

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

ADDITIONAL FINANCING 2 (AF2)

**RESETTLEMENT ACTION PLAN FOR FIU
RIVER BRIDGE REPLACEMENT**

Final

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ABBREVIATIONS

AF2	Additional Financing 2 of SIRAP2
AP	Affected Person
CAC	Community Advisory Committee
CoL	Commissioner of Lands
ESF	Environmental and Social Framework
ESMP	Environmental and Social Management Plan
ESS5	Environmental and Social Standard 5 of the World Bank
FTE	Fixed Term Estate
GRM	Grievance Redress Mechanism
LAO	Land Acquisition Officer
LARP	Land Acquisition and Resettlement Plan
LTA	Land and Tittles Act
MCA	Ministry of Communication and Aviation
MID	Ministry of Infrastructure Development
MLHS	Ministry of Lands, Housing and Survey
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPG	Malaita Provincial Government
PST	Project Support Team
RAP	Resettlement Action Plan
ROW	Right-of-Way
SIG	Solomon Islands Government
SIRAP	Solomon Islands Roads and Aviation Project
SIRAP2	Second Solomon Islands Roads and Aviation Project
TOL	Temporary Occupancy Licenses
WB	World Bank

GLOSSARY

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

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

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

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

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

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

Economic Displacement: Loss of land, assets or access to assets leading to loss of income sources or other means of livelihood, whether fully or partially, permanent or temporary.

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

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

Physical Displacement: Loss of residential land or loss of shelter, whether fully or partially, permanent or temporary.

Resettlement: All measures taken to mitigate any impacts associated with loss of physical and non-physical assets, including homes, communities, productive land, income-earning assets and sources, subsistence, resources, cultural sites, social structures, networks and ties, cultural identity, and mutual help mechanisms. This can involve compensation and re-establishment support to the APs.

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

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

EXECUTIVE SUMMARY

Introduction

The Solomon Islands Government (SIG), with World Bank financing, is implementing the Second Solomon Islands Roads and Aviation Project (SIRAP2) to improve the climate resilience and safety of the Solomon Islands' road and aviation sectors. In 2024, SIG requested additional finance (AF) for SIRAP2 given the need to expand SIRAP2 further. And in 2026, an additional finance 2 (AF2) is expected to be granted to cover projects in Malaita province. The investment priorities under the proposed SIRAP2 AF2 are itemised below:

- Fiu River Bridge replacement, Malaita Province.
- Upgrading of the 4.9km between Gwaunaru'u Airfield Junction to Kilu'ufi Hospital junction, Malaita Province.

Scope of the Resettlement Action Plan (RAP)

This RAP is compiled specifically for the Fiu River Bridge Replacement. This document describes the subproject impacts, affected parties and non-land assets, entitlements and resettlement support to be provided to the affected parties. It is prepared accordance to the Solomon Islands Lands and Titles Acts and the WB - ESS5 on Land Acquisition, Restriction on land use and Involuntary Resettlement. A separated RAP will be compiled for the 4.9km road component and will be shared when the AF2 become effective.

Similar as the SIRAP2 and SIRAP2-AF arrangements, for the SIRAP2 AF2, the road and bridge investments will be under the Ministry of Infrastructure Development (MID), and the aviation investment will be under the Ministry of Communication and Aviation (MCA). Under the SIRAP2 AF2, no aviation investment is included.

Methodology

This revised RAP is compiled based on primary and secondary data. The primary data was collected through rapid assessment to understand the broad baseline status and socio-economic profiles of the local communities and stakeholders, and to identify the legal entitlements of the Project APs. Secondary data/information was collected from various agencies and reports produced from previous projects for the interested area and will be updated during the detailed design phase.

Land Requirement

The Fiu River bridge will not require land acquisition, but economic displacement and restriction of use and access will occur.

The new bridge will be constructed seven meters downstream of the existing bridge and will still within the 30m with right-of-way, and no additional land will be required besides the space that is already available.

Affected Assets and Cost

The Fiu bridge replacement will be at its current locations. From the site assessments conducted by MID and SIRAP team from 2018 to 2020, the projects footprint will be minimal, given that no additional land is required. A detailed assessment was conducted by an engineering consultant firm engaged by MID in 2023 and compiled a draft design and complete the Geotech survey, UXO survey and conducted consultations to relevant stakeholders and affected communities in the project vicinity. During the consultations, the assets owners were informed that the non-land assets identified within the ROW will have to be valued, compensated and cleared

prior to the construction work to start and the owners fully aware and what is expected from them.

All the costs relating to the RAP AF2 will be funded by the Solomon Island Government (SIG) through its implementation arms MID and MCA respectively. For the AF2, MID is responsible.

Community Participation and Consultation

In November 2023, MID engaged Beca International Consultant to conduct the preparatory surveys and detailed design for the Fiu River bridge. Three (3) community consultations were conducted during the detailed design phase, covering Kilusakwala, Gwailiki and Gwaunaru'u. Minute of the consultation is provided under Appendix C.

The SIRAP2 team together with MID conducted a consultation in February 2026, providing update information to the affected communities along the two road corridors and Fiu River bridge. A follow up consultation will be schedule specifically for the RAP implementation, covering community access, assets compensation and re-establishment support, mapping of affected parties and landownership, grievance mechanisms and general project updates.

Grievance Redress Mechanism

As SIRAP2 AF2 is an expansion of SIRAP, SIRAP2 and SIRAP2-AF, the existing mechanism for addressing grievances or concerns will be used which have proven to be effective under initial projects.

Monitoring and Reporting

The RAP establishes the provisions for Monitoring. The project support team (PST) and MID will be responsible for internal monitoring of the RAP implementation. SIRAP2 AF2 will not need an external monitoring of the RAP.

Resettlement monitoring reports will be sent to World Bank at quarterly basis along with the quarterly progress reports . The monitoring reports will be posted on the SIRAP(www.sirap.sb) website, and relevant information from these reports will be disclosed to the affected persons in local languages or one that is understandable by all parties.

1. INTRODUCTION

1.1. Project Background

The Solomon Islands Government (SIG), with World Bank financing, is implementing the Second Solomon Islands Roads and Aviation Project (SIRAP2) to improve the climate resilience and safety of the Solomon Islands' Road and aviation sector. In 2024, SIG requested additional finance (AF) for SIRAP2 given the need to expand SIRAP2 further, and in 2026, SIG further requested an additional finance 2 for the projects to mark the 50th Anniversary of the country on July 7th, 2028. The investment priorities under the proposed SIRAP2 AF2 are listed below:

- Fiu River Bridge replacement, Malaita Province.
- Upgrading of the 4.9km Road between Auki Gwaunaru'u Airfield Junction to Kilu'ufi Hospital Junction, Malaita Province.

SIRAP2 AF2 is using the ESS of the World Bank to assess and manage the project's environment and social risks and to develop the required project's environmental and social risk instruments including site-specific Environmental and Social Management Plans (ESMPs) and site-specific RAP. According to the national environmental legislation, Public Environmental Reports (PER) will be prepared for the subprojects but given these works will be performed on an already disturbed areas and existing road corridors, and no green fields are required, exemption can be granted for this purpose. Due to the nature of the additional activities under the AF2, it is expected that the majority of the environmental and social impacts will be site-specific, few if any are irreversible, and mitigation measures can be readily designed and implemented to alleviate any risks. The identification of potential environmental and social risks/impacts and appropriate mitigation measures or avoidance to be implemented during the construction phase.

The MID and MCA are responsible to prepare the necessary ES instruments including the Resettlement Action Plan for the AF2 with support from the PST. Site-specific instruments will be developed by the design consultant during the implementation phase under the supervision of the PST to ensure that it aligns with the ESF requirements.

This document is the Resettlement Action Plan for SIRAP2 AF2. This RAP was prepared to establish a mutual understanding with the SIG Government on their responsibility on the eligibility, entitlements, and implementation arrangements for the resettlement activities that triggered under the AF2.

A follow up consultation will be conducted to the affected peoples and communities before the construction commence.

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

1.2. Project Description

1.2.1. Fiu River Bridge replacement in Malaita Province.

The Fiu River bridge is located at 8° 43' 28" S 160° 42' 17" E on Malaita Island in Malaita Province.

Fiu Bridge is the only bridge connecting the rest of North and East Malaita to Auki and is one of the most economically significant bridges in the province. The existing bridge is a single carriageway structure without a designated pedestrian footpath. It is 80m long and consists of four spans supported by three piers located within the river channel.

Replacing the existing structure with a new and improved structure will potentially benefit more than 50,000 people as it will help surrounding communities to access the major services in Auki. The proposed AF2 will finance the construction of a new 84 m-long bridge, three-span structure with a pedestrian and cyclist path along the eastern side. The bridge will include drainage through a series of scupper pipes installed on both sides of the bridge barrier

Communities have expressed concern over the poor condition of the existing bridge. They also discussed the importance of the bridge to the economic growth of the province and particularly to communities north of the bridge as it is used for transporting farmed products for sale, to access wharves and essential services in Auki. It also connects the communities south of the bridge to the only airport, Gwaunaruú, on this part of the island.

Figure 1: Fiu River bridge



Figure 2: Southern approach of Fiu River bridge



1.3. Resettlement Impacts Description

1.3.1. Fiu River Bridge is located along the North Road, Malaita Province.

The Fiu River Bridge replacement will be within the current footprint; however, there are three (3) structures on the northern approach and one (1) structure at the southern approach which will require resettlement considerations prior to the construction to start. The structures were built within the 30m Right-of-way so they will be impacted. The MID continue to consult the owners of the properties and to ensure they are well informed of the proposed bridge project.

In 2023, MID engaged a Design firm (Beca International Consultants Ltd) to conduct site survey and field investigations. As part of the design team, a local safeguard specialist was engaged to lead the community consultations and provide the draft design to the communities, what is expected during construction and general updates to the affected owners of the structures. During the consultations too, the APs were allowed to raise their views and concerns on the proposed development. The owners fully aware that their structures were built inside the ROW and agreed to relocate their structures outside of the road corridor.

In February 2026, a follow up consultation was conducted PST and MID, purposely for the road section from Gwaunaruu Airfield to Kwaisuluniu under the SIRAP2-AF component. The Fiu River Bridge communities also attend the consultations of the proposed development for the Malaita roads.

The Minutes of the consultations are summarised under appendix C.

All the resettlement activities will be under the responsibility of PST, and MID will meet the cost of the resettlement activities. In doing so, PST and MID will maintain a good relationship with the surrounding communities, ensuring that the road works and bridge replacement work are free from any unforeseen encumbrance relating to land that might arise later during the detailed design and construction phases. As reiterated, the Fiu River bridge is sitting in a 30m Right-of-way, and the road is gazetted. Fiu River Bridge has been operational for more than 30 years and urgently need replacement due to its deteriorating state, to ensure safety of the travelling public who uses the bridge on a daily basis.

2. RAP OBJECTIVES AND METHODOLOGY

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

2.1. Objectives of the Resettlement Action Plan

This RAP defines the procedures by which SIRAP2 AF2 will address the potential resettlement impacts under the project, in line with the applicable World Bank Standard and legal framework of the Solomon Island Government. This plan is prepared to establish a mutual understanding with the SIG on their responsibility to execute the resettlement activities including the eligibility, entitlements, and implementation arrangements under AF2. The primary objectives of the RAP are to:

- i. Avoid involuntary resettlement where possible
- ii. Timely re-establishment support for the affected parties
- iii. Identify the project's impact on the community in terms of loss of assets, and impact on livelihood and income
- iv. Conduct ongoing meaningful consultations to the community and affected parties
- v. Provide an estimate budget for compensation of loss of assets and resettlement assistance
- vi. Set a cut-off date (Refer to section 6.5) for eligibility for compensation and communicate to the affected persons and communities prior to compensation of assets and resettlement assistance
- vii. To fairly compensate the affected person for losses so that their standards of living is not worse off than the pre-project implementation
- viii. As practical, continuous engagement with the affected persons, communities and other stakeholders to discuss subprojects benefits and associated adverse impacts.
- ix. Provide an avenue for any affected persons to access and raise their grievances to be resolved by MID.
- x. Provide procedure for monitoring of resettlement implementation.

2.2. Methodologies

The impacts of the subprojects under AF2 are outlined in this document. Prior to commencement of actual implementation of physical works, this RAP will be updated based on any significant changes to subproject scope, design or alignment. All unanticipated and the direct impacts will be addressed in compliance with World Bank ESS requirements and pertinent government laws. The following has been undertaken:

- Review of project documents and other relevant resources including detailed designs
- Conduct stakeholder engagement and community consultations to identify affected non-land assets (structures, crops, trees) and respective landowning groups for the adjacent sites.
- Revising and updating the inventory of loss for the affected people and affected assets
- Update the affected assets assessment and valuation.
- Revise and update this RAP before commencement of any construction works

3. PROJECT POTENTIAL IMPACTS

The potential impacts covered in this RAP are specifically for the bridge construction which are non-land assets along the road corridors. The impacts are expected to be minor and will be dealt with by MID for the roads and the bridge component. Any impacts that may arise over the course of designs review and construction will be dealt with accordingly.

The overall social, economic, and environmental benefits of this infrastructure surpassed the potential negative impacts in a longer term. The Fiu River Bridge replacement will provide economic benefits and safe transportation network to the wider population of Malaita province.

Under AF2, the main potential resettlement impacts will be for structures built within the Right-Of-way. MID will support the APs through the provision of re-establishment support. Under circumstances the privately owned assets outside of the ROW being affected during the construction, the impacts will be assessed and resolved with the affected party, through cash compensation or resettlement assistance. The contractor will put in place mitigation measures to manage the impacts of traffic, dust and noise to the nearby communities.

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

The RAP was prepared to conservatively estimate and ensure sufficient resources and arrangements for potential resettlement impacts that is associated with the AF2 implementation. This document will be updated during detailed design stage. If need be, a site-specific RAP will be developed for subprojects where land acquisition is required, though it is not envisaged for the SIRAP2-AF2. The nature and extent of resettlement impacts will be assessed by conducting a field visit to sites and assessing the land using the land acquisition screening form and the inventory of loss form. Pre-prepared sheets will be used to register the affected non-land assets at the site. The information to be collected includes:

- i. Numbers, types and ownership of affected assets.
- ii. The names and owners of the affected lands (both with and without title)
- iii. Numbers, and type of structures (including common property resources) and replacement cost;
- iv. Average business income, rent paid by tenants, number of employees
- v. Vulnerable groups to be likely impacted
- vi. Any foreseen resettlement impacts

3.1. Positive Outcomes

The Fiu River bridge replacement will provide temporary jobs for the local residents, including women. While the women may have limited role in the construction work, their small-scale trading activities will generally benefit from the rehabilitation of the infrastructure, through improved access, better quality and low-cost goods to be sold at the market.

3.1.1. Positive Social and Economic Outcomes

- Improved community access to social services
- Providing all weather road access for the farmers and small businesses
- Improve public safety and avoid public crossing the rivers with their produces
- Reduced travel time
- Enhanced community safety and security by having walkways and road safety signs along the road
- Employment opportunities for local communities
- Improved business activities and livelihoods
- Reduced vehicle maintenance cost

3.1.2. Positive Environmental Outcomes

- Improved air quality due to reduced air pollution cause by dust
- Reduction of traffic hazards and enhanced public safety through improved road condition
- Better pedestrian safety at the bridge crossing due to the construction of an universal pedestrian access at the downstream side.

3.2. Negative Impacts

3.2.1. Negative Social and Economic Impacts

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

The negative impacts for the subproject will include and not limited to those outlined under 3.2.2, which are expected to be manageable. Other risks related to project workers are contained in the SIRAP2 - AF2 Labour Management Procedure (LMP).

3.2.2. Negative Environmental and Social Impacts

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

- Modification of the site due to earthworks may permanently alter the landscape.
- Increased level of air pollution (dust, particulate matter, and emission of noxious fumes) caused by the operations of construction vehicles and heavy equipment/machines.
- Traffic disruption due to moving machines and vehicles

- Increased noise levels due to construction works and operation of vehicles and heavy equipment
- Changes in water quality or disruption of water flow in some areas due to heavy machines movements
- Spilled oil and other petroleum products may result in the contamination of surface and subsurface soil biota.
- Leachate from heavy vehicle during the construction may infiltrate into the soil and may affect soil and groundwater quality
- Generation of campsite and construction wastes: foul odour, rodent and insect infestation may result from uncontrolled or improper disposal of garbage, leading to public health issues
- Community health and safety risks during construction
- Safety risk for those who uses the bridge on a daily basis, including nearby communities
- Changes to traffic flow for public transport linking Auki to the northern and eastern regions
- Safety risks for market vendors transporting their products to Auki market
- Safety concern for school children of the nearby schools- Kilusakwalo and Aimela
- Influx of foreign workers on to a specific location which can pose risks including the breach of local customs and cultural norms and may also increase risk of SEAH and GBV issues.
- Unauthorised access to downstream and upstream of Fiu River

Figure 3: Road users carrying their produces across the collapsed bridge in 2025



4. SOCIO-ECONOMIC BASELINE STUDIES

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

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

4.1. Socioeconomics Survey of Affected Persons

4.1.1. Fiu River Bridge replacement

Constructed in the 1960s, Fiu River Bridge is one of the oldest infrastructures in Malaita province. Over the years, the state of the bridge has been deteriorating, posing safety concerns for the travelling public who use the bridge on a daily basis. In 2025, the bridge collapsed, and had caused disruption to the travelling public of North and Eastern regions for almost a week. The MID engaged a private contractor and the repair work was immediately carried out, and bridge became functional again after one week. Considering the risk it poses, this bridge has been selected for upgrading and maintenance as it has been considered high priority under the National Transport Plan (2017–2036) and the Medium-Term Transport Action Plan (2017–2021). This bridge is connecting over half the province's wards and 70% of its population.

From the 2019 census report, the population of Malaita Province was 172,740 with 7020 people living in the main town of Auki. The population density for Malaita Province was 40.9 per km² and has an annual growth rate of 0.9% but this increases to 5.9% in Auki. These three bridges connected the northern and eastern regions of Malaita to Auki. Auki accommodates commercial houses, Non-Government Organisations (NGOs), State-Owned Enterprises (SOEs), and national government offices and essential services like health, market, banking services and education. Auki is also home to the main port and airfield on Malaita. Public Utility providers, including Solomon Power, Solomon Water, and Telekom, also operate in Auki.

In 2023, MID engaged an international engineering firm to conduct field surveys and drafted a detailed design for the bridge replacement. Also, during the design phase, consultations had been conducted simultaneously with the affected parties, those that have Perpetual Estate title to the land adjacent to the Fiu River bridge. Three(3)

structures had been observed at the northern approach and one(1) structure at the southern approach. The MID is working closely with the affected parties, knowing well that they are building on the Right-Of-way, which is a gazette public road. A detailed inventory of the assets will be conducted prior to the construction phase.

Figure 4: Structures at the northern approach of the bridge that being demolished



Figure 5: Structure at the southern approached that being demolished



5. LEGAL AND POLICY FRAMEWORK

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

5.1. National Legal Framework on Land Acquisition

5.1.1. Solomon Islands Legal framework on Land Acquisition

The key land legislation in the Solomon Islands:

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

In Solomon Islands, 87% of land is under customary tenure¹. Inheritance of customary land ownership or user rights differs with custom from island to island. Some islands (including those in Guadalcanal, Central and Western Provinces) typically practice matrilineal inheritance and the remaining provinces practice patrilineal inheritance². The remaining land is considered 'alienated' and is subject to registration under the Land and Titles Act (the Act or LTA). Within Honiara City Council and provincial capital boundaries, land is owned by the state and is held in the perpetual estate into 50year fixed term estate (FTE) agreements with individuals or shorted term temporary occupancy licenses (TOL). A TOL is valid for a period of one to two years and permanent structures, or improvements are not permitted on this land.

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

5.1.2. Compulsory Land Acquisition

No compulsory land acquisition will be undertaken for the AF2. However, though not applicable for AF2, it is worth mentioning that the Lands and Titles Act provides a guidance on the process of compulsory land acquisition, where relevant.

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

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

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

the claim or reject it. If the claim for compensation is rejected, or the claimant is dissatisfied with the offer by the CoL, the claimant has three months with which to lodge an appeal with the High Court.

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

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

Temporary occupation of land for public purposes – for a period of a maximum of three years – may also be acquired by the CoL (under section 82). This follows a similar process to acquisition of land with a declaration and notice being given. Agreement as to the rental follows the similar process to the claim offer, acceptance, and assessment as compensation for land is to be acquired (under section 79). Under sub-section 3, at the end of the temporary use, the land is to revert to the owner or person or group with an interest in the land. If land has been damaged or the value diminished, compensation is to be awarded.

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

5.1.3. Purchase or Lease (acquisition through agreement)

The contractor has an option of leasing land outside of the ROW, as it will require space for a workers' camp site and laydown area.

Section 60 through 70 of the Act deals with purchase or lease of customary land (through agreement) by the CoL or any Provincial Assembly. The process starts with an appointment of a Land Acquisition Officer (LAO) for the purpose of land purchase

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

or lease. The LAO demarcates the boundary and agrees with the landowners for the purchase or lease of the land required. The LAO publishes the notice, holds a public hearing and prepares necessary reports. The agreement is reached with respective landowners, and it is implemented by the CoL, including payment of the compensation, taking possession of the land, and registration of the land in the name of the acquiring entity.

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

i. First Meeting

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

ii. Second Meeting

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

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

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

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

iii. Third Meeting

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

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

iv. Fourth Meeting

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

- a. **Certificate of No Appeal:** At the end of the three (3) month notice, the LAO will write to the chief magistrate requesting him to confirm whether

an appeal against the proceedings of the acquisition process has been lodged. If any appeal has been lodged the magistrate will set a date to hear the case. If there was no appeal, then the Magistrate will release a certificate of No Appeal. At this point the process land acquisition procedure is only halfway through.

- b. **Document Compilation:** During this period the LAO will spend most his time in Honiara working with Surveyors who will then go back to the site and carry out the legal survey work and demarcate the initial boundary identified by the landowners (clan/tribes). After the survey demarcation the cartographer or draftsman will do the plotting of the cadastral plan and checking is done by the Surveyor General to ensure accuracy is maintained.
- c. After this an application for first registration is done by the CoL and the drawing up a **Vesting Order** for the CoL to sign which signifies that all the relevant processes as required by the Act sub sections 61, 62, 63 and 64 has been fully complied with.
- d. **Statutory Declaration** could also be prepared for landowners (trustees) to sign if there is a need for it. This process can be weeks or months.
- e. **Registration of the Perpetual Estates:** The perpetual estates of the concerned land will now be registered in the landowners. The valuation work will also be carried out to determine the outright purchase price if the perpetual estate is to be vested in the CoL. If the land is to be leased the valuation should determine the premium and annual rental value to the landowners.
- f. When the registration of the perpetual estate is done, and the titles are released then the acquisition process would have been completed.

5.1.4. MID's Policy and Principles

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

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

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

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

1. Identification of Projects by scoping to make preliminary assessment of the area's stability and features
2. Identification of landowners, land boundaries and issue concerning the area through social scoping by identifying boundaries and use of the land, recording fixed assets, ownership of the land and issues that might hinder LAR
3. Information disclosure through community consultations and meetings
4. Establishment of the Community Advisory Committee (CAC) and GRM by appointment of community representatives by the communities. The committee members will be informed and trained on the roles and functions of the committee
5. The social impacts and measure to mitigate them are identified through the social impact assessment and LAR by undertaking surveys at the communities and each household.
6. Planning of the LARP find measures to avoid, minimize offset and compensate for the impacts and to improve or at least restore the standard of living and livelihood of APs to pre-LAR levels.
7. The CAC or GRM will disclose the LARP at the project site to all APs in a timely manner at an accessible place and language understood by the APs and other stakeholders.
8. Execute LARP by providing compensation and other entitlements to the APs before work and economic displacement.
9. Monitor the implementation of the LARP and its impacts on the APs.

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

5.2.1. Objective of ESS5

ESS5 acknowledges that the project related land acquisition and restriction on land use can have adverse impact on the affected people, communities, individuals.

Involuntary resettlement may cause severe long-term hardship, improvement, and environmental damage unless appropriate mitigation measures and actions are properly planned and implemented. For these reasons, the overall objectives of the Bank's ESS5 which this RAP is based on include:

- Avoidance of involuntary resettlement or when avoidance is impossible, minimize involuntary resettlement by finding other alternatives.
- Avoidance of forced eviction
- To mitigate avoidable adverse social and economic impacts from land restriction on land uses by:
 - Providing timely compensation for loss of assets at the replacement cost.
 - Assisting affected person to improve or at least restore their livelihood

and living standards to pre-displacement levels or to the levels prevailing prior to the beginning of the project implementation

- To ensure that the resettlement activities are planned and implemented with appropriate disclosure of information, meaningful consultations, and the informed participation of project affected persons.

5.2.2. Impacts Covered

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

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

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

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

Table 1: Legal gap analysis

Theme	Solomon Islands Legislation	World Bank ESS5 Requirements	Measures to bridge the gaps
Resettlement	The Constitution provides for the protection from deprivation of property. The Constitution and Land and Tittles Act (LTA) set out the conditions under which land may be compulsory acquired. The property can only be acquired for the public good, and with the payment of reasonable compensation. No explicit reference to the need for minimizing resettlement impacts by exploring alternatives	Avoid involuntary resettlement wherever possible. Minimize involuntary resettlement by exploring project and design alternatives.	A resettlement plan will be prepared in consultation with the affected persons, including vulnerable groups. Elaborating on the APs entitlements, the income and livelihood restoration strategy, institutional arrangements, monitoring and reporting framework, budget, and time-bound implementation schedule. In the absence of the Solomon Islands laws to address involuntary resettlement, the Bank's ESS5 requirements shall prevail. The resettlement costs will be included and financed by the implementing agency. In this case, it's MID.
Categories of Affected Individuals	LTA sets out the process: • of notification, including that all landowners must be informed of the acquisition and entitlements.	There are three categories of affected people: (i) those who have formal legal rights.	Screen the project early on to identify past, present, and future involuntary resettlement impacts and risks. RAP should be designed to distinguish between classes of affected individuals,

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

	for land investigation which includes identification of affected clans/tribes and their assets. No specific requirements for census, cut-off date, impact assessment and scoping of resettlement planning.	(ii) those who do not have formal legal rights to the land at the time of the census but have claim to such land or assets; and (iii) those who have no recognizable legal right or claim to the land they are occupying.	and this should be taken into consideration in awarding compensation. Including measures on compensation at replacement cost for affected land/assets and to restore/improve living standards of APs The issue of squatters has to be clearly considered in any resettlement action plan and shall be offered options whether through alternative shelters or fair compensation that enables them to find other shelter. No squatters are foreseen under the AF2.
Participation and Compensation	General principles of compensation for land and assets are set out in the Constitution and LTA. LTA sets out the process of notification, including that all landowners must be informed of the acquisition and entitlements. SOL Laws do not prescribe measures to restore/ improve standard of living. No specific provisions for preparing and implementing RAP based on meaningful consultations with APs, including the poor, the landless, elderly, women, and other vulnerable Groups. No specific requirement for land-based resettlement, replacement of assets, and benefit sharing.	Affected persons should be: - Informed in a timely manner on their options and right pertaining to resettlement. - Offered choices among and provided with technically and economically feasible resettlement alternatives.	Carry out meaningful consultations with APs, host communities, and concerned parties. Inform all affected persons of their entitlements and resettlement options. Ensure their participation in planning, implementation, and monitoring and evaluation of resettlement programs. Pay particular attention to the needs of vulnerable groups, especially those below the poverty line, the landless, the elderly, women and children, and those without legal title to land, and ensure their participation in consultations. Improve, or at least restore, the livelihoods of all affected persons through (i) land-based resettlement strategies when affected livelihoods are land based where possible or cash compensation at replacement value for land when the loss of land does not undermine livelihoods, (ii) prompt replacement of assets with access to assets of equal or higher value, (iii) prompt compensation at replacement cost for assets that cannot be restored, and (iv) additional revenues and services through benefit sharing schemes where possible.
Timing of compensation Payment	The Constitution requires payment of reasonable compensation for the compulsory acquisition of land for a public benefit, within a reasonable period of time having regard to all the relevant circumstances. LTA requires compensation to be paid within 3 months of acceptance of the offer. There is nothing in the Act to require payment before displacement.	Prompt compensation payment prior to commencing construction or before acquiring land assets	Ideally, IA to pay compensation and provide other resettlement entitlements before physical or economic displacement. Include measures on payment of compensation for affected assets before start of civil works on affected site. Implement the RAP under close supervision throughout project implementation.

Grievances	LTA provides for appeal against a declaration of public purpose for compulsory acquisition and amount of compensation. No requirements for a project-specific grievance redress mechanism.	Appropriate and accessible grievance mechanisms to be established	Establish a grievance redress mechanism to receive and facilitate resolution of the affected persons' concerns. Including measures on project-specific grievance redress mechanism. Support the social and cultural institutions of displaced persons and their host population.
Monitoring and Evaluation	Gap - No equivalent provision	Internal monitoring and external evaluation are required	Monitor and assess resettlement outcomes, their impacts on the standards of living of displaced persons, and whether the objectives of the RAP have been achieved by taking into account the baseline conditions and the results of resettlement monitoring. Including monitoring measures, including requirements of semi-annual safeguard monitoring report. Disclose monitoring reports.

In comparison of the Solomon Islands legal framework/regulation with the World Bank's ESS5; Land Acquisition, Restriction on Land Use and Involuntary Resettlement reveals that there are compensation and resettlement assistance policy gaps between the two. Where there are gaps between the SIG framework and the Bank's ESS5 requirements, the SIRAP2 AF2 will be required to fully comply and implement each gap filling measures stated in Table 1: Legal gap analysis 2 where it is applicable and supplementary measures to ensure that the project complies with the standard sets in ESS5.

6. ELIGIBILITY CRITERIA AND ENTITLEMENTS

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

SIRAP2 AF2 will follow both the national laws and the World Bank's ESS5. In case of any gap, the World Bank ESS 5 will apply. The project's key resettlement principles are:

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

6.1. Definition of Affected People

The project affected people are defined as:

- Those who owned structures that were directly impacted through physical and economic displacement at the bridge approaches.
- Those who are residing and owned properties adjacent to the Fiu River bridge
- Those vulnerable groups in the project areas whose livelihood and living conditions will be worsen through direct impacts of the works.

6.2. Memorandum of Agreement (MOA)

For infrastructures that directly benefit local communities, MID often consults with the communities and landowning groups to get their agreement in constructing such infrastructures on the community/customary land. If the landowners and any other persons who claim an interest in the land agree on use of the land for the project purpose, the agreement is documented in the form of a MOA which is signed by the members of the community/landowning group or landowners (whoever is required) and the government. The MOA sets out the agreed terms and conditions, including details of compensation to the landowners to be provided by the MID in return for use of the community land for the project. While MID wishes to continue this tradition of consultation and MOA, SIRAP2 AF2 will follow adequate safeguards and legal process in obtaining community/customary land including:

- i. local communities will be consulted on selection of subproject location/alignment and on options to minimize resettlement impacts.
- ii. landowner will not be forced to give their land and giving-up the land will not result to poverty among the affected landowners.

- iii. affected persons/households will be provided compensation (at replacement cost) for their loss of individual structures and other improvements such as crops, trees etc., in addition to in-kind compensation to community/groups for affected customary land,
- iv. procedures on purchase or lease of customary land in compliance with the Land and Titles Act will be followed, as relevant,
- v. the MOA will be validated by a third party such as a civil society organization or a magistrate.

SIRAP2 AF2 will follow eligibility and provisions in this RAP for compensating all types of losses resulting from land acquisition or restriction on land use or access and identified in the Table 2 measures for filling the gap. APs will receive compensation at full replacement cost, and other resettlement assistance such as shifting allowance. Titled APs will receive compensation for land acquired by the project. Non-titled APs are not eligible for compensation of land but will receive compensation for assets attached to land and other assistance as required. Household headed by women and other vulnerable households will receive further assistance. Table 3 presents the entitlement matrix.

6.3. Entitlement

Entitlement provisions for the APs include compensation for permanent and temporary loss of structure, commercial trees, crops and a onetime allowances/grant for shifting and reconstruction of structure. The entitlement matrix in Table 3, and the entitlements are summarized below:

- i. **Loss of Structures (temporary):** will be compensated in cash at a standard replacement cost set by MID and is free of depreciation and transaction cost. A one-time transfer grant of SBD500.00 and a one-time reconstruction grant of SBD2000.00 will be paid for each affected household on assessment done and as agreed upon by MID and the APs.
- ii. **Loss of Crop:** Compensation for loss of crops will be paid in cash as per the rate determined by the Ministry of Agriculture and Livestock (MAL) or on rates agreed and approved by the APs and MID.
- iii. **Loss of commercial trees:** Compensation for loss of trees will be paid in cash at market price as determined by the Forest Division (Ministry of Forestry and Research – MFR).
- iv. **Vulnerable Households:** Vulnerable AP households (if any) will receive a one-time additional special assistance of SBD1500.00. This special assistance will be in addition to the standard package.
- v. **Re-establishment support for affected businesses:** The project, through MID will support the affected businesses including a small canteen and vendor market stall at the northern approach of the bridge through income loss for a period of 3 months. The monthly income loss for the canteen was \$700, and the vendor stall was \$820. The monthly income loss rates were determined through the income livelihood survey that was conducted by MID and PST with the APs and the communities.

Table 2: Entitlement matrix

Impact/Type of Loss	Application	Entitled APs	Entitlement
Loss of use of land through temporary occupation by the project including any damages within land used temporarily. Loss of access during construction causing inconvenience to APs or impacting livelihoods	Customary land required during repair/rehabilitation activities	Landowners/users of customary land	- Rent as negotiated with landowners. All temporary use of land will be through written agreement with the landowner/leaseholder and land will be returned to the landowners/leaseholder after rehabilitation to original or better condition. - Compensation at replacement cost for any damages within land used for project. - The project will ensure that APs have uninterrupted access to their land and livelihood sources. - In case of any unavoidable loss of access, APs will be provided compensation for their losses at replacement cost.
	Alienated land (FTE, etc.,) required during repair/rehabilitation activities	Leaseholder	
Permanent loss of various types of land (other than residential)	Customary land required for project construction	Landowners/users of customary land	Cash compensation at full replacement cost to landowner groups as agreed between MID and landowners.
	Alienated land required for the project construction	Leaseholders, tenant and users of land	- Cash compensation to leaseholders for affected land. New FTE lease for alternative land, with no cost to APs - Cash compensation for affected crops, trees and other assets at replacement cost. - A portion/share of compensation amount will be provided to sharecroppers/tenants for portion of land sharecropped according to sharecropping/rental agreement
Loss of gardens, commercial trees, crops, perennials, and/or productive trees/plants	Standing crops, trees in the ROW	Owner(s) of crops or trees	Compensation at replacement cost as determined by the Forest Division for timber trees and the Department of Agriculture for crops or productive plants/trees.
Partial or total removal of structure (house or commercial structures)	Structure in ROW	Owner(s) of Structure	- Income loss grant of \$700/month for 3 months to be provided to the owners of the canteen being demolished. - Income loss grant of \$820/month for 3 months to be provided to the owners of the vendor stall being demolished. - One – off Transfer grant SBD500.00 for each unit of temporary structure as agreed between MID/MCA and APs for dismantling and transport of salvaged materials. - One off- Reconstruction grant of SBD2000.00 (minimum) for each unit of temporary structures. - Salvaged material free of cost.
Business Loss	Structure in ROW	Owner(s) of Structure	Affected roadside canteens and market vendor stalls will be supported with income loss of up to 3 months. The monthly income rate was determined through an income livelihood survey conducted with the APs and the communities.
Temporary impact during	Temporary use of land outside	Owner(s) of land	All temporary use of lands outside the ROW to be through written agreement between

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

FTE: Fixed Term Estate

ROW: Right of Way

6.4. Entitlement Matrix for APs

The entitlement matrix below defines the criteria for qualification to receive compensation for assets and means of livelihoods affected by the SIRAP2 AF2. It is as follows:

- The category of assets affected
- Number of assets impacted
- Type of impacts
- Number of Affected Parties (APs)/Households (AH)
- Entitlements to which APs are qualified under each category of impacts

Table 3: Entitlement matrix for affected parties

Category of Impacts	Type of Impacts	No. of Assets	Number of AH	Entitlement
Structures at Fiu River Bridge	Demolition of structures- 3 at the northern approach and 1 at the southern approach	4	1	- Compensation of affected structures at a replacement cost. - Reconstruction grant - Income loss support

A loss of business survey was carried out for the purpose of this RAP to assess the level of impacts in terms on the APs income loss as a result of the Bridge project. At this stage, people at the Fiu River Bridge are now aware of the proposed works to be covered under SIRAP2 AF2. People also knew about the encroachment on the road ROW, thus, the approach taken by MID is to relocate their structures. MID will continue to liaise with the APs on this arrangement, with the support of the PST.

6.5. Cut-Off Date

The Cut-Off date was set as 30 June 2026 and announced (see Appendix E) to the affected parties, communities, and notices were also posted at the project site. Members of the public were further notified that any encroachment on the ROW of the proposed project sites after the cut-off date will not be eligible for resettlement support or compensation.

7 VALUATIONS

There will be an asset valuation exercise with rates to value the various categories of assets (structures, commercial trees, crops and etc..) to be affected by SIRAP2 - AF2. The approach does not take into account depreciation of the existing asset, but the cost of the replacement structure or asset is. To better manage the possible impacts on the affected persons, the valuation used will yield compensation amounts that will enable APs to better improve their standard of living, or at least restore them to pre-project levels.

7.1 Compensation and Resettlement Assistance

The project will ensure the affected assets constructed or planted before the cut-off date will be duly compensated or where relevant, supported under resettlement assistance and this covers (i) private properties; (ii) public properties; (iii) economic crops/trees; (iv) businesses; (v) tenants; (vi) landlords

7.1.1 Public Properties

The affected private properties for the Fiu River Bridge are listed under section 6.4. The compensation cost for the demolished structures will be in a form of resettlement assistance and income loss.

Mitigation Measures

To mitigate the social and economic risks associated with loss of the private structure, the project will compensate the APs with a replacement cost of the affected assets. In the case of Fiu River Bridge, the APs will only be supported with income loss as the 4 x structures were already being voluntarily demolished by the owner before the cut-off date was announced. Where appropriate, payment for any affected structures will be completed prior to commencing civil work. MID will be responsible to provide the funds for this execution.

7.1.2 Public Properties

No public properties will be affected as part of the bridge construction. The public structures included common market stalls, community canteens and women's group stall markets and the shade trees been planted along the road corridor.

Mitigation Measure

For this RAP, any public properties will be compensated using the market cost of the materials to build a replacement public structure with an area and quality similar or better than that affected by the project, or to repair partially affected with public structure.

7.1.3 Businesses

The businesses provide source of income and means of livelihood for APs in the project affected areas and are likely to be affected by the works activities. There is a small canteen at the northern approach of the bridge.

Mitigation Measures

To mitigate the social and economic risks associated with the loss of small businesses and income interruption, where necessary, the project, through MID will support the affected small business owners/petty trader the value of the business' monthly net profit for a total of 3months transition period. Payment to the affected small business's

owners/petty traders shall be completed prior to commencing works on the impact road corridor and the bridge. MID will be responsible to provide the funds for this execution.

7.1.4 Commercial Trees

No commercial trees plantations observed within the Fiu River Bridge project site. However, the contractor camp, laydown area and the quarry site will be outside of the bridge construction site, and possible for commercial trees including coconut trees and cocoa to be affected.

Mitigation Measures

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

7.2 Legacy Issues

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

8 RESETTLEMENT BUDGET AND FINANCIAL PLAN

8.1 Institutional Arrangements for Financing Resettlement

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

8.2 Budget Description

Land acquisition, compensation, resettlement, and income restoration costs for the project will be financed by the government. The budget for such activities will be finalized after a detailed survey is completed. The income loss for small canteens and vendor market stalls will be determined based solely on interviews with affected owners, occupants and communities, as its very unlikely for the owners to provide evidence of daily income and sales. This will be updated after the detailed survey and investigation, and further consultations with APs. The government through MID, will provide budget for implementation of compensation, resettlement and rehabilitation activities in an appropriate and timely manner.

Table 4 listed the tentative costs of resettlement support including compensation (including resettlement assistance), describing the valuation of assets and how replacement value or cost will be achieved; livelihood restoration, where this is required; costs of implementing the plan (including administration charges and contingency); and monitoring.

No land acquisition is required under SIRAP2 AF2. Additionally, no privately owned trees are expected to be cleared as the sitting of the new Fiu bridge will be within the 30 meters Right of Way margin. If additional space is required outside the ROW, MID and the PST will consult the rightful landowners for their consent and if agreed, an MOA will be signed for this purpose. See section 6.2.

For administration purposes, a 10% of the total expenses are kept by MID to meet the contingency expenses and 5% for administrative fees. Administrative work required to compensate a small number of affected households under the SIRAP2 AF2 is a very important task which will be handled by PST and the MID safeguards team. This costing of the affected assets needs to be properly assessed and to cover the administrative budget. Table4 presents a summary of the cost of implementing the RAP presenting allowances for losses under AF2 activities.

Table 4: Summary of Resettlement budget

Total Compensation (SBD\$)				\$ 0.00
Assets re-establishment support				
For Affected Structures:				

One-time Transfer Grant for affected temporary structure for Fiu River Bridge	4	Number	\$ 500.00	\$ 2,000.00
One-time Reconstruction Grant for affected temporary Structures for Fiu River Bridge	4	Number	\$ 2,000.00	\$ 8,000.00
Business Loss Grant for affected canteen for a period of 3 months.	3	Number	\$700.00	\$2,100.00
Business Loss Grant for affected vendor stall (betel nut) for a period of 3 months.	3	Number	\$820.00	\$2,460.00
Sub-total (SBD\$)				\$ 14,560
MID 10% associated cost on sub-total to meet the contingency expenses	-	-	-	\$1456.00
MID 5% Administration Fees	-	-	-	\$ 728.00
Total Resettlement Budget (SBD\$)				\$ 16,744

PST will coordinate with MID for the preparation of the requested budget for payment purposes.

8.3 Timeframe for assets compensation and resettlement support

PST will liaise with MID to raise the budget as outlined under Table 4. The MID Safeguards team will raise the budget through their Finance team and then processed through the Ministry of Finance and Treasury. The payment will be executed to the affected parties within three months after AF2 become effective.

9 INSTITUTIONAL RESPONSIBILITY

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

In compliance with the Bank's ESS5 and the relevant Solomon Islands legal provisions and policies on involuntary resettlements, the following institutions will the legal mandate and responsibility for preparation and implementation of the RAP for SIRAP2 AF2 is listed below.

9.1 Ministry of Communication and Aviation

The Ministry of Communication & Aviation (MCA) is a key component of the public administration of the Solomon Islands Government and is responsible for aviation services including airport development and communication services including ICT development at a national level. For SIRAP and SIRAP2 AF, MCA is responsible for the airport activities. No project under MCA in this SIRAP2-AF2 component.

9.2 Ministry of Infrastructure Development

The Ministry of Infrastructure Development focuses on the development of important infrastructures to support development. The mission of the Ministry is to design safety standards for bridges, wharves, or houses as required in natural disasters prone regions, to ensure that shipping and all transport industries operate to safe and efficient standards that ensure passenger and cargo safety, and to ensure that national transportation is well planned, affordable and conducive to both economic growth and social well-being and that government housings, materials, equipment, vehicle fleet, plant and machinery are professionally maintained. For SIRAP2 AF2, MID will be entirely responsible for the Fiu River bridge replacement in Malaita Province.

9.3 Ministry of Land, Housing and Survey

MLHS will provide necessary support to MID/MCA in carrying out land valuation and acquisition activities, particularly with respect to customary land. If a subproject requires acquisition of customary land, the CoL will on the request of the Minister appoint a LAO to undertake land acquisition. MID assisted by the SIRAP2/PST and LAO will identify land, landowners or leaseholders, participate in consultations, prepare declarations and notices as required, and undertake a land acquisition survey.

The Valuation Division of MLHS, headed by the Valuer General, is responsible for the valuation of structures, including the real estate property. However, no land acquisition is foreseen for AF2.

9.4 SIRAP2 AF2 Project Support Team

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

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

9.5 Third Party Validator

In order to ensure that land compensation offers in the negotiation process are fair and reasonable in the local context, SIRAP2 AF2 /MID/MCA will engage a Third-Party Validator to ensure that offer prices are fair and to observe key stages of the negotiation process, intervene (if required), and record the negotiation process in order to ensure any imbalance of power or information between the parties is recognized and addressed, and as a consequence a fair process has been followed. The Third-Party Valuer will also participate in the grievance redress mechanism.

9.6 Community Advisory Committee

The community advisory committee (CAC) will be established to develop a joint responsibility with the communities that the project will impact and the respective ministries (MCA/MID) and SIRAP2 PST to facilitate a smooth implementation of any infrastructure maintenance or rehabilitation. It assists the affected communities and resource owners to take sense of ownership and sustainability of the infrastructure facilities.

The CAC will be established during the implementation stage after the contract is signed by the contractor. This will be facilitated by MID /MCA and PST. The CAC will consist of at least five members, but not more than 21 members, depending on the scope and the nature of the project. The CAC members shall be nominated by at least two (2) people with high status or head of tribal members of the affected areas residing within the project location. The CAC should represent the community, tribe, chiefs, elders, women, and landowning groups, and membership is voluntary and no labor charge other than provision of transport and food during the meetings. The CAC

will be established based on the local administrative units (wards and villages) to facilitate accessibility among the APs. The CAC is a tool in ensuring proper resolution of grievance, and impartial hearing and transparent decisions. The CAC does not possess any legal mandate or authority to resolve land acquisition or resettlement issues, rather act as an advisory body or facilitate the resolution of issues.

10 IMPLEMENTATION SCHEDULE AND PREPARATORY ACTIONS

10.1 RAP Implementation

Implementation schedule of RAP broadly consists of resettlement activities. Time frame for implementation of RAP will be synchronized with the project implementation in a way that commencement and progress of civil works is not adversely affected. However, the RAP will need to be updated and resubmitted to World Bank for approval if there will be any changes or amendments made on the detailed design and other associated tasks that may likely pose risks to the nearby communities or affect non-land assets.

MID with the support of PST will begin the implementation process of RAP immediately after its approval by the World Bank. Grievances or objections (if any) will be addressed as per grievance redress procedure adopted in this RAP. Where applicable, the steps for the delivery of compensation for all eligible APs will be the following:

i. Preparation of Invoice

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

ii. Delivery of the money to the local bank

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

iii. Payment

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

iv. Identify of Person

At the time of receiving the compensation cash/cheques, the APs will provide his personal identification card for verification purposes such as voters card, driving license or passport or any other authentic document. In the case where identification card is not available, a witness from the local community leader/chief or through the CAC members will be sufficient for this purpose.

10.2 Implementation Schedule

The Implementation Schedule of the RAP will be prior to commencement of civil works and on the availability of the fund for the resettlement activities under SIRAP2 AF2. The earliest that financial resource for resettlement aspects of the Project the better. This will also be subject to MID advised for final Right – of – Way (ROW) determination and clearance before payments will be made. However, sometimes sequence may change due to circumstances beyond the control of the project. The RAP will be monitored and reported to the World Bank at a monthly basis and according to the monitoring schedule of the project.

11 CONSULTATION, PARTICIPATION AND INFORMATION DISCLOSURE

11.1 Consultation and Participation

This RAP is in compliance with the World Bank ESS5. Thus, this has been prepared in consultation with the key local and the key provincial stakeholders, to ensure their full awareness and participation. Open meetings were held with the general public and sharing the proposed activities for SIRAP2. There were meetings held with the North Road and Gwaunaru'u-- Dala North Road Communities during SIRAP component. Follow-up consultations conducted under the SIRAP2 and SIRAP2-AF components. For the Fiu River bridge, consultations were conducted in 2023, facilitated by Beca consultancy which was engaged by MIID as a design consultant for the Fiu River bridge.

A follow up consultation was conducted for the Fiu River bridge communities from the 7- 11 September 2026. The purpose of the consultation was to provide update to the project affected parties (including the owners of the 4 structures), conduct an income loss survey, and announce the Cut-Off date. See Appendix E for the Cut-Off date notice.

During the consultation too, a courtesy visit was made to the Malaita Provincial government premier and his executive on the 10th September 2026.

It was noted from the recent and the previous consultations that the communities wanted the replacement of the Fiu River Bridge. See Appendix C for the 2023 consultation minutes. The figures below were taken during the consultations in 2023 and in 2026 respectively.

Figure 6: Community consultations for the Fiu River bridge



a) Community consultations in 2023



b) community consultations in 2026



During the follow up consultation in September 2026, meetings were convened with the project APs, community leaders, particularly the village chiefs and church representatives and the Malaita Provincial government. The followings were discussed during the meetings:

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

11.2 Key Stakeholders Consultation

All the project previous consultations are captured in the SIRAP2- SEP-AF and AF2. There was a meeting held with Malaita Provincial Government (MPG) Provincial Secretary on the 13th July 2020 regarding the, 21 km East Roat to Atori and 17 km unsealed road from Gwaunaru'u to Dala North. See Minute in Appendix B. The consultation was part of the initial project scoping that captured the key road corridors of Malaita and also as part of the detailed design activity under SIRAP. The series of consultations were conducted from the 13th- 21st July 2020.

Follow up consultations were conducted between 27 July and 3 August 2025 covering the North Road corridor. A total of 10 consultation sessions were held, comprising a courtesy meeting with the MPG, community consultations along the North Road corridor. These consultations were collaboratively facilitated by the Ministry of Infrastructure Development (MID), and the Project Support Team (PST). Key personnel included MID Regional Manager, MID Chief Safeguards Officer, MID Works Officer, SIRAP2 PST National Environmental and Social Officer and Auki based Community Liaison Officer.

During the recent Fiu River bridge consultation, a courtesy visit was made to the MPG premier and his executive on the 10th September 2026. The team comprised of MID Regional Manager, MID Works Officer, SIRAP2 PST National Environmental and Social Officer and Auki based Community Liaison Officer. The MPG premier commended SIRAP2 for its achievements on the past roads and bridges projects and looking forward to the new Fiu River bridge under the SIRAP - AF2.

Figure 7: Courtesy visit to the MPG premier and his executive on the 10th September 2026



The MID does not have a website; therefore, any SIRAP2 AF2-related activities updates will be shared on the websites for MCA (www.mca.gov.sb) and SIRAP (www.sirap.sb) will continue to be used for public disclosure of this RAP, especially to the APs by consulting the APs and distributing the summary of the RAP to the APs. A summary of this RAP along with the entitlement matrix will be translated into local language. This will be facilitated by the MID, supported by the PST and Supervision Consultant. Public meetings will also be used to inform APs and the public to know of the RAP and the process that will be undertaken to avoid, reduce and address any issues concerning the RAP.

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

12 GRIEVANCE REDRESS MECHANISM

12.1 Government Policy for Grievance Redress

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

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

12.2 Complaints and Grievances

Proactive measures will always be in place to prevent grievances through regular consultations, communication and coordination with the APs, the community and the local level authorities. Complaints and grievances from the project affected people may sometimes be unavoidable, involving:

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

The project grievances will be addressed to the Project Support Team (PST) through the Community Liaison Officer (CLO) who is based in Auki, who will liaise with the Honiara based team.

Auki Office Contact:

Joy Faulkner

SIRAP Office,

Auki, Malaita Province.

Phone: 30275

Phone: 7428857

Email: jfaulkner@sirap.sb

Furthermore, during the project implementation phase, any affected parties can lodge their complaint through the contractor CLO that will be based at site, or still also

has the option of using a grievance box that will be posted at the construction site. See Appendix D for the Grievance Form.

Besides the private properties, other complaints will directly be on the environmental and social impacts of the project during construction which include:

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

Hence, the contractor according to the ESMP is required to fulfil the identified mitigation measures and implement the CAC and Grievance Redress Mechanism (GRM) accordingly to address such issues. See Appendix D for the Grievance Register Form.

12.3 SIRAP2 AF2 Approach

SIRAP2 AF2 will also adopt the simple and acceptable, transparent and effective GRM which is already been established under SIRAP and SIRAP2. The approach is given in the SIRAP2 AF2 Stakeholder Engagement Plan section 5. All the grievance will come into one focal point and evaluate the issue or concern. If the concern is outside of the project scope, then it will be forwarded to the respective ministries that SIRAP is working with. The PST will communicate with the concerned APs to explain the issue and submit the concern to the respective ministry to address the issue. However, if the issue concerns the project, then it will be dealt with accordingly.

13 MONITORING AND REPORTING

13.1 Internal Monitoring

Monitoring of all resettlement and consultation tasks and reporting to World Bank will be conducted by the PST E&S team, assisted by the MID and MCA responsible unit. Internal monitoring will include reporting on progress of the activities as indicated in the implementation schedule with particular focus on public consultations, land purchase (if applicable), payment of compensation, record of grievances and status of complaints, financial disbursements, and level of satisfaction among APs. Potential indicators for internal monitoring are briefed in the following Table 5.

The PST and MID will submit progress reports on RAP activities to World Bank on semi-annual basis, and the findings will be incorporated into the quarterly progress reporting of SIRAP2 AF2. World Bank review missions will specifically check the progress of any resettlement assistance undertaken for subsequent investments or subprojects.

Table 5: Indicators for monitoring

Aspect	Indicators
RAP implementation	- General and overall compliance of resettlement activities with the RAP, including payment of compensation: (i) Payment to be made to all affected persons before commencement of works; (ii) adequacy of payment to replace affected assets; and - The level of satisfaction of APs with various aspects of the RAP process.
Consultation, participation, disclosure and grievance redress	- Public information dissemination and consultation procedures conform to the process established in the RAP - The participatory process and various mechanisms as well as measures taken, both in terms of the quality and meaningfulness of this process, and the extent that primary stakeholders actively participate in the process; - The disclosure of the RAPs, where necessary, whether APs know their entitlements and whether they have received all of their entitlements; and - Monitor the effectiveness of the grievance mechanism, types of grievances, if and how resolved, and satisfaction of APs with the process.
Gender issues	- The institutional and staffing mechanisms; - Collection and disaggregation of gender sensitive data; - Women's representation and participation in the detailed planning and implementation process; - Gender inclusiveness such as technical training to both men and women; - Delivery of replacement leases or land titles in the names of both husband and wife; and - Whether compensation or resettlement assistance has been delivered to both husband and wife, together;
Vulnerable groups issues	Assessment of the appropriateness and effectiveness of various entitlements, programs and activities and methods of delivery for various vulnerable households and groups, and the need for adjustment or additional measures.

Transparency	• How information is distributed and to whom, in order to make sure that all APs have the proper information and access to knowledge; Functioning of decision-making bodies and how this information is properly recorded and made available
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13.2 External Monitoring

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

13.3 Reporting

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

14 APPENDICES

Appendix A: Minutes of MPG consultations 21 July 2025

Courtesy Call - MPG		Meeting Venue: MPG Headquarter, Auki	Date/Time: Monday, 21 July, 11 AM
Stakeholder	SIRAP2 AF Key Issues /Agenda		Question, Concern, Comments
MID, PST, & MPG	- WB -Additional Finance - Scope of Work in Malaita - Introduction of new members - Seeking support from MPG	Premier Elijah welcomed the project team and handed over the Lawrence. LW thanked the premier for the kind words of welcome, which are of great value and respect coming from the premier himself. LW acknowledged his deputy PS for his presence. Thank you for attending this courtesy meeting. Mr. Lawrence Wawane (LW), MID Regional Manager, opened the meeting by highlighting that this visit is part of the project's standard practice to inform the provincial leadership of the team's presence and to brief them on upcoming activities under the Solomon Islands Roads and Aviation Project – Phase 2 (SIRAP2). LW emphasized the importance of introducing new team members to the MPG leadership to foster familiarity and collaboration for future engagements. He introduced: Hilda Poloso (HP) – National Environmental and Social Safeguards Officer (NESO), PST Roxsley Basil (RB) – Chief Safeguards Officer, MID Joy Faulkner (JF) – Community Liaison Officer (CLO), PST, based in Auki, is a familiar face. LW also provided a brief overview of SIRAP2, including its subprojects and the Additional Financing (AF) component. He noted that upcoming activities include Community Advisory	The Premier expressed sincere appreciation for the project team's visit, acknowledging it as a respectful gesture that reflects the team's commitment to proper protocol and collaboration. He noted that such courtesy visits demonstrate the project's recognition of the provincial government's role and its willingness to engage transparently before undertaking activities in the communities. He emphasized that MPG is always available to support development initiatives that benefit the people of Malaita. Even though the team may be meeting with familiar stakeholders, the continued engagement shows respect and builds trust between the government and the project team. The Premier thanked the team for updating MPG on the upcoming

		Committee (CAC) meetings and site monitoring for Kolofe, Su'u, and Bira, which are part of ongoing project operations. As part of the SIRAP2 AF, the team conducted community consultations along: North Road – from Gwaunaru'u Airport to Kwaisulinu East Road – from Baratalo to Atori These consultations aim to raise awareness among communities, gather feedback, and identify any environmental and social concerns. The information collected will be used to inform project documentation and procurement processes, ensuring donor requirements are met and community voices are reflected. HP expressed her appreciation for the meeting and reiterated her role as NESO under PST. JF also thanked the Premier and emphasized PST's role in supporting the Ministry of Infrastructure Development. She noted that previous discussions had introduced SIRAP2, and now two additional projects are in the pipeline. As CLO, she supports the technical teams, including contractors, in addressing social aspects of the project. JF referenced past collaboration with MPG, particularly during the PRC project, where MPG assisted in securing camp sites. She suggested that MPG may be able to support future projects by identifying potential camp/laydown sites, crusher locations, and alienated lands, especially as the project moves further from Auki into privately held areas. She acknowledged that while Malaita Province can be high-risk, proactive management has helped avoid issues—citing SIRAP as an example with no outstanding concerns.	projects under the Additional Financing (AF) component of SIRAP2. On behalf of the government, he expressed optimism and support, noting that successful implementation will depend on cooperation among all stakeholders. He also welcomed the new team members—Hilda Poloso (HP) and Roxsley Basil (RB)—to the project. In response to Joy Faulkner's (JF) suggestions regarding project activities outside of Auki, the Premier agreed that collaboration with local communities is essential. He observed that public trust in the government is growing, as people are beginning to see tangible development outcomes. While challenges such as customary land issues remain, ongoing development is helping to shift perspectives and open minds. He stressed the importance of awareness programs and recommended that MPG be actively involved in such initiatives. He suggested that the Minister of Works, his
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		JF also welcomed RB to the team, noting that his role fills a previously vacant safeguards position under SIRAP. She emphasized that LW, as Regional Manager, will benefit from RB's support in managing safeguards-related matters and coordinating data and documentation. RB thanked the Premier and his team for the opportunity to meet. He stated that his visit is focused on ensuring compliance and supporting safeguards coordination across projects including PRC, SIRAP2, and LMCP. He expressed his commitment to minimizing environmental and social risks and working closely with the SIRAP2 team and other stakeholders. LW concluded by reiterating the need for MPG's support, especially in identifying suitable sites for project activities. While the contractor has not yet been selected, early assistance in locating potential camp sites, laydown areas, and crusher sites will be crucial as the project progresses into more remote areas.	engineering team, and even himself—schedule permitting—could join future consultations to present a united front. He added, "As God helps those who help themselves, we too must prepare and support these efforts." The Premier commended the positive track record of SIRAP and expressed a desire to maintain that standard with the upcoming projects. 1. Premier: The 12km sealing will start from Gwaunaruú Airport Junction or Kilufi? LW: It will start from Gwaunaruú Airport Junction to Kwaisulinu. They are working on the same project site under SIRAP. Idea is to upgrade the road that was already improved rather than leaving it to deteriorate. Premier: That is true, because for those travelling along the road, they will think that the previous work is preparing for another work/improvement.
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			The contractor, Exodus has done a really good Job. People have observed that some of the road sections were cemented, which gives an impression to people that a sealing work will be upcoming. 2. Premier: The former base of Exodus in the middle of the road length, if we could talk with the landowners, that would be great for the project. LW noted that the team would follow up to confirm the status of the site in question. JF added that, since the resource owners have previously engaged with the project, there is a high likelihood that the same area could be used again. She shared an experience from the SIRAP project, noting that several activities were initially planned to align with the Fiu Bridge works. One of the identified sites was at Gwaigeo, which was considered during the term of former Premier Mr. Suidani. The land,
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			which belongs to the province, was seen as a strategic location due to its accessibility to river gravel. JF inquired whether the MPG still retains ownership of that site. Premier confirmed, “Yes, the land still belongs to MPG.” JF responded positively, stating that the PST has recommended the site as suitable for a crushing plant. She noted that the Safeguards Team had assessed the location and found it to be appropriately distanced from residential areas, making it a viable option from an environmental and social perspective. She emphasized that the project team would return to MPG for further discussions if the site is to be considered for contractor use. She also recalled that the previous Premier had assured the team that MPG would be open to consultation regarding such land use. Therefore, should the need arise in the future, the team
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			would seek MPG's support in facilitating access to the site. Premier reaffirmed this commitment, stating, "That will definitely happen. The area is under the Premier's jurisdiction." He added that it is helpful to have the project team's assessment report in advance so that MPG can be prepared to support the project when needed. 3. Premier: I have heard that after the sealing done by PRC, more vehicles will be flooding into Auki. So, it is good to extend the sealing out to allow vehicle movement out from Auki as well. Now, the wharf area does not cater for the vehicles during off and on loading and travelling passengers. Whatever outcome, we are ready to support the project as we do the same to CCECC project in Malaita.
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			LW acknowledge the Premier with his deputy secretary for the meaningful discussion and look forward to working closely with them.
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Appendix B: Minute of MPG Consultation -13 July 2020

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

#	Agenda	
	○ SIRAP Revised Scope of Work ○ Detailed Designs of Roads and Bridges ○ Safeguards Issues ○ Project timeframe	
	● Meeting with Provincial Secretary of Malaita Province ● PS expressed Premier's apologies to who were currently attending the Assembly meeting. ● PS welcome the team ● Presentation by Lawrence Wawane(MID) ● Introduced the visiting team. ● Informed PS on the purpose of the current visit to Malaita ● Introduced the Scope of work of SIRAP ● Specified that the Initial scope of work for SIRAP was wider, from south road at Hauhui to the end of north road at Fouia. ● Update theMPG uon the revised scope of the SIRAP. ● For resealing: - sections north of Bina at south road is excluded - 7km north road purposely for new sealing excluded	PS: SIRAP and the design consultant must handle people's expectation with regards to the reduction in scope. PS went on to say that when work delays clash with people expectation, they need to be informed as to the reasons why. MID – MID understands that people have expectation which need to be managed. PS – Politics is at play here as well. The majority of the people are with the provincial government. MID– MID will take responsibility to inform people about reduced scope.

	• Unsealed section: - Ferakui to Fouia at North Road excluded - Kwainaketo to Hauhui at south roads excluded • - Maintenance from 4 years to only 6 months • Revised scope. - Resealing – Kwainaketo to Gwaunaru’u, road, road to Kilu’ufi hospital and other feeder roads in Auki a total of 15km. - Routine & Maintenance – Unsealed section from Airport • Junction to Ferakui and to Fouo at east road. - Bridge Replacement (Koa, Bio 1 and Bio 2) - Spots upgrades - Drainage improvement. - Climate Change resilience work - Road safety work targeting schools and large communities etc • For Fiu Bridge- SIRAP will carry out geotechnical and hydrological investigation first before appropriate designs can take place. Construction of the bridge may come under the stimulus package. • Rason for reduced - Limited budget - The expectation by MPG and Malaita people for good and safe roads for vehicles and	PS- Vehicle owners in Auki complained about road condition in Auki. The province has received many submissions of complaints from taxi owners and those in transportation business. MPG is glad that MID stepped in to fix the road thus people are happy. PST – MID to make people aware of the reduced scope. Also added that the sealing will be with Asphalt Concrete no chip seal as currently used. SIRAP needs assistance from province for the laydown for SIRAP contractor and possible quarry sites. PST –Explained the schedule for the community consultation. It starts today with stakeholders in Auki and resealing affected communities. Followed by communities at east road and then the north road and bridge communities, a total of about 10 days. PST – The suitable laydown site for the sealing work is proposed to host the asphalt plant and must be at a location that is far from people’s
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	pedestrians thus incur more cost to do. - After the design consultant's initial survey and site visit to Malaita roads, it revealed that based on the current road condition there is a lot of work that needs to be done on the roads but with the limited budget available, MID and WB had to decide on what to do. For example, after surveys by the design consultant and saw flooding issues on road section to the airport, it was recommended that some lengths of the road need to be raised to avoid flooding. Thus, cost more. • The idea behind the revised is to construct something that would last longer in shorter sections that can build on in the future. Work outcomes shall be more sustainable. • Drainage (Initial scope does not include drainage) • Road safety & footpath • Currently Fiu Bridge needs work. It is in a deteriorated state. MID had to brace the underneath of the bridge to hold in place until future work.	houses by 300m and water bodies by 150m. MID asked PS about the site next to the police station as to how we can get in touch with the Police to request for us as contractor's site office and storage area. PS – Province will communicate with police. PS also went further as to say that Gwaigeo is available also as a contractor's laydown area. Fiu landowners down streams approach PS on available sand PS - Province can take on the responsibility to deal with resource owners and secure temporary access to quarry sites and also laydown areas. The Project can only deal with MPG which should be more convenient. PS - Kwaimanafu (at south road) quarry landowners has already signed an agreement with the province to use the quarry. PS - Province with sign MOU with resource owners for long term, say 5
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		years etc and the project can sign an MOU with MPG for use. PS asked if sand is needed. Yes, answered MID. PS said that Province (premier & Deputy) has worked hard to work with people and resource owners to make available their resources for such project. MID – The project will also need to establish Community Adversary Committees (CAC) at the different locations. As long as road works will take from 6 months and upwards, CAC is needed. CACs are instrumental for resolving grievances and assist contractor to acquire resources. PS- MPG has already established CACs and proposes that the province use existing provincial CAC Will inform contractors to use provincial CAC PS – Thanked everyone for the meeting stating that he will update the premier and deputy on the outcome of the meeting.
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Appendix C: Fiu River Bridge consultations in 2023

Fiu River bridge Consultations - November 2023

Facilitated by Beca Consultancy and MID.

1. Wendy Mark- Beca Consultancy Safeguards specialist
2. Lawrence Wawane- MID Regional Engineer
3. Kelly- MID Engineer- Malaita

Communities	Discussions
Gwailiki Community Consultation Date: 11 November 2023 Venue: Gwailiki Community Hall. Participants: 22 people attended, 2 females and 20 males	During the consultation meeting, the project information shared included: ○ Information on the current condition of the Fiu Bridge ○ The Fiu River Bridge Replacement ○ The detailed design of the bridge was shown to the community representatives. ○ What will the replacement involve ○ What to expect – Detailed Design phase ○ What to expect – Construction phase ○ Project timeframe Below is a summary of the feedback, concerns and issues that were raised during the consultations at Gwailiki village: ○ People are well aware of the affected structures within the right of way that are impacted by the approaches of the bridge. Community Elders/Chiefs will communicate with the owners to remove it. ○ The Community Elders also mentioned to those present that no one will claim for compensation for the removal of affected properties, as they know very well it is being constructed along the road corridor. ○ Two land owning groups claimed ownership of land upstream and downstream of the bridge site. One elder asked, if possible, for MID to survey the lands to reconfirm the land boundaries. MID responded, it is the responsibility of the landowners to hire a surveyor to survey and reconfirm their land boundaries and not MID. ○ An elder raised his concern whether the bridge is to be built on the downstream of the existing location, and whether the flow of river during the flood events will still affect two farms on the downstream land. On the

	downstream side where people usually wash their vehicles, it has a built up of gravels and that location is high. So during flooding, when water flows downstream, and it reaches that point, it pushes water to the opposite side and then the water flow will then be affecting the farms as they are situated on a flood prone areas. MID responded that the bridge will be built beside the existing bridge on the downstream side, and there will be no measures to manage or alter the course of the river. ○ Community Elders present urged and encouraged the attendees of the consultation to accept the development as it will provide a great service for the People of Malaita, and not only those that live close by. ○ During Construction, community members requested that they be recruited for unskilled work. ○ The communities surrounding the bridge site are supportive of the Fiu Bridge project and its construction.
Gwaunaru Community Consultation Date: 12 November 2023 Venue: Gwaunaru. Participants: 25 people attended, 7 females and 18 males	Provided below is a summary of the feedback, concerns and issues that were raised during consultation: ○ The consultation attendees suggested the community were supportive of the project and would like to see the bridge constructed. ○ One of the Landowners informed the team that the location of the old bridge is in LOT 7, and asked where the new bridge would be constructed. MID responded that the bridge is proposed to be located at the same general location but downstream of the exiting bridge. The bridge will still be constructed within the ROW. ○ It was asked whether the contractor could construct a retaining wall like the existing wall constructed to protect the land from further scouring on the opposite side? It was hoped this would protect the land and gardens downstream from being destroyed. MID responded that the water movement is unpredictable, and its movements causes sand/gravels to accumulated on one side, which further caused or disturbances to water movement. Hence, the accumulated sands/gravels create sandbank, and during flood events, it pushes water towards the Gwaunaru'u side, causing scouring. Therefore, that is important to have river trainings and also for landowners to allow for MID into the river,

	upstream to about 200m, to open up the water way and redirect the flow of water. MID or the Project will not interfere with any land boundary upstream or downstream but will work within the 30m corridor. ○ It was asked if there would be any gabion protection on the other side of the bridge approached (facing Gwaunaruu). MID responded that there will be protection provided to protect the bridge. ○ It was asked what the height of the bridge will be and if it would be higher than the existing bridge. ○ The presentation did not mention the height of the bridge, however, MID will provide accurate ○ information on this in future consultation with regards to Fiu Bridge. ○ If during the construction, any local people want to disturb the land where the bridge will be constructed, do advise them to see the rightful landowners (to deal with them). ○ Landowners encouraged each other to work with MID to allow MID to enter into Fiu River from 200m upstream to clear/dig downstream to redirect the flow of water. By doing this, during flood events, the water will flow directly, and it is hoped reduce impacts to the bridge and also peoples land and gardens. ○ One of the Landowners informed the team that; if MID require any additional land for project use or activities beyond 30m ROW, it will need to consult with rightful land-owning groups. MID re-assured the elder that, MID will always consult with the landowners should it need land beyond 30m ROW. ○ Overall, the community were very supportive of the replacement and reconstruction of the Fiu Bridge
Kilusakwalo Community and nearby villages Date: 11 November 2023 Venue: Kilusakwalo Community Hall. Participants: 20 people attended, 9 females and 11 males	For the consultation the project information shared included: ○ Issues surrounding the current condition of the Fiu Bridge ○ Fiu River Bridge Replacement ○ Detailed design of the bridge was shown to the community representatives. ○ What will the replacement involve?

	○ What to expect – Detailed Design phase ○ What to expect – Construction phase ○ Project timeframe Feedback, concerns, views and issues were shared and raised during the consultations are summarised below: ○ The attendees suggested the community fully supported the project. ○ The house (traditional house) that will be impacted (within the new road alignment) belongs to one of their youths and they will inform him to remove it before the project starts. ○ The community people would like the contractor to recruit local men from the village to be part of the project during construction.
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Appendix D: 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 E: Cut-Off Date Notice



**SOLOMON ISLANDS GOVERNMENT
Ministry of Infrastructure Development
CENTRAL PROJECT IMPLEMENTATION UNIT**

P O Box 1067
Honiara, Solomon Islands
Telephone: (+677) 21322/22262 Fax: (+677) 28705

15th September 2026

PUBLIC NOTICE

Assets within North Road (Kilu'ufi Junction and Gwaunaru'u Airfield Junction), including Fiu Bridge.

The Second Solomon Islands Roads and Aviation Project – Additional Financing two (SIRAP 2–AF2) under the Ministry of Infrastructure Development wishes to inform all communities and residents living along or accessing the North Road section between Kilu'ufi Junction and Gwaunaru'u Airfield Junction of the following:

- In preparation for the commencement of road upgrade and Fiu River Bridge construction works, the Project Office carried out and completed an inventory of non-land assets (including trees and structures) located within the Road Reserve or Right-of-Way (ROW).
- A list of affected assets will be compiled by the Project Team and MID. Affected owners will be consulted to verify the recorded assets prior to any demolition or removal activities.
- Any assets (trees, structures, or other non-land property) established within the ROW must be demolished, cut down, or removed by the respective owners.

The Ministry of Infrastructure Development would also like to inform communities and residents that Tuesday, 30 June 2026, has been officially established as the cutoff date by which the census and asset inventory of persons and assets affected by the project were completed.

Communities and residents are kindly requested to cooperate with the Project Team during this process.

If you have any questions or concerns, please contact the Project Team:

- **MID-CPIU Safeguards Team, Honiara**
 - Phone: 7582239
- **SIRAP 2 Project Support Team (PST), Auki/Honiara**
 - Phone: 7428857/7740586

The Ministry of Infrastructure Development appreciates your understanding and cooperation and looks forward to working closely with your communities to successfully implement this important project.

Thank you,

Mr. Ishmael Alulu
Director – TIMS/ CPIU
Ministry of Infrastructure Development