minister appoint a Land Acquisition Officer (LAO) to undertake land acquisition. CPIU/MID assisted by the SIRAP/PST - NSS and LAO will identify land, landowners or leaseholders, participate in consultations, prepare declarations and notices as required, and undertake a land acquisition survey.

The Valuation Division of MLHS, headed by the Valuer General, is responsible for the

valuation of real property.

9.4. SIRAP 2 Project Support Team

Project Support Team (PST), assisted by the LAO, is responsible for preparation and implementation of the overall project, including preparation and implementation of the land acquisition and resettlement safeguard requirements. In this regard PST is responsible for the following activities:

- Screening and assessing subprojects.
- Preparing RPs for subprojects, if required, to meet the project's requirements according to the World Bank's ESS5 requirements and the national government.
- Undertaking adequate consultations with and dissemination of relevant information to APs, including public disclosure of draft and final RPs, in accordance with the ESF.
- Ensuring that design engineers take into account safeguard issues and try to avoid or minimize social impacts through appropriate design.
- Addressing any project-related grievances of APs and facilitating the resolution of disputes on land ownership.
- Undertaking public consultation to inform APs of the subproject scope and schedule of the subproject activities, including land acquisition and compensation activities.
- Following the award of the civil works contract, arranging a briefing to the contractors to raise their awareness on safeguard requirements.
- Coordinating with relevant authorities including MLHS and CoL to ensure that land acquisition and compensation activities are completed prior to start of construction activities.
- Undertaking regular monitoring and reporting on implementation progress of resettlement plan.

9.5. Third Party Validator

In order to ensure that land compensation offers in the negotiation process are fair and reasonable in the local context, SIRAP2/MID/MCA will engage a Third-Party Validator to ensure that offer prices are fair and to observe key stages of the negotiation process, intervene (if required), and record the negotiation process in order to ensure any imbalance of power or information between the parties is recognized and addressed, and as a consequence a fair process has been followed. The Third-Party Valuer will also participate in the grievance redress mechanism.

9.6. Community Advisory Committee

The community advisory committee (CAC) will be established to develop a joint responsibility with the communities that the project will impact and the respective ministries (MCA/MID) and SIRAP PST to facilitate a smooth implementation of any infrastructure maintenance or rehabilitation. It assists the affected communities and resource owners to take sense of ownership and sustainability of the infrastructure facilities.

The CAC will be established during the implementation stage after the contract is signed by the contractor. This will be facilitated by MID/CPIU/MCA and PST. The CAC will consist of ten (10) members. The CAC members shall be nominated by at least two (2) people with high status or head of tribal members of the affected areas residing within the project location. The CAC should represent the community, tribe, chiefs, elders, women, and landowning groups. The CAC will be set up based on the local administrative units (wards and villages) to facilitate accessibility among the APs. The CAC is a tool in ensuring proper resolution of grievance, and impartial hearing and transparent decisions. The CAC does not possess any legal mandate or authority to resolve land acquisition or resettlement issues, rather act as an advisory body or facilitate the resolution of issues.

10. IMPLEMENTATION SCHEDULE AND PREPARATORY ACTIONS

10.1. RP Implementation

Implementation schedule of resettlement plan broadly consists of resettlement activities. Time frame for implementation of RP will be synchronized with the project implementation in a way that commencement and progress of civil works is not adversely affected.

However, the RP will need to be updated and resubmitted to World Bank for approval if there will be any changes or amendments made after the demarcation of affected lands based on the detailed design and other associated tasks before the payment. MID/CPIU will begin the implementation process of RP immediately after its approval by the World Bank. Grievances or objections (if any) will be redressed as per grievance redress procedure adopted in this RP. The steps for the delivery of compensation for all eligible APs will be the following:

i. Preparation of Invoice

Invoices for each of the eligible APs will be prepared by PST/CPIU. This document will entail the entitlements of each APs to receive the amount indicated in the invoice.

ii. Delivery of the money to the local bank

The money from MID will be remitted to a bank in Honiara City. It will be directly paid into the AP's bank account once the payment request is made and cheques ready.

iii. Payment

Each AP will receive a cash/cheque for the whole amount of compensation from the MID – CPIU. The AP shall sign a document acknowledging the receipt of the whole compensation and a waiver attesting that he/she has no longer any pending claim over the affected property. A photograph shall be taken with the AP receiving the compensation as record of proof and as part of project documentation.

iv. Identify of Person

At the time of receiving the compensation cash/cheques, the AHs/APs will present their *National Identity Card (NIC)*, or Passport or any other authentic document.

10.2. Implementation Schedule

The Implementation Schedule of the RP will depend on the availability of the fund for the resettlement activities under SIRAP2. The earliest that financial resource for

resettlement aspects of the Project the better. This will also be due to the fact that MID – CPIU advised for final Right – of – Way (ROW determination and clearance before payments will be made. However, sometimes sequence may change due to circumstances beyond the control of the project. The RP will be monitored and reported to the World Bank according to the monitoring schedule of the project.

11. CONSULTATION, PARTICIPATION AND INFORMATION DISCLOSURE

11.1. Consultation and Participation

This RP in compliance with the World Bank ESS5. Thus, this has been prepared in consultation with the key local and the key provincial stakeholders, to ensure their full awareness and participation. Open meetings were held with the general public and sharing the proposed activities for SIRAP2. One on one meetings were held with the APs that were on site during the follow up visits to get data based on the household level. Most of the APs were not able to be contacted during the data collection. Therefore, this RP will need to be updated during the detail design phase.

Follow up meeting will be undertaken with the APs, the leaders of local communities, particularly the village and church chiefs of the concerned subproject areas, provincial key stakeholders, the SOEs to discuss the following:

- discuss with the directly affected persons and their community the project to understand their attitude towards the project design and benefits and their expectations.
- identify the potential negative impacts and explain the mitigation policies of the project in line with the Government's law on land acquisition and the World Bank's ESS5 on Involuntary Resettlement, and to create awareness among the affected population regarding their entitlements and compensation payment procedures and grievances redress mechanism.
- discuss market values of land and other assets in ascertaining the replacement price of the affected properties to compensate the APs; and
- Establish cut-off date for the Project towards minimizing the impact of possible influx of outsiders to the project area.

Munda and Noro subprojects a total of 6 meetings were held between 18 to 20 August 2021. For Santa Cruz runway pavement, 3 meetings were held from 8th to 11th January 2022. Communities from different areas expressed different concerns, but the main issues were concerning the project's likely impacts and AP's expectations and suggestions on applicable mitigating measures. In the consultation meetings, all the comments received were regarding the road and runway activities. Almost all the participants responded that the project is necessary for improving connectivity, creating jobs, increasing agricultural productivity and reducing poverty.

11.2. Key Stakeholders Consultation

Meetings were also held with the respective provincial key stakeholders the Noro City Council executive, Solomon Telekom representative, Solomon Power representative,

Soltuna, NFD, Women Council, RSIPF, the Western and Temotu Provincial Land's Officer, Temotu Provincial Government to discuss the proposed activities to be undertaken in the communities and the town areas.

All respective stakeholders are updated and informed of the project proposed plans for works and the impacts both positive and negative during and after the project. A follow up meeting on certain areas of land ownership and entitlements to any compensation will be conducted on the later date and update the RP on the discussion and outcome with the APs will be done.

11.3. Information Disclosure

The MID does not have a website, therefore, any SIRAP2 related activities, the MCA (www.mca.gov.sb) website and SIRAP (www.sirap.sb) will be used for public disclose this resettlement plan to the stakeholders, especially to the APs by consulting the APs and distributing the summary of the RP to the APs. A summary of this RP along with the entitlement matrix will be translated into local language. This will be facilitated by the Safeguard Unit -CPIU, supported by the PST and Supervision Consultant. Public meetings will also be used to inform APs and the public to know of the RP and the process that will be undertaken to avoid, reduce and address any issues concerning the RP.

From this disclosing of the information in the RP to the APs, information or feedback will be received and the RP reviewed. All feedbacks on the summary will be incorporated into the RP before the final disclosing of the RP by the MID/MCA and World Bank. The final version of the RP will be disclosed in the MID and World Bank websites.

12. GRIEVANCE REDRESS MECHANISM

12.1. Government Policy for Grievance Redress

Any disputes arising over alienated land, usually in relation to compensation as ownership is clear, are referred to the Magistrates Court and follow the procedure set out in the Land and Titles Act and Civil Code. Disputes over the award of compensation for resumed title, or where an FTE holder seeks to get compensation for "unimproved" land, are settled in the High Court.

For disputes over customary land, there is a two-step process: (i) the civil procedure through the Magistrates Court, and (ii) the customary procedure. The hearing in the Magistrates Court will determine whether the case can be dealt with through civil proceedings or whether the case is better handled through the customary process. If the case cannot be resolved after the Local Court hearing, it is presented as a case before the Customary Land Appeal Court (CLAC), which usually settles the case.

12.2. 5.2. Complaints and Grievances

Proactive measures will always be in place to prevent grievances through regular consultations, communication and coordination with the APs, the community and the

local level authorities. Complaints and grievances from the project affected people may sometimes be unavoidable, involving:

- APs not enlisted
- Losses not identified correctly
- Compensation/assistance inadequate or not as per the entitlement matrix
- Dispute about ownership
- Difficulty in providing their title being the actual owners and users of the land and other assets
- Improper distribution of compensation/assistance in case of multiple ownerships of the land
- Delay in disbursement of compensation/assistance

Furthermore, during the project implementation phase, other complaints will directly be on the environmental and social impacts of the project during construction which include:

- Minor complaints relating to dust and noise
- Contamination of water bodies during material extraction and excavation
- Disposal of biodegradable and chemical wastes
- Workers attitude towards local women and girls
- Workers involving in social activities and causing problems
- Workers poaching plants and animals
- Health and Safety requirements of the public and workers

Hence, the contractor according to the Environmental and Social Management Plan (ESMP) is required to fulfil the identified mitigation measures and implement the CAC and GRM accordingly to address such issues.

12.3. SIRAP2 Approach

SIRAP2 will also adopt the simple and acceptable, transparent and effective GRM which is already been established under SIRAP. The approach is given in the SIRAP2 Stakeholder Engagement Plan section 6. All the grievance will come into one focal point and evaluate the issue or concern. If the concern is outside of the project scope, then it will be forwarded to the respective ministries that SIRAP is working with. The PST will communicate with the concerned APs to explain the issue and submit the concern to the respective ministry to address the issue. However, if the issue concerns the project, then it will be dealt with accordingly.

13. MONITORING AND REPORTING

13.1. Internal Monitoring

Monitoring of all resettlement and consultation tasks and reporting to World Bank will be conducted by the PST NSS, assisted by MID/CPIU Safeguards Unit. Internal monitoring will include reporting on progress of the activities as indicated in the implementation schedule with particular focus on public consultations, land purchase (if applicable), payment of compensation, record of grievances and status of

complaints, financial disbursements, and level of satisfaction among APs. Potential indicators for internal monitoring are briefed in the following Table 10.

The PST and CPIU/MID will submit progress reports on land acquisition/RPs to World Bank on semi-annual basis, and the findings will be incorporated into the progress reporting of SIRAP 2. World Bank review missions will specifically check the progress of any resettlement and land acquisition undertaken for subsequent investments or subprojects.

Table 7: Indicators for Monitoring

Aspect	Indicators
RP implementation	<ul style="list-style-type: none"> General and overall compliance of resettlement activities with the RP, including payment of compensation: (i) full payment to be made to all affected persons before commencement of works; (ii) adequacy of payment to replace affected assets; and The level of satisfaction of APs with various aspects of the RP process.
Consultation, participation, disclosure and grievance redress	<ul style="list-style-type: none"> Public information dissemination and consultation procedures conform to the process established in the RP The participatory process and various mechanisms as well as measures taken, both in terms of the quality and meaningfulness of this process, and the extent that primary stakeholders actively participate in the process; The disclosure of the RPs, whether APs know their entitlements and whether they have received all of their entitlements; and Monitor the effectiveness of the grievance mechanism, types of grievances, if and how resolved, and satisfaction of APs with the process.
Gender issues	<ul style="list-style-type: none"> The institutional and staffing mechanisms; Collection and disaggregation of gender sensitive data; Women's representation and participation in the detailed planning and implementation process; Gender inclusiveness such as technical training to both men and women; Delivery of replacement leases or land titles in the names of both husband and wife; and Whether compensation has been delivered to both husband and wife, together;
Vulnerable groups issues	<ul style="list-style-type: none"> Assessment of the appropriateness and effectiveness of various entitlements, programs and activities and methods of delivery for various vulnerable households and groups, and the need for adjustment or additional measures.
Transparency	<ul style="list-style-type: none"> How information is distributed and to whom, in order to make sure that all APs have the proper information and access to knowledge; Functioning of decision-making bodies and how this information is properly recorded and made available

13.2. External Monitoring

Since this is not a category A project, external monitoring is not essential under this subproject. Provision of external independent monitoring therefore is not included in the institutional setup of RP implementation.

13.3. Reporting

Resettlement monitoring reports will be sent to World Bank along with regular progress reports semi-annually. The monitoring reports will be posted on SIRAP website, and relevant information from these reports will be disclosed in the project areas in local languages.