

**SECOND SOLOMON ISLANDS ROADS AND AVIATION  
PROJECT (SIRAP2)**

**ADDITIONAL FINANCING (AF)**

**TEMPLATE FOR  
RESETTLEMENT ACTION PLAN**

**Final**

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## Document Review

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## Contents

1. INTRODUCTION.....	11
1.1. Project Background.....	11
1.2. Project Description .....	12
1.2.1. Upgrading of Suavanao Airfield (VAO) located in Suavanao, Isabel Province. ....	12
1.2.2. Malaita 21 km of Unsealed East Road to Atori, Malaita Province. ....	13
1.2.3. Sealing 17 km North Road (Auki Gwaunaru'u Airfield Junction to East Road Junction), Malaita Province. ....	14
1.3. Resettlement Impacts Description .....	16
1.3.1. Upgrading of Suavanao Airfield (VAO) located in Suavanao, Isabel Province. ....	16
1.3.2. Routine Maintenance of 21 km unsealed East Road to from Baratalo to Atori, Malaita Province .....	16
1.3.3. Sealing 17 km North Road from Auki Gwaunaru'u Airfield to East Road Junction, Malaita Province .....	16
2. RAP OBJECTIVES AND METHODOLOGY .....	17
2.1. Objectives of the Resettlement Action Plan.....	17
2.2. Methodologies.....	17
3. PROJECT POTENTIAL IMPACTS .....	19
3.1. Positive Outcomes .....	19
3.1.1. Positive Social and Economic Outcomes .....	20
3.1.2. Positive Environmental Outcomes .....	20
3.2. Negative Impacts .....	20
3.2.1. Negative Social and Economic Impacts .....	20
3.2.2. Negative Environmental and Social Impacts .....	20
4. SOCIO-ECONOMIC BASELINE STUDIES .....	22
4.1. Socioeconomics Survey of Affected Persons.....	22
4.1.1. Upgrading of Suavanao Airfield (VAO) .....	22
4.1.2. Routine Maintenance of 21 km of unsealed East Road from Baratalo to Atori.....	22
4.1.3. Sealing 17 km North Road from Auki Gwaunaru'u Airfield Junction to East Road Junction .....	22
5. LEGAL AND POLICY FRAMEWORK .....	24
5.1. National Legal Framework on Land Acquisition .....	24
5.1.1. Solomon Islands Legal framework on Land Acquisition.....	24
5.1.2. Compulsory Land Acquisition .....	24
5.1.3. Purchase or Lease (acquisition through agreement) .....	25
5.1.4. MID's Policy and Principles.....	27

5.2.	World Bank ESS5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement	28
5.2.1.	Objective of ESS5 .....	28
5.2.2.	Impacts Covered .....	29
5.3.	Comparison of SI Legal/Regulatory Framework with Requirements of ESS5 .....	29
6.	ELIGIBILITY CRITERIA AND ENTITLEMENTS .....	32
6.1.	Definition of Affected People .....	32
6.2.	Memorandum of Agreement (MOA) .....	32
6.3.	Entitlement .....	33
6.4.	Entitlement Matrix for APs .....	35
6.5.	Cut-Off Date .....	35
7.	VALUATION .....	37
7.1.	Compensation and Resettlement Assistance .....	37
7.1.1.	Private Properties .....	37
7.1.2.	Public Properties .....	37
7.1.3.	Businesses .....	37
7.1.4.	Economic Trees .....	37
7.2.	Legacy Issues .....	38
8.	RESETTLEMENT BUDGET AND FINANCIAL PLAN .....	39
8.1.	Institutional Arrangements for Financing Resettlement .....	39
8.2.	Budget Description .....	39
9.	INSTITUTIONAL RESPONSIBILITY .....	41
9.1.	Ministry of Communication and Aviation .....	41
9.2.	Ministry of Infrastructure Development .....	41
9.3.	Ministry of Land, Housing and Survey .....	41
9.4.	SIRAP2 AF Project Support Team .....	41
9.5.	Third Party Validator .....	42
9.6.	Community Advisory Committee .....	42
10.	IMPLEMENTATION SCHEDULE AND PREPARATORY ACTIONS .....	44
10.1.	RAP Implementation .....	44
10.2.	Implementation Schedule .....	44
11.	CONSULTATION, PARTICIPATION AND INFORMATION DISCLOSURE .....	45
11.1.	Consultation and Participation .....	45
11.2.	Key Stakeholders Consultation .....	45
12.	GRIEVANCE REDRESS MECHANISM .....	47
12.1.	Government Policy for Grievance Redress .....	47

12.2.	Complaints and Grievances .....	47
12.3.	SIRAP2 AF Approach .....	48
13.	MONITORING AND REPORTING .....	49
13.1.	Internal Monitoring .....	49
13.2.	External Monitoring .....	50
13.3.	Reporting .....	50
14	APPENDICES .....	51
	Appendix A: Minutes of High-Level consultation - Suavanao Airport upgrade .....	51
	Appendix B: Minute of MPG Consultation -13 July 2020 .....	53
	Appendix C: Grievance Registry Form .....	56

### ABBREVIATIONS

<b>AF</b>	Additional Financing
<b>AP</b>	Affected Person
<b>CAC</b>	Community Advisory Committee
<b>CoL</b>	Commissioner of Lands
<b>CPIU</b>	Central Project Implementation Unit
<b>ESF</b>	Environmental and Social Framework
<b>ESMP</b>	Environmental and Social Management Plan
<b>ESS5</b>	Environmental and Social Standard 5
<b>FTE</b>	Fixed Term Estate
<b>GRM</b>	Grievance Redress Mechanism
<b>IPG</b>	Isabel Provincial Government
<b>LAO</b>	Land Acquisition Officer
<b>LTA</b>	Land and Tittles Act
<b>MRIMP</b>	Malaita Roads Improvement and Maintenance Project
<b>MCA</b>	Ministry of Communication and Aviation
<b>MID</b>	Ministry of Infrastructure Development
<b>MLHS</b>	Ministry of Lands, Housing and Survey
<b>MOA</b>	Memorandum of Agreement
<b>PST</b>	Project Support Team
<b>RAP</b>	Resettlement Action Plan
<b>SI</b>	Solomon Islands
<b>SIG</b>	Solomon Islands Government
<b>SIRAP</b>	Solomon Islands Roads and Aviation Project
<b>SIRAP2</b>	Second Solomon Islands Roads and Aviation Project
<b>TOL</b>	Temporary Occupancy Licenses
<b>VAO</b>	Suavanao Airfield
<b>WB</b>	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], 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 Environmental and Social Framework (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 Second Solomon Islands Roads and Aviation Project (SIRAP2) to improve the climate resilience and safety of the Solomon Islands' road and aviation sectors. In 2024, SIG requested additional finance (AF) for SIRAP2 given the need to expand SIRAP2 further. And the investment priorities under the proposed SIRAP2 AF are located on the following islands:

- Upgrading of Suavanao Airfield (VAO) located in Suavanao, Isabel Province.
- Routine maintenance and regravelling (including upgrading key vulnerable spots to enhance climate resilience) on 21 km of East Road from Baratalo to Atori, Malaita Province.
- Sealing 17km North Road (Auki Gwaunaru'u Airfield Junction to East Road Junction), Malaita Province.

The proposed investments under SIRAP2 AF are given in the table below. The road investments will be under the Ministry of Infrastructure Development (MID), and the aviation investment will be under the Ministry of Communication and Aviation (MCA).

### Proposed Investment for SIRAP2 AF

Upgrading of Suavanao Airfield (VAO) located in Suavanao, Isabel Province.
Routine maintenance and regravelling (including upgrading key vulnerable spots to enhance climate resilience) on 21 km of East Road from Baratalo to Atori, Malaita Province.
Sealing 17km North Road (Auki Gwaunaru'u Airfield Junction to East Road Junction), Malaita Province

### Methodology

The Resettlement Action Plan (RAP) 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 AP. Secondary data/information was collected from various agencies and reports produced from previous projects for the interested area and will be updated during the detailed design phase.

### Land Requirement

. All the activities under SIRAF AF will not require land acquisition. The activities under SIRAP2 AF includes the Routine Maintenance for 21 km East road from Baratalo to Atori, sealing of the 17km Auki Gwaunaru'u Airfield Junction to East Road Junction and Suavanao Airfield upgrade in Isabel province. These activities will be at their current alignment and footprints.

### Affected Assets and Cost

. The 21 km East Road in Malaita, 17km unsealed road in Malaita, and Suavanao Airfield in Isabel province will be at their current respective locations. From the site assessments conducted by MID and SIRAP team from 2018 to 2020, the projects footprint will be minimal, given that no additional land is required. A further detail assessment will be conducted at respective sites during the detail engineering design

phase. The cost for non-land assets compensation will be minimal.

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

### Community Participation and Consultation

Initial public consultations were conducted from the 18<sup>th</sup> – 30<sup>th</sup> of October 2018 during the preparation for SIRAP. A total of 12 consultations were conducted for the major road corridors in Malaita, including selected communities along the Auki Gwaunaru'u Airfield to East Road Junction corridor. 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.

Follow up consultations were conducted in July 2020 with the support of the Design Engineer, and convened a total of 36 meetings. Of these consultations, 11 were conducted along the 17km North Road corridor, and another 11 were conducted for the East unsealed Road. It was noted during the consultations that the majority of the participants were very supportive for the project to proceed. See Appendix A for the Minutes of the Consultations.

### Grievance Redress Mechanism

As SIRAP2 AF is an expansion of SIRAP and SIRAP2, the existing mechanism for addressing grievances or concerns will be used which have proven to be effective under initial projects.

### Monitoring and Reporting

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

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](http://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 Solomon Islands Government (SIG), with World Bank financing, is implementing the Second Solomon Islands Roads and Aviation Project (SIRAP2) to improve the climate resilience and safety of the Solomon Islands' Road and aviation sector. In 2024, SIG requested additional finance (AF) for SIRAP2 given the need to expand SIRAP2 further. And the investment priorities under the proposed SIRAP2 AF are located on the following islands:

- Upgrading of Suavanao Airfield (VAO) located in Suavanao, Isabel Province.
- Routine maintenance and regravelling (including upgrading key vulnerable spots to enhance climate resilience) on 21 km of East Road from Baratalo to Atori, Malaita Province.
- Sealing 17km Auki Gwaunaru'u Airfield Junction to East Road Junction Malaita Province.

SIRAP2 AF is using the ESF system of the World Bank to assess and manage the project's environment and social risks and to develop the required project's environmental and social risk instruments including site-specific Environmental and Social Management Plans (ESMPs) and site-specific RAP if required. According to the national environmental legislation, Public Environmental Reports (PER) will be prepared for the subprojects as these works will be performed on an already disturbed areas and no green fields are required. Due to the nature of the additional activities under the AF, 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 to alleviate any risks. The identification of potential environmental and social risks/impacts and appropriate mitigation measures or avoidance to be implemented during the construction phase.

The MID and MCA are responsible to prepare the necessary ES instruments including the Resettlement Action Plan for the AF with support from the PST. Site-specific instruments will be developed by the design consultant during the implementation phase under the supervision of the PST to ensure that it aligns with the ESF requirements.

This document is the Resettlement Action Plan (RAP) template for SIRAP2 AF. This RAP template was prepared to establish a mutual understanding with the SIG Government on their responsibility on the eligibility, entitlements, and implementation arrangements for any resettlement activities that may arise during project implementation. Based on this RAP template and if required, a site-specific RAP will be developed during the implementation stage when the detailed designs are being performed to identify project affected persons and their affected assets along the proposed 21 km east road from Baratalo to Atori in Malaita, the sealing of the 17 km Auki Gwaunaru'u Airfield Junction to East Road Junction , in Malaita and the upgrade of Suavanao Airfield in Santa Isabel Island. A follow up social and economic assessment will be conducted to verify the impacts that may arise and having a plan to reach settlement with the affected people before the construction commence. The RAP and future site-specific RAP should cover the subproject implementation site.

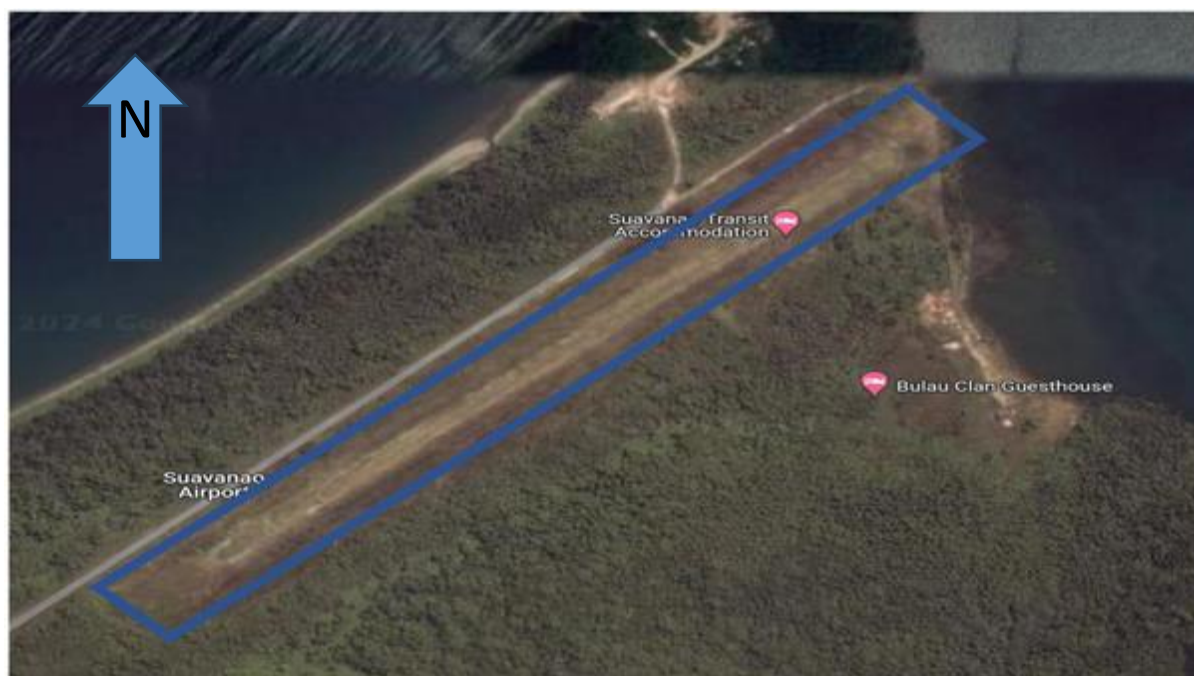
For areas that need to be temporarily accessed during the construction period by the contractor (for the set-up of laydown or camp sites), they will be responsible to identify the appropriate locations and owners, establish the appropriate agreements for the temporary use of the land and carry out any inventory of crops, trees and structure etc following the processes discussed under section 6 and 7.

## 1.2. Project Description

### 1.2.1. Upgrading of Suavanao Airfield (VAO) located in Suavanao, Isabel Province.

The airport is located at 7°35'09"S 158°43'53"E on Isabel Island in Isabel Province. The existing coronous surface is low-lying and close to the lagoon. It is often saturated with the southern side of the runway strip submerged in the adjacent swampy wetlands. The runway also has water ponding issues on the central section. Without a proper pavement and drainage system, the existing runway is easily flooded, and would be detrimental to the integrity of the runway and is inadequate for any aircraft operation. To adapt to these climate risks, the proposed AF will finance the construction of a new drainage channel on the southern side, deepening of the existing side drainage, raising the runway elevation, construction of base course, sealing of the unsealed runway, taxiway, and apron with bituminous surfacing, installing airfield ground lighting, providing airfield line markings, and constructing a small terminal.

Figure 1: Suavanao Airfield



### 1.2.2. Malaita 21 km of Unsealed East Road to Atori, Malaita Province.

East Road is a 42 km-long gravel road, traversing Malaita Island, and its mountainous center from west in Dala to east in Atori (Figure 2). It has much longer steep sections with higher gradients, accelerating the deterioration of the road due to runoff water and making it impassable during rainy seasons. While the condition of the first 21 km from Dala to Baratolo has improved under SIRAP, the remaining 21 km from Baratolo to Atori is still a missing link and requires investment. To enhance climate resilience and connectivity during rainy seasons, the proposed AF will provide pothole repairs, crossfall correction, enhanced drainages and culverts, concrete pavement on steep sections, slope stabilization, routine maintenance, grading, regravelling, and road safety improvements on the remaining section of East Road. The detailed design completed under SIRAP in 2020 adopted the design criteria to allow for an increase in rainfall volumes and intensity and this will be reviewed and updated under the proposed AF.

Figure 2: East Road (Baratolo-Atori, 21 km)

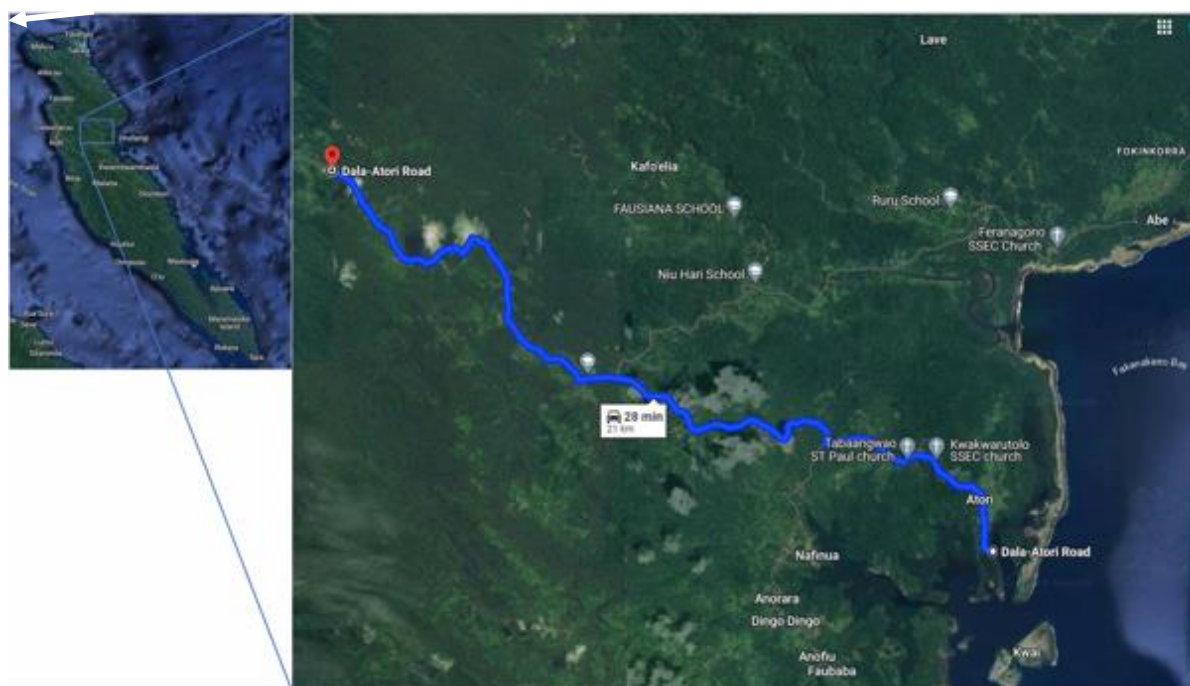




Figure 3: Example of the current condition of the East Road (Baratalo-Atori, 21 km) - PC: Indepth Solomon's FB Page).



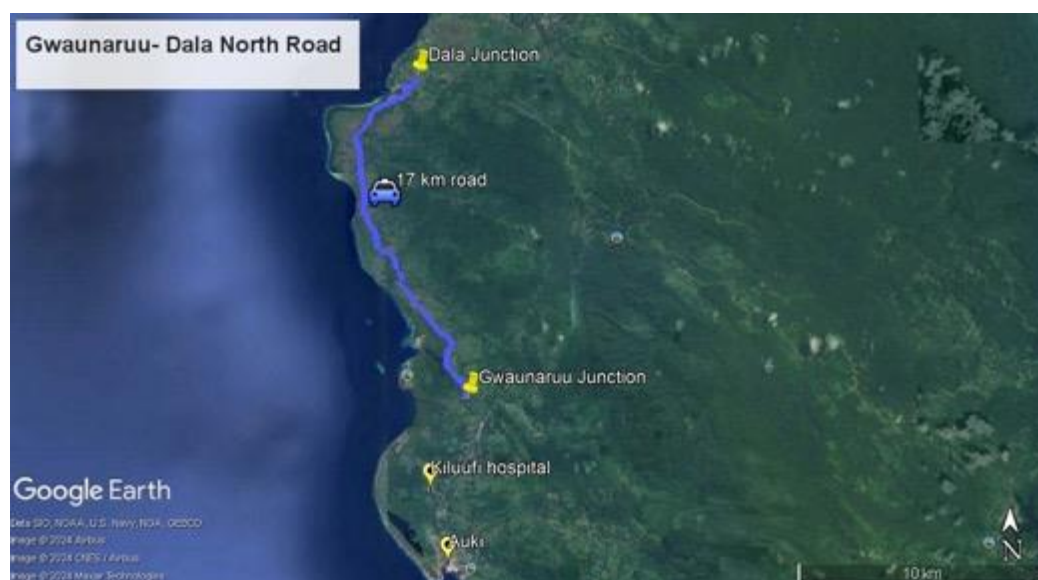
Figure 4: Current condition of East Road, Baratalo - Atori. PC: SBM Fb Page.



### 1.2.3. Sealing 17 km North Road (Auki Gwaunaru'u Airfield Junction to East Road Junction), Malaita Province.

This subproject site is located in Malaita Province. The 17km unsealed section along the North Road starts from Auki Gwaunaru'u Airfield Junction to East Road Junction (Ferakui) (See Figure 5). This section is about 80% flat, 20% gently sloping to undulating (3-8% slope type) and in 6 places slope is rolling to moderately steep (8% -30% slope). It traverses two rivers, 4 streams and 20 drains. The roadway includes three bridges and 25 culverts. The three bridges are located at Koa River and Bio 1 and Bio 2 Rivers. The three bridges and routine maintenance, regravelling and spot upgrade of the 17 km road were completed under SIRAP in September and August 2024 (see Figure 6), respectively. The proposed SIRAP2 AF includes the investigation and design for sealing the 17 km gravel section between Auki Gwarunaru'u Airfield Junction and East Road Junction (Ferakui), and sealing and associated construction supervision of a part of the section with double bituminous bituminous surfacing treatment (DBST) and concrete pavement.

*Figure 5: The 17 km road from Gwaunaru'u to Dala North Road*



*Figure 6: Photograph of North Road Improvements completed in September 2024.*





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).

### 1.3. Resettlement Impacts Description

#### 1.3.1. Upgrading of Suavanao Airfield (VAO) located in Suavanao, Isabel Province.

The Suavanao Airfield works will be within the current footprint; thus, resettlement impacts from the proposed works will be negligible. The land which the airport is located in is owned by the Isabel Provincial Government. However, MCA will be responsible to maintain a good relationship with the surrounding communities, ensuring that the airport land is free from any unforeseen encumbrance relating to land that might arise later during the detailed design update and construction phases. However, the land where the airport is sitting is owned by the Isabel Provincial Government who are in complete support for MCA to operate the airport and to perform any upgrade works on it. MCA is responsible to make the runway available for development under its national infrastructure investment plan priority projects. Suavanao airport, like other domestic airports in the country needs urgent upgrading to cater for its operational demand as seen for the past twenty years.

#### 1.3.2. Routine Maintenance of 21 km unsealed East Road to from Baratalo to Atori, Malaita Province

Since the main roads on Malaita Province has been gazetted, and the road works will be within the road corridor therefore, no new land is required. The resettlement impacts will be insignificant to minor. However, any physical structures or crops or trees that will likely to be impacted will be known after the detailed designs are updated during the implementation phase and the relevant owners of these assets will be identified and consulted with by MID. During SIRAP, consultations were conducted with the communities along the road corridor.

If there is extra land needed for the stockpiling of the materials, this will be for a short period (during the construction), the land will be accessed through an MOU. The contractor will sign an MOU with the rightful owner for a temporary access for the laydown and stockpile areas during the duration of the work.

#### 1.3.3. Sealing 17 km North Road from Auki Gwaunaru'u Airfield to East Road Junction, Malaita Province

This section of the North Road corridor received routine maintenance, regravelling, spot upgrading for climate resiliency, and road safety improvement works under SIRAP. The planned sealing with double bituminous surface treatment and concrete pavement will be conducted on the existing improved road, so impacts will be manageable.



## 2. RAP OBJECTIVES AND METHODOLOGY

The main purpose of the RAP is to lay down a resettlement plan that is accepted by both the affected person(s) and the responsible ministry (MCA and MID) to maximize projects benefits while mitigating potential negative impacts. This RAP was developed to follow (align with) the procedures and guidelines of the Environmental and Social Standard 5 (ESS5) of the World Bank's Environmental and Social Framework (ESF) and to also comply with the national laws especially the Road's Act, Environmental Act and the Lands and Title's Act.

### 2.1. Objectives of the Resettlement Action Plan

This RAP defines the procedures by which SIRAP2 AF 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. This RAP template was also prepared to establish a mutual understanding with the SIG Government on their responsibility on the eligibility, entitlements, and implementation arrangements for any resettlement activities that may arise during project implementation. The primary objectives of the RAP 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. Set a cut-off date for eligibility for compensation and communicate to the affected persons and communities prior to compensation of assets
- vi. To fairly compensate the affected person for losses so that their standards of living is not worse off than the pre-project implementation
- vii. Continuous engagement with the affected persons, communities and other stakeholders to discuss subprojects benefits and associated adverse impacts.
- viii. Provide an avenue for any affected persons to access and raise their grievances to be resolved by either MID or MCA.
- ix. Ensure proper land documentations including land titles and memorandum of understanding are in place as due diligence.
- x. Provide procedure for monitoring of resettlement implementation.

### 2.2. Methodologies

The impacts will be documented in the site-specific RAP corresponding to the preliminary designs. Prior to commencement of actual implementation of physical works, this RAP will be updated based on any significant changes to subproject scope or design. All unanticipated impacts will be 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 including detailed designs

- Conduct stakeholder engagement and community consultations to identify affected crops, trees and landowners.
- Stocktake of the affected people and affected assets
- Affected assets assessment and valuation.
- Develop and implement site specific RAP before commencement of any construction works

### 3. PROJECT POTENTIAL IMPACTS

The potential impacts covered in this RAP will be those of the road component which are most likely to be non-land assets along the road corridors. The impacts are expected to be minor and will be dealt with by MID for the road component. Any impacts that may arise during the detailed designs on the airport will be dealt with by MCA.

The overall social, economic, and environmental benefits of the Suavanao Airfield Upgrade, proposed roads maintenance in East Malaita and sealing of 17 km North Road from Auki Gwaunaru'u Airfield Junction to East Road Junction, Malaita Province.

For the road works, 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 within the road corridor which has been gazetted. Thus, impacts will be limited. In short, most impacts will be mitigated or avoided through the implementation of this RAP and ESMP by contractors. This RAP is prepared in preparation of any potential temporary loss of income or livelihood during construction.

The RAP was prepared to conservatively estimate and ensure sufficient resources and arrangements for potential any resettlement impacts that will be associated with the project. The RAP will be updated during detailed design. A site-specific RAP will be developed for subprojects where land use and access impacts including if land acquisition is required. The nature and extent of resettlement impacts will be 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 form. Pre-prepared sheets will be used to record resettlement impacts and socio-economic data for each proposed site. The information to be 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 Malaita Province. The road rehabilitation facilitates the movement of goods, people, and services, which will increase productivity, provide access to basic services for the beneficiaries along the road. The upgrading of Suavanao Airfield with safety and climate resilience measures will enhance operational safety and provide a reliable wet weather operational capability for Dash 8 aircraft.

The additional activities under the AF 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

### 3.1.2. Positive Environmental Outcomes

- Improved air quality due to reduced air pollution cause 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, but the impacts are often temporary. 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.

The negative impacts for the subprojects will include and not limited to those outlined under 3.2.2, which are expected to be manageable. Other risks related to project workers are contained in the LMP.

### 3.2.2. Negative Environmental and Social Impacts

There will be minor, localised and temporary impacts due to the proposed activities noted under section 1.2.

- Modification of the site due to earthworks may lead to permanent 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.
- Traffic disruption due to moving 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
- Influx of foreign workers on to a specific location which can pose risks including the breach of local customs and cultural norms and may also increase risk of SEAH and GBV issues.
- Unauthorised encroachment into private lands due to lack of consultations.

#### 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. Upgrading of Suavanao Airfield (VAO)

Suavanao Airfield the closest airfield to a very popular tourist destination in Isabel Province call the Papatara. The upgrading of the airfield will boost tourism in Isabel province, and which will have great benefit to the rural communities in terms of economic development opportunities. The inventory survey needs to be conducted to see if there are land and non-land assets that will be affected.

The Ministry of Lands is currently supporting the Isabel Provincial Government (IPG) for the subdivision of the airport land for a Fixed Term Estate (FTE). The establishment of FTE will enable the IPG to lease the portion of the airport land to Solomon Islands Airport Corporation Limited. Important to note that wide land parcel where the airport was built is registered under the premier on behalf of the IPG. In this regard, the land title is rightly under the IPG.

For the non-land assets, a company called Mas Pacific Limited leases 2,355.3 hectares at the northern periphery of the airport, under a Grant of Profit (GoP) for a term of 5 years. The 5-year term lapse in mid-2026. The leased land will not pose a threat for the Suavanao airport upgrade work, as the GoP agreement highlights that the company will not interfere with the operation of the airport and its utilities, including potential expansion of the runway.

4.1.2. Routine Maintenance of 21 km of unsealed East Road from Baratalo to Atori  
A further detail inventory will be carried out during the detailed design stage to identify assets that will be potentially affected by the road alignment.

4.1.3. Sealing 17 km North Road from Auki Gwaunaru'u Airfield Junction to East Road Junction

Similarly, during the detailed design phase, an inventory survey will be conducted to identify any assets that may be affected along the road corridor. As noted in this document, this road section received routine maintenance, regravelling, spot upgrading, and road safety improvement under SIRAP, and no non-land assets are expected to be impacted under the proposed SIRAP2 investment. And if there are, the impact will be manageable.

## 5. LEGAL AND POLICY FRAMEWORK

The preparation of this RAP was carried out within the context and requirements of the relevant national regulatory and institutional framework, and the World Bank 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 tenure<sup>1</sup>. 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 inheritance<sup>2</sup>. 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 into 50year fixed term estate (FTE) agreements with individuals or shorted term temporary 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 Commissioner of Lands (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 Hight Court.

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<sup>1</sup> 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).

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



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 group<sup>3</sup>, 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-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 LAO 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

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<sup>3</sup> 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.

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) meetings 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 his time in Honiara working with Surveyors who will then go back to the site and carryout 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.

In the case of Land Acquisition, the MID and its Central Project Implementation Unit (CPIU) has the decision of going into a 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 the Community Advisory Committee (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 RAP 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 RAP 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 World Bank ESS5 requirements on land acquisition and resettlement and Solomon Islands law<sup>4</sup>, 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 1: Legal Gap Analysis

Theme	Solomon Islands Legislation	World Bank ESS5 Requirements	Measures to bridge the gaps
<b>Resettlement</b>	<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>
<b>Categories of Affected Individuals</b>	<p>LTA sets out the process:</p> <ul style="list-style-type: none"> <li>of notification, including that all landowners must be informed of the acquisition and entitlements.</li> <li>for land investigation which includes identification of affected clans/tribes and their assets.</li> </ul>	<p>There are three categories of affected people:</p> <ol style="list-style-type: none"> <li>(i) those who have formal legal rights;</li> <li>(ii) those who do not have formal legal rights to the land at</li> </ol>	<p>Screen the project early on to identify past, present, and future involuntary resettlement impacts and risks.</p> <p>RAP 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</p>

<sup>4</sup> 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).

	No specific requirements for census, cut-off date, impact assessment and scoping of resettlement planning.	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.	and to restore/improve living standards of APs 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.
<b>Participation and Compensation</b>	General principles of compensation for land and assets are set out in the Constitution and LTA. LTA sets out the process of notification, including that all landowners must be informed of the acquisition and entitlements. SOL Laws do not prescribe measures to restore/ improve standard of living. No specific provisions for preparing and implementing RAP based on meaningful consultations with APs, including the poor, the landless, elderly, women, and other vulnerable Groups. No specific requirement for land-based resettlement, replacement of assets, and benefit sharing.	Affected persons should be: <ul style="list-style-type: none"> <li>• Informed in a timely manner on their options and right pertaining to resettlement.</li> <li>• Offered choices among and provided with technically and economically feasible resettlement alternatives.</li> </ul>	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. 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.
<b>Timing of compensation Payment</b>	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. LTA requires compensation to be paid within 3 months of acceptance of the offer. There is nothing in the Act to require payment before displacement.	Prompt compensation payment prior to commencing construction or before acquiring land assets	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 RAP under close supervision throughout project implementation.
<b>Grievances</b>	LTA provides for appeal against a declaration of public purpose for compulsory acquisition and amount of compensation. No requirements for a project-specific grievance redress mechanism.	Appropriate and accessible grievance mechanisms to be established	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.



<b>Monitoring and Evaluation</b>	Gap - No equivalent provision	Internal and external monitoring and evaluation are required	Monitor and assess resettlement outcomes, their impacts on the standards of living of displaced persons, and whether the objectives of the RAP have been achieved by taking into account the baseline conditions and the results of resettlement monitoring. Including monitoring measures, including 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 AF will be required to fully comply and implement each gap filling measures stated in the table above Table 1 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 RAP will apply to all three categories of APs as follows: (i) persons with formal or legal rights to assets and land lost in its entirety or in part; (ii) person who lost assets and 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 ownership that are recognized or recognizable under national laws; and (iii) persons who lost the assets and land which 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 AF 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 proposed project affected people are defined as:

- Those who are residing along the East Malaita Road, Gwaunaru'u to Fote Bridge Road sections and identified 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 AF, 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 AF activities
- Those who are residing and owned properties adjacent to the Suavanao airstrip
- 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 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 AF 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 AF will follow eligibility and provisions in this RAP for compensating all types of losses resulting from land acquisition or restriction on land use or access and identified in the table 1 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 2 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 table2, 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 a standard replacement cost set by MID and is 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 2: Entitlement Matrix

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

<b>Households</b>		losing assets to the project	receive a one-time additional special assistance of SBD1500.00 <ul style="list-style-type: none"> <li>Access to training programs developed under the project; employment in priority basis during construction and maintenance.</li> </ul>
<b>Affected Persons or Household</b>	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
<b>Unforeseen or unintended Impacts</b>	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 AF. 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 3: Entitlement Matrix for Affected People

Category of Impacts	Type of Impacts	No. of Assets	Number of AH	Entitlement
Private Properties				
Private Properties				

This matrix table will be updated during the detail engineering design phase. A rapid assessment was carried out for the purpose of this RAP 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 AF. 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.

#### 6.5. Cut-Off Date

The cut-off date for the affected person and their assets to be affected by the project will be communicated to the affected communities. Members of the public will be further notified that anyone encroaching on the right of way of the proposed

upgrading roads, airfield runway after the cut-off date will not be eligible for compensation or assistance.

## 7. VALUATION

There will be an asset valuation exercise with rates to value the various categories of assets (structures, tree crops and etc.,) to be affected by SIRAP2 AF. 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 3.

##### **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 businesses located along the road corridors. For the east road from Baratalo to Atori, there are canteens and 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 under this RAP. These issues which 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 RAP. 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 RAP 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 RAP for the selected subprojects located on Malaita and Isabel Provinces will be updated during the implementation 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 AF 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 4 presents a summary of the total cost of implementing the RAP presenting allowances for losses under this project.

Table 4 Summary of Resettlement Budget

Affected Assets & Allowances	Quantity	Unit	Rate (SBD)	Amount (SBD)
<b>Assets</b>				
Compensation for Affected Land	0.0 m <sup>2</sup>	m <sup>2</sup>	\$167.00	\$ 0.00
Compensation for Affected Trees		Number	\$ 0.00	\$0.00
<b>Total Compensation (SBD\$)</b>				<b>\$ 0.00</b>
<b>Allowances</b>				
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
<b>Sub-total (SBD\$)</b>				<b>\$ 0.00</b>
10% associated cost on sub-total to meet the contingency expenses	-	-	-	<b>\$0.00</b>
5% Administration Fees	-	-	-	<b>\$ 0.00</b>
<b>Total Resettlement Budget (SBD\$)</b>				<b>\$ 0.00</b>

Table 4 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 RAP, effective plan and coordination of the RAP is important. This includes the RAP 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 RAP for SIRAP2 AF 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 AF MCA will be responsible for the airport activities such as the Suavanao Airfield Upgrade in Isabel Province.

### 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 AF, MID will be entirely responsible for roads in Malaita Province.

### 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 LAO to undertake land acquisition. CPIU/MID assisted by the SIRAP/PST 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. SIRAP2 AF 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 RAPs 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 RAPs, 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 RAP.

#### 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 AF /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. RAP Implementation

Implementation schedule of RAP broadly consists of resettlement activities. Time frame for implementation of RAP will be synchronized with the project implementation in a way that commencement and progress of civil works is not adversely affected. However, the RAP 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 RAP immediately after its approval by the World Bank. Grievances or objections (if any) will be redressed as per grievance redress procedure adopted in this RAP. 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 RAP will depend on the availability of the fund for the resettlement activities under SIRAP2 AF. 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 RAP 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 RAP 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 AF. There were some meetings held with the East Road and Gwaunaru'u-- Dala North road Communities during SIRAP. However, there were no meeting held with Suavanao Airfield affected person. Therefore, this RAP 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.

### 11.2. Key Stakeholders Consultation

All the project previous and required consultation is captured under the SEP. There was a meeting held with Malaita Provincial Government's Provincial Secretary on the 13<sup>th</sup> July 2020 regarding the, 21 km East Road to Atori and 17 km unsealed road from Gwaunaru'u to Dala North. The consultation was part of the initial project scoping that captured the key road corridors of Malaita and also as part of the detailed design activity under SIRAP. The series of consultations were conducted from the 13<sup>th</sup>- 21<sup>st</sup> July 2020.

A high-level virtual meeting was conducted on the 9<sup>th</sup> of October 2024 with the Permanent Secretary of MCA and the Premier of IPG and his Provincial Secretary. From the meeting, both parties agreed to proceed with the Suavanao airport upgrade as it is one of the government priority projects. See Appendix A for the Minute of the meeting. Information Disclosure

The MID does not have a website; therefore, any SIRAP2 AF-related activities, the websites for MCA ([www.mca.gov.sb](http://www.mca.gov.sb)) and SIRAP ([www.sirap.sb](http://www.sirap.sb)) will continue to be used for public disclosure of this RAP, especially to the APs by consulting the APs and distributing the summary of the RAP to the APs. A summary of this RAP 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 RAP and the process that will be undertaken to avoid, reduce and address any issues concerning the RAP.

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

### 12.2. 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 ESMP is required to fulfil the identified mitigation measures and implement the CAC and Grievance Redress Mechanism (GRM) accordingly to address such issues. See Appendix C for the Grievance Register Form.

### 12.3. SIRAP2 AF Approach

SIRAP2 AF 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 AF Stakeholder Engagement Plan section 5. 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 the MID/CPIU and MCA responsible 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 5.

The PST and CPIU/MID will submit progress reports on land acquisition/RAPs to World Bank on semi-annual basis, and the findings will be incorporated into the progress reporting of SIRAP2 AF. World Bank review missions will specifically check the progress of any resettlement and land acquisition undertaken for subsequent investments or subprojects.

Table 5: Indicators for Monitoring

Aspect	Indicators
RAP implementation	<ul style="list-style-type: none"> <li>General and overall compliance of resettlement activities with the RAP, 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</li> <li>The level of satisfaction of APs with various aspects of the RAP process.</li> </ul>
Consultation, participation, disclosure and grievance redress	<ul style="list-style-type: none"> <li>Public information dissemination and consultation procedures conform to the process established in the RAP</li> <li>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;</li> <li>The disclosure of the RAPs, whether APs know their entitlements and whether they have received all of their entitlements; and</li> <li>Monitor the effectiveness of the grievance mechanism, types of grievances, if and how resolved, and satisfaction of APs with the process.</li> </ul>
Gender issues	<ul style="list-style-type: none"> <li>The institutional and staffing mechanisms;</li> <li>Collection and disaggregation of gender sensitive data;</li> <li>Women's representation and participation in the detailed planning and implementation process;</li> <li>Gender inclusiveness such as technical training to both men and women;</li> <li>Delivery of replacement leases or land titles in the names of both husband and wife; and</li> <li>Whether compensation has been delivered to both husband and wife, together;</li> </ul>
Vulnerable groups issues	<ul style="list-style-type: none"> <li>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.</li> </ul>

Transparency	<ul style="list-style-type: none"><li>• 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</li></ul>
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### 13.2. External Monitoring

As this project is categorized as moderate risk under World Bank ESF rating, external monitoring is not essential under this subproject. Provision of external independent monitoring and consultations already been conducted under SIRAP, therefore is not included in the institutional setup of RAP 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.

## 14 APPENDICES

### Appendix A: Minutes of High-Level consultation - Suavanao Airport upgrade

#### MINUTE OF MEETING

Meeting Venue: Virtual

Date: 9/10/2024

Time: 3:00-3:35pm

#### Attendees:

- i. Alwyn Danitofea - Permanent Secretary (PS), Ministry of Communication and Aviation (MCA)
- ii. Norman Hiropuhi - Provincial Secretary (PS), Isabel Provincial Government (IPG)
- iii. Lawrence Hayward – Premier, Isabel Provincial Government (IPG)
- iv. Edrick Maeniuta - National Project Manager (NPM), Project Support Team (PST)/ SIRAP2
- v. Joshua Torenn - National Environment and Social Officer (NESO), Project Support Team (PST)/ SIRAP2
- vi. Marjorie Pogo - Admin Assistant (AA), Project Support Team (PST)/ SIRAP2

#### Introduction:

**NPM-PST:** Welcome the team to the meeting. Acknowledging the PS-MCA, Premier IPG and PS IPG for availing their time to attend the important meeting. Suavanao airport upgrade is one of the high priority projects under the SIRAP2 Additional Financing (AF).

**NESO-PST:** Provide an overview of the safeguards requirements as prerequisite to the approval of the Suavanao airport upgrade. The AF documents including the SEP, RAP highlighted the need for the high-level meeting between PST, MCA and the IPG. The documents are now with WB and will insert the minute of this meeting in finalising the documents. Aid Memoire June 2024 also highlighted the high-level meeting prior to the approval and the implementation of the relevant plans compiled for the AF.

**Premier- IPG:** Acknowledges the World Bank, PST, and MCA for taking Suavanao onboard as one of its priority projects. The IPG is looking forward to work and provide support wherever necessary in implementing the project. Requested PST, if possible, to provide information on the concept design and the timeframe for the project. Add on to the airport upgrade, options to also consider the terminal, the jetty and fencing if it can be included under the project considering the vulnerability to sea level rise. On behalf of the IPG, we support the project for the upgrade of Suavanao airport.

**PS-MCA:** Thanks, PST, for organising this important meeting, especially finding time given the tight schedules we all have. From the national sectoral plan, this project is in line with the tourism and productive sector as the priority for the national government.

Important to note, SIG also contributes to the funding of this project. And so, I want to acknowledge the IPG for its commitment to support this project. This calls for cooperation during the implementation of the project. We learned lessons from other provinces for demanding for development fees. This project is the first for IPG so, important for the IPG to support the project where it can.

**Premier- IPG:** Thanks PS MCA. IPG fully support the project and will support the project where needed.

**PS-MCA:** Commended IPG for the commitment shown towards the project.

Advise PST to involve the IPG in all its activities, in the whole project cycle.

**Premier- IPG:** Assurance of addressing any issues that may arise.

**NPM-PST:** Thanks PS, MCA and IPG for their time in attending the meeting.

**End of Meeting.**

## Appendix B: Minute of MPG Consultation -13 July 2020

(Extracted from the Malaita Road Improvement and Maintenance Program, Environment and Social Management Plan (ESMP) Spot Upgrades and Maintenance Work, 18 March 2021)

#	Agenda	
	<ul style="list-style-type: none"> <li>○ SIRAP Revised Scope of Work</li> <li>○ Detailed Designs of Roads and Bridges</li> <li>○ Safeguards Issues</li> <li>○ Project timeframe</li> </ul>	
	<ul style="list-style-type: none"> <li>● <b>Meeting with Provincial Secretary of Malaita Province</b></li> <li>● PS expressed Premier's apologies to who were currently attending the Assembly meeting.</li> <li>● PS welcome the team</li> <li>● Presentation by Lawrence Wawane(MID)</li> <li>● Introduced the visiting team.</li> <li>● Informed PS on the purpose of the current visit to Malaita</li> <li>● Introduced the Scope of work of SIRAP</li> <li>● Specified that the Initial scope of work for SIRAP was wider, from south road at Hauhui to the end of north road at Fouia.</li> <li>● Informed Malaita Provincial Government that there has been a change in the scope.</li> <li>● Fiu bridge no longer in the scope</li> <li>● For resealing: - 2km sealed section north of Bina at south road is excluded - 7km north road purposely for new sealing excluded</li> <li>● Unsealed section: - Ferakui to Fouia at North Road excluded - Kwainaketo to Hauhui at south roads excluded</li> <li>● - Maintenance from 4 years to only 6 months</li> <li>● Revised scope. - Resealing – Kwainaketo to Gwaunaru'u, road, road to Kilu'ufi hospital and other feeder roads in Auki a total of 15km. - Routine &amp; Maintenance – Unsealed section from Airport</li> </ul>	<p>PS: SIRAP and the design consultant must handle people's expectation with regards to the reduction in scope. PS went on to say that when work delays clash with people expectation, they need to be informed as to the reasons why.</p> <p>MID – MID understands that people have expectation which need to be managed.</p> <p>PS – Politics is at play here as well. The majority of the people are with the provincial government.</p> <p>MID– MID will take responsibility to inform people about reduced scope.</p> <p>PS- Vehicle owners in Auki complained about road condition in Auki. The province has received many submissions of complaints from taxi owners and those in transportation business. MPG is glad that MID stepped in to fix the road thus people are happy.</p> <p>PST – MID to make people aware of the reduced scope. Also added that the sealing will be with Asphalt Concrete no chip seal as currently used. SIRAP needs assistance from province for the laydown for SIRAP contractor and possible quarry sites.</p>

	<ul style="list-style-type: none"> <li>• Junction to Ferakui and to Fouo at east road. - Bridge Replacement (Koa, Bio 1 and Bio 2) - Spots upgrades - Drainage improvement. - Climate Change resilience work - Road safety work targeting schools and large communities etc</li> <li>• For Fiu Bridge- SIRAP will carry out geotechnical and hydrological investigation first before appropriate designs can take place. Construction of the bridge may come under the stimulus package.</li> <li>• Rason for reduced - Limited budget - The expectation by MPG and Malaita people for good and safe roads for vehicles and pedestrians thus incur more cost to do. - After the design consultant's initial survey and site visit to Malaita roads, it revealed that based on the current road condition there is a lot of work that needs to be done on the roads but with the limited budget available, MID and WB had to decide on what to do. For example, after surveys by the design consultant and saw flooding issues on road section to the airport, it was recommended that some lengths of the road need to be raised to avoid flooding. Thus, cost more.</li> <li>• The idea behind the revised is to construct something that would last longer in shorter sections that can build on in the future. Work outcomes shall be more sustainable.</li> <li>• Drainage (Initial scope does not include drainage)</li> <li>• Road safety &amp; footpath</li> <li>• Currently Fiu Bridge needs work. It is in a deteriorated state.MID had to brace the underneath of the bridge to hold in place until future work.</li> </ul>	<p>PST –Explained the schedule for the community consultation. It starts today with stakeholders in Auki and resealing affected communities. Followed by communities at east road and then the north road and bridge communities, a total of about 10 days.</p> <p>PST – The suitable laydown site for the sealing work is proposed to host the asphalt plant and must be at a location that is far from people's houses by 300m and water bodies by 150m.</p> <p>MID asked PS about the site next to the police station as to how we can get in touch with the Police to request for us as contractor's site office and storage area.</p> <p>PS – Province will communicate with police. PS also went further as to say that Gwaigeo is available also as a contractor's laydown area. Fiu landowners down streams approach PS on available sand PS - Province can take on the responsibility to deal with resource owners and secure temporary access to quarry sites and also laydown areas. The Project can only deal with MPG which should be more convenient. PS - Kwaimanafu (at south road) quarry landowners has already signed an agreement with the province to use the quarry. PS - Province with sign MOU with resource owners for long term, say 5 years etc and the project can sign an MOU with MPG for use. PS asked if sand is needed. Yes, answered MID.</p>
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		<p>PS said that Province (premier &amp; Deputy) has worked hard to work with people and resource owners to make available their resources for such project.</p> <p>MID – The project will also need to establish Community Adversary Committees (CAC) at the different locations. As long as road works will take from 6 months and upwards, CAC is needed. CACs are instrumental for resolving grievances and assist contractor to acquire resources.</p> <p>PS- MPG has already established CACs and proposes that the province use existing provincial CAC</p> <p>Will inform contractors to use provincial CAC</p> <p>PS – Thanked everyone for the meeting stating that he will update the premier and deputy on the outcome of the meeting.</p>
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## Appendix C: Grievance Registry Form

### GRIEVANCE REGISTER FORM

Province:		Date:	
Project:			
<b>Complainants Information:</b>			
Name:		Occupation:	
Home Address:		Phone No.	
Email Address:			
<b>Details of Complaint/ Concern/ Issue/Grievance:</b>			
<b>Mode Grievance is Received (Please Tick):</b>			
Letter	Phone Call	Verbal	Grievance Box
Email:	Other		
<b>Location of the Problem/Issue specified in the complaint (Please Tick):</b>			
Village	Construction Site	Others	
<b>Type of Problem/ Issue or Grievance (Please Tick):</b>			
Construction Impact	Land	Contractor's Workers	
<b>Description of the Problem/Issue or Grievance:</b>			
<b>Past Action taken by the Complainant:</b>			
<b>Details of the Person who received the complaint:</b>			
Name:		Position:	
Contact:		Date:	
<b>Action Taken:</b>			