

# Stakeholder Engagement Plan (Final)

Second Solomon Islands Roads and Aviation Project  
(SIRAP2) Additional Financing (AF)

12 November 2024

## TABLE OF CONTENTS

1. INTRODUCTION.....	3
1.1. Background.....	3
1.2. Purpose and Objective of the Stakeholder Engagement Plan (SEP) .....	4
2. Project description.....	5
2.1. Overview of the Project .....	5
2.2. Upgrading of Suavanao Airfield (VAO) located in Suavanao, Isabel Province .....	5
2.3. Sealing 17 Km North Road (Auki Gwuaunaru'u Airfield Junction to East Road Junction), Malaita Province .....	6
2.4. Routine Maintenance of 21 Km of Unsealed East Road to Atori, Malaita Province.....	8
3. Overview of the Stakeholder Engagement.....	11
3.1. Principles for Effective Stakeholder Engagement.....	11
3.2. 3. Environmental and Social Standard 7 (ESS7) Justification.....	11
4. Stakeholder Identification and Analysis .....	13
4.1. Identification of stakeholders .....	13
4.2. Project Affected Communities .....	14
4.3. Other Interested Parties.....	15
4.4. Disadvantages/ Vulnerable Individuals or Groups .....	16
5. StakeHolder Engagement Program .....	18
5.1. Purpose and Timing of Stakeholder Engagement Program .....	18
5.2. Stakeholder Engagement and Environmental and Social Management Plan .....	20
5.3. Culturally Appropriate Engagement.....	21
5.4. SEP Implementation Plan and for Information disclosure .....	21
5.5. Future Phases of SIRAP2 AF .....	24
5.6. Responsibility for SEP Implementation .....	24
6. Grievance Redress Mechanism.....	25
6.1. Grievance for SIRAP2 AF.....	25
6.2. Grievance Redress Process.....	26
6.2.1. Project Level GRM .....	27
6.2.2. MCA and MID Level .....	28
6.3. Grievance Documentation and Reporting .....	29
6.4. World Bank Grievance Redress System .....	29
7. MONITORING AND REPORTING.....	30
7.1. Involvement of the stakeholders in the monitoring activities.....	30

7.2. Reporting back to the Stakeholder Groups.....	30
8.0 COMMUNITY ADVISORY COMMITTEE.....	32
9. Appendices.....	33
Appendix 1: Grievance Registry Form .....	33
Appendix 2: Schedule of Previous Community Consultation for Malaita Roads and Bridges. ....	34
Appendix 3: Minute of Previous Community Consultation – Malaita Roads Improvement.....	37
Appendix 4: Community Advisory Committee Guidelines .....	48

### List of Tables

Table 1: Proposed Investments for SIRAP2 AF .....	5
Table 2: SIRAP2 Affected Communities .....	14
Table 3: Identified Stakeholders .....	15
Table 4: Engagement Mediums .....	19
Table 5: Stakeholder and Community Consultation Plan .....	22

### List of Figures

Figure 1: Suavanao Airfield .....	5
Figure 2: Map of the 17 km North Road. The road section market in orange line. ....	6
Figure 3: Photograph of North Road Improvements completed in September 2024.....	8
Figure 4: East Road (Baratalo -Atori, 21 km) .....	9
Figure 5: Example of the current condition of the East Road (Baratalo-Atori, 21 km) - PC: Indepth Solomon's FB Page). ....	9
Figure 6: Current condition of East Road, Baratalo - Atori. PC: SBM Fb Page.....	10

### Document History

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## 1. INTRODUCTION

### 1.1. Background

The Solomon Islands Government, 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, Solomon Islands Government requested additional financing (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.
- Sealing 17 km of North Road (Auki Gwaunaru'u Airfield Junction to East Road Junction), Malaita Province.
- Routine maintenance and regravelling (including upgrading key vulnerable spots to enhance climate resilience) on 21 km of East Road (Km 21 to Atori) Malaita Province.

This document is the Stakeholder Engagement Plan (SEP) for SIRAP2 AF. The overall objective of this SEP is to define a program for stakeholder engagement around the Project, including public information disclosure and consultation, throughout the entire project cycle. SIRAP2 AF uses the new Environment and Social Framework (ESF) structure to assess the significant risks for the environment and social risk instruments, site-specific Environmental and Social Management Plan (ESMPs) are required. Due to the nature of the project and its activities similar to that of SIRAP2 (parent project), it is expected that the majority of the environmental and social impacts will be site specific, few if any are irreversible, and mitigation measures can be readily designed and implemented. According to the national legislation for the subprojects, Public Environmental Reports (PER) will be prepared as a required under the Environment Act as a requirement for the issuance of a development consent. The identification of potential environmental and social risks/impacts and appropriate mitigation measures or avoidance to be implemented during the construction phase.

The Ministry of Finance and Treasury is the Recipient's Representative and the Ministry of Communication and Aviation (MCA), and the Ministry of Infrastructure Development (MID) are the Implementing Agencies and are the national responsible body for the implementation of SIRAP2 AF. The SIRAP2 Project Support Team (PST) is responsible for the management of additional activities under the AF, including Environmental and Social, procurement, financial management, and reporting.

The project will address the Project's potential environmental and social concerns in accordance with the requirements of the World Bank ESF including the relevant Environmental and Social Standards.

MID and MCA will prepare the required instruments according to the World Bank (WB) ESF assisted by the PST. The initial ES instruments include the SEP (this document), a resettlement action plan (RAP) template, the labour management procedure (LMP) and the environment and social commitment plan (ESCP). Site-specific instruments such as ESMPs will either be updated or produced during the detailed design phase by the design consultant.

The SEP will be updated in line with defined subproject activities, any changes in the project design and newly identified stakeholders.

### 1.2. Purpose and Objective of the Stakeholder Engagement Plan (SEP)

The SEP is an inclusive process conducted throughout the life cycle of the project. It seeks to define a technically and culturally appropriate approach to consultation and disclosure. It supports the development of strong, constructive and responsive relationships that are important for successful management of the project's environmental and social risks/impacts. Early and clear communication with key stakeholders often helps manage expectations and avoid risks, potential conflicts, and project delays.

In addition, the SEP assists to improve and facilitate decision making and create an atmosphere of understanding that actively involves project-affected people and other stakeholders in a timely manner, and that these groups are provided sufficient opportunity to voice their opinions and concerns that may influence Project decisions.

Hence, this SEP provides a plan to interact effectively with MCA and MID stakeholders to support projects interests.

The Key Objectives of the SEP can be summarised as follows:

- Identification stakeholders that are affected, and/or able to influence the Project and its activities.
- Planning engagement modalities and effective communication methods, timing and structures to share project information, and to ensure regular, accessible, transparent and appropriate consultations and disclosure in such a way that it meets the international best practice standards.
- Enabling platforms for stakeholders' engagement with the opportunity to influence project planning and design decisions.
- Define roles and responsibilities for the implementation of the SEP.
- Define reporting and monitoring measures to ensure the effectiveness of the SEP and periodical reviews of the SEP based on findings.
- Establish formal grievance redress mechanisms (GRM).

2. PROJECT DESCRIPTION

2.1.Overview of the Project

The proposed investments under SIRAP2 AF are given in the table below. The road investments will be under MID, and the aviation investment will be under MCA.

Table 1: Proposed Investments for SIRAP2 AF

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

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

The airport is located on Isabel Island in Isabel Province (Figure 1). 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, and providing airfield line markings.

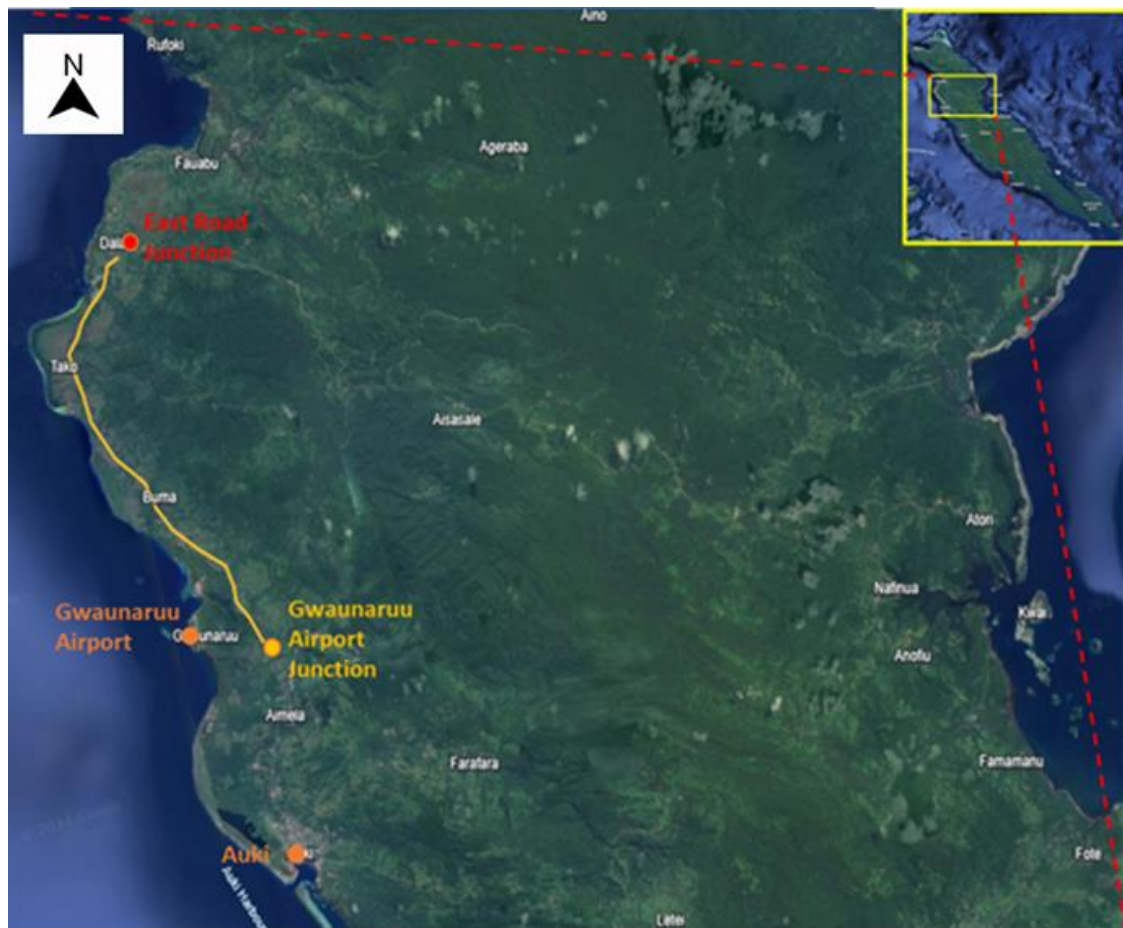
Figure 1: Suavanao Airfield



### 2.3. Sealing 17 Km North Road (Auki Gwuaunaru'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 Gwaunau'u Airfield Junction to East Road Junction (Ferakui) (Figures 2 and 3). 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, 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 2: Map of the 17 km North Road. The road section marked in orange line.**



**Figure 3: Photograph of North Road Improvements completed in September 2024.**



#### **2.4. Routine Maintenance of 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 (Figures 4,5 and 6). 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 has improved under SIRAP, the remaining 21 km 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, (See Figures 5 and 6) 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 4: East Road (Baratalo -Atori, 21 km)

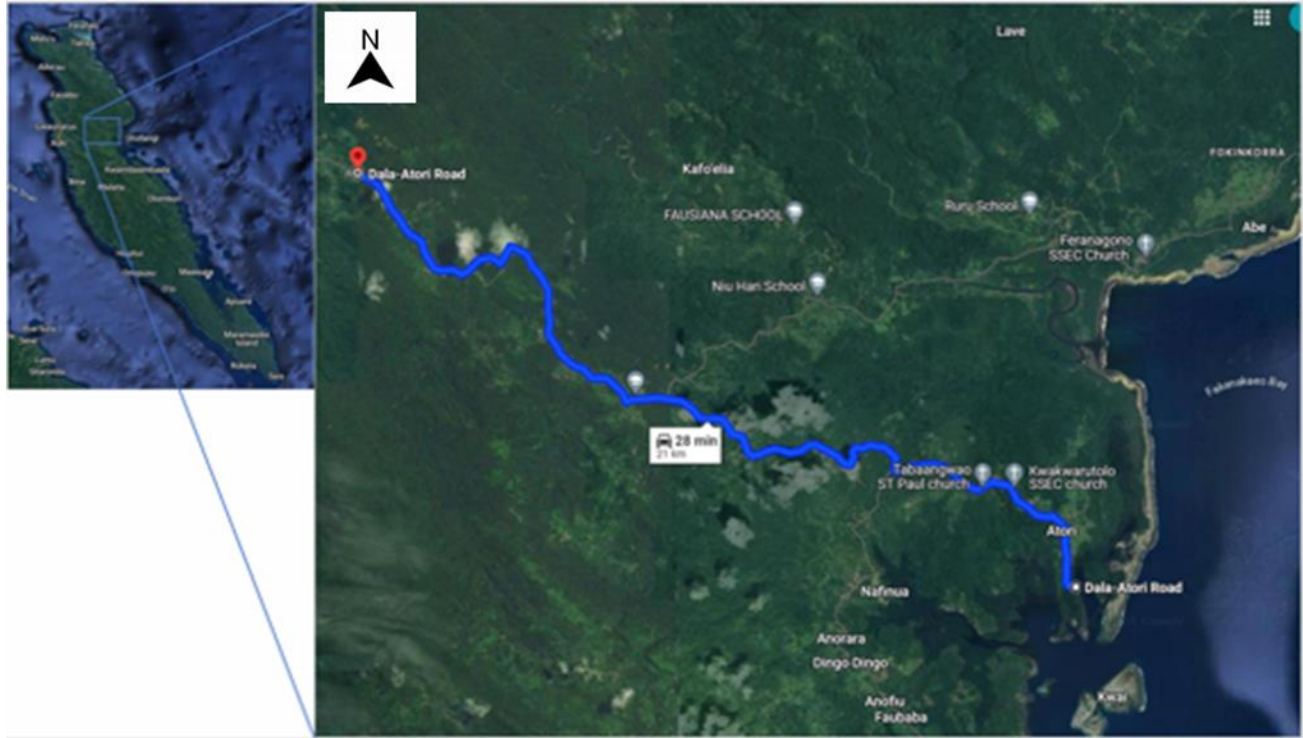


Figure 5: Example of the current condition of the East Road (Baratalo-Atori, 21 km) - PC: Indepth Solomon's FB Page).



**Figure 6: Current condition of East Road, Baratalo - Atori. PC: SBM Fb Page.**



### 3. OVERVIEW OF THE STAKEHOLDER ENGAGEMENT

#### 3.1.Principles for Effective Stakeholder Engagement

Stakeholder engagement is usually informed by a set of principles defining core values underpinning interactions with stakeholders. Common principles based on International Best Practice include the following:

- Providing meaningful information in a format and language that is readily understandable and tailored to the needs of the target stakeholder group(s) early in the process.
- Providing information in advance of consultation activities is conducted in a manner that fosters mutual respect and trust.
- Providing information in ways and locations that make it easy for stakeholders to access it and that are culturally appropriate.
- Respect for traditions, language, rights, cultural beliefs, values, timeframes and interest of stakeholders and affected communities are recognized and addressed.
- Inclusiveness in representation of views, including people from different age groups, sex, gender, vulnerability and or/minority groups are encouraged and supported by appropriate participation opportunities; and
- Processes free information of intimidation or coercion or incentivisation.
- Clear mechanisms for responding to peoples' concerns, suggestions, and grievances.
- Incorporating where appropriate and feasible, feedback into project or programs design and reporting back to stakeholders; and
- Transparency is demonstrated when community concerns are responded to in a timely, open and effective manner.

#### 3.2.3. Environmental and Social Standard 7 (ESS7) Justification

Indigenous Peoples (IP) are distinct social and cultural groups that share collective ancestral ties to the lands and natural resources where they live, occupy or from which they have been displaced. The land and natural resources on which they depend are inextricably linked to their identities, cultures, livelihoods, as well as their physical and spiritual well-being. They often subscribe to their customary leaders and organizations for representation that are distinct or separate from those of the mainstream society or culture. Many indigenous people (IP) still maintain a language distinct from the official language or languages of the country or region in which they reside.

ESS7 is relevant for this project because Solomon Islands including the two target provinces under the AF have the overwhelming majority of IP. Consequently, an IPPF and sub-project IPPs are not going to be prepared since the overwhelming majority of project beneficiaries are IP, consistent with ESS7 paras 14 and 15. Under ESS7, none

of the circumstances also requiring free, prior, and informed consultation (FPIC) are present for the project activities. The IPs therefore in this case will be referred to as those who will be affected by the proposed activities. In compliance with the World Bank's Environmental and Social Standard 7 (ESS7), SIRAP2 AF has conducted initial consultations to the broader communities in Malaita except for Suavanao Airfield Upgrade. A high-level meeting with Isabel Provincial Government including the Premier and the Provincial Secretary was held on 9 October 2024 to discuss the Suavanao Airfield Upgrade and to understand any specific ES considerations from the province. Community level consultation for Suavanao will continue during the implementation as part of the detailed design works. As part of the project's communication plan the key elements of the stakeholder engagement plan include:

- i. The disclosure of important project related information by the implementing agencies on public information boards and on their websites;
- ii. Consultations with the key stakeholders, especially with the community leaders, during planning, design, and implementation of subproject activities;
- iii. Using the GRM; and
- iv. Engaging with relevant stakeholders, including women, civil society organizations and local bodies in project implementation, monitoring and evaluation.

Those that will be affected under SIRAP2 AF will be those having fruit trees and assets along the road corridor for East Road to Atori, Gwaunaru'u Airfield Junction to East Road Junction. The Suavanao Airfield upgrade will be constructed on the current footprint. The potential minor impacts will be addressed and implemented within Solomon Islands Government's existing right - of - way. The PST will provide the necessary technical support to MCA and MID to ensure that consultation activities are performed in line with the ESF requirements and that the outcomes of the meetings are properly documented.

The project will not finance subprojects that result in the physical relocation of project-affected persons. Any potential displacement impacts will be limited only to the strips of land necessary for the installation of the infrastructure to minimize damages to crops, structures, and other assets. The road designs will implement avoidances as the first step or mitigation measures and will resort to other mitigation measure hierarchy if avoidance is impossible to achieve.

## 4. STAKEHOLDER IDENTIFICATION AND ANALYSIS

Project stakeholders are defined as individuals, groups or other entities who:

- (i) are impacted or likely to be impacted directly or indirectly, positively or adversely, by the Project (also known as 'affected parties'); and
- (ii) may have an interest in the Project ('interested parties'). These include individuals or groups whose interests may be affected by the Project and who have the potential to influence the Project outcomes in any way.

Engagement will be directly proportional to the size and risk of the project. All engagement should proceed on the basis of what is culturally acceptable and include appropriate methods for each of the different stakeholder groups targeted ensuring that all affected members of the communities have access to relevant information about the project and also be able to provide inputs for the designs and mitigation measures to any risk and impacts associated with the project activities.

### 4.1. Identification of stakeholders

This SEP will only be applicable for the SIRAP2 AF, stakeholder groups including Malaita and Isabel Provincial Governments, Business Houses, SOEs and the surrounding communities and villages where the project activities will have direct or indirect impacts. Stakeholders for the subprojects (sealing 17 km of North Road, East Road maintenance, and Suavanao Airfield runway upgrading) have been and will continue to be identified on a continuing basis by:

- Identifying the various categories of parties who may be affected by or interested in the project; and
- Identifying specific individuals or organizations within each of these categories taking into account:
  - The expected area of influence of the project that is the geographic area over which it may cause impacts (both positive and negative) over its lifetime, and therefore the localities within which people and businesses could be affected.
  - The nature of the impacts that could arise and therefore, the types of government bodies, development partners, NGOs, academic and research institutes and other bodies who may have an interest in these issues.

There are other partnerships given in Table 3 that are important for the implementation of the additional activities under the project and addressing groups or individuals with a particular interest in the project who must be recognised by the client to facilitate the project work is a requirement.

The World Bank ESS10 recognizes the following categories of stakeholders:

- Project Affected parties
- Other interested parties
- Disadvantages/ Vulnerable Individuals or Groups

## 4.2. Project Affected Communities

A provisional list of affected communities (villages) has already been compiled based on the selected sites and site visit and proximity of their location to the project site.

**Table 2: SIRAP2 Affected Communities**

No.	Stakeholder Group	Stakeholders
1	Affected Communities for Suavanao Airfield Upgrade	Yet to identify and conduct initial consultation
2	Sealing of 17 km North Road	Faiako village, Gwaibaleo village, Rongoakwae village, Koa village, Buma Village, Gwaunoa village, Bio1&2 village, Airahu village, Karasi village, Fote village, Fatakalu village, Dala South village, Dala North village
2	Routine Maintenance and gravelling of 21 km East Road to Atori.	Saofura, Fouo, Atori, Tabawao, Gwairimundu, Gwaifai, Rarata, Darione, Kwaiafa CHS, Faufaumela, Fau'iau, Fera'abu, Fa'adila, Anomasu, Aikuku and Fabaratalo

For the road's component, there will be a need to communicate directly with owners of crops and fences who will be affected by clearance of the road reservation. It is not possible to identify these individuals at this stage, but during the detailed design, the infrastructure footprint will be better understood, therefore which assets/trees or crops that are going to be affected are going to be identified. The designer has to pre identify the items that are likely to be impacted and communicate this with the proposed affected People.

There were consultations been undertaken at the proposed sites. The following dates were the initial consultations undertaken to current:

- Upgrade of Suavanao Airfield – A high-level meeting with Isabel Provincial Government including the Premier and the Provincial Secretary was held on 9 October 2024. The date of the community meetings are yet to be determined. However, in recent runway maintenance work conducted by SIACL the community and the province have shown support for the works that was performed on the runway.
- Routine maintenance of 21 km East Road to Atori – Initial consultations have been held in 2019 and 2020 under SIRAP (see appendix 2&3). New dates for consultation are yet to be determined.
- Sealing of 17 km North Road – Initial consultations have been held in 2019 and 2020 under SIRAP (see appendix 2&3). New dates for consultation are yet to be

determined. However, the communities the communities along this stretch of road are well acquainted with SIRAP.

### 4.3. Other Interested Parties

The stakeholders identified for SIRAP2 AF is listed in the Table 3 below. These was identified during the SIRAP and SIRAP2 ongoing consultations.

**Table 3: Identified Stakeholders**

No.	Stakeholder Groups	Stakeholder
1	Affected Community	<b>North Road Communities</b> -(Forcim Market, Dala North, Dala South, Bubuitolo, Kwaisuliniu, Taisol, Fatakalua, Fote High, Fote Low, Karasi, Gwaitaba'a, Airahu, Mau'ba., Bio, Kwarufia, Fouabuli, Gwaunaoa, Aiabu, Buma Heights, Buma low, Koa, Feratasisi, Tudili, Tongoakwa, Gwabaleo) <b>East Road Communities</b> - Saofura, Fouo, Atori Station, Tabawao, Gwairimudu, Gwaifai, Rarata, Darione, Kwaiafa CHS, Faufaumela, Fau'iua, Fera'abu, Fa'adila, Anomasu, Aikuku, Fabaratalo. <b>Suavanao Airport</b> – Papatura, Baolo
1	Donor Partners	World Bank, Australian Department of Foreign Affairs and Trade, New Zealand's Ministry of Foreign Affairs and Trade, and People's Republic of China
2	National Government	Ministry of Communication and Aviation (MCA)
3	National Government	Ministry of Infrastructure Development (MID)
4	National Government	Ministry of Commerce, Industries Labour and Immigration (MCIL)
5	National Government	Ministry of Agriculture and Livestock (MAL) (Quarantine Division)
6	National Government	Ministry of Finance (MOF)
7	National Government	Ministry of Environment, Climate Change, Disaster Management and Meteorology (MECDM) (SIMs)
8	National Government	Ministry of Mines, Energy & Rural Electrification (MMERE) - (Quarries)
9	National Government	Ministry of Culture and Tourism Solomon Islands (MCTSI)
10	National Government	Ministry of Women, Youth, Children and Family Affairs (MWYCFA)
11	National Government	Ministry of Foreign Affairs and Trade (MFAT)
12	National Government	Solomon Islands Royal Police Force (RSIPF)
13	National Government	Ministry of Land, Housing and Survey (MLHS)
14	Provincial Government	Isabel Provincial Government
15	Provincial Government	Malaita Provincial Government
19	SOE and Utilities	Solomon Airlines
20	SOE and Utilities	Civil Aviation Authority of Solomon Islands (CAASI)
21	SOE and Utilities	Solomon Islands Airport Corporations Ltd (SIACL)
22	NGOs	World Vision
23	NGOs	Save the Children
24	NGOs	Christian Care Centre
25	NGOs	Malaita Family Support Centre
26	NGOs	Women Council Groups in Malaita Province
27	NGOs	Women Council Groups in Isabel Province

28	Essential Services	Fire Services
29	Essential Services	Clinics and Schools
30	Essential Services	Market Areas
31	General Public	Malaita, Suavanao, Isabel
32	General Public	Business houses in Auki
33	Media	Solomon Star, Island Sun and Sunday Isles

Source : Malaita Unsealed Road Routine Maintenance and Spot Upgrading ESMP

If the stakeholders are not listed above and would like to be kept informed about the project, the SIRAP2 National Environment and Social Officer (NES) will be responsible for the subprojects in Malaita and Isabel Provinces to update the stakeholder list.

#### 4.4. Disadvantages/ Vulnerable Individuals or Groups

Vulnerable /disadvantages groups are community members likely to be affected by the project but may have difficulty in engaging with the stakeholder consultation process and thus may not be able to fully express their concerns regarding the proposed project. It is likely that project-affected parties in the communities will include vulnerable /disadvantaged groups. At this stage these groups have not yet been determined, however, they will be identified during the Environmental and Social Impact Assessment exercise.

Particular attention will be paid to adverse impacts on Vulnerable/ disadvantaged groups who, because of their social position, may be vulnerable to changes brought about by project activities or excluded from project benefits. Within the Project, the vulnerable or disadvantaged groups may include, but are not limited to the following:

- physically disabled
- women-headed households
- Youth
- Elderly
- Illiterate people
- Vulnerable groups working in informal economy
- People with special needs
- Children, especially those who may be malnourished with low immunity.
- Residents in remote or outlying area who may not have access to health services
- People with pre-existing medical conditions such as heart or lung disease, diabetes, cancer, HIV/AIDS among others

Discussions with the vulnerable/disadvantaged groups affected by the project will be conducted to ensure that consultations with the local community is inclusive and provide an opportunity for their voice to be heard. Where necessary, additional formats such as location sketches will be used to enhance understanding. The assistance of community leaders will be needed to encourage effective representation of Vulnerable /disadvantages groups in group discussions throughout the project phases.



## 5. STAKEHOLDER ENGAGEMENT PROGRAM

Stakeholder engagement activities will be ongoing through the whole life of the project. For SIRAP2 AF, some stakeholders have been engaged through the current SIRAP and SIRAP2 and will continue to be engaged throughout project implementation phase.

The nature and frequency of follow up consultations will be different depending on the subprojects.

Before the implementation phase of SIRAP2 AF, all affected parties will be informed about the project scope and contact information which they can access for further information. They also will be informed about the availability of the public information on SIRAP website [www.sirap.sb](http://www.sirap.sb) as well as MCA website [www.mca.gov.sb](http://www.mca.gov.sb) updates.

The key communication principles are to:

- Keep the communities and key stakeholders informed in advance of the project progress
- Encourage community participation
- Ensure 'no surprises' to key stakeholders and the community
- Listen to feedback, investigate suggestions and adopt them where possible
- Transparency.

### 5.1. Purpose and Timing of Stakeholder Engagement Program

The SEP is designed to establish an effective platform for productive interaction with the potential affected parties and others with interest in the implementation outcome of the SIRAP2 activities. Meaningful stakeholder engagement throughout the project cycle will:

- Solicit feedback to inform project design, implementation, monitoring and evaluation
- Clarify project objectives, scope and manage expectations
- Assess and mitigate project environmental and social risks
- Enhance project outcomes and benefits
- Dissemination project information/materials
- Address project grievances.

Adequate stakeholder consultation will require timing and advance planning. To ensure information is readily accessible to affected stakeholders, and adequate representation and participation of the different groups in the process, SIRAP2 AF will adopt different methods and techniques based on an assessment of stakeholder needs.

When selecting an appropriate consultation technique, culturally appropriate consultation methods, and the purpose for engaging with a stakeholder group will be considered.

The Table 4 below lists the recommended engagement mediums that are appropriate for this SEP activities proposed as part of the implementation plan components. Because

of the myriad of activities and different stakeholders needs at different times, a wide range of communications methods and mediums are proposed. This was already used for SIRAP AF.

**Table 4: Engagement Mediums**

<b>Engagement Technique</b>	<b>Appropriate application of the technique</b>	<b>Target Audience</b>
Project website	The Project Paper and POM, as well as ESMP, SEP and other relevant document will be disclosed on the official websites of partnering and implementing ministries (MCA and MID). Present project information and progress updates	All Stakeholders
Correspondences (Phone, Emails)	Distribute information to Government officials, NGOs, Local Government, and organisations/agencies Invite stakeholders to meetings and follow-up	Government Offices, NGOs, Local Government, Associations, Development Partners
One-on-one meetings	Seeking views and opinions Enable stakeholder to speak freely about sensitive issues Build personal relationships Record meetings	Vulnerable groups and affected communities
Workshops/Formal meetings	Present the Project information to a group of stakeholders Allow group to comment – opinions and views Build impersonal relation with high level stakeholders Disseminate technical information Record discussions	Government, NGOs, Provincial Government, Affected stakeholders
Public meetings	Present Project information to a large group of stakeholders, especially communities Allow the group to provide their views and opinions Build relationship with the communities, especially those impacted Distribute non-technical information Facilitate meetings with presentations, PowerPoint, posters etc. Record discussions, comments, questions.	Project affected stakeholders and affected communities
Focus group meetings	Present Project information to a group of stakeholders Allow stakeholders to provide their views on targeted baseline information Build relationships with communities Record responses	Affected communities and vulnerable groups
Printed Media advertisement	Used to disseminate and disclose project documents intended for general readers and audience (e.g., ESMP, ESCP)	General Public
Direct communication with affected crops/asset owners	Share information on timing of road clearance Agree options for removing crops and relocation of fences.	Affected communities

(Road component only)		
Road signs	Share information on project activities Reminders of potential impacts (e.g., for road clearance activities; remind crop owners to harvest crops and replant outside the road reservation)	General Public
Project leaflet	Brief project information to provide regular update Site specific project information.	General Public
Surveys/ Independent Evaluations	Surveys will be used to gather beneficiary opinions and views about the project interventions	Project beneficiaries

The mode of consultation will vary according to the subproject and the participants, but in all cases will promote participation by ensuring that the venue is accessible, the timing convenient and the manner of conduct of the consultation socially and culturally appropriate. Consultations will be announced to give sufficient notice for participants to prepare and provide input to project design.

## 5.2.Stakeholder Engagement and Environmental and Social Management Plan

The objectives of engaging stakeholders during the ESMP process include the following:

- **Ensuring understanding:** An open, inclusive and transparent process of culturally appropriate engagement and communication to ensure that stakeholders are well informed about the proposed. Therefore, whenever information is disseminated, the pidjin and local language will be considered to ensure full understanding of communication.
- **Involving stakeholders in the assessment:** Stakeholders will be included in the scoping of issues, the assessment of impacts, the generation of mitigation and management measures and the finalization of the ESMP reports. They will also play an important role in providing local knowledge and information for the baseline to inform the impact assessment.
- **Building relationships:** Through supporting open dialogue, engagement will help establish and maintain a productive relationship between the PST team and stakeholders.
- **Engaging vulnerable groups:** An open and inclusive approach to consultation increases the opportunity of stakeholders to provide comments on the proposed Project, and to voice their concerns. Some stakeholders, however, need special attention in such a process due to their vulnerability. Special measures will be considered to ensure that the perspectives of vulnerable stakeholders are heard and considered.
- **Managing expectations:** It is important to ensure that the proposed project does not create or allow unrealistic expectations to develop amongst stakeholders about proposed project benefits. The engagement process will serve as a mechanism for understanding and managing stakeholder and community

expectations, where the latter will be achieved by disseminating accurate information in an accessible way.

- **Ensuring compliance:** The process is designed to ensure compliance with both local regulatory requirements and international best practice.

One of the key outcomes of engagement is: free, prior and informed consultation of stakeholders, where this can be understood to be:

- Free: engagement free of external manipulation or coercion and intimidation.
- Prior: engagement undertaken in a timely way, for example the timely disclosure of information before a development is undertaken and/ or participation is sought with regard to the identification of issues of concern; and
- Informed: engagement enabled by relevant, understandable and accessible information.

This requirement is incorporated into the stakeholder engagement plan as shown in Table 5 below for this stage. The main purpose for consultations at this stage is to provide feedback to stakeholder as to ESMP progress and preliminary results (which may include early identification of key risks/impact issues and mitigation measures).

### 5.3.Culturally Appropriate Engagement

It is critical that culturally engagement with appropriate groups is important, especially with those communities that will be impacted. PST, MID and MCA will lead and facilitate the consultations. The contractor will be introduced as soon as they are awarded the contract, to ensure that the cultural requirements are met and properly understood. Most stakeholder engagement will be with rural village inhabitants, and it is known from previous engagement activities with such communities that traditional social and cultural norms are respected by almost all inhabitants. Local people have expectations that 'outsiders' will proceed through the 'correct' customary channels involving an appropriate local leader(s) before beginning work or initiating consultations with village residents. It is the intention that the SIRAP2 National Environment and Social Officer (NES) will manage and, as appropriate, lead engagement events.

### 5.4.SEP Implementation Plan and for Information disclosure

The project will ensure that the different activities for stakeholder engagement, including information disclosure, are inclusive and culturally sensitive. Measures will also be taken to ensure that the vulnerable groups will have meaningful opportunities to participate in and benefit from project activities.

Table 5 sets out the implementation plan for stakeholder engagements and community consultations. The implementation plan is based on the overall plan set out in the ESMF.

The plan is for the lifecycle of the project and constitutes the following components:

**Activity:** the various operational consultation activities that will be undertaken as part of the SEP

**Objective:** the target that each activity needs to reach

**Stakeholder:** the various stakeholders to be targeted during implementation of the SEP activity; and

**Medium:** the method by which the engagement or consultation will be done

**Table 5: Stakeholder and Community Consultation Plan**

No	SIRAP2 AF Activity	Timetable	Objective	Stakeholders	Medium
<b>A: Physical Investments (Sealing 17 km of North Road, East Road, Suavanao Airfield)</b>					
<b>A1</b>	Feasibility, decision on the sites / technologies, preliminary designs and identification of correct land / resource owners.	From subproject design through to tendering.	Bring stakeholders along with the decision making around the site and type of investments. Discuss potential impacts and mitigation measures.  Key messages  To identify priority projects under the AF and also get stakeholder feed back on the ES Instruments	All identified.	Structured Agenda  One-on-One Consultations  Public meetings  Emails and letters
<b>A2</b>	Disclosure updates to the ESMP	Prior to tendering  Prior to works starting	To disclose ESMP	All identified	Newspaper  Website
			Advise stakeholders of preliminary designs and updated mitigation and management plan.	Communities  Site occupants (State owned enterprises, Government agencies)  Site users (if different from above)	One-on-one consultations  Executive Summary

No	SIRAP2 AF Activity	Timetable	Objective	Stakeholders	Medium
A3	Pre-Construction	Once Contractor is on board and prior to works starting	Keep stakeholders involved in any design updates. Public announcements Secure access to resources (materials)	Government agencies, site occupants, site users Communities	Emails, One-on-one consultations Newspaper and websites Community Consultations
A5	Commencement of Works	Week before commencement of works and continuous.	To advise all institutional stakeholders of commencement of civil works.	All identified stakeholders Site occupants (State owned enterprises, Government agencies)	Newspaper Email/Letter
			To reconfirm ongoing consultation, feedback and GRM processes	Community Site occupants (State owned enterprises, Government agencies)	Community Notice Boards Building Notice Boards Website

MID does not have a website; therefore, 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 environmental and social documents and site-specific instruments for the additional activities under the AF.

Key information for SIRAP2 AF will be provided to the public through various platforms including social media, local radio stations and local newspapers. All public documents for SIRAP2 AF will be published to the public after confirmation of the subproject via the local newspaper and SIRAP2 AF website ([www.sirap.sb](http://www.sirap.sb)). Initial meeting for the Malaita investment activities was held on 2<sup>nd</sup> June 2024, and again on 21<sup>st</sup> October 2024 during the WB mission to Malaita. This was conducted at the Provincial Government level. A high-level meeting with Isabel Provincial Government including the Premier and the Provincial Secretary was held on 9 October 2024.

The SEP will be updated and refined throughout the lifecycle of the project. During this process the focus and scope of the SEP will change to ensure that the MCA and MID addresses external changes and adheres to its strategy.

This SEP will follow the standard project management cycle which are: (i) Preparation and Design Phase; (ii) Implementation phase; (iii) Monitoring phase and (iv) Completion and Evaluation phase. The strategy for information disclosure is presented in Table 2 above.

### 5.5.Future Phases of SIRAP2 AF

For SIRAP2 AF, there will be continuous meetings for the stakeholders and affected parties to keep them updated on the latest development of the project. Community consultations will be held at the various phases of the project (the preparation phase, construction and operation phase). The engagement level will depend on the level of impacts of the project.

### 5.6.Responsibility for SEP Implementation

The implementation of the SEP will be the overall responsibility of the SIRAP PST. There are several facets to the works that are covered within this plan with MCA and MID being the common denominator across the works as such, it is important that MCA and MID are represented at each of the one-one-on consultations by a nominated staff member.

The PST has a safeguards team who will take the lead role in the implementation of the SEP. The PST will be responsible for arranging and facilitating the meetings as it appropriate with their in-depth knowledge of the natural, social and traditional environments within the Solomon Islands. The PST will also be the focal point for all stakeholder queries and contacts in relation to the implementation of the SEP or the GRM.

It is also the responsibility of the PST to ensure that gender balance is achieved throughout the implementation of the SEP and the NES Officers will make culturally appropriate recommendations on strategies to achieve this such as separate meetings for males and females or targeting female input through women's groups.

All contractors in charge of carrying out specific project activities will also be required to implement the relevant provisions of the SEP. The grievance mechanism requirements will be laid out in the tender documentation.

## 6. GRIEVANCE REDRESS MECHANISM

### 6.1. Grievance for SIRAP2 AF

Under SIRAP and SIRAP2, Grievance Redress Mechanism (GRM) has been developed and operated to satisfy both Solomon Islands legislative and WB GRM requirements as well as being developed in line with the Country Safeguard Systems. SIRAP2 AF will adopt the existing GRM. If there were a need to use the GRM then the following process is to be used.

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

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

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

**Grievances:** If the issue cannot be resolved at the complaint level, then it will be considered to be a grievance and will be addressed by being referred by the Contractor or Supervision Engineer toward the NES Officers within the SIRAP 2 PST. The NES Officers will log it into the database for tracking and reporting on resolution. In accordance with the World Bank's 'Citizen Engagement' commitments under IDA 17, key indicators from the GRM are published online at the SIRAP project website.

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

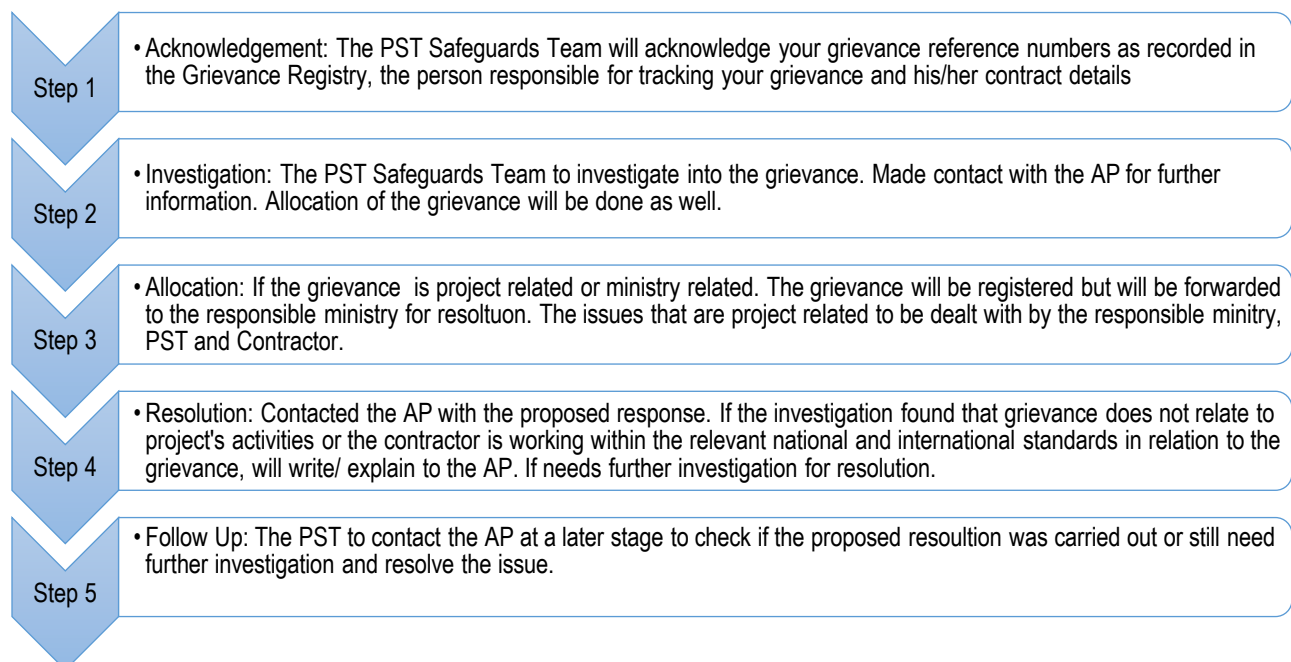
It is critical that stakeholders understand that all grievances lodged, regardless of the project phase or activity being implemented, complaints can be made through different channels, such as the traditional local practices (e.g., village chiefs), online, phone, in-person, the local GBV/Human Trafficking/CAE Service Provider, the manager(s), or the Police. Complaints should be able to be made in different ways such as online, via telephone or mail, or in person. Anonymity should be ensured if the complainant so desires it, especially about GBV/Human Trafficking/CAE.

## 6.2. Grievance Redress Process

In compliance with the World Bank Environmental and Social Standard 10 requirement, a specific grievance mechanism, SIRAP and SIRAP2 has an existing process, thus SIRAP2 AF will be using the same mechanism. In order to capture and track grievances under the project, a dedicated GRM Management register is planned. The SIRAP website ([www.sirap.sb](http://www.sirap.sb)) will include a clear information on how feedback, questions, comments, concerns and grievance can be submitted by any affected person or group.

Many projects related grievances are minor and site-specific. Often, they revolve around nuisances generated during construction such as noise, dust, vibration, workers dispute etc. Often, they can be resolved easily on site. Other grievances are more difficult especially when it's about land boundaries, or misunderstandings between affected households and the Contractor regarding access arrangements. Most of these cannot be resolved immediately and on site.

The PST will go through the following steps to deal with a grievance:



In circumstances where disputes cannot be resolved by on site or through first instance dispute resolution arrangements, the dispute shall be directed or transferred to the Project Level GRM.

### 6.2.1. Project Level GRM

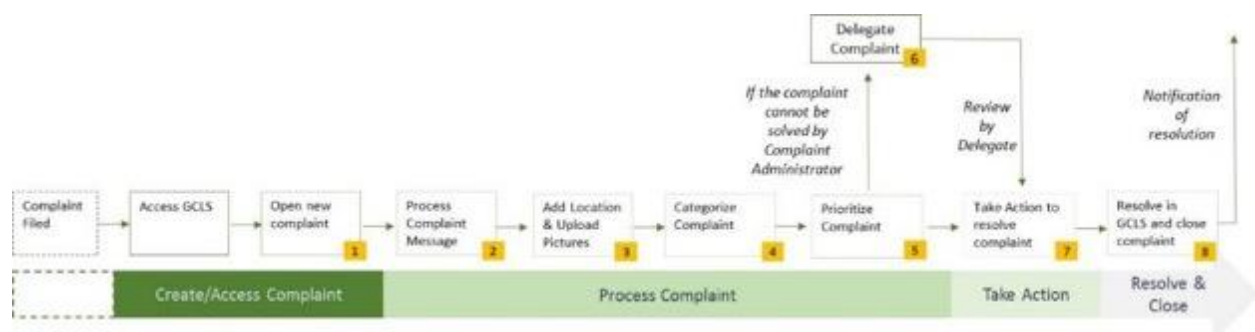
For Malaita Road subprojects the Community Liaison Officer (PST CLO) and for Suavanao NES Officers shall carry out the following as regard to redressing grievances:

- Hear the grievances of the APs, and provide an early solution to those they able to;
- Immediately bring any serious matters to the attention to the PST NES Officers;
- Inform the aggrieved parties about the progress of their grievances and the decisions of the Project Support Team

In practice - and this is particularly more relevant to the road component because of the expected larger scale of its activities – not many complaints are expected. This is on the assumption that all proposed works are within the road reserve areas across the islands. However, some complaints are likely to be associated with construction impacts. Most are received directly on site by the Contractor's Site Supervisor (CSS) who will endeavour to resolve them satisfactorily on site. The CSS will inform the PST Safeguards Team and eventually relay to the MID or MCA of these complaints and their outcomes, and if others not satisfactorily resolved that the project site level, then the PST NES Officers should take over. The NES Officers will log these in the Complaints Register.

For all components, namely road, and airport, the contractor's CSS will receipt each of the complaint, note the date, time, name and contact details of the complainant, and the nature of the complaint in the Complaints Register. The Contractor's CSS and PST CLO will inform the complainant of when to expect a response. He/she will try to address it to the best of his/her abilities, as soon as possible. Should the issue not be able to resolve the complaint to the satisfaction of the affected persons, he/she will then refer the complaint directly to the PST NES Officers.

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



If it is impossible to resolve the complaint, or the complainant is not satisfied with the resolution, the case may be first escalated to Permanent Secretary (PS) of MCA who will

appoint a third-party arbitrator to form part of a GRM committee. If the AP is dissatisfied with the recommendation of the GRM Committee and subsequent determination from the PS of the MCA, the AP may appeal to court. This will be at the AP's cost but if the court shows that the PS has been negligent in making their determination the AP will be able to seek costs.

**GCT:** The SIRAP Code of Conduct and Action Plan for the Prevention of GBV, Human Trafficking and CAE detail the specific GRM processes and responsibilities. The project shall establish a 'GBV Compliance Team' (GCT). The GCT will include, as appropriate to the project, at least four representatives as follows: the SIRAP AF PST National Environment and Social Officer, an appropriate Contractors representative, the Supervision Engineer and, a representative from the GBV/Human Trafficking/CAE service provider.

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

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

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

#### 6.2.2. MCA and MID Level

Complaints that referred to MCA and MID by SIRAP2 AF PST will require him/her to take earnest action to resolve them at the earliest time possible. It would be desirable that the affected party is consulted and be informed of the course of action being taken, and when a result may be expected. Reporting back to the complainant will be undertaken within a standard period set by the respective ministries (MCA and MID) from the date that the complaint was received. There is an existing system within the ministries for the grievance redress mechanism which was used over the years to settle their respective issues.

It is vital that appropriate signage is erected at the sites of all works providing the public with updated project information and summarising the GRM process, including contact details of the relevant Project Contact Person. Anyone shall be able to lodge a complaint and the methods (forms, in person, telephone, forms written in pidjin) should not prevent the lodgement of any complaint.

The Complaints Register will be maintained by the PST NES Officers, who will log the: i) details and nature of the complaint; ii) the complainant's name and their contact details; iii) date; iv) corrective actions taken in response to the complaint. This information will be included in PST's progress reports to the Bank.

The project level process can only act within its appropriate level of authority and where appropriate, complaints will be referred on to the relevant authority such as those indicated.

### **6.3. Grievance Documentation and Reporting**

Resolved and escalated grievances/cases would be documented daily into the GRM System by the PST NES Officers. The PST NES Officers would exercise oversight over the system and track resolution of all grievances/cases.

Monthly case/grievance reports will be generated from the system by the three (3) NES Officers or a dedicated staff at the PST and report to the Project Manager to inform management decisions. Quarterly reports would also be generated and reported to the MCA and MID as part of the Project's progress reporting to the World Bank.

### **6.4. World Bank Grievance Redress System**

Communities and individuals who believe that they are adversely affected by a WB-supported Project may submit complaints to existing Project-level GM or to the WB's Grievance Redress Service (GRS). Once the concerns have been brought directly to the WB's attention, and Bank management has been given an opportunity to respond, complaints may be submitted to the WB's independent Inspection Panel which determines whether harm occurred, or could occur, because of WB non-compliance with its policies and procedures. Information on the WB's corporate Grievance Redress Service is provided at: [www.worldbank.org/en/Projects-operations/products-and-services/grievance-redress-service](http://www.worldbank.org/en/Projects-operations/products-and-services/grievance-redress-service). Information on how to submit complaints to the WB's Inspection Panel is provided at: [www.inspectionpanel.org](http://www.inspectionpanel.org).

## 7. MONITORING AND REPORTING

Monitoring and evaluation of the stakeholder process is considered vital to ensure MCA, MID and SIRAP 2 AF PST is able to respond to identified issues and alter the schedule and nature of engagement activities to make them more effective. Adherence to the following characteristics/commitments/activities will assist in achieving successful engagement:

- Sufficient resources to undertake the engagement;
- Inclusivity (inclusion of key groups) of interactions with stakeholders;
- Promotion of stakeholder involvement;
- Sense of trust in MCA, MID and SIRAP AF PST shown by all stakeholders;
- Clearly defined approaches; and
- Transparency in all activities.

Monitoring of the stakeholder engagement process allows the efficacy of the process to be evaluated. Specifically, by identifying key performance indicators that reflect the objectives of the SEP and the specific actions and timings, it is possible to both monitor and evaluate the process undertaken.

Two distinct but related monitoring activities in terms of timing will be implemented:

- During the engagement activities: short-term monitoring to allow for adjustments/improvements to be made during engagement; and
- Following completion of all engagement activities: review of outputs at the end of engagement to evaluate the effectiveness of the SEP as implemented.

### 7.1. Involvement of the stakeholders in the monitoring activities

The Project will provide opportunity to stakeholders, especially Affected Parties to monitor certain aspects of project performance and provide feedback. GRM will allow stakeholders to submit grievances and other types of feedback. A form for registering grievances is provided for in appendix 1.

In the meantime, SIRAP2 is using a number of consultative methods that include online meetings, community consultations, meeting with key ministries, emails, phones and also SIRAP website.

The identification of SIRAP2 AF-related impacts and concerns is a key element of stakeholder engagement that will occur over the complete SIRAP2 AF life cycle. As such, the identification of new concerns and impacts as the ESMPs and SIRAP2 AF progresses will serve as an overall indicator for the utility of the stakeholder engagement process.

### 7.2. Reporting back to the Stakeholder Groups

The SEP will be periodically revised and updated as necessary in the course of project implementation in order to ensure that the information presented herein is consistent and is the most recent, and that the identified methods of engagement remain appropriate

and effective in relation to the project context and specific phases of the development. Any major changes to the project related activities and to its schedule will be duly reflected in the SEP. Monthly summaries and internal reports on public grievances, enquiries and related incidents, together with the status of implementation of associated corrective/preventative actions will be collated by responsible staff and referred to the senior management of the project. The monthly summaries will provide a mechanism for assessing both the number and the nature of complaints and requests for information, along with the project's ability to address those in a timely and effective manner. Information on public engagement activities undertaken by the project during the year may be conveyed to the stakeholders in two possible ways:

- Publication of a standalone annual report on project's interaction with the stakeholders.
- The ESMP Reports: there will be a review of the engagement activities conducted; levels of stakeholder involvement (particularly for affected communities, women and vulnerable people/groups); the issues discussed and outcomes; and the extent to which stakeholder issues, priorities and concerns are reflected in the ESMP Report, particularly with respect to mitigation and monitoring strategies.

## 8.0 COMMUNITY ADVISORY COMMITTEE

Community participation is one of the important milestones for ownership and sustainability of any infrastructure development. Any infrastructure system cannot be built without involving the community members in every step of the planning and implementation process. The affected community must be consulted informed and involved. Thus, as a requirement under the MID Safeguard Procedures Manual, all roads and bridges projects implemented under MID will have to form a Community Advisory Committee (CAC) for the identified affected people and communities within the vicinity of the project. Several CACs were established under SIRAP and SIRAP 2 and have proven highly effective in serving as a bridge between the communities and contractors. For instance, two CACs were formed to manage the 21 km stretch of the East Road works under SIRAP. Similarly, for the 21-41 km of East Road works under the proposed AF, it is likely that two CACs will be needed as well, though this decision will be finalized during the detailed design update phase. The same approach will apply to the proposed 17 km sealed road works and Suavanao Airport. The CAC will consist of indigenous people from the communities where these works were/are or will be implemented.

A guideline for the implementation of the CAC is provided in appendix 7. It is to be implemented In conjunction with the Community Protocol, Safety Environment Management (CPSEM) Guidelines for Labour Based Equipment Supported (LBES), the Environmental Management guide for machine-based maintenance contracts (MBMC) and the CEMP guide for Tier 3 activities.

## 9. APPENDICES

## Appendix 1: Grievance Registry Form

## GRIEVANCE REGISTER FORM

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



## Appendix 2: Schedule of Previous Community Consultation for Malaita Roads and Bridges.

<b>Malaita Road Network – General</b>					
	<b>Date</b>	<b>Project</b>	<b>Communities</b>	<b>Time</b>	<b>Venue</b>
1	03/06/2024	Routine Maintenance and gravelling of 21 km East Road to Atori.	Malaita Provincial Secretary	10:00 am	Malaita Province Premier's Officer, Auki
<b>Sealing 17 Km North Road (Gwuaunaru'u Airport Junction to East Road Junction), Malaita Province</b>					
2	14/07/2020	Malaita Sealing 17 km North Roads	Gwaunaru'u Village/Airport	12 pm	Gwaunaru'u Meeting Hut
3	14/07/2020	Malaita Sealing 17 km North Roads	Gwaibaleo	3:30 pm	Gwaibaleo meeting hut
4	19/07/2020	Malaita Sealing 17 km North Roads	Buma Heights Community		Buma Heights
5	19/07/2020	Malaita Sealing 17 km North Roads	Buma low Communities		Buma Low Meeting House
6	19/07/2020	Malaita Sealing 17 km North Roads	Koa Community, Feratasisi Community, Tudili community		Koa Village
7	20/07/2020	Malaita Sealing 17 km North Roads	Forcim Market community, Dala North community		Forcim Market
8	20/07/2020	Malaita Sealing 17 km North Roads	Dala South Community	12 pm	Dala South Meeting Area
9	20/07/2020	Malaita Sealing 17 km North Road	Bubuitolo, Kwisuliniu	1:13 pm	Bubuitolo and Kwaisuliniu
10	20/07/2020	Malaita Sealing 17 km North Road	Gwaunaoa community and school, Gwaunaoa Health Center	3.30 pm	Gwaunaoa Community
11	21/07/2020	Malaita Sealing 17 km North Road	Bio community, Maoba Community	8.00 am	Bio village
12	21/07/2020	Malaita Sealing 17 km North Road	Fote Low, Fote High, Fote School	10.00 am	Fote village
13	21/07/2020	Malaita Sealing 17 km North Road	Gwaitaba'a	12:25 pm	Gwaitaba'a village

14	21/07/2020	Malaita Sealing 17 km North Road	Airahu Community, Airahu Theological School, Airahu Rural Training Centre	2 pm	Airahu Village
<b>Malaita Road Network – East Road Unsealed Section (21 Km) – Fabaratalo to Atori</b>					
15	16/07/2020	Routine Maintenance and gravelling of 21 km East Road to Atori.	Saofura/Fouo	11:30am	Fouo Meeting Hut
16	16/07/2020	Routine Maintenance and gravelling of 21 km East Road to Atori.	Atori Station	12:30pm	Atori Station
17	16/07/2020	Routine Maintenance and gravelling of 21 km East Road to Atori.	Tabawao and Gwairimudu	1:30pm	Tabawao Clinic
18	16/07/2020	Routine Maintenance and gravelling of 21 km East Road to Atori.	Gwaifai & Rarata	3 pm	Gwaifai Market
19	17/07/2020	Routine Maintenance and gravelling of 21 km East Road to Atori.	Darione and Kwaiafa CHS	9:30 am	Kwaiafa CHS
20	17/07/2020	Routine Maintenance and gravelling of 21 km East Road to Atori.	Faufaumela and Fau'iua	11 am	Faufaumela
21	17/07/2020	Routine Maintenance and gravelling of 21 km East Road to Atori.	Fera'abu, Fa'adila and Anomasu	2 pm	Anomasu Clinic
22	17/07/2020	Routine Maintenance and gravelling of 21 km East Road to Atori.	Aikuku Fabaratalo	4 pm	Fabaratalo Tower

**Appendix 3: Minute of Previous Community Consultation – Malaita Roads Improvement. (Extracted from Malaita Road Improvement and Maintenance Program, Environment and Social Management Plan (ESMP) Spot Upgrades and Maintenance Work, 18 March 2021)**

Meeting 14		Meeting Venue: Fouo Meeting Hut (East Road)	Date/Time: 16/07/2020, 10:30am
Stakeholder:	SIRAP Key Issues/Agenda	Presentation	Question, concerns, comments
1. Fouo Community 2. Saufura Community	1. SIRAP Revised Scope of Work 2. Detailed Designs of Roads and Bridges 3. Safeguards Issues 4. Project timeframe	<p>Peter Filas opens meeting with a word of prayer.</p> <p>Billy Moara gave words of welcome.</p> <p>MK led presentation. She introduced the team, explaining the roles which team present played including MID, SIRAP PST and SMEC. She then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. She then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed.</p> <p>NSS adds in explaining that this project mainly covers only roads sections and not bridges.</p> <p>LW explains that for donation funds, the donor has power on what they want to spend their money on, and WB had already had a scope of what they wanted to use their money towards. This is why the project is why this project only focuses on roads and not bridges as WB had already had a scope of works in mind.</p> <p>Ti adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been</p>	<p>1. Community Member: Concerned with the bridges along East Road. As a mother is is particularly concern with the nearest river crossing that has no bridge. She said that children from Fouo always cross the river daily to go to school at Atori station. But during rainy days, the river gets flooded, and they (mothers) have to cross the bridge to collect their kids from school.</p> <p>NSS responds explaining that for this project, it only covers roads and not bridges.</p> <p>2. Paul Radikal: What is the projects duration? How long will it go on for?</p> <p>MK responds stating that for routine maintenance, it will only be for 6 months. Only the spot upgrades vary according to the works.</p> <p>Will the workers for this project be international or local?</p> <p>NSS responds that there are two contracts under this project, one being the sealed sections and other is the unsealed sections. For the sealed section it will be an international company due to Solomon Islands not having the facilities to carry out the sealed AC works. As for the unsealed section, this solely depends on the tender and contractor who gets awarded the contract.</p>


		<p>stated by the Road Act that gazetted roads or legalised roads have a boundary line that stretches out 15m from the centre line on both sides on the road.</p>  	<p>3. Billy, M: How will they deal with gravel site owners?</p> <p>LW responds explaining that if contractors need resources for the works, they will deal with the owners themselves. This will be clearer and specific once contractor has been selected.</p> <p>NSS adds on stating that specific works need specific materials for it. The rocks will be assessed first to determine which rock and quarry is best suitable to be used.</p> <p>4. Community Member: Concerned, wants the re-gravelling works to be done properly. Also, they want proper machines used and process to be carried out properly than what they currently seen by the existing contractors.</p> <p>MK responds explaining that this has been noticed by SMEC engineers, which is why SMEC will be carrying out supervision during construction to make sure the processes are done accurately.</p> <p>Since this project is from WB, there are standards that need to be met and maintained accordingly.</p> <p>5. Community Elder: Comments stating for everyone to work together and corporate. Also recommend Martin Wale as a potential contractor for the unsealed section of the project. Concerning labour-based work, will this still happen during the construction duration?</p> <p>LW explained that when ADB was funding the LBES program it was a real success and communities were greatly benefiting from it. This program was an initiative to help reduce poverty by making locals do road maintenance. This program has given the community a sense of ownership for the roads and the road conditions were good to.</p> <p>But when the ADB project ended and the government took over, it cannot continue supporting it due to cashflow issue and the project become a failure. The workers not getting paid and unhappy and eventually, the LBES program stopped. People begin to think that LBES is not working but in actual fact the issue is with the government no able to support its continuation.</p> <p>6. Why focus only on roads to upgrade. The bridges here are also in dire need to be improved. Nearly all of them are more than 20 years old.</p>
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Meeting 15		Meeting Venue: Atori Station (East Road)	Date/Time: 16/07/2020, 12pm
Stakeholder:	SIRAP Key Issues/Agenda	Presentation	Question, concerns, comments
1. Atori Community	1. SIRAP Revised Scope of Work 2. Detailed Designs of Roads and Bridges 3. Safeguards Issues 4. Project timeframe	<p>Community Elder welcomed the team and opened with the word of prayer and welcomed the team.</p> <p>Joy Faulkner lead the presentation. She introduced the team and the organisations each represented and their contributions toward SIRAP.</p> <p>She introduces the revised scope of work for SIRAP and the timelines of the project. She mentions that resealing work will only cover current gazetted sealed section Kwainaketo to Gwaunaru'u airport. The routine maintenance work covers the unsealed roads from the junction to Gwaunaru'u to Ferakui being the northern road section and the whole of east section. Three bridges along the north road will be replaced including Koa, Bio1 and Bio 2 bridges. The project will also perform spot upgrade work and reinforces steep roads 15 degrees and above. The works also includes promoting road safety works and installation of guard rails along the east roads.</p> <p>She added that the project is currently in the design phase and the current consultation is part of this phase. Procurement phase was to happen toward the end of the year and the contractor will be recruited beginning of 2021 where construction work begins.</p> <p>Ti contributed regarding the road right of way of 30m, 15 m on each side of the centreline. He added that this corridor is owned by the government and anything erected within this area without the authorisation from MID's PS or Minister is deem illegal. Removal of properties within the corridor shall happen if road improvement works require the additional space.</p> <p>A lady from the community thanked the visiting team and said the closing prayer.</p>	<p>1. Participant: Asked if the project also cover bridge improvement works.</p> <p>LW answered that bridges are not included in the scope though MID are looking for avenues to repair the bridges at north roads</p> <p>2. Participant: Asked of the project will provide job opportunities for the locals in the community</p> <p>NSS answered that this cannot be answer now as the contractor is in a better position to answer the question. The community can as the question once the contractor comes on board</p> <p>3. Participant: Asked if properties will be compensated if they get removed by the project.</p> <p>Ti answered that compensation is unlikely because trees or stalls established within the road corridor is considered illegal without authorization from MID PS and Minister.</p>
Meeting 16		Meeting Venue: Tabawao (East Road)	Date/Time: 16/07/2020, 1.30pm
Stakeholder:	SIRAP Key Issues/Agenda	Presentation	Question, concerns, comments
1. Tabawao Community 2. Gwairimudu Community	1. SIRAP Revised Scope of Work	<p>Pastor opens meeting with a word of prayer</p> <p>Elder gives a warm welcome and welcomes team.</p>	Community Elder: Concerned about the bridges along East Road. There are many bridges along the East section that are timber bridges that are ready to collapse

## Stakeholder Engagement Plan (Final)

	<p>2. Detailed Designs of Roads and Bridges</p> <p>3. Safeguards Issues</p> <p>4. Project timeframe</p>	<p>MK led presentation. She introduced the team, explaining the roles which team present played including MID, SIRAP PST and SMEC. She then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. She then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed.</p> <p>NSS adds on explaining the timeline of the project works and when it might start, stating that the process takes time, tender might go out by October and Contractor might be selected and mobilised by early next year.</p> <p>NSS thanks the community for coming and closes the meeting.</p>	<p>including Kware bridge which is the highest bridge in Solomon Islands. Did WB include bridges for this project?</p> <p>NSS responds explaining that for this project, it only covers roads and not bridges.</p> <p>Community Elder: Commented that the community should be happy and appreciate this project.</p> <p>Community Member: Concerned about the roads condition. An experience she mentioned was when they rushed a woman to the hospital for labor. Due to the roads condition, they didn't make it in time. She hopes that the East Road can be fully sealed and not just re-graveled.</p> <p>Community Member: Concerned about supervision of works. He realizes that from previous routine maintenance along east road, no supervision of the works was carried out. Also, contractors didn't do the work accurately and didn't carry out the work properly.</p> <p>NSS responds explaining that supervision will be carried out and SMEC will be assigned to supervise the construction works.</p>
<b>Meeting 17</b>		<b>Meeting Venue: Gwaifai Market (East Road)</b>	<b>Date/Time: 16/07/2020</b>
<b>Stakeholder:</b>	<b>SIRAP Key Issues/Agenda</b>	<b>Presentation</b>	<b>Question, concerns, comments</b>
<p>1. Gwaifai Community</p> <p>2. Rarata Community</p>	<p>1. SIRAP Revised Scope of Work</p> <p>2. Detailed Designs of Roads and Bridges</p> <p>3. Safeguards Issues</p> <p>4. Project timeframe</p>	<p>Joy Faulkner lead the presentation. She introduced the team and the organisations each represented and their contributions toward SIRAP.</p> <p>She introduces the revised scope of work for SIRAP and the timelines of the project. She mentions that resealing work will only cover current gazetted sealed section Kwainaketo to Gwaunaru'u airport. The routine maintenance work covers the unsealed roads from the junction to Gwaunaru'u to Ferakui being the northern road section and the whole of east section. Three bridges along the north road will be replaced including Koa, Bio1 and Bio 2 bridges. The project will also perform spot upgrade work and reinforces steep roads 15 degrees and above. The works also includes promoting road safety works and installation of guard rails along the east roads.</p> <p>She added that the project is currently in the design phase and the current consultation is part of this phase. Procurement phase was to happen toward the end of the year and the contractor will be recruited beginning of 2021 where construction work begins.</p> <p>Ti contributed regarding the road right of way of 30m, 15 m on each side of the centreline. He added that this corridor is owned by the government and anything erected within this area without the</p>	<p>1. Will the project also include bridges? Since the bridges at east road were constructed many years ago, they have not been maintained or replaced. We are really concerned because the continuous heavy loads placed on the bridges is risking people's lives.</p> <p>LW responded that the concerns raised is valid and very true. He added that FIU bridge condition is also very bad and dangerous. Unfortunately, this project does not cover any other bridges except for Koa, Bio 1 and Bio 2. LW added that MID is fully aware of the issue but also has problems with finances to fund this project.</p> <p>2. Who will carry out the work on the roads? Community? MID or Contractor?</p> <p>NSS responded that there will be a few contractors involved. One for sealed roads and a couple for the unsealed section.</p> <p>3. An elder commented. This work is for us, if we do not support the road work to go ahead, we will all be affected. We resource owners need to work together with the contractor when it comes to resources like gravel. I want the road to be fixed.</p>
		<p>authorisation from MID's PS or Minister is deem illegal. Removal of properties within the corridor shall happen if road improvement works require the additional space.</p> <p>A lady from the community thanked the visiting team and said the closing prayer.</p> 	<p>4. In the past, some of the road works were given to the communities to do by MID. Other times, MID outsource it to private contractors. So, which will it be under SIRAP?</p> <p>LW responded that all road works are under MID's control and supervision. The only difference would be the funding source for the different road works which has different criteria. For this project the work will be contracted out to contractors.</p> <p>5. We want the contractors to have good machines to do the work because we expect good roads. You can see that the east road becomes a wreck site for machines who have broken down in the past, we do not expect this to happen under SIRAP.</p> <p>6. What time will the contractor start implementing the work? I am very concern with the current state of the road here. It is very dangerous.</p> <p>NSS responded that SIRAP is currently doing the designs for the work. The current meeting is part of the requirement of the design work. The design will incorporate concerns that the community might raise then they will be finalised and submit to MID and WB for review. After this comes the procurement phase which is to hire the contractor. Work will start around first half of 2021. When the contractor comes onboard, the team will come around again to introduce the contractor. NSS added that we want good and quality work therefore it takes time to do the designs and procure the contractor. LW added that MID will continue to maintain the road while SIRAP is going through its designs and procurement stage.</p> <p>7. A community elder called on his community people to work closely with the project and completely support the project.</p>
<b>Meeting 18</b>		<b>Meeting Venue: Kwaiafa School (East Road)</b>	<b>Date/Time: 17/07/2020, 9.30am</b>
<b>Stakeholder:</b>	<b>SIRAP Key Issues/Agenda</b>	<b>Presentation</b>	<b>Question, concerns, comments</b>
<p>1. Darione Community</p> <p>2. Kwaiafa Community</p>	<p>1. SIRAP Revised Scope of Work</p> <p>2. Detailed Designs of Roads and Bridges</p> <p>3. Safeguards Issues</p> <p>4. Project timeframe</p>	<p>Community elder welcomed the team and opened the time with a prayer.</p> <p>LW lead the presentations.</p>	<p>1. Elder: I am not confident that the road work will happen. Let us just wait and see if SIRAP will really implement the project here at east road.</p> <p>2. Elder: Asked what the community contribution to the project be. Will the project pay for aggregates if we have them? Or does the project expect us to give to the project our resources for free.</p> <p>LW responded that the contractor operates under a contract with the government that spells out all the conditions that the contractor must adhere to. But before the contract is signed, the contractor has to bid to do the project and the cost the contractor believes is required to complete the</p>

## Stakeholder Engagement Plan (Final)


			<p>project with. SIG will only sign a contract with a contractor that meets the standard that SIG is looking for. Before implementation of work, the contractor will come around for another awareness talk. Regarding cost of gravel, the contractor will have dialogue with the resource owners. But if you really want to support the road, you need to consider offers that the contractor gives you regarding aggregates. Also, with regards with land here in Malaita, they are owned by tribe not individual therefore you have to consult with each other.</p> <p>LW also added that SIRAP is funded by WB and unnecessary delays and dispute will affect the project.</p> <p>3. Elder talking to his people. We should never have any thoughts to dispute the project and the associated road works. If I have resources, I will offer freely to the road works because it is important to have good roads. Good roads help us to access health services. If the roads are left to go on deteriorating, there will be more deaths on the road due to accidents. Kware bridge road is one of the sections that is very dangerous.</p> <p>4. What about the bridges that are in very bad conditions and areas without bridges on like Kwalafa?</p> <p>Elder on behalf of the community thanked the team for making them aware of the status of the project. My comment is, if we want development, we must work together. If we are not supportive to the road works, more deaths will happen on the roads.</p>
<b>Meeting 19</b>		<b>Meeting Venue: Faufaumela (East Road)</b>	<b>Date/Time: 17/07/2020, 11am</b>
<b>Stakeholder:</b>	<b>SIRAP Key Issues/Agenda</b>	<b>Presentation</b>	<b>Question, concerns, comments</b>
1. Faufaumela Community 2. Fau'ua Community	1. SIRAP Revised Scope of Work 2. Detailed Designs of Roads and Bridges 3. Safeguards Issues 4. Project timeframe	<p>LW opens meeting with a word of prayer.</p> <p>LW led meeting. He introduced team, explaining the roles which team present played including MID, SIRAP PST and SMEC. He then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. He then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed. LW then explains the importance of road signages and that the community should look after them and not remove them from where they were placed.</p>	<p>1. Community Member: Commented regarding the Road Act. The police should help in removing buildings and plantations. Also, this information should be made aware to the communities and people so that they are aware and informed of this Road Act.</p> <p>Another thing is SMEC should be aware of East Road's weather conditions. It rains a lot and that should be taken into account when designing.</p> <p>Also, LBES, will this still be carried out in this project?</p> <p>LW responds explaining the Road Act and the use of the 30m boundary area. Regarding LBES, LW is not sure what will happen with that for this project.</p>
		<p>Ti adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been stated by the Road Act that gazetted roads or legalised roads have a boundary line that stretches out 15m from the centre line on both sides on the road.</p> <p>LT explains the design components for the East Road section.</p> <p>Kelly comments on road signages explaining that it is very important and for kids to not damage or take these signs down.</p> <p>Community Member thanks team for coming.</p> <p>LW closes meeting.</p>	
<b>Meeting 20</b>		<b>Meeting Venue: Anomasu Clinic (East Road)</b>	<b>Date/Time: 17/07/2020</b>
<b>Stakeholder:</b>	<b>SIRAP Key Issues/Agenda</b>	<b>Presentation</b>	<b>Question, concerns, comments</b>
1. Fera'abu Community 2. Fa'adila Community 3. Anomasu Community	1. SIRAP Revised Scope of Work 2. Detailed Designs of Roads and Bridges 3. Safeguards Issues 4. Project timeframe	<p>Anomasu clinic nurse welcomes team on behalf of the villagers/communities.</p> <p>NSS led presentation. She introduced the team, explaining the roles which team present played including MID, SIRAP PST and SMEC. She then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. She then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed.</p> <p>NSS adds on explaining the timeline of the project works and when it might start, stating that the process takes time, tender might go out by October and Contractor might be selected and mobilised by early next year.</p> <p>Ti adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been stated by the Road Act that gazetted roads or legalised roads have a boundary line that stretches out 15m from the centre line on both sides on the road.</p>	<p>1. Community Member: Is concerned about who will do the work for East Road. He wants a reliable and proper contractor to carry out the works. He also mentions there are quite a few culverts that need to be maintained or replaced form according to his observations along the road.</p>



## Stakeholder Engagement Plan (Final)

		<p>boundary line that stretches out 15m from the centre line on both sides on the road.</p> <p>NSS thanks community for attending.</p> <p>Pastor thanks team for coming and community elder closes meeting with a word of prayer.</p>	<p>LW (MID) added that any property within the 30m road width shall not be compensated.</p> <p>3. Elder: Road access is very important for communities here including us. I for one have planted trees next to the road. But in the future the road will further be developed. I ask all of us with properties next to the road to start slowly move our things back. Also do not through rubbish in the drains on the roadside as it will cause flooding issues on the roads we have.</p> <p>4. Community Member: People are already aware now that properties within the road reserve are illegal and would cooperate with the project. We also understand the budget issues this cannot seal the 7km road section.</p> <p>5. Community Member: Regarding man-made roads humps, it is ok to do along the road?</p> <p>LW responded explaining that this kind of activity is illegal according to the law and Road Act.</p>
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Meeting 25		Meeting Venue: Buma Heights (north Road)	Date/Time: 19/07/2020
Stakeholder:	SIRAP Key Issues/Agenda	Presentation	Question, concerns, comments
1. Buma Heights Community	<p>1. SIRAP Revised Scope of Work</p> <p>2. Detailed Designs of Roads and Bridges</p> <p>3. Safeguards Issues</p> <p>4. Project timeframe</p>	<p>Pastor opens meeting with a word of prayer and welcomes team.</p> <p>NSS lead presentation. She introduced the team, explaining the roles which team present played including MID, SIRAP PST and SMEC. She then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. She then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed.</p> <p>NSS adds on explaining the timeline of the project works and when it might start, stating that the process takes time, tender might go out by October and Contractor might be selected and mobilised by early next year.</p> <p>MK adds on talking about the 3 bridges included in the project and their designs. All bridges will be two lanes with sealed approaches and a pedestrian pathway on one side of the bridge.</p> <p>Ti adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been stated by the Road Act that gazetted roads or legalised roads have a</p>	<p>1. Community Pastor: On 30 Oct 2018 at 1pm at Koa, concerning the resealed, I heard SIRAP said that sealing shall be from Airport junction to Foula. Why the change?</p> <p>NSS corrected that the proposed new sealing was from Airport junction to Airahau (7km).</p> <p>NSS (SIRAP PST) explaining the change in scope from the initial one. After SMEC's initial assessments based on the initial scope and incorporating outcomes from initial consultations held with communities and authorities, realised that important aspects such as drainage improvement were missing in the initial scope. Also, budget allocation would not cater for all the tasks stated in the initial scope. Therefore, decisions had to be made by MID and SIRAP to reduce the scope and perform an outstanding work then do the initial scope and perform a substandard work.</p> <p>CLO (SIRAP PST) this consultation we are doing now is to inform people on the revised scope of work.</p> <p>2. Community Pastor: Commented to the community, explaining to them the importance of this 30m road boundary and for everyone to work together and cooperate so that the project can be a success.</p>
Meeting 26		Meeting Venue: Buma Low Meeting House (North Road)	Date/Time: 19/07/2020
Stakeholder:	SIRAP Key Issues/Agenda	Presentation	Question, concerns, comments
1. Buma Low Community	<p>1. SIRAP Revised Scope of Work</p> <p>2. Detailed Designs of Roads and Bridges</p> <p>3. Safeguards Issues</p> <p>4. Project timeframe</p>	<p>Community Elder welcome team and opens meeting with a word of prayer.</p> <p>Ti greets community and introduces team.</p> <p>LW led meeting. He introduced team, explaining the roles which team present played including MID, SIRAP PST and SMEC. He then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. He then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed.</p> <p>LW then explains the importance of road signages and that the community should look after them and not remove them from where they were placed.</p> <p>Ti adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been stated by the Road Act that gazetted roads or legalised roads have a</p>	<p>1. Community Member: If WB is the donor for this project, will they also be the contractor for the works? I ask this question because current road works deteriorate very quickly.</p> <p>LW responded explaining that WB won't be the contractors for this project but will make sure whoever is selected for this project addresses and complies with WB's standards and guidelines as well as Solomon Islands obligation. Tenders for contractor shall be open to international contractors.</p> <p>2. Community Member: What is the roads boundary limit that we should be aware of? The resource owners want to know.</p> <p>Ti responded explaining the 30m road width (15m from centreline to both sides of the road). He added that the road from Auki to Foula has been gazetted in 1966 and is covered by the Roads Act. Any properties including trees and stalls that are in the way of road construction area shall be removed with compensating the loss.</p> <p>3. Community Member: Regarding gravel, will the contractor bring their own gravel, or will we provide for construction as part of our community contribution?</p>

## Stakeholder Engagement Plan (Final)


		<p>boundary line that stretches out 15m from the centre line on both sides on the road.</p> <p>LW thanks community for attending and closes meeting.</p> 	<p>NSS responded explaining that each work requires specific type of aggregate and standards. Currently we are just at the design phase thus cannot say much on this. The contractor when comes on board will consult with resource owners on the specifications of aggregate required.</p> <p>4. Community Member: Concerned about drainage issues on the road that cause flooding. Some drains are very shallow and not effective.</p> <p>MK responded explaining that SMEC has taken note of drainage and flooding issues along the road. This has been incorporated into the design and will try as best to address the issues within the budget limit.</p> <p>5. Community Member: Concerned about their water main that crosses the north road which provides water to Buma village and along the north road as far as Gwaonaoa and southward to Trinity school. The water source is on the other side of the road (inland) and crosses the road through a galvanised steel pipe. The pipeline runs along the roadside starting from Buma Low and goes all the way to Gwaonaoa School.</p> <p>6. Community member: Who shall be responsible to fix the pipe if contractor damage?</p> <p>LW It is important to work together with the contractor to show them where the pipes area. But if contractor damage the pipes, they are liable to fix it.</p> <p>7. Community Member: What about places for us to walk on? The road is too narrow.</p> <p>LW responded explaining that footpaths are only included in the sealed sections. As for unsealed section. Areas along the road that are too narrow will be widened.</p> <p>MK adds on explaining that for the bridges, there will be sealed approaches and proper drainages included in the design.</p>
<b>Meeting 27</b>		<b>Meeting Venue: Koa Village (North Road)</b>	<b>Date/Time: 19/07/2020</b>
<b>Stakeholder:</b>	<b>SIRAP Key Issues/Agenda</b>	<b>Presentation</b>	<b>Question, concerns, comments</b>
1. Koa Community 2. Feratasisi Community	1. SIRAP Revised Scope of Work	<p>Pastor opens meeting with a word of prayer and welcome team.</p> <p>Interim Chairman requests team to introduce themselves to the community.</p>	1. Community Member: Why was the original 7km of sealing on the North Road changed to only re-graveling?
3. Tudili Community	<p>2. Detailed Designs of Roads and Bridges</p> <p>3. Safeguards Issues</p> <p>4. Project timeframe</p>	<p>MK led the presentation. She explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. She then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed.</p> <p>East road with road section from airport junction to Dala junction will only be routine maintenance for only 6 months. Included in the project are 3 bridges which are Koa, Bio 1 and Bio 2.</p> <p>She explained the design aspects of the bridges and what is included in the design.</p> <p>LW adds on explaining areas related to MID works. He explained the Road Act and the 30m boundary which communities should be aware of. He also mentioned that should there be any issues during the project construction, WB might or will withdraw from the project and leave the road as is.</p> <p>He explains the importance of road signages and that man-made road humps are illegal according to the Road Act. Also charging of by-passing vehicles and filling of potholes is illegal as well.</p> <p>Community Pastor thanks team for the meeting and closes with a word of prayer.</p>	<p>MK responded explaining the change in scope from the initial one. After SMEC's initial assessments based on the initial scope and incorporating outcomes from initial consultations held with communities and authorities, realised that important aspects such as drainage improvement were missing in the initial scope. Also, budget allocation would not cater for all the tasks stated in the initial scope. Therefore, decisions had to be made by MID and SIRAP to reduce the scope and perform an outstanding work then do the initial scope and perform a substandard work.</p> <p>If Koa bridge is going to be replaced, what will happen to those that use the water downstream? What or how will this be addressed? We use the river for washing, bathing and drinking.</p> <p>MK responded explaining that there were different options to address this concern including a bailey bridge and ford crossing which would trigger additional safeguard issues and is costly. The option of the wet crossing is preferable since the construction of bridge is between 2-4months. But if community doesn't agree with these options then it is best community speak amongst themselves as to what they agreed on get back to SMEC so that SMEC can look around the options suggested and see which is best suitable for both parties.</p> <p>2. Community: Commented explaining that water pollution has been an issue in the past due to the use of wet crossing by dozers and large construction vehicles. Water downstream is used for washing, swimming and cooking. We are concern about emissions of oils and fuel from these vehicles.</p> <p>NSS responded that WB has guidelines and standards which must be maintained. If the issue affects 10% of the population at Koa then a resettlement policy will be triggered. Also, there are mitigation measures that the contractor will implement including the use of floating booms. Spill prevention management plan and traffic management plan shall cater for this issue.</p> <p>MK adds on explaining that the project has safeguard's measures which will reduce the impacts from the construction works.</p> <p>3. Community Member: Requested if they can be given a copy of the bridges design, plan or orientation and what it would look like to better understand the designs.</p> <p>4. Community Member: On the issue of water quality one elder commented to the meeting participants that they should agree to use the water upstream.</p>

			<p>during the construction of the bridge as the construction period will only be between 2-4 months. After that they can just move back downstream.</p> <p>5. Community Elder: After this consultation, the community will sit down and discuss what approach is best suitable then we can get back to SMEC with our decision. Also, if SMEC can do the same.</p> <p>6. Community Member: Had a few comments that he wanted to express.</p> <ul style="list-style-type: none"> <li>• He wants the bridge design to consider safety aspects that can be input into the design.</li> <li>• Safety for children that cross the bridge to go to school and back are important.</li> <li>• For boys in the community that cause trouble and problems especially when drunk, to not cause trouble for this project and respect the process and construction works.</li> <li>• Thanked the team for the consultation and is very much grateful for this project and WB and the fact that WB cared about road safety.</li> </ul> <p>7. Community Member: Which contractor will do the works?</p> <p>NSS responded explaining the tender process and that identification of who the contractor will be is unknown until tender has been done and assessed.</p> <p>8. Community Member: Will this project provide employment during the construction phase for the people?</p> <p>NSS explains that we will have specific details once the contractor is selected and moved on site. They will come around the communities for consultation again.</p> <p>9. On the issue on water quality for downstream communities, they requested through SIRAP CLO for 5 water tanks as a mitigation measure.</p>
Meeting 29		Meeting Venue: Forcim Market (North Road)	Date/Time: 20/07/2020
Stakeholder:	SIRAP Key Issues/Agenda	Presentation	Question, concerns, comments
1. Forcim Market Community 2. Dala North Community	1. SIRAP Revised Scope of Work 2. Detailed Designs of Roads and Bridges	<p>LW opens meeting with a word of prayer.</p> <p>LW led meeting. He introduced team, explaining the roles which team present played including MID, SIRAP PST and SMEC. He then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport</p>	<p>1. Community Member: Commented, explaining that they have already moved their huts a few months back, but due to seeing that no construction took place, they made temporary market stalls for the time being. They are willing to cooperate and move when requested or needed.</p>
	3. Safeguards Issues 4. Project timeframe	<p>junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. He then mentions the roads within Auki town will be ressealed with AC pavement including proper drainages and footpaths installed.</p> <p>LW then explains the importance of road signages and that the community should look after them and not remove them from where they were placed.</p> <p>TI adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been stated by the Road Act that gazetted roads or legalised roads have a boundary line that stretches out 15m from the centre line on both sides on the road.</p> <p>LW thanks the community for listening and closes meeting with a word of prayer.</p> 	<p>2. Community Member: What about Dala bridge? Why isn't it being addressed?</p> <p>LW responded explain on MID's side of things. Due to budget problems and money constraints, many infrastructures haven't been fixed.</p> <p>3. Community Member: Concerned with flooding. His area always gets affected by drainage issues that tend to flood his area especially at rainy times. Can this be considered in the design?</p> <p>Note: Area is located downhill before reaching Forcim Market from Auki.</p> <p>4. Community Member: Can speed humps be placed along Forcim market, since many vehicles speed along the road section?</p> <p>LW responded explaining the Road Act and that it is illegal to input road humps without the approval of the PS and Minister. NSS added in expressing how signages are very important in situations like this.</p> <p>5. Community Member: Commented that the road is only an access if it hasn't been sealed. When will the access become a road? We want a road, not an access. When will they seal the road?</p> <p>NSS responded explaining that gazetted roads are roads, doesn't matter if it has been sealed or not.</p> <p>6. Community Member: Commented that they are willing to corporate and humbly accept the SIRAP project. We are willing to remove our materials.</p> <p>7. Community Member: Since we have been asked to move, can you find us a good place for us to move to? Another community member responded explaining that the 30m boundary is already a law that we, the people, have to abide by and listen to. So it is our responsibility to find a place to move to since we were the ones in the wrong at the first place.</p> <p>LW added on mentioning the AUSAID funded market house. That's one good option to move too as it is designated for markets.</p> <p>8. Community Member: Do you want us to move out of here?</p> <p>LW responded explaining that it's just the 30m boundary line that people need to be aware of. If houses are outside of the boundary line than it isn't a problem and no need for them to move.</p>


## Stakeholder Engagement Plan (Final)


Meeting 30		Meeting Venue: Dala South Meeting Area (North Road)	Date/Time: 20/07/2020, 12pm
Stakeholder:	SIRAP Key Issues/Agenda	Presentation	Question, concerns, comments
1. Dala South Community	1. SIRAP Revised Scope of Work 2. Detailed Designs of Roads and Bridges 3. Safeguards Issues 4. Project timeframe	<p>Chief welcomes team.</p> <p>CLO thanks the community for attending and introduces the team.</p> <p>MK led the presentation. She explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. She then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed.</p> <p>East road with road section from airport junction to Dala junction will only be routine maintenance for only 6 months. Included in the project are 3 bridges which are Koa, Bio 1 and Bio 2.</p> <p>She explained the design aspects of the bridges and what is included in the design.</p> <p>Ti adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been stated by the Road Act that gazetted roads or legalised roads have a boundary line that stretches out 15m from the centre line on both sides on the road.</p> <p>MK clarified that for this project, it will only need around 8-10m road width, not 30m. But it is better for the community to be aware of the 30 for future developments.</p> <p>NSS adds on explaining the timeline of the project works and when it might start, stating that the process takes time, tender might go out by October and Contractor might be selected and mobilised by early next year.</p> <p>NSS thanked community for attending and listening.</p> <p>Chief thanked team for the meeting and closes meeting.</p>	<p>1. Community Member: Commented, explain to the community that this 30m road boundary is a law and the people must abide by it.</p> <p>2. Community Member: Concerned about the design aspects. Asked if SMEC could take note of the environment and weather when doing the design.</p> <p>3. Community Chief: Commented that he has spoken with the community regarding understanding the road clearance and project. He also asked regarding speed humps since the village is very much close to the road. Is this in the design?</p> <p>MK responded to both community member and the chief's question. She explained the design process and assessments have been carried out. Rainfall data has been collected and used for the design as well. MK added and explained the importance of roads signages and their importance especially with safety and speed along the road. NSS added more explain that only the PS or Minister are allowed to put road humps or do any activity on the road's infrastructure.</p> <p>4. Community Member: What about the speed humps along Kakabona Area in Honiara?</p> <p>NSS responded explaining that this was assigned by the PS and Minister. Also speed humps are only allowed on sealed roads, not gravel roads.</p> <p>5. Community Member: During SMEC's assessments and surveys, did they identify the water supply pipeline?</p> <p>MK responded explaining that she and LT will identify it after the consultation.</p> <p>6. Community Member: What about our bridge?</p> <p>MK responded explaining that for this project only Koa, Bio1 and 2 are in the scope. Other bridges are not in the scope but MID will still be looking after them and maintaining them.</p>
			
Meeting 31		Meeting Venue: Bubuitolo and Kwaisulinu (North Road)	Date/Time: 20/07/2020, 1.13pm
Stakeholder:	SIRAP Key Issues/Agenda	Presentation	Question, concerns, comments
1. Bubuitolo 2. Kwaisulinu	1. SIRAP Revised Scope of Work 2. Detailed Designs of Roads and Bridges 3. Safeguards Issues 4. Project timeframe	<p>Community Elder welcomes team.</p> <p>NSS led the presentation. She introduced the team, explaining the roles which team present played including MID, SIRAP PST and SMEC. She then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. She then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed.</p> <p>NSS adds on explaining the timeline of the project works and when it might start, stating that the process takes time, tender might go out by October and Contractor might be selected and mobilised by early next year.</p> <p>Ti adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been stated by the Road Act that gazetted roads or legalised roads have a boundary line that stretches out 15m from the centre line on both sides on the road.</p> <p>Community Member thanks team for coming and closes meeting.</p>	<p>1. Community Member: Commented that a few years back PM Sogavare mentioned that sealing of Malaita Roads will be carried out. Has the government liaised with WB with this project?</p> <p>LW responded explaining that this project is different from government plans. He goes on explaining the budget cost and design with scope of works. Also, explained that if any issue arises during the project duration, WB will high likely withdraw the project.</p> <p>2. Community Member: Commented that a kid had died along the road due to speeding vehicles. Signages are very important and if it could be included as well.</p> <p>LW responded the usage of signage and people can report drivers who don't follow the sign rules to the police.</p> <p>3. Community Member: How many meters will the project need along the road corridor?</p> <p>MK responded explaining that the distance depends on which sections of the road and the works that will be done for those sections. But in general, the work will only need between 8-10 meters of the road corridor.</p> <p>4. We have a communal water source about 10 metres from the main road on the left side looking north. During previous road works sediment would be down to where we normally do our washing causing the area to be muddy. Can the contractor prevent that from happening in the upcoming project?</p>

## Stakeholder Engagement Plan (Final)

			<p>MK responded that they will take note of the site.</p>
<b>Meeting 32</b>		<b>Meeting Venue: Gwaunaoa Community (North Road)</b>	<b>Date/Time: 20/07/2020, 3.30pm</b>
<b>Stakeholder:</b>	<b>SIRAP Key Issues/Agenda</b>	<b>Presentation</b>	<b>Question, concerns, comments</b>
<p>Gwaunaoa community and school</p> <p>Gwaunaoa health centre</p>		<p>Community Elder Welcomes the team and opened up with prayer.</p> <p>LW led the presentation. He introduced team, explaining the roles which team present played including MID, SIRAP PST and SMEC. He then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction to Airahu has been cancelled. Also routine maintenance work for Ferakui to Foula has been removed from the scope. Also, the South road from Kwainaketo to Hauhui has been cancelled as well.</p> <p>He then mentions the roads within Auki town and up to the airport will be resealed with AC pavement including proper drainages and footpaths installed at important locations only where there is more pedestrians.</p> <p>LW then explains the importance of road signages and that the community should look after them and not remove them from where they were placed. He added that routine maintenance work from the junction to airport to Ferakui and then from Ferakui to Foua will only be for 6 months as opposed to 4 years as initially stated.</p> <p>TI adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been stated by the Road Act that gazetted roads or legalised roads have a</p>	<p>1. We want to know what these group of people wearing yellow vests and holding tape measures were doing on the roads in December 2019?</p> <p>MK Response: - That would be SMEC team collecting data for the road works, taking note of culverts along the road and drainage issues, school zones and so on. This information is important to furnish the designs of the road works.</p> <p>Community Elder: We understand that communities will remove stalls if it encroaches into area require for road works.</p> <p>TI Responses: -Yes that is true. But the contractor shall inform the stall owner in advance for this to be done.</p> <p>2. Community Elder Comment: -We are happy with the messages you brought to us today. We want the development to come into our community. This will help us with transporting our projects to the market. If we want our province to be good, we start with good roads. I therefore fully support the project. Market stalls can be moved and rebuilt later. Therefore, there is nothing to be disputed. Guadalcanal has good roads and we also need that here to transport our produces to Auki.</p> <p>3. Participant asked: -What about the bridges will the project also replace all the bridges?</p> <p>LW Response: Not all the bridges except for Koa, Bio 1 and Bio 2.</p> <p>4. Participant asked: - We want to ask if the project can also recruit labours from our communities to work as truck drivers and other unskilled work?</p>
		<p>boundary line that stretches out 15m from the centre line on both sides on the road.</p> <p>The meeting was concluded with words of acknowledgement from the community elder.</p>	<p>NSS Response: We cannot discuss that now. But that is something that we can ask the contractor when it come onboard to see where we can fit into their workforce structure.</p> <p>5. Participant asked: - When the contractor comes on board, is there going to be provision for community services? For example, help carry gravels for schools etc</p> <p>NSS Response: Again, that can be discussed with the contractor when it comes on board.</p> <p>6. Participant Commented: We must have some form of certification or qualification before we can apply for work from this project.</p> <p>7. Participant asked: What about aggregates? Will the project brought theirs in or arrange with resource owners?</p> <p>NSS response: With regards to aggregates, the project will require certain aggregate quality and standard to do the job well. Different quarry sites yield different aggregate types and it will very much depend on the contractor to identify the source that produces the type of aggregate they are looking for and therefore liaise with the rightful resource owners. That is all we can say for now.</p> <p>8. Participant asked: Why is it that resealing work only applies in Auki up the Gwaunaru'u airport?</p> <p>NSS response: The project only reseals areas that have already been sealed. Secondly, the allocated budget only allows for this section to be resealed and not those roads outside.</p> <p>9. Participant commented: I am a builder and when I construct somethings, I must achieve these 3 things: durability, quality and beauty. I believe this is what WB will also want to achieve when constructing the roads and bridges.</p> <p>10. Participant commented: - Unlike Guadalcanal and other provinces, the bridges here in Malaita have greater clearance from the water below thus they stay longer. I want the work on the bridge to be done well.</p>
<b>Meeting 33</b>		<b>Meeting Venue: Bio Village and Maoba (North Road)</b>	<b>Date/Time: 21/07/2020, 8am</b>
<b>Stakeholder:</b>	<b>SIRAP Key Issues/Agenda</b>	<b>Presentation</b>	<b>Question, concerns, comments</b>
<p>1. Bio Community</p> <p>2. Maoba Community</p>	<p>1. SIRAP Revised Scope of Work</p>	<p>Bio chairman welcomes team.</p> <p>Catechist opens meeting with a word of prayer.</p> <p>NSS lead presentation. She introduced the team, explaining the roles which team present played including MID, SIRAP PST and SMEC. She</p>	<p>1. Chris Oga: During colonial days, road maintenance was done every 3 months. Nowadays, too many potholes and irregular maintenance times or none at all. Why has this project focus in town areas and not outer regions? The outer regions are where farmers live, who contributes to the economy of this province and nation. These people are struggling to bring their produces to the</p>

## Stakeholder Engagement Plan (Final)

	<p>2. Detailed Designs of Roads and Bridges</p> <p>3. Safeguards Issues</p> <p>4. Project timeframe</p>	<p>then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. She then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed.</p> <p>NSS adds on explaining the timeline of the project works and when it might start, stating that the process takes time, tender might go out by October and Contractor might be selected and mobilised by early next year.</p> <p>Ti adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been stated by the Road Act that gazetted roads or legalised roads have a boundary line that stretches out 15m from the centre line on both sides on the road.</p> <p>LW explains the bridges design and that if any problem or issue arises during the project, WB can/will withdraw and leave.</p> <p>NSS closes meeting.</p>	<p>market. What about these roads that transport farmers and goods for far places?</p> <p>NSS explained that in the former SIG policy, MID had their own plants and machines, and now that has changed to outsourcing work to contractors that will cater on behalf of MID. She further explains that some of the feeder roads outside of town aren't gazetted and that MID only maintain and look after roads that have been gazetted and belong to the government.</p> <p>Chris then expressed his concern and worry regarding the loan and money coming into the country.</p> <p>LW responded explaining the shortfall in money, causing contractors to not perform well due to inconsistent payments. He then explained that it's better to start off small but with higher quality that will last longer.</p> <p>2. Community Member: How will they connect the new seal with the old?</p> <p>NSS responded explaining that the old seal will be scraped off and overlaid with the new AC layer.</p> <p>3. Community Member: What about trees and plants within work area? Will the owners be compensated?</p> <p>NSS responded explaining the Road Act and the 30m boundary. Anything within this will not be compensated for.</p>
<b>Meeting 34</b>		<b>Meeting Venue: Fote (North Road)</b>	<b>Date/Time: 21/07/2020, 10am</b>
<b>Stakeholder:</b>	<b>SIRAP Key Issues/Agenda</b>	<b>Presentation</b>	<b>Question, concerns, comments</b>
<p>1. Fote low</p> <p>2. Fote High</p> <p>3. Fote School</p>	<p>1. SIRAP Revised Scope of Work</p> <p>2. Detailed Designs of Roads and Bridges</p> <p>3. Safeguards Issues</p> <p>4. Project timeframe</p>	<p>Community Member opens meeting with a word of prayer.</p> <p>Community Member welcomes team.</p> <p>LW led meeting. He introduced team, explaining the roles which team present played including MID, SIRAP PST and SMEC. He then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. He then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed.</p>	<p>1. Community Member</p> <ul style="list-style-type: none"> <li>Concerned explaining that they have realised over the years, the roads don't seem to be standardised when being maintained. It seems that the contractors don't seem to do the work properly.</li> <li>Another thing they realised that the machines the contractors use always break down and aren't fully functional. Where does the money go? Why don't they have proper machines for the work?</li> <li>Awareness should be made regarding the Road Act and the 30m boundary. This is so that people and communities are aware of this law and to prevent issues from arising.</li> <li>Lastly, development planning should be done properly.</li> </ul>
		<p>LW then explains the importance of road signages and that the community should look after them and not remove them from where they were placed.</p> <p>Ti adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been stated by the Road Act that gazetted roads or legalised roads have a boundary line that stretches out 15m from the centre line on both sides on the road.</p> <p>NSS closes meeting.</p> 	<p>LW responded explaining that the policies have changed. Before, MID had their own machines and did work based according to salary. Now the process is to assign the works to a contractor.</p> <p>Also, the shortfall of money resulted in poor performance by the contractor.</p> <p>2. Community Member: The places that are within this project aren't important areas that bring in income for the province. The main roads that provide income are the North and South roads.</p> <p>NSS responded that it is better to use the money and do a better job than just a general one that won't last long and need maintenance which in the long run will cost more than if done properly with high quality.</p> <p>3. Community Member: Thanked the team and WB for this project. Very much appreciate that WB are willing to fix their roads.</p> <p>4. Community Member: For this routine maintenance, will the work be done by machines or manpower?</p> <p>LW responded that they will use machines.</p>
<b>Meeting 35</b>		<b>Meeting Venue: Gwaitaba'a (North Road)</b>	<b>Date/Time: 21/07/2020, 12-25pm</b>
<b>Stakeholder:</b>	<b>SIRAP Key Issues/Agenda</b>	<b>Presentation</b>	<b>Question, concerns, comments</b>
1. Gwaitaba'a	<p>1. SIRAP Revised Scope of Work</p> <p>2. Detailed Designs of Roads and Bridges</p> <p>3. Safeguards Issues</p> <p>4. Project timeframe</p>	<p>Community Member welcomes team.</p> <p>CLO led meeting. He introduced team, explaining the roles which team present played including MID, SIRAP PST and SMEC. She then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road from Kwainaketo and onwards has been cancelled out as well. He then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed.</p>	<p>1. Community Member: How many meters is the roads boundary?</p> <p>Ti responded explaining the 30m boundary, being 15m from centreline to both sides of the road.</p> <ul style="list-style-type: none"> <li>Commented, talking to the community to take responsibility especially owners of items that are within the road's boundary. Once construction starts, there is no issue or dispute.</li> </ul> <p>2. Community Member: Can the team work closely with the communities so that everyone can cooperate and work together accordingly?</p>

		<p>CLO then explains the importance of road signage and that the community should look after them and not remove them from where they were placed.</p> <p>TI adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been stated by the Road Act that gazetted roads or legalised roads have a boundary line that stretches out 15m from the centre line on both sides on the road.</p> <p>LW explained issues on the government's side of things. Shortfall of money which causes problems for the contractors.</p> <p>Community Member thanked the team for coming and closed the meeting.</p> 	<p>TI responded explaining a program called the Community Advisory Committee will be done during the construction works. This is a voluntary committee and will be same duration as the construction works duration.</p> <p>3. Community Member: According to the project, will they seal this section of the norther road?</p> <p>MK responded explaining the project's scope and that for the routine maintenance, WB will look after it for 6 months then hand it over to MiD to continue.</p> <p>4. Community Member: Will they assess the road before construction starts?</p> <p>MK responded that surveys and investigations have been carried out. The data collected from them were used to produce the designs for the road.</p> <p>5. Community Member: Malaita has high rainfall occasions. Has this been considered when doing the design?</p> <p>NSS responded explaining that this has been considered and included when doing the designs.</p> <p>6. Community Member: Concerned regarding the bridges and their designs. From his experience with Forte bridge, which is concrete, he mentioned that when it rains especially when it rains nonstop, the bridge floods to the point water goes over the bridge.</p> <p>NSS responded explaining that the design has taken into account flooding events and catchment assessments.</p>
<b>Meeting 36</b>		<b>Meeting Venue: Airahu (North Road)</b>	<b>Date/Time: 21/07/2020, 2pm</b>
<b>Stakeholder:</b>	<b>SIRAP Key Issues/Agenda</b>	<b>Presentation</b>	<b>Question, concerns, comments</b>
1. Airahu Community 2. Airahu Theological School 3. Airahu Rural Training Centre	1. SIRAP Revised Scope of Work 2. Detailed Designs of Roads and Bridges 3. Safeguards Issues	<p>RTC Principal greeted the team and gave a warm welcome.</p> <p>Principal of Theology opens meeting with a word of prayer.</p> <p>NSS led presentation. She introduced the team, explaining the roles which team present played including MiD, SIRAP PST and SMEC. She then explained the SIRAP project with the change in scope for the road works in Malaita. Stating that sealing of North road from the Airport junction onwards has been cancelled out. Also, the South road</p>	<p>1. Community Member</p> <ul style="list-style-type: none"> <li>North and South Road are those that provide income for the government/province. Why not fix these roads instead of the smaller roads in Auki.</li> <li>Is there any law that can be enforced to those that add or remove road infrastructure?</li> </ul> <p>LW responded explaining that maintenance in the long run is more expensive than making quality infrastructure that will last longer.</p>
	4. Project timeframe	<p>from Kwainaketo and onwards has been cancelled out as well. She then mentions the roads within Auki town will be resealed with AC pavement including proper drainages and footpaths installed.</p> <p>NSS adds on explaining the timeline of the project works and when it might start, stating that the process takes time, tender might go out by October and Contractor might be selected and mobilised by early next year.</p> <p>TI adds on advising the people regarding properties and plantations that are within the 30m boundary of the road. The properties within this 30m boundary will not be compensated as it has already been stated by the Road Act that gazetted roads or legalised roads have a boundary line that stretches out 15m from the centre line on both sides on the road.</p> <p>NSS closes meeting.</p> <p>RTC Principal thanked team.</p> <p>Father Michael closed meeting with a word of prayer.</p>	<p>2. RTC Principal</p> <p>Before, MiD had machines that did maintenance every week/month that lasted longer than the contractors that are maintaining the roads now. What if MiD went back to the old process by looking after the infrastructures?</p> <p>LW responded that the government changed the policy to our sourcing, which is giving the works to contractors. Unfortunately, this process will need to be dealt with the government if to go back to the old process.</p> <p>What about small roads at school area?</p> <p>NSS responded that these roads aren't in the scope of works.</p> <p>MK added on explaining that the contractor will reinstate all access ways after the works.</p> <p>LW explains that these projects only address roads that have been gazetted which are registered and legal roads.</p> <p>3. Community Member</p> <p>Drainage right in front of the Airahu's turn in usually floods and causes water to flow into their gardens and floods it. Can this issue be addressed and divert the water elsewhere?</p>

## Appendix 4: Community Advisory Committee Guidelines

(Extracted from Solomon Islands Government, MID Safeguard Procedure Manual)

### COMMUNITY ADVISORY COMMITTEE GUIDELINES

#### 1. INTRODUCTION

##### A. Background

The transport sector facilitates the exchange of goods and services and interaction between communities. The quality and efficiency of transport has a significant impact on economic and social welfare. The development and management of a reliable, appropriate, sustainable and affordable transport sector in Solomon Islands is essential for economic development and the delivery of services to all parts of the country. Rural areas will be unable to develop without access to transport services.

Community participation is one of the important milestones for ownership and sustainability of any infrastructure development. Any infrastructure system cannot be built without involving the community members in every step of the planning and implementation process. The affected community must be consulted informed and involved.

This guide shall be implemented in conjunction with the Community Protocol, Safety Environment Management (CPSEM) Guidelines for Labour Based Equipment Supported (LBES), the Environmental Management guide for machine-based maintenance contracts (MBMC) and the CEMP guide for Tier 3 activities. This CAC guideline helps promote ownership and participation among communities affected by the project. It is a compulsory requirement and contractors must adhere to it. Following this important requirement, contractors are required to sign a declaration form to commit them towards implementing the guidelines. MID/CPIU officers will monitor compliance as well as providing support to contractors and communities with the implementation of the CAC guideline.

##### B. Policy Framework

**National Transport Plan Vision.** An effective transport infrastructure and transport services to support sustain economic growth and social development in Solomon Islands.

**Mission.** To enhance the prosperity and participation of the community by providing an integrated, efficient and affordable infrastructure and transport system that is supported by ethical, professional, and valued staff.

##### Aim of the Consultation and Communication Plan

- a) To provide a process for participation of stakeholders particularly the beneficiary communities in project activities such as planning and design, construction, awareness raising programs, and monitoring.
- b) To obtain information about the opinions, needs and priorities of stakeholders, as well as their reactions to proposed community development, gender, environment, and other mitigation measures.
- c) To obtain the cooperation of beneficiary communities and stakeholders in activities required to be undertaken for project planning and implementation; d) To establish a clear, easily accessible, and effective complaints and grievance procedure; and e) To ensure transparency in all project activities.

## **2 COMMUNITY ADVISORY COMMITTEE**

### **A. Objectives**

- a) To develop a joint responsibility and ownership of transport facilities in the community and to facilitate smooth implementation of any infrastructure maintenance, rehabilitation civil work.
- b) Assist MID in ensuring that the affected community and resource owners affected by its LBES, MBMC and Tier 3 activities have to take a sense of ownership and sustainability of transport infrastructure facilities.

### **B. Establishment**

- a) The establishment of the CAC is in line with the MID Development Mission Statement to enhance the prosperity and participation of the community to the overall subproject implementation and management at community level on a voluntary basis.
- b) The establishment of the CAC shall take effect after contract signing and within thirty (30) days after contractors' first training has been completed. Expenses for the establishment are included in the contract as a provisional sum and as such shall be at the expenditure of the contractor.
- c) The Mid Works Officer shall after sixty (60) days of first training, evaluate the results of the CAC establishment and produce a brief evaluation report with copies to the social safeguard team, the contractor and the chairperson as required by Section 2 (b) of the guideline.

### **C. Membership**

- a) The membership of the CAC shall be selected from among village/tribal chiefs, elders, women representatives, and land-owning groups residing within the subproject locations.
- b) The selection of candidates to represent the village/tribe, chief, elders, women representative and land-owning groups, shall be nominated by at least two (2) persons residing within the subproject location during first community consultation meetings.

c) The selection for members of the CAC shall have no less than five (5) and no more than twenty-one (21) members depending on the number of communities residing within the contractor's section of road and who shall be elected during the CAC 's inaugural meeting.

d) The Secretary of the CAC shall be appointed by the committee and his/her term in office shall be the same to that of the CAC. The committee shall consist of a:

- a) Chairperson;
- b) Vice-Chairperson;
- c) Secretary and; and
- d) Members.

And such other members including women representatives, the Committee shall deem necessary.

a) MID representative shall be an ex-officio member of the CAC;

b) Every member shall have one vote at any general meetings: and

c) The Committee shall have the power to refuse membership to an applicant, where it is considered such membership would be detrimental to the aims, purposes or business of the Committee. The reasons for refusal should be discussed at a Committee meeting and recorded and shared with the person refused membership.

## **D. Term of Office**

### **i. Term of Office**

The term of office for a single CAC shall be determined by the subproject level with the exception of the LBES which shall not be less than one (1) year and no more than three (3) years, except in circumstances expressed under section 7 (Dissolution).

### **ii. Termination**

a) Any member of the Committee may resign his/her membership from the Committee by giving to the secretary of the Committee a written notice to that effect;

b) Any member who fails to attend three (3) consecutive meetings may be terminated as a member of the CAC.

c) The Committee may by resolution passed at a meeting thereof, terminate or suspend the membership of any member, if in its opinion his /her conduct is prejudicial to the interests and objectives of the Committee, PROVIDED THAT the individual member (as the case may be) shall have the right to be heard by the General Committee before final decision is made. If necessary, there shall be right to appeal to the Grievance Redress Mechanism.

### **3. FUNCTIONS**

#### **A. Functions of the Committee**

The functions of the Committee shall include:

- a) Responsible for solving problems/issues arising between the contractor and the community;
- b) Hold three (3) meetings per year as described in section 4 (a) of the CAC guideline.
- c) With Contractor support, prepare and submit reports, minutes of meetings on CAC business in relation to subproject implementation;
- d) Advise the contractor on matters affecting environment and social well-being of the community as the result of the subproject construction;
- e) Provide every necessary support for the contractor whenever necessary as long as the contractor reciprocates and pays the expenses to organize and run the meetings;
- f) Liaise with Provincial Government and Ministry of Infrastructure Development through Clerk of Works on matters of MID interest;
- g) Deal with customary land and other traditional issues that may arise from the community as the result of the subproject construction;
- h) Provide enabling environment for the participation of women in the subproject implementation and management at community level;
- i) Where necessary the CAC may facilitate a Memorandum of Understanding (MOU) between MID, Contractor and the community for services and or materials that may be required by the contractor for purposes of road or other Infrastructure Development;
- j) Encourage and support community participation in overall subproject implementation;
- k) Make local communities aware of the importance and purpose of Road Safety Rules, Regulations and road corridors;
- l) Maintain regular contacts with Social Safeguard team in the Ministry of Infrastructure Development for advices on socio-economic issues, such as Marketing opportunities, Gender and HIV/AIDS;
- m) Ensure no labor ,time and resources shall be owed, borrowed, loaned, hired, used or leaned without payment from the contractor with the agreed sum to be verified by the CAC or its delegated representative.
- n) Ensure no contractor shall engage child labor and physically unfit persons in LBES employment.
- o) Keep a register of grievances

#### **B. Role of the Chairperson**

The chairperson shall carry-out all administrative duties required of him/her from time to time as specified below:

- a) Plan, organize and conduct community consultation meetings in villages within subproject location; b) Report to MID Provincial works officer on matters of urgency affecting the contractor's work;
- c) Inform communities on changes that may have approved by the committee.
- d) Provide community feedback and simple monitoring information to MID on the exact type of works completed and quality of works carried out by the contractor;
- e) Ensure that all committee members are functioning at all times for activities delegated to them;
- f) Responsible for all liaison work between CAC office, the communities, the contractor, Provincial Government, MID and stakeholders.
- g) The Vice chairperson may assist with above roles in the absence of the Chairperson.
- h) Delegate responsibility to another member if the Chairman will be absent for longer than normal periods. This delegation should be authorized by a meeting of the Committee

#### **C. Role of the Secretary**

- a) Facilitate meeting dates, times and venues in consultation with the Chairperson;
- b) Prepare agenda, minutes of previous meeting and carry-out all such duties required by the secretary for facilitating the meeting;
- c) The secretary shall ensure all proceeds of meetings shall be recorded, typed and distributed to CAC members no later than (7 days) after the meeting.
- d) Ensure copies of CAC business are stored in safe custody and forward copies of the same to MID Works Officer.
- e) Perform other duties that may be delegated by the Chairperson from time to time.

#### **D. Role of Members**

- a) To attend all meetings as may be required by the Chairperson in accordance with section 4 (a).
- b) Inform communities on changes as approved by the committee meetings;
- c) Take leading role in community activities; and
- d) Assist with other duties as may be delegated by the chairperson.

#### **E. Role of MID Works Officer**

- (a) The MID Works Officer shall conduct periodic monitoring and evaluating the performance of the CAC.

- (b) Prepare and submit reports of the CAC activities as and when required.
- (c) Attend CAC meetings and advise on MID matters of interest in relation to contractor's performance.
- (d) Liaise with communities on issues that may have affected the wellbeing of the communities as the result of the contractor's performance.
- (e) Ensure the accountability and the transparency of the contractor's provisional sum is manageable at all times and in compliance to Section 5 (b) of the guideline.
- (f) Ensure any payment incurred shall be in accordance to items specified under section 5 (c) and (d) of the guideline.
- (g) The MID works officer shall keep copies of all CAC proceedings and stored in safe custody.

#### **4. COMMITTEE MEETINGS**

- a) The Committee shall meet at least three (3) times each year for General Meetings, however the chairperson may call an extra ordinary meeting whenever required;
- b) The quorum for a meeting shall be one more than half of members attending the meeting;
- c) The committee shall be responsible to members at all times;
- d) The members attending the meetings shall not ask for monitory benefits;
- e) Members shall be given at least seven (7) days' notice of any meeting unless it is deemed an emergency meeting;
- f) In the absence of the Chairperson, the vice-chairperson shall preside over a meeting.

#### **5. CONTRCATOR AND USE OF PROVISIONAL SUM**

- a) The contractor shall be responsible for the establishment and the ongoing operation of the CAC with the oversight of MID works officer.
- b) MID Works Officer and MID Safeguard Officer will monitor the contractor's compliance on monthly bases as stipulated under contractor's Agreement.
- c) MID Works Officer shall review invoices and statements for CAC activities before payments can be processed and upon the approval of the Permanent Secretary of the Ministry of Infrastructure Development.
- d) The contractor shall provide reasonable expenses such as travelling allowance in the event of private transport being used to and from home for purposes of attending CAC business, light lunches during meetings, cost of venue for the meetings, administrative expenses (typing of minutes, communication and stationary/printing).
- e) The contractor shall responsible for disclosing the terms of any agreement to provide community labour , or separate sub-contracts ( skilled workers ), in writing to the CAC

chairperson or delegated representative within one (1) week of mobilisation or final negotiation. This will address the issue of under payment of the agreed sum previously negotiated and agreed upon.

f) " All agreements to provide works or services between the contractor , members of the community and families & individuals are to be recorded in writing and be signed by the CAC Chairman or his/her delegated officer and recorded in the minutes book of the CAC kept by MID Works officer."

## 6. ALTERATION OF THE GUIDELINE

a) Proposals for amendments to this Guideline or dissolution must be delivered to the secretary in writing. The secretary in conjunction with other members shall then decide on the date of a meeting to discuss such proposals, giving at least three (3) weeks clear notice; and

b) Any amendment to this Guideline must be agreed by at least two thirds of members present and voting at any general meeting.

## 7. DISSOLUTION OF THE COMMITTEE

(a) The Committee may dissolve after three (3) years from the date it came into effect as in section 10 (Adoption of the Guideline) and is proposed and agreed during the committee's final general meeting at the end of the third years.

(b) A new election may be required after thirty (30) days of the dissolution of current committee and shall follow the same selection process described in section 2C (a) (b) and (c) of the guideline.

## 8. ADOPTION OF THE GUIDELINE

This Guideline was adopted by members of the:.....Community Advisory Committee presented at the Inaugural Meeting held at:.....Village on the:.....day of:.....20....

Signed: Village/Tribe

Designation	Name	Signature
Chairperson		
Vice Chairperson		
Secretary		
Member		
Member		
Member		
Member		
Member		
Member		
Member		
Member		
Member		

Member		
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## Annex 4.1 - CAC Selection Form

### MINISTRY OF INFRASTRUCTURE DEVELOPMENT

### COMMUNITY ADVISORY COMMITTEE

### SELECTION FORM FOR MEMBERSHIP

Pursuant to Section C, clause (b) of the Community Advisory Committee, We, the undersigned hereby, select:

Mr/Mrs:.....Of:.....  
...\*Village/ Community/Tribe to be our member representative into  
the:.....Community Advisory Committee.

Name.....Signature.....

Name.....Signature.....

Dated this .....day of:.....201X

- Delete whichever is not applicable
- Please note the membership of women into the Community Advisory Committee is important

## Annex 4.2 - Sample Meeting Minutes

### MINISTRY OF INFRASTRUCTURE DEVELOPMENT

#### Community Advisory Committee

Sample Meeting Minutes

Purpose of Meeting \_\_\_\_\_

Project \_\_\_\_\_

Prepared By	Phone
_____	_____

Place of Meeting	Date
_____	_____

Present

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.

Absent with Apology

- 1.
- 2.
- 3.

Opening prayer said by  
.....

Welcome Address.....

Meeting start at  
.....

Meeting end at  
.....

**Agenda Item**

**Actions**

Recommendation

.....  
.....  
.....

Resolution

.....  
.....  
.....

Conclusion

.....  
.....  
.....

Date for the Next Meeting: .....

Signature..... Date .....

### Annex 4.3 - Community Grievances Form

#### MINISTRY OF INFRASTRUCTURE DEVELOPMENT

#### COMMUNITY ADVISORY COMMITTEE

#### Grievance/Complaint Form

Complaints and grievances submitted by villages/communities/tribes/Province/Resource owners/contractors on the work of this subproject and in pursuant to Section 4 (a) of the Community Advisory Committee Guideline shall be forwarded to..... Community Advisory Committee, by filling up the Grievance Complaint Form.

Name of Community Advisory Committee.....

Name of Provider of Service.....

Nature of Grievances/Complaint

.....  
.....  
.....  
.....  
.....  
.....

Signature of Complaint

Title

Date .....

.....

Signature of Service Provider

Title

Date

.....

.....

Signature of CAC Representative

Title

Date

Plan for disposition (What should/is being done about the complaint).....

.....

.....

.....

.....

.....

Complaint resolved? Yes.....No.....Date.....

Resolution of Complaint:

.....

.....

.....  
..... (.....)

Signature of Chairperson Community Advisory Committee

Date.....

#### **Annex 4.4 - Grievance Register**

##### **Grievance register**

All grievances as received through the grievance form shall be recorded into a logbook call the grievance register by the Secretariat of CAC.

<b>Date</b>	<b>Issue reported</b>	<b>Action Taken</b>	<b>Result</b>	<b>Present Status</b>
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