

REPUBLIC OF KIRIBATI



MINISTRY OF PUBLIC WORKS AND UTILITIES

KIRIBATI ROAD REHABILITATION PROJECT

RESETTLEMENT PLAN FINAL

APRIL 2013

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ACRONYMS

ADB	Asian Development Bank
AH	Affected Household
AP	Affected Person
BSR	Basic Schedule of Rates
CEF	Compensation and Entitlement Form
CED	Civil Engineering Division (within MPWU)
DL	Department of Lands (within MELAD)
DMS	Detailed Measurement Survey
EA	Executing Agency
GOK	Government Of Kiribati
HC	High Court
HH	Household
IM	Independent Monitoring
IA	Implementing Agency
IOL	Inventory Of Loss
KRRP	Kiribati Road Rehabilitation Project
LAC	Land Acquisition and Compensation
LACC	Land Acquisition and Compensation Committee
LARC	Land Acquisition, Resettlement and Compensation
M&E	Monitoring and Evaluation
MC	Magistrates Court
MELAD	Ministry of Environment, Land and Agricultural Development
MFED	Ministry of Finance and Economic Development
MPWU	Ministry of Public Works and Utilities
NGO	Non-Governmental Organization
PIB	Project Information Booklet
PIMU	Project Implementation Management Unit
RCS	Replacement Cost Survey
RF	Resettlement Framework
ROW	Right-Of-Way
RP	Resettlement Plan
SESAH	Socio-Economic Survey Affected Households
SPS	Safeguards Policy Statement
TA	Technical Assistance
WB	World Bank
VR	Village Representatives

Further definition of some Key Terms is provided at **Annex 1**.

I. EXECUTIVE SUMMARY

A. Land Acquisition and Mitigation Requirements

1. Since life of the people of Kiribati, especially on South Tarawa, is heavily dependent on road transportation, the reconstruction or improvement of South Tarawa road is an urgent matter. The Government of Kiribati will implement the Kiribati Road Rehabilitation Project (KRRP or the Project) with the assistance from Asian Development Bank and World Bank. The KRRP concerns the rehabilitation of about 42 km of the existing road network on Tarawa atoll by improving the main Betio-Buota road, Temaiku road, and some of the feeder roads in Betio, Bairiki and Bikenibeu.

2. The rehabilitation of the main Betio-Buota road and Temaiku road remains mainly within the existing Right-of-Way. The feeder roads do not require land acquisition. Referring to inventories of loss conducted for all 348 affected private owners (cases) and organizations, the rehabilitation works will result for 348 private owners and organizations in:

- (i) Loss of residential land of estimated 8,246m² for (a) providing the roads with an engineered alignment, (b) drainage easements, and (c) stopping areas. The individual portions to be acquired from compounds are minimal and have no relevance for the concerned households' income sources and livelihood as confirmed by the surveyed affected households.
- (ii) Loss of trees has been estimated with 131 affected coconut palm, pandanus and breadfruit trees. There are between 1 and 4 trees per affected owner who confirmed that their families' incomes were not dependent on these trees.
- (iii) No loss of primary and secondary structures and no relocation of households.
- (iv) No loss of agricultural land.
- (v) No loss of common property.
- (vi) No Project cases of economic resettlement and vulnerable people.

3. The loss of land and trees concerns an identified 348 landowners including 21 organizations (mainly churches) and 28 owners with 2 or 3 plots potentially be affected. In the concerned 11 villages the estimated 2,319 household members of the affected households represent about 5% of the Northern and Southern Tarawa's total population. Taking into account that several landowners are sometimes affected by the same strip of land to be acquired, this leads to about 193 cases where land is lost only, 31 cases where both land and trees are affected, and 55 cases where trees are lost only.

4. The mitigation measures (a) are embedded in the entitlement, assistance and benefits approach as defined in the Project Resettlement Framework (RF), (b) are compliant with ADB's Safeguard Policy Statement (2009) and WB's Safeguard Policy on Involuntary Resettlement (OP 4.12), and (c) have been orientated at the I-Kiribati legal context.

B. Consultation, Participation and Grievance Mechanisms

5. This Resettlement Plan (RP) was prepared during the tendering stage between June and September 2012. It has been based on a consultative approach with focus on:

- (i) Household individual discussions about the Project and land acquisition aspects in general, and
- (ii) Specific acquisition requirements of the concerned strips of residential land of the households' private compounds in combination with socio-economic surveys of their families.

6. The defined grievance approach aims at having complaints ideally passed through three stages before they could be elevated to a court of law as a last resort. The KRRP's

objective is to handle and solve any complaints in additional steps before a complainant would approach the Magistrates or High Courts. Affected persons are entitled to lodge complaints regarding any aspect of the preparation and implementation of the RP without prejudice to their right to file complaints with the court of law at any point in the process.

7. The Project is in a good position concerning land acquisition as it can apply a flexible approach in selecting locations for stopping places. Bus stops could be partly or completely relocated within a property, or to a neighbor property so that no case occurs where a land owner would not have agreed on the land acquisition for the Project. Stopping places; If a satisfactory solution is not found the bus stop could be dropped from the project. Contacted landowners expressed their verbal consent with the Project during public consultations; However, their final confirmation will be achieved by signing the compensation and entitlement forms. This process is currently carried out by MELAD. Landowners will receive legal documentation of new boundaries resulting from the road investments during the land acquisition process.

8. During the RP preparation related surveys the Consultant received feedbacks from the contacted households indicating their high satisfaction of the KRRP bringing them “a new road” and their hope that the Project would start very soon. The proposed location of stopping areas considered the opinions and recommendations made in council and village meetings in general and in household meetings in particular. It is noteworthy that the residents see also the social value of a rehabilitated road besides a purely technical improvement of a road leading to less travel time through better conditions. They see the road as channel for social relations among different groups of interests, age and professions.

C. Planning, Implementing and Monitoring

9. The planning of compensation and mitigation measures has been prepared based on the inventory of loss (IOL). It includes a cost estimate of about AUS\$ 121,275 mainly necessary for payment of loss of residential land and related effects on trees.

10. The preparation and implementing of mitigation measures will follow institutional arrangements, where mainly (a) the Ministry of Finance and Economic Development (MFED) shall provide the budget, (b) based on the resettlement budget calculated by the Ministry of Public Work and Utilities (MPWU), and (c) the Ministry of Environment, Land and Agricultural Development (MELAD) for reviewing and paying compensation payments to entitled affected households. Both MPWU and MELAD play a major role for any land acquisition and compensation related activities as they will cooperate with the affected households directly.

11. The internal and external monitoring and evaluation (M&E) will elaborate on both performance and impacts of the KRRP's activities. Its transparent approach will make information available to Project stakeholders in Kiribati and English language.

D. Conclusions

12. Concerning the significance of potential impacts this Project falls under ADB and WB category B as it includes involuntary resettlement impacts, however they are minor. A RP including an inventory of loss and a socio-economic assessment about affected households is required. Therefore, this RP has been prepared during the tendering stage of the KRRP to serve for planning, preparing and implementing compensation payments.

E. Reporting Notes

13. This RP has been structured in accordance with requirements for RPs as outlined in the “ADB’s Safeguards Policy Statement (2009) and in orientation to the Project’s RF.

II. PROJECT DESCRIPTION

A. Project Rationale

14. The existing 40 year old road is in poor condition as evident from excessive pot holes, gaps and cracks, surface rain puddles, etc., and there is need for urgent repairs. While parts of the South Tarawa road network (within the villages of Betio and Bairiki) were rehabilitated in 2008, no major maintenance works have been done on the remaining paved roads for more than 20 years. These roads have already reached the end of their economic life. The damage to the roads have greatly affected travel in South Tarawa with low average travel speed and vehicles traversing large and deep depressions filled with water during times of heavy rain. During dry conditions, the traffic and dust from the unpaved sections of the road has become a nuisance and health hazards respectively to the adjacent villages.

15. Most of the South Tarawa road traverses a ribbon development area composed of residential dwelling units, small commercial and business concerns, churches, schools, etc. These are all situated within the confines of the atoll which ranges generally between not more than 100 m to 200 m width. Virtually the entire population lives in close proximity to the road and is greatly affected by the existing conditions of the road.

B. The Proposed Project

16. The main purpose of the KRRP is to replace the existing surface with an improved structure. This will reduce future road deterioration and solve the problem of continuous road repairs. The rehabilitated road will also minimize breakdown of vehicles, accommodate the increase traffic density, and cater for pedestrians and other non-motorized traffic.

17. The upgrading of main Betio-Buota Road, Temaiku Road in South Tarawa will consist of a 6m wide sealed road with two 1.5m sealed shoulders which will act as footpaths and improved siting for drainage and service lines (electricity, water supply, telephone line, and other services). The road upgrading will include scarifying the existing pavement; laying, mixing, spreading and compacting up to 30 cm of new granular base, and a new bitumen surface. The road will have concrete edging to prevent the propagation of edge breakdown of the new road. The KRRP will also include the construction of speed humps at suitable locations, and construction of about 200 stopping places at locations, agreed through council/community consultation. Wherever physical drainage measures are installed, to "capture" stormwater flows, discharge will be to the lagoon or ocean as appropriate and practical. The existing sealed roads will be rehabilitated to a similar level and the roads that are currently unsurfaced will be slightly raised. Improved camber will ensure surface drainage of the road, and drains either side of the road will be improved.

18. The KRRP will also include sealing of unsealed urban feeder roads. Currently, these roads consist of earth road with many depressions creating stagnant water after rain causing severe difficulties to cars in navigating the road. The feeder roads will also be provided with improved drainage, where it is practicable.

19. Under a separate associated technical assistance program, the KRRP will support improved institutional arrangements, including drafting of the requisite legislation for managing the Kiribati road assets to ensure a systematic and adequately financed regular and periodic maintenance program is established and maintained. Specifically, the KRRP will support the creation of a Road Maintenance Fund to be financed by user charges and build the capacity of the MPWU for management of the road assets as well as creation and training of microenterprise units for outsourced road maintenance.

20. The implementation phase of the KRRP started with the detailed design stage in February 2011 with the tender evaluation and award of contract in February 2013. The scheduled construction stage is anticipated to take place between June/July 2013 and October 2015, with a follow-up defects liability period of 24 months. The Environment License which was offered to MPWU will be transferred to McConnel Dowell Company.

III. SCOPE OF LAND ACQUISITION AND RESETTLEMENT

21. The coral atoll of Tarawa forms the main island in the Gilbert Group and is the main control centre for the country. Tarawa itself is comprised of a number of smaller islets and is subdivided into two main areas, North and South Tarawa. The Project covers the rehabilitation of 42 km of the existing road network including feeder roads on Tarawa island. The concerned roads are located primarily on the island of South Tarawa, viz. the main Betio-Buota Road, Temaiku Road and Feeder Roads in Betio, Bairiki & Bikenibeu. The Buota Road and the Buota feeder road are located in North Tarawa. The KRRP's location and technical description are described in **Annex 2**, a screening of impacts included in **Annex 3**, and requirements for land acquisition by KRRP summarized in **Annex 4**.

A. Design Related Land Requirements

1. Alignment and Cross Sections

22. The horizontal and vertical alignments for the main road are generally following the existing ROW, with no deviations deemed necessary. However, along Buota and Temaiku, the vertical profile shall require attention to remove the undulations and swales and provide a flatter more consistent profile. The cross sections outlined for each road are as follows:

- (i) Main Road: 6 m sealed carriageway with 1.5 m sealed shoulders on both sides. U-drains to be incorporated where necessary. Along the causeways the available carriageway width will be made wider (with requirements determined by the particular causeway) to allow for safer passing manoeuvres and higher speeds.
- (ii) Buota and Temaiku Loop Road: 5 m sealed carriageway width, 1.5 m sealed shoulders on both sides in populated areas, but only on the inland side everywhere else. Drains to be incorporated where necessary.
- (iii) Feeder Road: Geocell surface/pavement across a varying width (3-5 m). No footpaths required due to low traffic volumes and lack of space in many areas. U-drains only provided on Dock Road in Betio, everywhere else, water shall drains from the pavement to the surrounding land.

23. Given the 'narrow' carriageway proposed it is considered that stopping places should have a nominal 3 m width (with minimum width set at 2.5 m) to ensure traffic does not encroach into the carriageway when stopped or parked. A shoulder of 1.5 m width will be provided on one or both sides of the vehicular carriageway (depending on site conditions and circumstances) and this will function as a footpath in some areas. Such footpaths will be provided with intermittent colored surface treatment and pedestrian markings.

2. Drainage

24. If run-off is allowed to flow off the carriageway naturally, without being "channelled" or accumulated in large volumes by structures such as raised kerbs or inverted pavements, the surrounding land will be treated to provided enclosed garden areas for dispersal and soakaway. Current drainage issues are primarily seen where large volumes of surface water is being accumulated and channelled by raised kerbs to individual properties. These

properties are then inundated by concentrated run-off from the many metres of road on either side. For an improvement of the drainage the KRRP has proposed drainage easement areas for outlets to all piped or boxed drainage measures.

3. Road Safety

25. Road safety has been given a great deal of consideration by the detailed design. Various issues as raised by local communities and households during the various consultation meetings, concern:

- (i) Speed control.
- (ii) Provision of bus stops.
- (iii) Line marking and road signage.
- (iv) Provision of footpaths.

26. Concerning land requirement the following issues have been accommodated:

- (i) Bus stops have been provided at approximately 100 m intervals along the main road. Spacing was increased in Buota and Temaiku due to lower traffic and population volumes. Due to the 'narrower' carriageway widths bus-bays are generally 15-20 m long (but extended where conditions warrant extra space) and have been made a minimum 2.5 m wide to ensure sufficient space is available to move off the road to allow following vehicles to pass safely.
- (ii) Passing bays have also been provided on some feeder roads which are less than 4 m in width. Where possible, passing bays have been provided at regular intervals (approximately 100 m) along feeder roads which have a carriageway width of less than 4 m. However, due to the constricted nature of some feeder roads, this was not always possible as space was not available in all areas.
- (iii) 1.5m sealed footpaths shall be provided both sides of the main road for its entire length. This shall be reduced in Buota (as currently designed) and Temaiku to 1.5 m footpaths on both sides only in populated areas, with a single footpath on the inland side everywhere else. Feeder roads have very low traffic volumes and do not require footpaths. The amount of space available generally prevents their use in any case.

B. Construction Related Land Requirements

27. There are no construction related temporary land acquisition requirements, because:

- (i) Road rehabilitation will have to be carried out in half widths as there is insufficient room for diversions. This is not expected to cause disruption providing there is adequate traffic control exercised by the contractor and that sections under rehabilitation are not too long. There is an advantage using asphalt since traffic can pass over newly laid surfaces within hours of construction. This makes construction quicker and easier. The tender documents recommend that the contractor only be permitted to work in small sections, say a 300 m length at any one time to reduce disruption to traffic. The maximum number of such working sections will be limited to four work sections with each work section separated by at least 5 km. In this way traffic disruption is kept to a minimum and there is a sufficient gap for blocks of traffic, held up at construction points, to remedy itself.

- (ii) The feeder roads are too narrow to construct in half-widths and would simply have to be closed off whilst certain sections are under construction. These sections would have to remain relatively short and people should have access to their homes, thus construction works on numerous roads at any one time in a single area should not be permitted. The working length would have to be determined on site and will vary from road to road. Some feeder roads are quite short (50-100 m) and these could be completed all at once. However, longer roads will have to be completed in stages.
- (iii) For the contractor's site installation area and camp, as well as the offices for MPWU and the consultant, the MPWU's available civil engineering site in Betio will be used.

B. Land Acquisition and Compensation

28. An overview about the technical features and related land acquisition is presented in **Annex 3** and **Annex 4**. The engineering design has avoided or minimized impacts on people and assets by:

- (i) Predominantly confining the road upgrade to the existing footprint of about 10 m without encroachment through structures in the existing ROW.
- (ii) Minimizing land acquisition for road alignment, stopping places, and drainage easements.
- (iii) Locating bus bays and drainage where no disturbance and/or damage to roadside assets will incur, and away from locations where landowners may express non-consent.
- (v) By conducting meaningful consultations for land acquisition during the detailed design stage.

29. There are no outstanding historical claims on the existing roads as confirmed both through Government records and Project's community. (Refer to Annex 3.3)

30. The acquisition of fixed assets by the Project concerns 8,246 m² private land and 131 trees affected through land acquisition for the planned number of 206 stopping places, 17 drainage easements and 56 road alignment locations along the 24.7 km main road Betio-Bairiki-Bonriki, and the 6.2 km long section of the Temaiku 'loop' road. As currently designed the Buota road, and feeder roads in Betio and Bikenibeu, do not impact on fixed assets.

31. The September 2012 IOL and SESA have been used as final cut-off dates concerning AHs eligibility for compensation. This has been regarded necessary as the public disclosure of the Resettlement Framework took place two years ago in September 2010 already indicating cut-off dates. The findings of the IOL show that there has obviously been no or no significant change of use of land at least for the selected strips of land the KRRP has identified for land acquisition.

32. The contacted and consulted AHs indicated their willingness to support the Project. They would expect compensation in cash for loss of land and trees. Most AHs have not mentioned any concern during the IOL and SESA, only a few required more explanations which were provided in September 2012. The IOL covers all 348 cases, concerning the SESA about 9% of the APs could not be surveyed as they are not resident on the island or were not present during the survey. MPWU and MELAD continued to contact those households so that they would be informed about the Project land requirements before the land acquisition procedures would start.

Table 1: Summary of Affected Assets, Households and Severity of Impacts

Type of Asset	Level of Affectedness	Severity of Impact	Affected Household/s
Residential Land	<ul style="list-style-type: none"> The rehabilitation of the road requires 8,246 sqm for mainly stopping places of strips, partly for drainage easements and a few road widening. These areas are of very limited size and assumingly represent between 0.1 and 3% of the individual private compounds. These areas are not used for living or income purposes. 	Minor	Female and male headed AHs
	<ul style="list-style-type: none"> There is no temporary land acquisition of private land. 	None	None
Primary Structures	<ul style="list-style-type: none"> There are no incidences affecting primary structures. Therefore, there are no cases of relocation. Therefore, the Project does not cause cases for providing allowances, support and/or income restoration measures. 	None	None
Secondary Structures	<ul style="list-style-type: none"> No incidences. 	None	None
Trees	<ul style="list-style-type: none"> Estimated 131 trees would be lost. About 53 owners losing 1 tree, and 22, 8 and 2 owners losing 2, 3 and 4 trees respectively in their compounds. The impacts for their owners with regard to family income are negligible as they informed about not depending on these trees. 	Minor	Female and male headed AHs
Agricultural Land	<ul style="list-style-type: none"> There will be no acquisition requirements concerning agricultural land. Therefore, the Project does not cause cases for providing allowances, support and/or income restoration measures. 	None	None
NOTES:			
1	The Project will not lead to economic displacement of resident AHs through loss of assets, access to assets, income sources, or means of livelihoods		
2	Both female and male headed households will not experience impacts on sources of income/means of livelihood. No special assistance for socially and economically vulnerable groups is required.		
3	The actual land acquisition will be confirmed ahead of any physical works commencing with owners' whose agreement is dependent upon such action. The project allows some flexibility as bus bays and stopping places could be moved, or even deleted, if objections are raised. which cannot be overcome through dialogue. The RP has been disclosed to the Affected Persons through a series of public village meetings held in December 2012.		

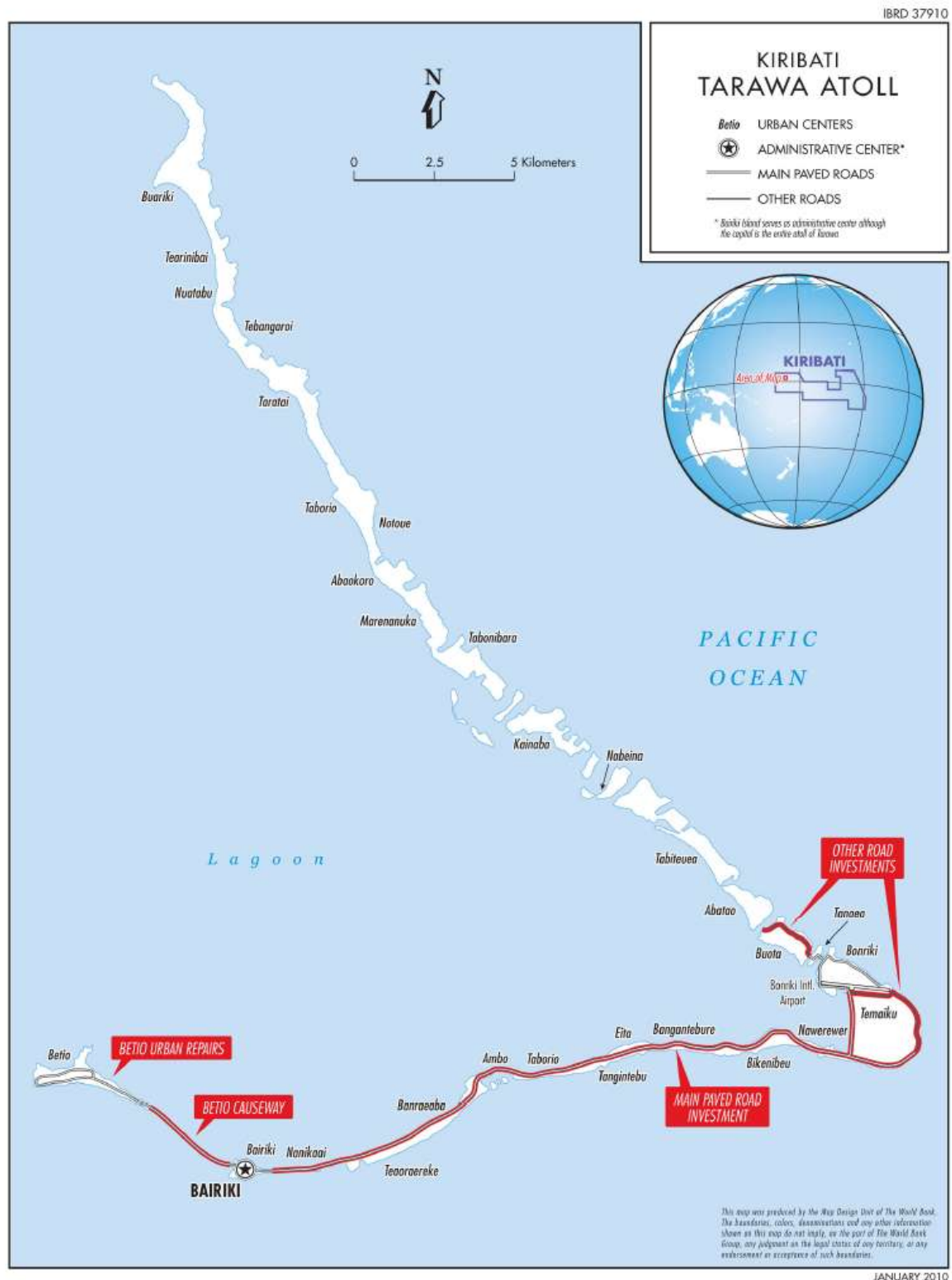
IV. SOCIO-ECONOMIC INFORMATION AND PROFILE

A. Geographic Background

33. The Republic of Kiribati, located in the Pacific Ocean, consists of 32 low-lying atolls and reef islands of which 21 are permanently inhabited, and one volcanic island. It covers a total area of 3.5 million square kilometers and stretches from the Gilbert Group in the west, where Tarawa is located, to Christmas Island (or "Kiritimati" Island) at its eastern most point. It also includes the Line Island and Phoenix Island groups. According to the most recent

Kiribati socio-economic census conducted in 2012, the country has a total land area of about 727 square kilometers.

Figure 1: Location of Kiribati, Tarawa and Villages



34. Due to Kiribati's location at the heart of the Pacific Ocean and straddling the equator, it has an equatorial, maritime climate. Rainfall is generally common all year round, ranging from approximately 90 mm to 148 mm per month. The wettest period concerns the period from December to April. Total annual rainfall is just over 2,000 mm per year and hence the climate can be classified as a wet, tropical climate that can be hot and humid with temperatures staying relatively constant all year round. The daily temperature ranges from lows of 24°C, to highs of 32°C throughout the year, with no significant variation seen from month to month.

35. South Tarawa comprises a series of atolls, oriented east-west and connected by causeways. It adjoins North Tarawa and is approximately 150 km north of the equator. The entire island of Tarawa is considered low-lying, with a maximum level of approximately 3 m above sea level. The island itself is flat, with no major differences in elevation of note.

B. Socio-Economic Baseline Situation

36. The coral atoll of Tarawa forms the main island in the Gilbert Group and is the main administrative, business and commercial centre for the country. It is here where Parliament buildings are located and the main infrastructure and development occurs. Tarawa itself is comprised of a number of smaller islets and is subdivided into two main areas, North and South Tarawa. The Project's roads are located primarily on the island of South Tarawa, with Buota Road and the Buota feeder road located in North Tarawa.

37. The 2010 Kiribati socio-economic census counted a population of 103,058. The average household sizes in North and South Tarawa are about 6 and 7 members respectively. The average population density is 142 per square kilometer, but this varies widely between islands. Between 1995 and 2000, there was significant in-migration of people from the outer islands to South Tarawa, resulting in an urban growth rate of 5.2%, compared with a national growth rate of 1.7%. In-migration plateaued during the period from 2000 to 2005, when the overall growth rate in South Tarawa fell by 1.9%. However overcrowding in South Tarawa persists, as the 2010 census revealed that around 50% of the population is now living on the capital island, putting extreme stress on the environment and infrastructure. New 'urban' settlements have emerged since 2000, especially in Northern Tarawa and Kiritimati Island. Between 2000 and 2010, North Tarawa's growth rate was 4.8% and Kiritimati Island's 8%, compared with 2.2% and 1.2%, respectively, during the period from 1995 to 2000.

38. The KRRP's social benefit baseline survey in April 2011 estimates the overall average combined monthly income of a household in South Tarawa was a rounded AUS\$ 543. The main sources of income of the households were salary and selling produce. Some 8% of responses indicated their main source of income was money received from family members not currently living in the household.

39. In this context it is of interest that almost 50% of surveyed households spend daily between half an hour and one hour traveling on the main road in a motorized vehicle, on a motorbike or bicycle, with an additional rounded 40% spending between 5 minutes and half an hour. The remaining 3% and 7% spend less than 5 minutes or more than an hour respectively on average. The travel times appeared the highest in Bikenibeu, Teoraereke and the three off-road villages where it was common to spend more than one hour traveling on the main road each day. During dry weather about 45% take less than half an hour to

travel to work, while during wet weather this drops to 32%, demonstrating an increase in travel time associated with the wet conditions.

40. The total fertility rate was 4.1 in 2010, representing a decline from the 1990s, when it was reported to be about 4.5. Kiribati has a young population, with 35.9% under 15 years of age and only 3.6 % over 65 years. The sex ratio was 98 males to 100 females in 2009. There has been a steady improvement in health indicators over the last decade, but people in Kiribati still have a shorter life span than those in most other Pacific islands. In 2009, life expectancy at birth was estimated at 65 for males, 70 for females and 68 for both. This can also be put into relation with basic poverty needs of households.

C. Project's Social Impacts

41. The communities of the capital are linked to each other, and the international airport, by a single main sealed road and three causeways running east to west. While parts of the road in Betio, Bairiki and Bikenibeu were rehabilitated in 2008, most paved roads have received no major maintenance for twenty years or more, and suffer extensive damage. The magnitude of the damage has completely overwhelmed the Government's capacity for repair or emergency maintenance, to the extent that substantial sections have completely lost the seal and reverted to unpaved status. Many sections are therefore in need of reconstruction, with the balance in need of urgent rehabilitation to prevent further deterioration.

42. The KRRP development objective is to improve the condition of South Tarawa's main road network and help strengthen road financing and maintenance capacity. As a main impact the Project will improve the socio-economic conditions, including a reduction in the poverty of the population of South Tarawa given better access to markets, health facilities and schools as a result of more cost efficient road travel. Complementary, the Project's social impact study from April 2011 distinguishes between:

- (i) The immediate impact of a rehabilitated road will be seen through employment of local contractors to the extent that local people are hired for the civil works and the ongoing maintenance of the main road. As a country with low employment levels this will also increase the skills of the domestic contractor market. Additionally, this will have a flow on effect of increased income that will potentially be channeled back into the local economy.
- (ii) In the medium term it is expected that the experience of traveling the main road will be both smoother and faster. This will result in decreased travel time, an increase in the overall quality and reliability of travel and lower operating costs for vehicles. Road-side dust should be decreased as a result of an improved main road and this should contribute to better air quality and cleaner households, businesses and vehicles. Consequently any breathing problems caused by the high levels of dust should be reduced. Proper drainage and safety will contribute to the ability of the main road to cope with changes in weather as well as promoting safer travel on the road.
- (iii) The medium to longer term impacts will see an increase in the social wellbeing of the population from increased access to services. Direct beneficiaries of the project are expected to be private car owners, bus and truck operators, freight handlers, retailers and wholesalers, utility providers, public transport users, motorcyclists, cyclists, pedestrians, people living along the road, businesses and the government.

D. Socio-Economic Characteristics of Potentially Affected Households

43. As part of the resettlement planning a socio-economic survey of affected households (SESAH) was conducted in June/July 2012 using a socio-economic questionnaire as proposed in the RF including land acquisition related aspects, followed by data inputting in August 2012 and finalized by analyzing and describing the results in September 2012. As part of this survey, indicative benchmarks showed to the owner the possible affected portion within her/his land to be acquired. In addition drawings of these areas were prepared and attached to each survey questionnaire. The SESAH covers owners/users whose compounds will be affected by the Project through land acquisition for the rehabilitation of the Betio-Buota and Temaiku roads.

44. The findings of the socio-economic survey of AHs are summarized in **Annex 5** indicating that:

- (i) The demographic information about the AHs is in general in line with the socio-economic baseline data.
- (ii) The income and livelihood aspects show that the families depend mainly on three areas of income, viz. (1) about 1/3 obtain income as governmental employees, (2) another 1/3 depends on income from trade and the private sector, and (3) the final 1/3 earn their income through daily labor, tourism, fishing, transport and construction work. Rounded 70% of AHs depend on their income activities, whereas the remaining 30% receive pension as one or supplementary income.
- (iii) Of interest for the KRRP's land acquisition and compensation component is that the affected 8,246 m² land and 131 trees to be acquired are not crucial for the households' income sources and livelihood situation. There is no critical land dependency for the families' income activities. Agriculture does not significantly contribute to the income and livelihood on Kiribati.

V. INFORMATION DISCLOSURE, CONSULTATION AND PARTICIPATION

A. Requirements

45. In general a meaningful consultation is a process that (a) begins early in the project preparation stage and is carried out on an ongoing basis throughout the project cycle; (b) provides timely disclosure of relevant and adequate information that is understandable and readily accessible to affected people; (c) is undertaken in an atmosphere free of intimidation or coercion; (d) is gender inclusive; (e) enables the incorporation of all relevant views of affected people and other stakeholders into project design and implementation; and (f) ensures the participation of AHs in planning, implementation, and monitoring and evaluation of resettlement programs.

B. Achievements during Design and Tender Stage

46. During design related fieldwork and LARC related surveys the consultant's team members contacted officials, village representatives, and potentially AHs in the Project area showing an open and generally supportive behavior towards the investment. The contacted residents now have a fair idea about the Project, and understand the potential impacts through land acquisition. In addition, RP related disclosure meetings held in December 2012 provided answers to topics or items raised by villagers to whom also a summary of the RP has been distributed. It is noteworthy that for MPWU, MELAD and MFEP it has been the first time to conduct such public disclosure meetings and therefore established a working committee for this task.

47. However, there is still the need for a community consultation campaign during construction stage which can be phased section by section (to be commensurate with the approach described for Compensation Payments at para 95). Its approach shall describe and explain the compensation policy, compensation payment procedures, and construction schedule all aiming in dissemination of information to affected people in a transparent and responsible way. Such an approach would include specific tasks, such as, (a) different village and AHs meetings about status and steps of the Project's LARC component, (b) posting of relevant information in key public places, (c) dissemination of information in the local language, (d) others.

48. The design consultants initially described the role of a consultation program. The initial consultation aimed at obtaining feedback, concerns and ideas all related to the rehabilitation of the Project's roads. The key feedback concerning LARC aspects has been summarized in **Annex 6** and was incorporated in both the design itself and the compensation approach. Continuous on-site consultation during the construction phase will have to ensure that Project affected people receive due entitlements and benefits.

49. An inventory list (**Annex 4**) and resettlement-related AHs' socio-economic summary sheet (**Annex 6**) have been prepared. This will be regularly updated in form of a detailed database during the construction stage. Such a LARC database will act as the key source of information for monitoring and evaluation purposes (**see Chapter XIV**). Individual files for each AH should be prepared.

Table 2: Selected Highlights from LARC related Public Hearing

Ser.-No	Item
	During LARC related field work and surveys
1	The Kiribati residents appreciated the Project's approach to establish with potentially affected households an open and transparent atmosphere, jointly reviewing and carrying out surveys related to LARC aspects along the road.
2	The surveyed households have been informed about Project's rehabilitation of the road following the Right-of-Way. They are aware about the need to acquire private land mainly for stopping areas and drainage easements. Survey affected households indicated to expect some type of compensation.
3	The villagers mentioned that the improvement of the road is of high importance for them as it would make transport and moving on the island easier.
*4	Surveyed car owners mentioned that their maintenance and repair costs for their cars might decrease.
5	For some landowners their decision how to cooperate with the Project would be taken before construction start when allocation of stopping places and required areas will be indicated and agreed upon as part of the formal land acquisition procedures.
6	Appreciative of the road safety facilities that are to be provided i.e. speed humps, footpaths, road markings & signs and street lighting.
7	Supportive of the improved drainage measures that are proposed i.e. hard (physical features etc) measures in problematic areas and soft (landscaping etc) in other areas.
	During Disclosure Meetings held in December 2012
8	Informing about which feeder roads would be rehabilitated. VR asked specifically whether Buota road would be part of the Project.
9	Providing some general technical items such as width of road, how safety aspects are considered and which feeder roads would be rehabilitated.
10	Informing that principles of land acquisition will be applied for any type of land regardless whether it concerns road, walkways, stopping areas, drainage or others.
11	Discussing type of impacts. Clarifying in this context, that no housed will be affected and no family to be relocated, and only small portions of land and trees will be affected.

Ser.-No	Item
12	Discussing rates of compensation of fixed assets, mainly trees and land. There would be no lease or rent of private land for the Project.
13	There are no contractual obligations, but the ministries assume that there would be opportunities for work with contractors during the construction works.
14	Encouraging and inviting VR to contact the ministries to obtain more information about the Project.

C. Relevant Aspects for a Gender Strategy

50. The Project's approach in this matter considers not only the owners of affected assets, but both husbands and wives of AHs. There are about 2/3 male and 1/3 female owners of KRRP affected land and/or trees. Therefore, there will be a focus on gender sensitive consultation and participation of female headed AHs during LARC procedures. This includes:

- (i) Individual or family orientated consultation of AHs to ensure (a) their understanding of LARC procedures and entitlements and (b) that they have the opportunity to express their concerns and requirements.
- (ii) Support women to participate in public meetings about LARC aspects. This shall ensure that women in households understand and feel comfortable to speak up. Equal distribution of information to women and men. Any formal LARC related documents shall be signed by both spouses in any case.
- (iii) All family members of AHs shall be considered for employment opportunities regardless of ethnicity or gender.
- (iv) M&E of impacts on women and APs.
- (v) Compensation for affected households where there is a married couple will be in the name of both spouses.

VI. COMPLAINTS AND GRIEVANCE REDRESS MECHANISMS

51. A well-defined grievance redress and resolution mechanism will be established to address AH grievances and complaints in a timely and satisfactory manner. The objective is to resolve project related complaints as quickly as possible through a process of conciliation. All AHs will be made fully aware of their rights, and the detailed grievance redress procedures will be published through an effective public information campaign. In addition a NGO will be appointed to participate if required in the conciliation process, review and report on all matters relating to impacts and entitlements set out in this Resettlement Plan.

52. In general, Project APs will be encouraged to file complaints and/or queries on any LARC aspect such as inventories, valuation, entitlements, procedures and results of LARC related surveys. The grievance redress process includes four steps as shown in **Table 3**.

53. Complaints will ideally pass through 3 introduced stages for KRRP aiming at:

- (i) An immediate solution with a 5 working days (one working week) directly between the concerned parties, if not, otherwise:
- (ii) An amicable solution to be found within a further 10 working days (further two working weeks) between the concerned parties if not, otherwise:

- (iii) A mutual agreement to be achieved within a further 15 working days (further three working weeks), with support of an established Land Acquisition and Compensation Committee (LACC), before entering into the 4th step:
- (iv) By involving Magistrates Court (MC) and/or High Court (HC).

54. It should be noted that the Project is in a flexible position and can either move, relocate or delete stopping places partly or completely so that the Project would not force any land acquisition against the will of affected landowners.

55. However, APs are entitled to lodge complaints regarding any aspect of the preparation and implementation of the RP without prejudice to their right to file complaints with the court of law at any point in the process. The implementing agencies will shoulder all administrative and legal fees that will be incurred in the resolution of grievances and complaints if AHs win their case. Other costs incurred by legitimate complaints will also be refunded by the Project if AHs win their case.

56. It is recognized that, in many cases, AHs do not have the writing skills or ability to articulate their grievances verbally, however, AHs are encouraged to seek assistance from the Project or nominated local non-governmental organizations and/or other family members, village heads to have their grievances recorded in writing and to have access to the LARC documentation, and to any survey or valuation of assets, to ensure that where disputes do occur all the details have been recorded accurately enabling all parties to be treated fairly. An independent NGO has been hired to review re-settlement issues and has been introduced to the AH during the disclosure proceedings.

57. All complaints and resolutions will be properly documented by the LACC and be available for (i) the public and (ii) monitoring purposes. In case amendments are made to valuations as a result of a grievance resolution, the RP will be amended and re-disclosed, and the new provisos will apply to all APs in the affected asset category.

Table 3: KPPR's Grievance Redress Mechanism

Steps & Action		Status	Time
▼			
	1	1.1 Complainant explains problem/issue verbally to MPWU and/or MELAD. 1.2 Immediate solution found.	Immediate solution Within 5 working days
▼			
	2	If not solved before: 2.1 The complainant does not hear from MPWU and/or MELAD or is not satisfied with the decision taken or solution offered/provided in the first stage, the complaint has to be formalized. 2.2 Complainant presents complaint/s or grievance/s verbally or in writing to MPWU and/or MELAD who would register the complaint. In case the complainant is illiterate MPWU would assist in writing the complaint. The Complainant may also seek assistance from the independent NGO to present the complaint. Complainant to obtain written confirmation about receipt of her/his complaint. 2.3 MPWU and/or MELAD, complainant and other involved persons (such as external M&E specialist) or organizations (such as independent NGO, CSO) to resolve the complaint to the satisfaction of all concerned. 2.4 If the complaint cannot be solved at this stage, MPWU will bring the case to the Land Acquisition and Compensation Committee (LACC).	Amicable solution Within a further 10 working days
▼			
	3	If not solved before: 3.1 The MPWU and/or MELAD informs complainant verbally and/or in writing that the LACC is now in charge of the submitted complaint. 3.2 LACC meets with the aggrieved party and tries to resolve the situation. 3.3 LAC to involve external independent NGO or M&E expert 3.4 LACC may ask for a review at site. 3.5 LACC might ask for independent opinions. 3.6 LACC must make a written decision and submit copies to MPWU and/or MELAD and complainant. 3.7 If complainant does not agree s/he shall inform LACC whether s/he brings her/his complaint to the Magistrates Court (MC) or High Court (HC).	Mutual agreement Within a further 15 working days
▼			
	4	If land boundary and ownership issue have not been solved before: 4MC.1 The complainant does not agree in mutual solution, s/he can bring her/his complaint to the Magistrates Court (MC) 4MC.2 MC will take note and register the case. 4MC.3 LACC involved. 4MC.4 MC to provide final decision. 4MC.5 In case of required actions the complainant and/or MELAD have to follow. If compensation amount for land has not been solved before: 4HC.1 The complainant does not agree in mutual solution, s/he can bring her/his complaint to the High Court (HC) 4HC.2 HC will take note and register the case. 4HC.3 LACC involved. 4HC.4 HC to provide final decision. 4HC.5 In case of required actions the complainant and/or MELAD have to follow.	Juristic Decision Open
		Note: The compensation sums applicable to disputed land or assets will be held in escrow by the EA pending resolution and Court award.	

VII. LEGAL FRAMEWORK

58. The Project's RF has defined the legal framework the RP. The following legislation provides the legal framework for the land's proper acquisition:

(i) Constitution of the Kiribati

The Constitution of Kiribati and land related legislation begins with the premise that land cannot be alienated by sale, gift, lease or otherwise to a person who is not a native but do not restrict the alienation of land to the State, Local Government Council and the Housing Corporation. The State can acquire land, by agreement or compulsorily, for public purposes including roads.

(ii) State Acquisition of Lands Ordinance 1954 (rev 1979)

Section 5 empowers the Minister to acquire "...on behalf of the Republic, any lands required for any public purpose, absolutely or for a term of years as he may think proper, paying such consideration or compensation as may be agreed upon or determined under the provisions of this Ordinance."

Section 6 (1) and 6 (2) empowers agents of the Minister to access land to be taken for public purposes for purposes including surveying and marking of boundaries, but also define limits to protect the privacy of land occupants in their homes.

Section 10 (Acquisition of Lands for Roads), deals explicitly with the acquisition of lands for roads. Sub-section (1) states that "...the Minister may acquire on behalf of the Republic, by agreement or compulsorily, land which in his opinion is required for or in connection with the construction, maintenance or improvement of any road designated a highway (in this Ordinance referred to as a "public highway"). Section 10(2) requires the Minister to obtain landowners agreement (irrespective of powers assigned to him under Section 10 (1)) to acquire land on either side of a public highway so as to provide a total width including the road surface exceeding 18 meters."

Section 13 sets out the mechanism and process for the redressing of grievances related to title and or compensation. Section 16 sets out the policy for the determination of compensation for affected peoples and their assets.

(iii) Native Lands Ordinance 1956 (rev edition 1977)

Part VI of the Native Lands Ordinance provides for leases. It reaffirms the inalienability of native land to a person who is not a native, but grants exemptions for their alienation to the State (Crown) for public purposes (Section 5(2)). The Native Lands Ordinance complements the State Acquisition of Lands Act and provides for the legal basis for the State to lease native (private) lands when and if necessary.

(iv) Magistrate's Courts Act 1978

Section 58 of this Act gives the Magistrate's Court the power to hear and adjudicate in all cases concerning land matters in accordance with the provisions of the Code, and where the Code is not applicable, in accordance with

customary law. Land matters concerning land boundaries, transfers, registration of native lands and any disputes concerning the possession and utilization of native land are dealt with by the Magistrate's Court.

(v) Gilbert and Phoenix Islands Land Code 1956

All land in Kiribati belongs to the I-Kiribati people except for the Phoenix and Line Islands, small portions of reclaimed land owned by the Government, and lands belonging to the Church. Rights and interests in I-Kiribati land are mostly acquired by inheritance and gifting customs as codified in the Gilbert and Phoenix Islands Lands Code (1956). The various customs governing the acquisition of interests and rights to land are defined in the Code. The Code documents customs and practices as of 1956 and, despite changes to a market economy, these customs and practices continue to be highly relevant in Kiribati society today.

59. In general, the national Kiribati policies on LARC can be connected with the Project's financing agencies' key guidelines for involuntary resettlement. These all support the guiding principle of ADB and WB that *"...project affected people compensated and assisted so that their economic and social future will generally be at least as favorable with the project as without it"*. This policy intends to ensure that the absence of formal and legal titles to land by affected grouped or individual users should not be formal or legal reasons for non-compensation, and that *"particular attention should be paid to the needs of the poorest APs including those without legal title to assets, female-headed AHs, and other vulnerable groups, such as indigenous people, and appropriate assistance provided to help them improve their status."* The absence of formal title is not a formal or legal reason for non-compensation. The Project LARC principles comply with ADB's and WB's LARC related policies and with the Kiribati legal context. The RF defines key principles for this Project to guide the compensation and entitlement policy:

- (i) Acquisition of freehold customary lands shall be minimized and resettlement of people avoided, as much as possible.
- (ii) Where population displacement is unavoidable, it will be minimized by providing viable livelihood options.
- (iii) All APs will be systematically informed and consulted on the acquisition and compensation of affected land, other affected assets, the rights and options available to them on the proposed mitigating measures, and to the extent possible, APs will be involved in the decisions to avoid any delay in RP implementation.
- (iv) In the consultation process, the MWPU will include leaders of AP communities, and will encourage the participation of women, the elderly and vulnerable people. Local NGOs could also be invited to participate.
- (v) The customs and traditions as well as the religious practices and observances of the local communities will be respected and historical or cultural landmarks and reservation areas will be preserved and protected.
- (vi) Using a consultant financed by the Project MELAD will review and update existing land rates and rates for crops and trees, to comply fully with the ADB's and WB's requirement for compensation at replacement value.
- (vii) Compensation rates for physical assets, i.e. house, building and other structures, and non-physical assets like lost income from productive assets or jobs will be calculated at replacement cost or at current market rates in the project area at the time of compensation.

- (viii) Lack of formal legal rights to assets lost will not deprive any APs from receiving compensation and entitlement. The census of APs will be appropriately designed to ensure APs without title to land are identified.
- (ix) Particular attention will be given to the socially and economically vulnerable groups like the women-headed households, children, the landless, and the elderly people without support structures and people living in extreme hardships during the resettlement plan implementation process;
- (x) The titleholders will be involved in decision making related to land acquisition and resettlement and they will be assisted by the IA to mitigate the adverse impacts of resettlement.
- (xi) The full cost of land acquisition and resettlement will be included in the project cost and benefits and adequate budgetary support shall be committed and made available by the EA during implementation. Costs for land acquisition, compensation and relocation of APs may be considered for inclusion in World Bank loan financing for the project, if requested by the EA.
- (xii) Appropriate internal reporting (including auditing and redress functions), monitoring and evaluation mechanisms will be established by the IA as part of the resettlement management system.
- (xiii) Finally, land acquisition, compensation, resettlement and rehabilitation activities will be satisfactorily completed and the project areas are cleared of all obstructions before civil works begin on any affected property.

60. An overview about the Project's compensation approach is shown in **Table 4**. For more details reference is made to the Project's RF.

Table 4: Main Components of Compensation Approaches

Key Item	Internationally Applied Best Practice of ADB and WB	Kiribati Legislation	Kiribati Road Rehabilitation Project
Scope of impact	Include all affected areas including construction and operational sites/facilities	All	Shall include all residential and commercial areas:
Definition of assets	All fixed and movable assets	Listed	(i) permanently/temporarily acquired, (ii) construction and operations and maintenance related, (iii) private and/or public areas.
Compensation to formal owners / users of assets	Compensation legally required	Key	Shall define all assets: (iv) legally acknowledged, and (v) socio-economically surveyed as used by Ahs.
		Items	Shall be offered and provided to: (vi) private users, (vii) private organizations (farmer water user communities, etc), (viii) public users.
Relocation	Avoiding displacement	Are	Shall be applied and shown through: (ix) Technical optimized design of proposed infrastructure.
		Mandatory	(x) If not avoidable, relocated households shall receive (for no costs or payments) issued land titles for their new compounds.

Key Item	Internationally Applied Best Practice of ADB and WB	Kiribati Legislation	Kiribati Road Rehabilitation Project
Timing of compensation and support measures	Before construction start of an infrastructure project		Before start of construction: (xi) Compensation funds made available and proven to be accessible. (xii) Paid and/or provided to affected individuals/AHs before work commences on any affected property
N O T E	In case there are distinctions between applied international practice and the legal requirements of Kiribati, ADB/WB regulations will be applied or an approach taken as agreed between ADB, WB and MPWU/MELAD.		

VIII. ENTITLEMENT, ASSISTANCE AND BENEFITS

61. The overall objective of the compensation and entitlement policy for the Project is to ensure that all APs are able to maintain and, preferably, improve their pre-project living standards and income-earning capacity through compensation for the loss of physical and non-physical assets and, as required, other assistance and rehabilitation measures.

62. In general the Project defines eligibility as *“those people residing, cultivating and/or making a living within the area to be acquired for the Project as of the formally recognized cut-off date should be considered as Project APs for the purposes of entitlements to compensation, resettlement and rehabilitation assistance in accordance with the provisions of laws and regulations. Lack of legal land use certificate or any acceptable proof indicating land use right to the land or structure affected by the project should not bar any person from such entitlement/assistance.”* In accordance with this definition for the purpose of this RP project affected people would include:

- (i) Persons or AHs whose agricultural, residential, or commercial land is in part or in total affected (temporarily or permanently) by the Project.
- (ii) Persons or AHs whose houses and other structures are in part or in total affected (temporarily or permanently) by the Project.
- (iii) Persons or AHs whose businesses or source of income (i.e. employment) are affected (temporarily or permanently) by the Project.
- (iv) Persons or AHs whose crops (annual and perennial) and trees are affected by the Project.
- (v) Persons or AHs whose other assets are in part or total affected (temporarily or permanently) by the Project.
- (vi) Additional AHs/APs that will surface in connection with changes in Project design or alignment prior to or even during project construction works are entitled to the same entitlements as those of the other AHs/APs.

63. Entitlements for AHs are based on the types and levels of losses. General orientation has been provided by the overall Project's RF. The defined entitlements have been followed and complementary details provided by the self-explanatory Project entitlement matrix. Proposed forms for Compensation and Entitlements are provided at **Annex 7**.

Table 5: Entitlement Matrix

Item	Type of Loss	Application	Entitled Person / Organizations	Comments
1	Loss of: Land	Homestead land, agricultural land, or vacant plot	- 193 land cases - 31 land and tree cases see item 4)	<ul style="list-style-type: none"> Concerns 8, 246 m² Roads, Drainage, Stopping places Cash compensation to apply as land-for-land is not feasible under the conditions on Tarawa island
2	Loss of: Structure	Residential/commercial structure and other assets	0	No cases
3	Loss of: Livelihood	Livelihood/source of income	0	No cases
4	Loss of: Crops and trees	Standing crops and trees	- 86 private tree owners (out of which 55 are losing trees only, and 31 land and trees (see item 1))	<ul style="list-style-type: none"> Concerns 131 trees Contacted owners indicated their preference for cash compensation rather than in kind.
5	Impacts	All Impacts	0	No cases
6	Temporary loss of: Land	Land temporarily acquired for the Project	0	No cases
7	Temporary loss of: Access	Temporary loss of access to land, structure, utilities, common property resource	0	No cases
8	Temporary loss of: Livelihood	Temporary loss of livelihood/source of income	0	No cases
9	Any other loss: Not identified		0	No cases
Notes				
N-1	The entitlement items with their serial numbers and shown applications refer to the Project's approved Resettlement Framework dated September 2010			
N-2	<p>The Project has very minor impacts only. It concerns:</p> <ul style="list-style-type: none"> Unused strips of residential compounds along both sides of the roads, and therefore without impacts on income sources and livelihood situation of affected households. Coconut, pandanus and breadfruit trees, in numbers between a total of 1 to 4 by affected owner who confirmed their non-dependency on these numbers of trees for their families' income and livelihood. <p>Thus the impacts are very minor and could be regarded as negligible.</p>			

A. Loss of Land

64. This concerns only residential land to be acquired permanently for about 200 stopping places, 17 drainage easements and some 56 locations concerning road alignment along the existing ROW.

Table 6: Cases of Loss of Land and/or Trees

Item		Villages											Total		
		Nanikai	Teaoraereke	Banraeaba	Ambo	Taborio	Eita	Abarao	Bikenibeu	Nawerewere	Bonriki	Temaiku	Numbers	Percentage	
CASES OF OWNERS															
Total		7	60	23	24	32	43	16	82	20	12	29	348	100	
Owners by number of plots	Male owner of 1 affected plot	3	36	11	12	17	17	10	44	15	6	18	189	320	54
	Female owner of 1 affected plot	0	16	7	10	11	19	5	29	4	4	5	110		32
	Organizations (Church, School, Center)	0	3	4	1	1	5	0	4	1	0	2	21		6
	Subtotal	3	55	22	23	29	41	15	77	20	10	25			
	Male owner of 2 affected plots	3	4	1	1	3	0	0	2	0	1	4	19	28	5
	Female owner of 2 affected plots	0	1	0	0	0	2	1	3	0	1	0	8		2
	Male owner of 3 affected plots	1	0	0	0	0	0	0	0	0	0	0	1		0
	Female owner of 3 affected plots	0	0	0	0	0	0	0	0	0	0	0	0		0
Subtotal	4	5	1	1	3	2	1	5	0	2	4				
CASES OF LAND USES															
Planned land use	Stopping places	7	38	16	14	16	26	9	43	9	6	22	206	279	74
	Road	0	1	0	4	7	7	2	21	5	3	6	56		20
	Drainage easement	0	5	3	1	2	2	1	3	0	0	0	17		6
	Total	7	44	19	19	25	35	12	67	14	9	28			
Cases of affected land and trees	Stopping places	0	5	2	2	5	3	0	5	3	0	1	26	31	9
	Road	0	0	0	0	0	0	0	3	0	0	0	3		1
	Drainage easement	0	1	0	1	0	0	0	0	0	0	0	2		1
	Subtotal	0	6	2	3	5	3	0	8	3	0	1			
Cases of affected trees only	Stopping places	0	6	3	1	4	2	1	2	0	0	0	19	55	7
	Road	0	0	0	2	7	7	2	9	4	0	5	36		13
	Drainage easement	0	0	0	0	0	0	0	0	0	0	0	0		0
	Subtotal	0	6	3	3	11	9	3	11	4	0	5			
Cases of affected land only	Stopping places	7	27	11	11	7	21	8	36	6	6	21	161	193	58
	Road	0	1	0	2	0	0	0	9	1	3	1	17		6
	Drainage easement	0	4	3	0	2	2	1	3	0	0	0	15		5
	Subtotal	7	32	14	13	9	23	9	48	7	9	22			

65. The compensation cash-for-kind has been calculated and included in the resettlement budget. Taking the island's narrow conditions in villages along the main into consideration the option land-for-land did not find interest by both AHs and MPWU/MELAD. At this stage of the design, the affected strips of private land have an estimated total of 8,246 m² which represent very minor portions of the AHs' compounds and no serious impacts on their incomes and livelihoods. A cost estimate at tender design stage has been prepared (see **Chapter XI**).

66. There is no temporary land acquisition necessary for construction activities. This includes the establishing of the construction installation areas and camps as the MPWU civil engineering site compound will be used for this purposes. No compensation costs are assumed for such cases.

67. In case contractor/s would damage private property during his construction works he would have to replace, restore or compensate for in agreement between him and the concerned asset owner/s. If APs do not receive timely satisfaction from the contractor, they may register a complaint through the Grievance Mechanism.

B. Loss of Structures

68. No cases of Project affected primary or secondary structures to report.

C. Loss of Trees and Crop

69. There is an estimated loss of 131 trees located in both existing roads ROW and private residential areas. The contacted AHs explained that the loss of 73 coconut trees, 49 pandanus trees and 9 breadfruit trees is not affecting their incomes.

D. Loss of Common Property Resources

70. No cases of common property resources to report.

E. Allowances

71. The Project will not cause any cases where material and transport allowances are required concerning affected secondary structures.

IX. RELOCATION OF HOUSING AND SETTLEMENT

72. The Project will not cause any relocation of living houses or settlement.

X. INCOME REHABILITATION

73. As the Project does not cause any impact on access to or sources of incomes, there are no cases for income restoration to be considered.

XI. RESETTLEMENT BUDGET AND FINANCING PLAN

A. Preliminary Budget Estimate

74. The preliminary resettlement budget is composed of the different categories of entitlements and Project specific conditions. The preliminary resettlement budget requires a total amount of AUS\$ 121,275 for loss of land and trees as set out in **Table 7**.

75. All LARC related costs for this Project will be financed by the Government counterpart funds. This preliminary estimate does include costs for resources related to safeguard implementing (consultation, grievance, participation, etc), internal M&E and independent NGO for external M &E. The MFED will provide the proposed budget directly to MELAD's Land Department for compensation payments. MELAD has confirmed that budget provision has been made for the implementation of the RP from January 2013.

Table 7: Compensation for Affected Fixed Assets

Item	Description	Preliminary Costs	Comments
		AUS \$	
VALUE OF ASSETS			
Loss of land	The Project does not cause any temporary land acquisition.	No costs	This will be verified during the acquisition process and compensation procedures
	Permanent acquisition of 8,246 private residential land along the road.	81,470	
	Unit costs: Aus\$ 9.88/sqm loss of land.		
Loss of primary structures	The Project does not affect such structures.	No costs	
Loss of secondary structures	The Project does not cause such cases.	No costs	
Loss of crops	The Project does not cause such cases.	No costs	
Loss of trees	Permanent acquisition of 131 trees	8,280	This will be verified during the acquisition process and compensation procedures
Loss of common property resources	The Project does not cause such cases.	No costs	
Allowances	The Project does not cause such cases.	No costs	
Income restoration	The Project does not cause such cases.	No costs	
SUBTOTAL 1: Value of assets		89,750	
IMPLEMENTATION			
Acquisition & Payments		6,731	Administrative matters to be borne by Government of Kiribati Lump Sum: 7.5% of subtotal 1
Safeguard		2,244	To be borne by Government of Kiribati Lump Sum: for each item 2.5% of subtotal 1
Internal M&E		2,244	To be borne by Government of Kiribati Lump Sum: for each item 2.5% of subtotal 1
External M&E		4,488	To be borne by Government of Kiribati Lump Sum: for each item 5% of subtotal 1
SUBTOTAL 2: Implementation		15,706	
CONTINGENCIES			
Lump Sum for value of assets		13,463	15% of subtotal 1
Lump Sum for implementation		2,356	15% of subtotal 2
SUBTOTAL 3: Contingencies		15,818	
LAND ACQUISITION & COMPENSATION BUDGET			
Asset values		89,750	Subtotal 1
Implementation		15,706	Subtotal 2
Contingencies		15,818	Subtotal 3
Status Nov.2012: PRELIMINARY ESTIMATED BUDGET		121,275	
NOTE 1:	This budget has been proposed in October 2012 by MPWU/MELAD to MEFD for incorporating into the financial planning of the fiscal year Jan.-Dec. 2013.		
NOTE 2:	The Cabinet has approved the applied unit compensation rates for land and trees, and MELAD has confirmed that budget provision has been made for the implementation of the RP from January 2013.		

B. Compensation Unit Rates

76. The cost estimates for compensation relate to unit compensation rates established for fixed assets. For land the current practice is that the GOK normally enters into a 99 year lease agreement using approved annual leasing rates (currently: annual AUS\$ 1,717.75/acre). Notwithstanding such arrangements there is the option to purchase land outright at current market rates. MELAD has confirmed this to be Aus\$ 40,000/acre (refer to letter at Annex 3.2) based on recently applied purchase of land by the GoK as approved by Cabinet on 24 January 2013. In addition, during fieldwork concerning loss of assets, cases of land purchase were mentioned applying similar unit costs in 2012. Following discussions with MELAD's Lands Department it is understood that the preferred option is to purchase the land outright. This option and the valuation of AUS \$ 40,000/acre were approved by Cabinet, on 24 January 2013. For trees a valuation report prepared for the GoK, and approved by Cabinet, has been used to define unit rates which the KRRP shall follow.

Table 8: Compensation Unit Rates

Assets		Unit Rates [AUS\$]		Source
Land	Residential	All cases	40,000 / acre	<ul style="list-style-type: none"> • MELAD, Sept. 2012 • approved by Cabinet
	Commercial	Not applied for Project	---	
Trees	Coconut	New planted	2 / tree	<ul style="list-style-type: none"> • Compensation Rate Schedule - South Tarawa Road Rehabilitation Project, April 28, 2011 • Approved by Cabinet
		Non-fruit bearing	40 / tree	
		Fruit-bearing	80 / tree	
	Pandanus	New planted	1 / tree	
		Non-fruit bearing	19 / tree	
		Fruit-bearing	37 / tree	
	Breadfruit	New planted	8 / tree	
		Non-fruit bearing	97 / tree	
		Fruit-bearing	193 / tree	

C. Availability of Budget

77. The Kiribati fiscal year corresponds with the calendar year. MELAD informed the Consultant that the financial planning for the fiscal year 2013 starts in October 2012. Therefore the calculated resettlement budget shall be included in the fiscal year 2013 to be available for KRRP by 01 January 2013.

XII. INSTITUTIONAL ARRANGEMENTS

A. Ministries

1. Ministry of Public Works and Utilities

78. MPWU is the Implementing Agency. During project implementation, engineers and technicians of the Civil Engineering Division (CED) of the MPWU will work with the design and supervision consultants on day to day technical management.

79. MPWU will have overall responsibility for resettlement planning. MPWU will appoint a Project Manager who will have overall supervision of the Project. S/he will be supported by MPWU staff and consultants who will be embedded in the Ministry. For RP planning and implementation, two senior officers – Civil Engineer and Project Officer – will be assigned safeguards responsibility and will have direct responsibility for LARC planning and implementation. Their main responsibilities will include, but not be limited to:

- (i) Coordinating public disclosure and RP consultations.
- (ii) Ensuring the up-dating of RP and re-disclosure if necessary/required.
- (iii) Facilitate a sustained public information campaign, ensuring that the public, especially the AHs, are updated on any developments regarding the project and resettlement activities.
- (iv) Maintain a record of all public meetings, grievances, and actions taken to address complaints and grievances.
- (v) Cooperate with MELAD and landowners to determine affected land boundaries.
- (vi) Confirming final land acquisition of private land.
- (vii) Presenting compensation calculations to affected landowners.
- (viii) Explaining grievances and redress procedures.
- (ix) Supervising RP implementation.
- (x) Internal monitoring of RP implementation to ensure payments of compensation.
- (xi) Endorse with MELAD regular RP related monthly LARC progress sheets and consolidate and prepare LARC quarterly progress reports.
- (xii) Others.

2. Ministry of Environment, Land and Agricultural Development

80. MELAD's Department of Lands (DL) plays an important statutory role in the management of land in Kiribati. Thus DL will be involved, among others, in the following tasks:

- (i) Conducting preliminary and final land acquisition surveys.
- (ii) Conducting and updating the IOL with MPWU.
- (iii) Organize MELAD in-house technical support probably through the Land Surveying and Mapping Division.
- (iv) Participating in consultations with AHs and land owners
- (v) Guiding LARC activities in accordance with formally required procedures.
- (vi) Develop with Consultant the project's Compensation and Entitlement Form.
- (vii) Notify APs on Project compensation measures.
- (viii) Compile with MPWU the payment of compensation.
- (ix) Ensure that funds for resettlement are spent judiciously.
- (x) Approve compensation rates and all disbursements connected with the implementation of the RP.
- (xi) Others.

3. Ministry of Finance and Economic Development

81. MFED will have to fulfill the following major tasks:

- (i) Providing the funds through the 2013 fiscal year in accordance with the proposed RP budget. This means to secure from the national treasury the budget for carrying out RPs, ensuring that funds are available in a timely manner and in sufficient amounts.
- (ii) Payment of compensation to AHs after MPWU, MELAD and affected landowner have signed the CEF. Ensure that funds for compensation are spent judiciously.

- (iii) Others.

B. The Courts

82. Depending on the type of land related conflicts and/or disputes there are two courts which can be involved in the grievance procedures:

- (i) The Magistrates Court is responsible for boundaries and ownership of land, and therefore to be contacted by Project stakeholders in case immediate or amicable solutions or mutual agreements cannot be achieved.
- (ii) The High Court is responsible for value of and compensation for land or other fixed assets, and therefore to be contacted by Project stakeholders in case immediate or amicable solutions or mutual agreements cannot be achieved

83. It is expected that through the Project's additional three grievance steps the involvement of these courts can be minimized (see also **Chapter XI**).

C. Land Acquisition and Compensation Committee

84. A Land Acquisition and Compensation Committee (LACC) shall be established. It should be composed of representatives of (a) MPWU, who would also act as chairman, (b) MELAD, (c) Attorney General Office, and (d) the 3 Tarawa Councils as appropriate.

85. The LACC's meetings in general can be attended by the public and in case of complaints will have to be attended by complainants. The AP can be represented by legally appointed representatives if they so desire. Other member, with observation status, can be invited such as consultants, contractor, NGO. This shall make the whole process of resettlement effective and transparent.

86. LACC will assume, among others, the following main roles and responsibilities:

- (i) Acting as mediator between conflicting parties.
- (ii) Receive, hear and resolve the complaints and grievances of APs.
- (iii) Oversee the complaint related activities and requirements for the assessment of final land acquisition impacts.
- (iv) Getting involved in public disclosure of information, consultations with affected villagers and other stakeholders and grievance redress.
- (v) Applying the RF and RP defined LARC principles of the Project.
- (vi) Ensuring the implementation of the RP.
- (vii) Others.

D. Project Implementation-

87. MELAD will receive the financing for the implementation of the RP from MFED and will be responsible for signing the agreements, paying the compensation, and maintaining financial records. MPWU will be responsible for coordinating actions under the RP, monitoring the progress of implementation, and ensuring that all compensation has been paid to all AP in any section of the site before allowing the Contractor to commence physical works in that section. MPWU would act as a coordinating unit to ensure that both governmental and ADB/WB requirements are properly applied and interests looked after.

88. The PMU established within MFED is responsible for the overall financial management of the Project, matters related to procurement and preparing/compiling routine project reports for submission to the WB/ADB.

E. NGO

89. In the context of external M&E a NGO can be in charge of intermittent monitoring of LARC aspects with some focus on grievance procedures. An independent person or organization should ensure that the implementation of the RP is carried out in compliance with the Project's resettlement principles. The TOR prepared for the NGO engaged to monitor the Resettlement Policy Framework for Kiribati Road Rehabilitations Project and Bonriki Runway Upgradings, are attached at Annex 8, and are considered sufficient and appropriate for the services to also cover this RP.

90. MELAD is responsible for the implementation of the RP, reporting through the PMU to the EA. This will require managing the coordination of activities including development of LARC indicators, procedures and reporting requirements. With contributions from MPWU, MELAD and MFED the NGO or alternatively an external local specialist will review monitoring reports and report on implementation of remedial actions.

91. The selected NGO should be acceptable to APs so if there are complaints against the NGO appropriate steps will need to be taken. The selected NGO was introduced to the Affected Persons during the disclosure exercise for the RP, in which the NGO participated. The NGO is acceptable to the AP.

XIII. IMPLEMENTATION SCHEDULE

A. Construction and LARC Activities

92. An overview about performed and scheduled activities of design and construction works, together with related LARC activities has been prepared in **Figure 2**. In general, this Project is scheduled to commence physical construction during the 1st quarter 2013.

B. Land Acquisition and Compensation Planning

93. This RP has been prepared after the detailed design stage of the Project. It serves as basis for planning and preparing the LARC related activities and carrying out the compensation measures during the implementation stage. It incorporates the feedback received by the Design Consultant, from the EA and IA, on the draft RP during meetings held on 25th September and 3rd October 2012. During latest consultation with the the EA and IA it was confirmed that the GOK Cabinet has approved and guarantee availability of funds for resettlement budget and compensation unit rates to be applied for purchase of land affected by the Project rather than the optional renting scenario (see paragraph 76).

C. Approach for Compensation Payments

94. The contractor has been issued notice to commence on 12 February 2013 (notice to mobilize) construction work. The contractor will generally only be permitted to work in small sections, say a 300 m length at any one time to reduce disruption to traffic. The maximum number of such working sections will be limited to four work sections with each work section separated by at least 1 km. The Environment License will be also issued to the Contractor as soon as this has been cleared by the Attorney General's Office.

95. ADB and WB regulations require for infrastructure project that all compensation would have been completed before overall construction works could start. Full compensation must be completed prior to commencement of civil works on an affected section. This can be phased for distinct sections of the Works but would have to be far enough in advance of works (time wise) to permit APs to adjust prior to impact. MELAD (Director of Lands Division) have confirmed that affected persons as result of spaces acquired for bus stops have been registered and compensation payment to take place as soon as the RP is approved by the World Bank. The main steps are shown in Table 9.

Figure 1: Status of Performed and Scheduled Activities

Activities		2011					2012					2013					2014									
		Performed										Scheduled														
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
CIVIL ENGINEERING	Detailed Design																									
	Design & Bid Document Review Process																									
	Tendering																									
	Tender Evaluation & Award																									
	Mobilization of Contractor																									
	Site Preparatory Works																									
	Road Construction Works																									
Operation																								=>		
LAND ACQUISITION AND COMPENSATION	Project Disclosure & Public Consultation in Sept.2010	<=																								
	Published Project Resettlement Framework 13 Sept. 2010	<=																								
	Informing Villagers about Project during Technical Fieldwork																									
	Compensation Rate Report for Project by MELAD																									
	Social Benefit Baseline Survey																									
	4 Council Meetings about Project and LARC																									
	15 Villages Meetings about Project and LARC																									
	Preparation of Land Requirement Drawings																									
	Preliminary Identification of Affected Trees by MELAD																									
	Informing Villagers about LARC during prel. Inventory Survey																									
	Review to conduct IOL by MELAD, MPWU and Consultant																									
	Environmental Consultation																									
	Land Owner Identification																									
	Physical Identification of Potentially Affected Areas																									
	Consultation with potentially AHs																									
	IOL Survey																									
	IOL Data Inputting																									
	Preparation of Draft RP																									
	Review by ADB/WB																									
	Incorporating ADB/WB comments into RP																									
	Disclosure of Draft RP																									
	Cabinet Approval of RP's Compensation Rates																									
	Allocating RP budget by MPWU, MELAD, MFED																									
	Preparation of Final RP																									
	Seeking for Approval of RP by ADB/WB																									
	Establish Grievance Redress Committee																									
	Public Notification of Land Acquisition																									
	Final Verification of Affected Assets of AP																									
	Confirmation of Land Ownerships																									
	Obtaining Compensation Rates for the years 2013 to 2015																									
	Acquisition of Affected Land																									
	Effect Compensation Payments																									
	M&E																									
Activities		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
		Performed										Scheduled														
		2011					2012					2013					2014									
Abbreviations	IOL	Inventory of Loss																								
	LARC	Land Acquisition, Resettlement and Compensation																								
	MFED	Ministry of Finance and Economic Development																								
	MELAD	Ministry of Environment, Land, Agricultural Development																								
	MPWU	Ministry of Public Works and utilities																								
	RP	Resettlement Plan																								
Comments	The "Compensation Rate Schedule - South Tawara Road Rehabilitation Project" dated 28 April 2011 has been provided by MELAD to the Consultant on 24 August 2012 for the preparation of the resettlement planning including a RP budget for compensation payments.																									
	The unit compensation rates for land are to be confirmed by the Cabinet																									
	The acquisition of and compensation for private land should be completed for each working section before the contractor is permitted to start its work. The maximum number of such working sections will be limited to four work sections with each work section separated by at least 5 km.																									

Table 9: KRRP Steps for Compensation Payments

Items		Stakeholders			CES Steps
		MPWU & MELAD	MFED	Landowner	
1	Entitlement Statement	<ul style="list-style-type: none"> Joint signatures with landowner 		<ul style="list-style-type: none"> Joint signatures with MELAD and MPWU 	1
2	Compensation Statement	<ul style="list-style-type: none"> Technical verification Legal/Cadastral confirmation Signing Compensation Entitlement Form (CES) 		<ul style="list-style-type: none"> To agree in loss of affected assets Signing CES 	2
		<ul style="list-style-type: none"> Joint signatures with landowner 		<ul style="list-style-type: none"> Joint signatures with MELAD and MPWU 	
3	Payment of full compensation amount for reviewed and confirmed affected strips of land of private compounds; handover of legal documentation of new boundaries resulting from the road investments		<ul style="list-style-type: none"> Issuing vouchers Or Payment in Cash 	<ul style="list-style-type: none"> Confirming receipt of compensation payment 	3
			<ul style="list-style-type: none"> Joint Signing on provision and receipt of compensation and legal documentation of new boundaries resulting from the road investments 		
Note 1	LARC status to be recorded and included in monthly progress sheets and/or quarterly progress reports.				
Note 2	In case of legal disputes about ownership and value of land the involved court is expected to take decisions. The allocated compensation amount for such cases will be permanently available (at the RP bank account under the administration of MFED) for payment immediately after court took juristic decision.				
Note 3	Compensation and Entitlement Form (CEF) is described in Attachment 7.				

XIV. MONITORING AND REPORTING

96. The resettlement monitoring is embedded in the overall M&E approach of the project. The M&E distinguish between internal and external components. The technical approach of the LARC related M&E will have to be transparent, and any data or information made available to involved stakeholders in Kiribati and/or English language, but in any case, in a language accessible to Affected Persons and other stakeholders.

97. MELAD will be responsible for internal monitoring of RP implementation in cooperation with the LACC. The monitoring strategy will have to be defined and agreed upon on a participative approach involving different stakeholders, such as communities, organizations, individuals, representatives and others, but certainly Project affected people. A resettlement related internal monitoring concerns mainly RP-performance in terms of whether the overall Project and resettlement objectives are being met mainly with focus on (a) assessing if mitigation measures and compensation are sufficient, (b) identifying methods of responding immediately to mitigate problems through remedial actions, (c) smooth transition between LARC activities and civil works, and (d) others, as regarded necessary. Provincial monthly monitoring report from MPWU will provide the achievements and progress, and consolidate these reports in quarterly M&E reports. The EA/IA will also submit semi-annual resettlement monitoring reports to ADB and WB. The Contractor to report to EA/IA progress and environment issues as required under the Environment License,

98. Independent external monitoring of LARC aspects will be integrated in the Project's overall external safeguards monitoring on an annual, mid-term and/or end-term basis. MELAD will initiate this task to be carried out by an independent individual specialist, organization or authorities. The external M&E expert or NGO:

- (i) will include impact and effects monitoring concerning (a) voluntary land donation, (b) involuntary land acquisition and compensation, (c) socio-economic effects, and (d) others, as regarded necessary.
- (ii) can get involved during the grievance mechanism under step 3 in land disputes to achieve a mutual agreement, and would have to address such issues in a corrective action plan. Disputes over land are finally treated by the Magistrates Court or High Court concerning ownership and compensation respectively, if no solution has been found before as outlined in the Grievance Procedures shown in Table 3.
- (iii) Once the land acquisition and RPs have been completed, this monitoring will evaluate post-resettlement impacts to assess whether impacts of the Project have been mitigated. Half-yearly M&E reports would be prepared every six (6) months through the implementation period of the RPs.

99. Should any dispute over land ownership arise then recourse to grievance mechanisms, set out at Table 3, will need to be applied and the NGO engaged for external M & E will be involved in the preparation of any corrective action plans that may need to be developed to address the issues which are identified.

100. The M&E has to apply a strict quarterly review about compensation payments in line with the proposed compensation payment approach (see **Chapter XIII**). In addition, an external NGO (or expert) would submit its regular M&E reports to both MPWU/MELAD and ADB/WB.

ANNEX 1: DEFINITIONS OF KEY TERMS

Affected Person (AP) indicates any juridical person being as it may an individual, a HH, a firm or a private or public who, on account of the execution of the proposed Project or any of its components or parts thereof would have their:

- (i) right, title or interest in any house, land (including residential, agricultural and grazing land) or any other fixed or moveable asset acquired or possessed, in full or in part, permanently or temporarily; or
- (ii) business, occupation, work, place of residence or habitat adversely affected; or
- (iii) standard of living adversely affected.

Severely AP for this proposed project is defined as a person who will:

- (i) lose 10% or more of all their productive landholdings and/or assets, and/or
- (ii) lose 10% or more of their total income sources due to the Project
- (iii) be physically displaced from housing (AHs that lose only part of their physical assets will not be left with a portion that will be inadequate to sustain their current standard of living (no mention of percentage of remaining asset). The minimum size of a remaining residential plot of land will not be less than an agreed area.

Compensation means payment in cash or in kind to replace (i) losses of land, housing and other assets, and (ii) losses of income or income resources both caused by a project.

Land Acquisition means the process whereby a person/HH/firm or others is/are compelled by a public agency to alienate all or part of the land s/he/it owns or possesses, to the ownership and possession of that agency, for public purpose in return for fair compensation.

Replacement Cost means the cost of replacing lost assets with assets that have similar value and incomes, including cost of transactions. If land, it means the cost of buying a replacement land near the lost land with equal productive potential and same or better legal status, including transaction costs. If structures, the replacement cost is the current fair market price of building materials and required labor cost without depreciation or deductions for salvaged building material or other transaction cost. Market prices will be used for crops, trees and other commodities.

Resettlement Plan is a time-bound action plan with budget setting out a compensation and resettlement strategy, objectives, entitlement, actions, responsibilities, monitoring and evaluation.

Relocation means the physical relocation of an AP from her/his pre-project place of residence.

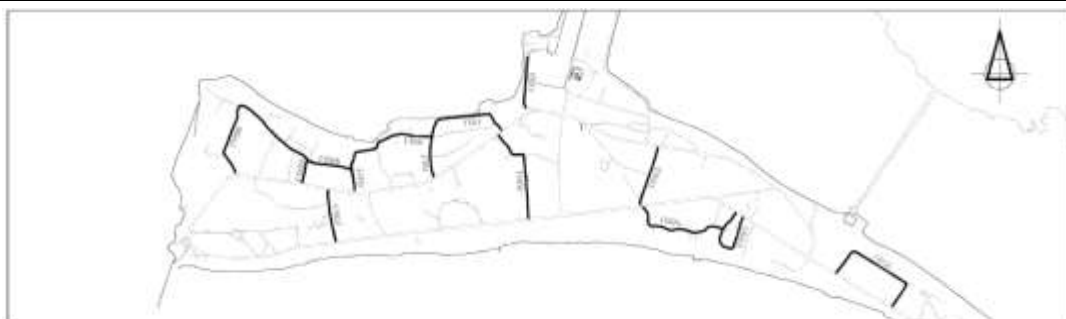
Rehabilitation means the process to restore income earning capacity, production levels and living standards in a longer term. Rehabilitation measures are provided in the entitlement matrix as an integral part of the entitlements.

Resettlement Effects mean all negative situations directly caused by the Project including loss of land, property, income generation opportunity, and cultural assets.

ANNEX 2: LOCATION AND MAIN FEATURES OF PROJECT



BONRIKI FEEDER ROAD - LOCATION MAP



BETIO FEEDER ROAD - LOCATION MAP



BAIRIKI LOCATION MAP SHOWING ROAD REPAIR AREAS

THE KIRIBATI ROAD REHABILITATION PROJECT:

SOUTH TARAWA

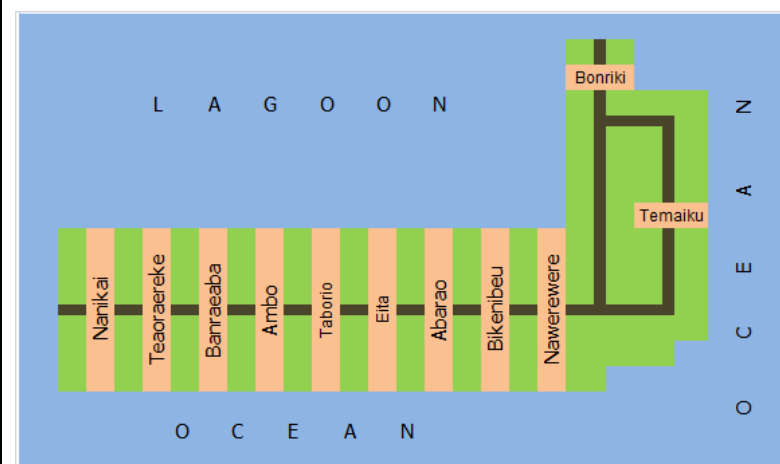
- Main road, Betio – Bairiki *causeway* ~3.2 km
- Main road, Bairiki – Bonriki ~21.5 km
- Priority feeder roads within Betio and Bikenibeu ~8.0 km
- Section of the Temaiku 'loop' road ~6.2 km
- Repair of localized sections of roads upgraded in 2008 (within Betio and Bairiki)

Associated works will involve:

- Repairs and improvements to the Betio causeway bridge
- Upgrade of watermain from Teaoraereke to Betio (~11km)







NORTH TARAWA (Tanaea to North Buota Island)

- Ocean side (2.0km)
- Lagoon side (1.5km)
- Ocean-Lagoon Link Road (0.5km)



Schematic Description of Location of Villages and Road

ANNEX 3.1: LARC FACT FINDING AND SCREENING: IMPACTS

			
PHOTO 1: TYPICAL MAIN STREET CONDITIONS.	PHOTO 2: TYPICAL UNSEALED FEEDER ROAD	PHOTO 3: TYPICAL CONDITIONS ALONG LOOP ROAD.	
			
PHOTO 5: BETTER CONDITIONS OF PROPOSED PARKING AREA.	PHOTO 6: TYPICAL CONDITIONS OF PROPOSED NEW BUS STOP AREA	PHOTO 7: TYPICAL CONDITIONS OF PROPOSED NEW DRAINAGE EASEMENTS' AREA	
TECHNICAL DESCRIPTION			
MAIN COMPONENTS	YES	NO	DESCRIPTION
Upgrading or rehabilitation	X		Scarify, reshape and compact existing pavement Construction of new pavement layers Installation of concrete edge strips/kerbs Bituminous asphalt surfacing
Construction of new physical facilities	X		Stopping places
Residential project area	X		
Non-Residential project area	X		
Main Roads	X		Following Right-of-Way only minor land acquisition required
Feeder Roads	X		No land acquisition required for such roads
Bridges		X	Only repair and widening for footpaths
Tunnels		X	
Shoulders/Footpath	X		Along main roads
Culverts/Drains	X		Including some drainage easement areas
Utility Services	X		Provisions for existing and future services
Traffic Control Measures	X		Installation of road safety features
POTENTIAL LAND ACQUISITION, RESETTLEMENT AND COMPENSATION RELATED IMPACTS			
SELECTED KEY LARC ITEMS:	YES	NO	DESCRIPTION
Loss of private compounds		X	Only strips of land for stopping places and drainage
Loss of structures		X	
Loss of private agricultural plots		X	
Loss of private crops/trees	X		Strips of land for stopping places
Loss of income/livelihood sources		X	
Loss of businesses/enterprises		X	
Loss of access to facilities/services		X	
Permanent land acquisition	X		Strips of residential land would be acquired
Temporary land acquisition		X	
Change of land ownership and usage		X	
Project affected people	X		No cases eligible for allowance or income rehabilitation
Socio-economic activities affected		X	
FINDINGS (STATUS AUGUST 2012)			
⇒ There are no or only very minor LARC related impacts expected by this Project			

ANNEX 3.2: LARC FACT FINDING AND SCREENING: LAND COMPENSATION UNIT RATES



GOVERNMENT OF KIRIBATI
MINISTRY OF ENVIRONMENT, LANDS & AGRICULTURAL DEVELOPMENT
LAND MANAGEMENT DIVISION
PO Box 7, Bairiki, Tarawa. Republic of Kiribati.
Phone No: 686 21283 Fax No: 686 21463

File ref:

Date: 05/09/2012

Franz – Dieter Wahl
Resettlement Specialist
S/Trw Road Rehabilitation Project

Dear Franz

Subject: Compensation rate for Bus Bays and drainages

You have requested the market land value to use for calculation of compensation for lands to be acquired for bus bays and other ground works outside the footprint of the existing road.

At this stage we could only recommend the rate to be used as basis for the calculations before Cabinet finalized its decision.

I would recommend that the typical average market value (sales) of vacant lands on South Tarawa from Nanikai to Temaiku \$40,000.00 per acre be used in the calculations. This will be a one off compensation payment but again subject to Cabinet directions.

I understand that it is important to ensure that the amount of compensation finally agreed to by Cabinet is included in the 2013 budget, in which case it is crucial that we make the submission to Cabinet as matter of urgency.

Please discuss any other matters you see appropriate and look forward to see the total amount of compensation required.



Tebutonga Ereata
Director of Lands
for Secretary MELAD

Cc: Secretary MPWU
Secretary MFED
Moanataake Beiabure – KRRP coordinator

NOTE: The purchase of affected land and related trees, and the valuation of AUS\$ 40,000/acre were approved by Cabinet, on January 2013

ANNEX 3.3: LARC FACT FINDING AND SCREENING: OWNERSHIP OF THE EXISTING ROAD



GOVERNMENT OF KIRIBATI
MINISTRY OF ENVIRONMENT, LANDS & AGRICULTURAL DEVELOPMENT
LAND MANAGEMENT DIVISION
PO Box 7, Bairiki, Tarawa. Republic of Kiribati.
Phone No: 686 21283 Fax No: 686 21463

File ref:

Date: 25/01/13

Mr Moanataake Beiabure
Project Coordinator
PMU-KRRP
MFED

Dear Moanataake

Subject: **Ownership within the existing 10m ROW**

Please be informed that the inventory of ownership and titles within the existing 10 meters public right of way has been reviewed and there are no outstanding issues for compensation.

As you are aware titles to lands; is the responsibility of the Judiciary and are subject to change any time and without notice in accordance with Court decisions. To this regard we will endeavor to continue to assess and review the inventory of titles as now presented in the final RP during the compensation payment process to avoid unnecessary disputes.

In order to proceed with the compensation payments I would appreciate if you could now seek WB/ADB clearance to implement the RP.

A handwritten signature in dark ink, appearing to read 'Tebutonga Ereata'.

Tebutonga Ereata
for Secretary MELAD

ANNEX 4: SUMMARY OF INVENTORY OF LOSS

Selection		Villages		Proposed Usse of Acquired Land		HH Popu- lation	AFFECTED LAND			AFFECTED TREES & CROPS				Total Compens- ation Costs								
							Affected Residential Land	Level of Affected- ness	Unit Value	Total Land Value	Affected Trees and Crops				Level of Affected- ness	Unit					Total	
											Coco- nut	Panda- nus	Bread- fruit			FB	FB	FBB	NF	NFBWT		NFBWTT
																Value						Tree Value
						[no.]	[m²]	--	[AUS\$/ m2]	[AUS \$]	[Numbers]			--	[AUS \$/tree]					[AUS \$]	[AUS \$]	
Item	348	11	Stopping Area Drainage Easement Road	2,319	8,246				81,470	73	49	9								8,280	89,750	
	Owner Cases	Villages		Popu- lation	Affected Land					Affected Trees												Total Tree Value
VILLAGE S	7	Nanikai		61	409	No adverse impacts on AHS	9.88 AUS\$/ sqm		4,041	0	0	0	No adverse impacts on AHS	Vaying between 2 and 193 AUS\$/tree depending on whether new planted, non-fruit bearing or fruit bearing						-	4,041	
	60	Teaoraereke		382	1,625				16,055	13	2	0								1,114	17,169	
	23	Banraeaba		103	657				6,491	8	2	0								616	7,107	
	24	Ambo		167	705				6,965	4	2	0								354	7,319	
	32	Taborio		223	398				3,932	17	6	3								1,615	5,547	
	43	Eita		272	974				9,623	16	3	2								1,681	11,304	
	16	Abarao		115	239				2,361	1	3	0								191	2,552	
	82	Bikenibeu		618	1,999				19,750	6	18	3								1,707	21,457	
	20	Nawerewere		144	472				4,663	0	10	1								563	5,226	
	12	Bonriki		79	317				3,132	0	0	0								-	3,132	
	29	Temaiku		155	451				4,456	8	3	0								439	4,895	
	348	11 Villages		2,319	8,246				81,470	73	49	9								8,280	89,750	
USE OF AREA	206	Stopping Places		1783	6,128				59,364	48	20	6								4686	64,050	
	17	Drainage Easements		89	1,219				13,225	2	1	0								197	13,422	
	56	Road		447	899				8,882	23	28	3								3397	12,279	
	279	3 Type of Project Related Land Uses		2,319	8,246				81,470	73	49	9								8,280	89,750	
Organization / Persons	118	Female Landowner		906	2,315				22,872	35	23	4								4325	27,197	
	209	Male Landowner		1407	4,803				47,454	34	26	5								3635	51,089	
	21	Organizations (church, school, center)		6	1,128				11,145	4	0	0								320	11,465	
	348	Private Owners and Organizations		2,319	8,246				81,470	73	49	9								8,280	89,750	
<p>Note 1: As estimated 8 female and 20 male landowners own two or three affected plots, the total number of organizations/persons is less than 348 cases.</p> <p>Note 2: In case information about number of household members has been unclear, provided or been made available, the statistical average of 7 members/household (Socio-Economic Census 2010) has been used.</p> <p>Note 3: The unit rate for purchase of private land by the Government of Kiribati has been provided by MELAD in September 2012 with 40,000 AUS\$/acre equivalent to 9.88 AUS\$/sqm or rounded 10 AUS\$/sqm.</p> <p>Note 4: Based on compensation rate schedule- South Tarawa Road Rehabilitation Project Report, April 2011 the unit rates for compensation of trees are in AUS\$ for coconut trees: 80, 40 and 2 ; for pandandus trees: 37, 19 and 1 ; for breadfruit trees 193, 97 and 8 concerning fruit bearing, non-fruit bearing and new planted trees respectively.</p>																						

ANNEX 4.1: DETAILED INVENTORY OF LOSS – VILLAGE NANIKAI

Survey Number	Side of the Road	No.	HH Name	Proposed Usse of Acquired Land	HH Population	AFFECTED LAND				AFFECTED TREES & CROPS										Total Compensation Costs	
						Affected Residential Land	Level of Affected-ness	Unit Value	Total Land Value	Affected Trees and Crops			Level of Affected-ness	Unit							Total Tree Value
										Coco-nut	Panda-nus	Bread-fruit		FB	FB	FBB	NF	NFBWT	NFBWTT		
														Value							
					[no.]	[m ²]	--	[AUS\$/m ²]	[AUS \$]	[Numbers]			--	[AUS \$/tree]						[AUS \$]	[AUS \$]
1 18&2 10 8 18&2 9 10	BETIO-BUOTA MAIN ROAD																				
	Village Nanikai																				
	Ocean	1	Mr. Namwanoku Atauea	Stopping Place	7	141	minor	9.88	1,393	0	0	0	minor						0	1,393	
	Ocean	2	Mr. Namwanoku Atauea	Stopping Place	7	33	minor	9.88	326	0	0	0	minor						0	326	
	Ocean	3	Mr. Iakobwa Mweretaka	Stopping Place	13	124	minor	9.88	1,225	0	0	0	minor						0	1,225	
	Ocean	4	Mr. Nabuti Bakanebo	Stopping Place	7	29	minor	9.88	287	0	0	0	minor						0	287	
	Lagoon	5	Mr. Namwanoku Atauea	Stopping Place	7	28	minor	9.88	277	0	0	0	minor						0	277	
	Lagoon	6	Mr. Tekaa Bakanebo	Stopping Place	7	30	minor	9.88	296	0	0	0	minor						0	296	
	Lagoon	7	Mr. Iakobwa Mweretaka	Stopping Place	13	24	minor	9.88	237	0	0	0	minor						0	237	
		7	Sub-Total Nanikai Village			61	409		4,041	0	0	0							0	4,041	

ANNEX 4.2: DETAILED INVENTORY OF LOSS – VILLAGE TEAORAEREKE

Survey Number	Side of the Road	No.	HH Name	Proposed Use of Acquired Land	HH Population	AFFECTED LAND				AFFECTED TREES & CROPS										Total Compensation Costs	
						Affected Residential Land	Level of Affected-ness	Unit Value	Total Land Value	Affected Trees and Crops			Level of Affected-ness	Unit Value					Total Tree Value		
										Coco-nut	Panda-nus	Bread-fruit		FB	FBB	NF	NFBWTT				
														Value							
						[no.]	[m²]	--	[AUS\$/m2]	[AUS \$]	[Numbers]			--	[AUS \$/tree]					[AUS \$]	[AUS \$]
			BETIO-BUOTA MAIN ROAD																		
			Village Teaoraereke																		
14A	Ocean	1	Catholic Church (B. Paul Mea)	Stopping Place	1	65	minor	9.88	642	0	0	0	minor						0	642	
66	Ocean	2	Mrs. Baitaua Bainana	Stopping Place	7	44	minor	9.88	435	0	0	0	minor						0	435	
68	Ocean	3	Mr. Mautaaake Karawaiti		7	4	minor	9.88	40	0	0	0	minor						0	40	
069A	Ocean	4	Mr. Tibwere Taraia	Stopping Place	5	26	minor	9.88	257	0	0	0	minor						0	257	
070A	Ocean	5	Mr. Timea Tekee		11	10	minor	9.88	99	0	0	0	minor						0	99	
075A	Ocean	6	Mrs. Buara Nakabuta	Stopping Place	4	2	minor	9.88	20	0	0	0	minor						0	20	
076A	Ocean	7	Mr. Fatali Telolomi	Stopping Place	2	18	minor	9.88	178	0	0	0	minor						0	178	
80	Ocean	8	Mrs. Ainete Tareeti	Stopping Place	8	20	minor	9.88	198	0	0	0	minor						0	198	
78	Ocean	9	LDS church	Stopping Place	0	52	minor	9.88	514	0	0	0	minor						0	514	
77	Ocean	10	Mr. Teeta Kamoriki	Stopping Place	5	45	minor	9.88	445	0	0	0	minor						0	445	
74	Ocean	11	Mrs. Joyce Norman Lieven	Road	12	59	minor	9.88	583	0	0	0	minor						0	583	
72	Ocean	12	Mr. Tebwebwe Rooua	Stopping Place	10	13	minor	9.88	128	1	0	0	minor	80					80	208	
71	Ocean	13	Mr. Toaea		7	15	minor	9.88	148	0	0	0	minor						0	148	
67	Ocean	14	Mr. Timeon Karaiti	Stopping Place	4	16	minor	9.88	158	0	1	0	minor		37				37	195	
63	Ocean	15	Mr. Ioane Anuati		5	5	minor	9.88	49	0	0	0	minor						0	49	
62	Ocean	16	Mr. Tutiteta Tiem	Stopping Place	16	32	minor	9.88	316	0	0	0	minor						0	316	
61	Ocean	17	Mrs. Taamoia Teiaua		3	5	minor	9.88	49	0	0	0	minor						0	49	
60	Ocean	18	Mr. Mataio Tabuia	Stopping Place	6	0	minor	9.88	0	1	0	0	minor	80					80	80	
59	Ocean	19	Mr. Nawaia Bwebwentekai	Stopping Place	7	0	minor	9.88	0	3	0	0	minor	80					240	240	
52	Ocean	20	Mr. Tekeua Taraiti	Stopping Place	7	39	minor	9.88	385	0	0	0	minor						0	385	
50	Ocean	21	Mr. Eria Kanoanile	Stopping Place	2	18	minor	9.88	178	0	0	0	minor						0	178	
49	Ocean	22	Mrs. Tauraoi Rurete		7	13	minor	9.88	128	0	0	0	minor						0	128	
48	Ocean	23	Mr. Abera Moanteraioi		5	7	minor	9.88	69	0	0	0	minor						0	69	
47	Ocean	24	Mr. Naataake Torua	Stopping Place	4	32	minor	9.88	316	0	0	0	minor						0	316	
46	Ocean	25	Mrs. Bungila		5	6	minor	9.88	59	0	0	0	minor						0	59	
40	Ocean	26	Mr. Arawataake Kabwebwenibeia	Stopping Place	2	79	minor	9.88	781	0	0	0	minor						0	781	
38A	Ocean	27	Mr. Kataotao Amitong	Stopping Place	7	65	minor	9.88	642	0	0	0	minor						0	642	
34	Ocean	28	Mrs. Tuutu Teatu	Stopping Place	7	0	minor	9.88	0	2	0	0	minor	80					160	160	
31	Ocean	29	Mr. Karaebwa Bwakaati	Stopping Place	10	32	minor	9.88	316	1	0	0	minor	80					80	396	
29	Ocean	30	Mrs. Teribwebwe Teitoi	Stopping Place	5	0	minor	9.88	0	0	1	0	minor		37				37	37	
27	Ocean	31	Mr. Betero Kaitangare	Stopping Place	6	0	minor	9.88	0	1	0	0	minor	80					80	80	
23	Ocean	32	Mr. Tabea Orea		4	9	minor	9.88	89	0	0	0	minor						0	89	
22	Ocean	33	Mr. Neneia Takita	Stopping Place	3	63	minor	9.88	622	0	0	0	minor						0	622	
21	Ocean	34	Mrs. Taatu Kaitu		6	17	minor	9.88	168	2	0	0	minor	80					160	328	
19	Ocean	35	Mr. Martin Kiaua	Stopping Place	13	14	minor	9.88	138	0	0	0	minor						0	138	
18	Ocean	36	Mr. Kabiriera Taake		7	14	minor	9.88	138	0	0	0	minor						0	138	
38B	Lagoon	37	Mr. Kataotao Amitong	Stopping Place	7	14	minor	9.88	138	0	0	0	minor						0	138	
39	Lagoon	38	Mr. Nnenne Tetaake		7	40	minor	9.88	395	0	0	0	minor						0	395	
075B	Lagoon	39	Mrs. Buara Nakabuta	Stopping Place	4	3	minor	9.88	30	0	0	0	minor						0	30	
076B	Lagoon	40	Mr. Fatali Telolomi	Stopping Place	2	24	minor	9.88	237	0	0	0	minor						0	237	
14B	Lagoon	41	Catholic Church (B. Paul Mea)	Stopping Place	1	66	minor	9.88	652	0	0	0	minor						0	652	
20	Lagoon	42	Honorable. Tiarite Tioti Kwong	Stopping Place	7	32	minor	9.88	316	0	0	0	minor						0	316	
25	Lagoon	43	Mrs. Teretia Tiimi	Drainage	7	82	minor	9.88	810	0	0	0	minor						0	810	
30	Lagoon	44	Mr Tetuu Arawaia	Stopping Place	11	23	minor	9.88	227	0	0	0	minor						0	227	
32	Lagoon	45	Mr. Beiariti Kaotan	Stopping Place	5	0	minor	9.88	0	1	0	0	minor	80					80	80	
33	Lagoon	46	Mrs. Taotia Tekaa	Drain	9	105	minor	9.88	1,037	0	0	0	minor						0	1,037	
42	Lagoon	47	Mr. Daniel Ibita	Stopping Place	7	11	minor	9.88	109	0	0	0	minor						0	109	
43	Lagoon	48	Mr. Aukitino Kaitangare	Stopping Place	4	20	minor	9.88	198	0	0	0	minor						0	198	
44	Lagoon	49	Mr. Nabeia Tabunaa		8	5	minor	9.88	49	0	0	0	minor						0	49	
45	Lagoon	50	Mr. Bureti Teraoi	Drain	1	86	minor	9.88	850	0	0	0	minor						0	850	
51	Lagoon	51	Mr. Moutu Iotebwa Mooti	Stopping Place	14	12	minor	9.88	119	0	0	0	minor						0	119	
54	Lagoon	52	Mr. Tataua Tenene	Stopping Place	4	27	minor	9.88	267	1	0	0	minor	80					80	347	
56	Lagoon	53	Mr. Naumwa Bwateriki	Drain	4	89	minor	9.88	879	0	0	0	minor						0	879	
57	Lagoon	54	Mrs. Teretia Tamoaieta		5	20	minor	9.88	198	0	0	0	minor						0	198	
58	Lagoon	55	Mrs. Buretaake Kamoa	Stopping Place	7	9	minor	9.88	89	0	0	0	minor						0	89	
64	Lagoon	56	Mrs. Tekoba Tentoa		7	12	minor	9.88	119	0	0	0	minor						0	119	
65	Lagoon	57	Mrs. Tite Iuriana	Stopping Place	18	8	minor	9.88	79	0	0	0	minor						0	79	
069B	Lagoon	58	Mr. Tibwere Taraia		5	7	minor	9.88	69	0	0	0	minor						0	69	
070A	Lagoon	59	Mr. Timea Tekee	Stopping Place	11	13	minor	9.88	128	0	0	0	minor						0	128	
73	Lagoon	60	Mrs. Teera Tairoa	Drain	7	78	minor	9.88	771	0	0	0	minor						0	771	
		60	Sub-Total Teaoraereke Village			382	1,625		16,055	13	2	0							1,114	17,169	

ANNEX 4.3: DETAILED INVENTORY OF LOSS – VILLAGE BANRAEABA

Survey Number	Side of the Road	No.	HH Name	Proposed Use of Acquired Land	HH Population	AFFECTED LAND				AFFECTED TREES & CROPS										Total Compensation Costs	
						Affected Residential Land	Level of Affectedness	Unit Value	Total Land Value	Affected Trees and Crops			Level of Affectedness	Unit					Total Tree Value		
										Coco-nut	Panda-nus	Bread-fruit		FB	FB	FBB	NF	NFBWT			NFBWTT
														Value							
					[no.]	[m ²]	--	[AUS\$/m ²]	[AUS \$]	[Numbers]			--	[AUS \$/tree]					[AUS \$]	[AUS \$]	
BETIO-BUOTA MAIN ROAD																					
Village Banraeaba																					
91 818 95-private 95-church 100 101 102 104 85 92 99A 96 87 106 107 81A 83 84 103 85 92 93 97	Ocean	1	Mr. Tirae Tirae	Stopping Place	7	0	minor	9.88	0	1	0	0	minor	80					80	80	
	Ocean	2	Rev. Mareweia Riteti (KPC church)	Stopping Place	1	29	minor	9.88	287	0	0	0	minor						0	287	
	Ocean	3	Mr. Aruititi Taburuea	Stopping Place	2	21	minor	9.88	207	0	0	0	minor						0	207	
	Ocean	4	Catholic Church (B. Paul Mea)	Drain	0	101	minor	9.88	998	2	0	0	0	minor	80					160	1,158
	Ocean	5	Mr.David Tio	Stopping Place	12	4	minor	9.88	40	0	0	0	0	minor						0	40
	Ocean	6	Mrs. Takoriri Tiinou		5	21	minor	9.88	207	0	0	0	0	minor						0	207
	Ocean	7	Mr. Fakaofa Nemia		7	72	minor	9.88	711	0	0	0	0	minor						0	711
	Ocean	8	Mrs. Koriri Roaroa	Stopping Place	3	0	minor	9.88	0	1	1			minor	80	37				117	117
	Ocean	9	SDA church	Stopping Place	0	28	minor	9.88	277	0	0	0	0	minor						0	277
	Ocean	10	Mr.Taam Tekaai	Stopping Place	1	26	minor	9.88	257	0	0	0	0	minor						0	257
	Lagoon	11	Mr. Katangiman Bioo	Stopping Place	4	10	minor	9.88	99	0	0	0	0	minor						0	99
	Ocean	12	Mrs. Kaaro Kaberu	Stopping Place	8	24	minor	9.88	237	0	0	0	0	minor						0	237
	Lagoon	13	Mrs. Ereti Nabuti	Stopping Place	9	13	minor	9.88	128	0	0	0	0	minor						0	128
	Lagoon	14	Mr. Buraieta. Arobati	Stopping Place	11	27	minor	9.88	267	2	0	0	0	minor	80					160	427
	Lagoon	15	Mrs. Ataa. Teatolai	Stopping Place	2	0	minor	9.88	0	1	1	0	0	minor			19	40		59	59
	Lagoon	16	Rev. Mareweia Riteti (KPC church)	Drain	0	70	minor	9.88	692	0	0	0	0	minor						0	692
	Lagoon	17	Mrs. Eutee Arobati	Stopping Place	3	7	minor	9.88	69	0	0	0	0	minor						0	69
	Lagoon	18	Mr. Tenene Tawaia		7	10	minor	9.88	99	0	0	0	0	minor						0	99
	Lagoon	19	Mr. Fakaofa Nemia		7	121	minor	9.88	1,195	0	0	0	0	minor						0	1,195
	Lagoon	20	SDA church	Stopping Place	0	14	minor	9.88	138	0	0	0	0	minor						0	138
	Lagoon	21	Mr. Taam Tekaai	Stopping Place	1	26	minor	9.88	257	1	0	0	0	minor				40		40	297
	Lagoon	22	Catholic Church (B. Paul Mea)	Stopping Place	1	6	minor	9.88	59	0	0	0	0	minor						0	59
	Lagoon	23	Mrs. Tietao Mweretaka	Stopping Place	12	27	minor	9.88	267	0	0	0	0	minor						0	267
		23	Sub-Total Banraeaba Village			103	657		6,491	8	2	0							616	7,107	

ANNEX 4.4: DETAILED INVENTORY OF LOSS – VILLAGE AMBO

Survey Number	Side of the Road	No.	HH Name	Proposed Use of Acquired Land	HH Popu- lation	AFFECTED LAND				AFFECTED TREES & CROPS										Total Compens ation Costs
						Affected Residential Land	Level of Affected- ness	Unit Value	Total Land Value	Affected Trees and Crops			Level of Affected- ness	Unit					Total	
										Coco- nut	Panda- nus	Bread- fruit		FB	FB FBB	NF	NFBWT	NFBWTT		
														Value						
					[no.]	[m²]	--	[AUS\$/ m2]	[AUS \$]	[Numbers]			--	[AUS \$/tree]					[AUS \$]	[AUS \$]
BETIO-BUOTA MAIN ROAD																				
Village Ambo																				
109	Ocean	1	Jehovah Witness Church	Stopping Place	0	23	minor	9.88	227	0	0	0	minor						0	227
111A	Ocean	2	Mr.Bill Schutz	Stopping Place	8	28	minor	9.88	277	0	0	0	minor						0	277
111B	Ocean	3	Mrs Eritebwa Kabubuke	Stopping Place	7	9	minor	9.88	89	0	0	0	minor						0	89
116	Ocean	4	Mr. Nabiri Tonganibeia	Stopping Place	7	0	minor	9.88	0	0	2	0	minor	37					74	74
118	Ocean	5	Mr. Koura Onorio	Stopping Place	3	32	minor	9.88	316	0	0	0	minor						0	316
120	Ocean	6	Mr. Tarakia Uakeang	Stopping Place	11	27	minor	9.88	267	0	0	0	minor						0	267
121	Ocean	7	Mrs Ariti Arobati	Stopping Place	13	24	minor	9.88	237	0	0	0	minor						0	237
123	Ocean	8	Mrs. Taiman Kokoria	Road	3	0	minor	9.88	0	1	0	0	minor	80					80	80
124	Ocean	9	Mrs. Beta Tentoa	Stopping Place	15	74	minor	9.88	731	0	0	0	minor						0	731
125	Ocean	10	Mr. Tiina Tebwaara	Road	6	30	minor	9.88	296	0	0	0	minor						0	296
127	Ocean	11	Mr. Rameka Takirua		5	71	minor	9.88	701	0	0	0	minor						0	701
126	Ocean	12	Mrs. Angitaake Nauoko		7	18	minor	9.88	178	0	0	0	minor						0	178
126B	Ocean	13	Mr. Bateniki Baree		7	36	minor	9.88	356	0	0	0	minor						0	356
128B	Ocean	14	Mr. Teabike Temware		7	23	minor	9.88	227	0	0	0	minor						0	227
128C	Ocean	15	Mr. Teabike Temware	Stopping Place	7	30	minor	9.88	296	0	0	0	minor						0	296
112	Ocean	16	Mrs Rang Matuu	Stopping Place	7	20	minor	9.88	198	0	0	0	minor						0	198
114	Ocean	17	Mr. Bakeua Tekita	Stopping Place	7	30	minor	9.88	296	0	0	0	minor						0	296
108	Lagoon	18	Mrs. Teiti Taaruru	Stopping Place	9	33	minor	9.88	326	1	0	0	minor	80					80	406
110	Lagoon	19	Mrs. Polote Tiimi	Drainage	5	68	minor	9.88	672	0	0	0	minor						0	672
119	Lagoon	20	Mrs Borateaba Onikannara	Road	5	0	minor	9.88	0	1	0	0	minor				40		40	40
128A	Lagoon	21	Mr. Teabike Temware	Road	3	37	minor	9.88	366	0	0	0	minor						0	366
122	Lagoon	22	Mrs Ariti Arobati	Stopping Place	13	31	minor	9.88	306	0	0	0	minor						0	306
114	Lagoon	23	Mr. Bakeua Tekita	Stopping Place	7	32	minor	9.88	316	1	0	0	minor	80					80	396
127	Lagoon	24	Mr Teabike Tamware	Stopping Place	5	29	minor	9.88	287	0	0	0	minor						0	287
Sub-Total		24	Sub-Total Ambo Village		167	705			6,965	4	2	0							354	7,319

ANNEX 4.5: DETAILED INVENTORY OF LOSS – VILLAGE TABORIO

Survey Number	Side of the Road	No.	HH Name	Proposed Use of Acquired Land	HH Population	AFFECTED LAND				AFFECTED TREES & CROPS							Total Compensation Costs			
						Affected Residential Land	Level of Affected-ness	Unit Value	Total Land Value	Affected Trees and Crops			Level of Affected-ness	Unit					Total Tree Value	
										Coco-nut	Panda-nus	Bread-fruit		FB	FBB	NF		NFBWT		NFBWTT
														Value						
					[no.]	[m²]	--	[AUS\$/m²]	[AUS \$]	[Numbers]			--	[AUS \$/tree]					[AUS \$]	[AUS \$]
BETIO-BUOTA MAIN ROAD																				
Village Taborio																				
131	Ocean	1	Mr. Eeman rumeta	Stopping Place	3	4	minor	9.88	40	0	0	0	minor						0	40
132	Ocean	2	Mr. Tekiree Kokoria		2	24	minor	9.88	237	0	0	0	minor						0	237
133	Ocean	3	Mrs. Bwarantina Mooi	Road	8	0	minor	9.88	0	1	0	0	minor	80					80	80
135	Ocean	4	Mr Kokoria Batirio	Stopping Place	6	17	minor	9.88	168	0	0	0	minor						0	168
136	Ocean	5	Catholic Church (B. Paul Mea)		0	28	minor	9.88	277	0	0	0	minor						0	277
137	Ocean	6	Mr.Betero Takirua	Road	10	0	minor	9.88	0	0	2	0	minor		37				74	74
138	Ocean	7	Mrs. Terorati Takirua	Road	3	0	minor	9.88	0	1	0	0	minor	80					80	80
143	Ocean	8	Mrs. Namwaere Toakai	Stopping Place	8	26	minor	9.88	257	3	0	0	minor	80					240	497
149	Ocean	9	Mrs. Aren Aata Tekinaiti	Stopping Place	9	29	minor	9.88	287	0	0	0	minor						0	287
151	Ocean	10	Mrs Teaonnang Mwamwau	Road	4	0	minor	9.88	0	1	0	0	minor	80					80	80
155	Ocean	11	Mrs Matarena Etuin	Stopping Place	7	0	minor	9.88	0	0	0	1	minor		193				193	193
140B	Ocean	12	Mr. Katatia Tenou	Stopping Place	5	14	minor	9.88	138	1	0	0	minor				40		40	178
140C	Ocean	13	Mr. Kirarimwa Kaitu	Stopping Place	13	14	minor	9.88	138	1	1	0	minor	37			40		77	215
146A	Ocean	14	Mr.Takaua Kabuati	Stopping Place	6	23	minor	9.88	227	3	0	1	minor			97		2	103	330
147B	Ocean	15	Mr. Takirua Ietawa		6	8	minor	9.88	79	0	0	0	minor						0	79
150A	Ocean	16	Mr. Tebabure Baananua	Stopping Place	6	0	minor	9.88	0	1	0	0	minor	80					80	80
154	Lagoon	17	Mrs. Matarena Edwin	Stopping Place	20	22	minor	9.88	217	0	0	0	minor						0	217
153	Lagoon	18	Mr. Karianako Tebutu	Drainage	7	29	minor	9.88	287	0	1	0	minor	37					37	324
152	Lagoon	19	Mr. Tion Konono & others	Road	5	0	minor	9.88	0	0	1	0	minor	37					37	37
148	Lagoon	20	Mr. Kiaitonga, Ieremia, Tekinene	Stopping Place	7	0	minor	9.88	0	1	0	0	minor				40		40	40
145	Lagoon	21	Mrs. Emely Nanimatang Karoua	Stopping Place	14	5	minor	9.88	49	0	0	0	minor						0	49
144	Lagoon	22	Mr. Ineti Mareko		7	26	minor	9.88	257	0	0	0	minor						0	257
142	Lagoon	23	Mrs.Moe Kakiauea	Drainage	7	12	minor	9.88	119	0	0	0	minor						0	119
141	Lagoon	24	Mr. Temwaang Tebwatoki	Stopping Place	8	15	minor	9.88	148	0	0	0	minor						0	148
140A	Lagoon	25	Mr. Katatia Tenou		5	14	minor	9.88	138	0	0	0	minor						0	138
139	Lagoon	26	Mr. Inatoa Tebania	Road	7	0	minor	9.88	0	1	0	0	minor	80					80	80
134	Lagoon	27	Mrs. Teitirua Airan	Stopping Place	9	23	minor	9.88	227	3	0	0	minor	80					240	467
129	Lagoon	28	Mr. Unknown	Stopping Place	7	37	minor	9.88	366	0	0	0	minor						0	366
130	Lagoon	29	Mrs. Eroria Iotua	Road	6	0	minor	9.88	0	0	1	0	minor	37					37	37
146B	Lagoon	30	Mr.Takaua Kabuati	Stopping Place	6	21	minor	9.88	207	0	0	0	minor						0	207
147A	Lagoon	31	Mr. Takirua Ietawa		6	7	minor	9.88	69	0	0	0	minor						0	69
150B	Lagoon	32	Mr. Tebabure Baananua	Stopping Place	6	0	minor	9.88	0	0	0	1	minor			97			97	97
		32	Sub-Total Taborio Village			223	398		3,932	17	6	3							1,615	5,547

ANNEX 4.6: DETAILED INVENTORY OF LOSS – VILLAGE EITA

Survey Number	Side of the Road	No.	HH Name	Proposed Usse of Acquired Land	HH Popu- lation	AFFECTED LAND				AFFECTED TREES & CROPS										Total Compens- ation Costs		
						Affected Residential Land	Level of Affected- ness	Unit Value	Total Land Value	Affected Trees and Crops			Level of Affected- ness	Unit							Total	
										Coco- nut	Panda- nus	Bread- fruit		FB	FB	FBB	NF	NFBWT	NFBWTT			Tree Value
					[no.]	[m²]	--	[AUS\$/ m2]	[AUS \$]	[Numbers]			--	[AUS \$/tree]						[AUS \$]	[AUS \$]	
157 & 158 																						

ANNEX 4.7: DETAILED INVENTORY OF LOSS – VILLAGE ABARAO

Survey Number	Side of the Road	No.	HH Name	Proposed Use of Acquired Land	HH Population	AFFECTED LAND				AFFECTED TREES & CROPS										Total Compensation Costs	
						Affected Residential Land	Level of Affected-ness	Unit Value	Total Land Value	Affected Trees and Crops			Level of Affected-ness	Unit							Total Tree Value
										Coco-nut	Panda-nus	Bread-fruit		FB	FB	FBB	NF	NFBWT	NFBWTT		
														Value							
					[no.]	[m²]	--	[AUS\$/m2]	[AUS \$]	[Numbers]			--	[AUS \$/tree]						[AUS \$]	[AUS \$]
BETIO-BUOTA MAIN ROAD																					
Village Abarao																					
217	Ocean	1	Mr. Rimete Otineru	Stopping Place	8	31	minor	9.88	306	0	0	0	minor						0	306	
213	Ocean	2	Mr. Arobati Ientau	Stopping Place	1	27	minor	9.88	267	0	0	0	minor						0	267	
210	Ocean	3	Mrs. Florence Murdock	Stopping Place	6	24	minor	9.88	237	0	0	0	minor						0	237	
209	Ocean	4	Mrs. Toaiti Taberauea		10	7	minor	9.88	69	0	0	0	minor						0	69	
204	Ocean	5	Mr. Areke, Muller	Stopping Place	7	14	minor	9.88	138	0	0	0	minor						0	138	
2038	Ocean	6	Mrs. Teboranga Taboa		7	10	minor	9.88	99	0	0	0	minor						0	99	
218	Ocean	7	Mr. Tierata Ruuti	Stopping Place	7	0	minor	9.88	0	0	2	0	minor	37					74	74	
205A	Ocean	8	Mr. Miika Fanoa	Stopping Place	7	19	minor	9.88	188	0	0	0	minor						0	188	
216	Lagoon	9	Mr. Bukanteang Kourataake	Stopping Place	4	9	minor	9.88	89	0	0	0	minor						0	89	
215	Lagoon	10	Mrs. Kamoia T Terewa	Stopping Place	10	21	minor	9.88	207	0	0	0	minor						0	207	
212	Lagoon	11	Mr Kourabi Rakunoua	Road	10	0	minor	9.88	0	1	0	0	minor	80					80	80	
211	Lagoon	12	Mr. Jeff Jong	Drainage	9	10	minor	9.88	99	0	0	0	minor						0	99	
208	Lagoon	13	Mrs. Teiti Kinate	Road	5	0	minor	9.88	0	0	1	0	minor	37					37	37	
207	Lagoon	14	Mr. Kiteon Tiroba	Stopping Place	15	29	minor	9.88	287	0	0	0	minor						0	287	
206	Lagoon	15	Mr. Tiimi Teimone	Stopping Place	2	22	minor	9.88	217	0	0	0	minor						0	217	
205B	Lagoon	16	Mr. Miika Fanoa	Stopping Place	7	16	minor	9.88	158	0	0	0	minor						0	158	
		16	Sub-Total Abarao Village			115	239		2,361	1	3	0								191	2,552

ANNEX 4.8: DETAILED INVENTORY OF LOSS – VILLAGE BIKENIBEU

Survey Number	Side of the Road	No.	HH Name	Proposed Use of Acquired Land	Popu-lation	AFFECTED LAND				AFFECTED TREES & CROPS							Total Tree Value	Total Compensation Costs			
						Affected Residential Land	Level of Affected-ness	Unit	Total Land Value	Affected Trees and Crops			Level of Affected-ness	Use of Affected Land							
										Coco-nut	Panda-nus	Bread-fruit		FB	FB	FBB			NF	NFBWT	NFBWTT
[no.]	[m²]	[AU\$/m²]	[AU\$]	[Numbers]	--	[AU\$ /tree]					[AU\$]	[AU\$]									
BETIO-BUOTA MAIN ROAD																					
Village Bikenibeu																					
223	Ocean	1	Mr Nariki Kautu	Road	17	0	minor	9.88	0	0	1	0	minor	37			37				
224	Ocean	2	Mr Nareau Teiwaki	Stopping Place	5	3	minor	9.88	30	0	0	0	minor				30				
225	Ocean	3	Mr Aaran Iotebwa	Stopping Place	5	19	minor	9.88	188	0	0	0	minor				188				
230	Ocean	4	Mr Totoki Tikaa	Road	3	0	minor	9.88	0	0	2	0	minor	37	19		56				
233	Ocean	5	Mr Tioti Neete	Road	10	29	minor	9.88	287	0	0	0	minor				287				
234	Ocean	6	Mr Bwauro Karoroata	Road	7	25	minor	9.88	247	0	0	0	minor				247				
235 & 236	Ocean	7	Mr Ietawa Betero	Road	6	15	minor	9.88	148	0	0	0	minor				148				
239	Ocean	8	Mrs. Rotti Nabatiku	Road	9	0	minor	9.88	0	0	1	0	minor	37			37				
240	Ocean	9	Bahai Church	Stopping Place	0	35	minor	9.88	346	0	0	0	minor				346				
243	Ocean	10	Mr Moote Eteta	Stopping Place	7	16	minor	9.88	158	0	0	0	minor				158				
242A	Ocean	11	Mr Eberi Tekitanga	Stopping Place	9	12	minor	9.88	119	0	0	0	minor				119				
245	Ocean	12	Mrs. Benateta Temwaka	Stopping Place	7	26	minor	9.88	257	0	0	0	minor				257				
249	Ocean	13	Mrs. Kaboterenga Tarangauea	Stopping Place	7	27	minor	9.88	267	0	0	0	minor				267				
250 & 251	Ocean	14	Mr. Irata Pine	Stopping Place	7	12	minor	9.88	119	0	0	0	minor				119				
252	Ocean	15	Mrs. Eritabeta Timou	Stopping Place	7	19	minor	9.88	188	0	0	0	minor				188				
257	Ocean	16	Mr. Moanteata Matangiruru	Stopping Place	7	37	minor	9.88	366	0	0	0	minor				366				
258	Ocean	17	Mr Kamaunauea Tebeia	Stopping Place	7	7	minor	9.88	69	0	0	0	minor				69				
260	Ocean	18	Mrs. Tekawaniiti Kum Kee	Stopping Place	7	27	minor	9.88	267	0	0	0	minor				267				
262	Ocean	19	Mrs Anna Tominiko	Stopping Place	7	21	minor	9.88	207	0	0	0	minor				207				
263 & 264	Ocean	20	Mrs. Reitaake Takabwebwe	Stopping Place	7	60	minor	9.88	593	1	1	0	minor	80	37		117				
265	Ocean	21	Mr. Taboia Tekarawa	Stopping Place	7	49	minor	9.88	484	0	0	0	minor				484				
270	Ocean	22	Mr. Kabinera Teaei	Road	7	7	minor	9.88	69	0	0	0	minor				69				
271	Ocean	23	Mr. Tekimatang Alausea	Road	7	23	minor	9.88	227	0	0	0	minor				227				
272	Ocean	24	Mrs. Tikoro Tanea	Road	7	30	minor	9.88	296	0	0	0	minor				296				
273	Ocean	25	Mr. Tebata Taubuki	Road	7	12	minor	9.88	119	0	0	0	minor				119				
274	Ocean	26	Mr. Buriata Nantunimaking	Stopping Place	7	13	minor	9.88	128	0	0	0	minor				128				
275	Ocean	27	Mr. Puta Eli	Stopping Place	7	7	minor	9.88	69	0	0	0	minor				69				
276	Ocean	28	Mr. Bela Kiabaua	Stopping Place	11	14	minor	9.88	138	0	0	0	minor				138				
277	Ocean	29	Mr. Enoka Tominiko	Stopping Place	7	20	minor	9.88	198	0	0	0	minor				198				
278	Ocean	30	Mr. Mariua Tekaa	Stopping Place	11	34	minor	9.88	336	0	0	0	minor				336				
279	Ocean	31	Mr. Bureimwi Namwakaina	Stopping Place	8	9	minor	9.88	79	0	0	0	minor				79				
284	Ocean	32	Mrs. Teretia Nauoko	Road	15	0	minor	9.88	0	0	0	2	minor		193		386				
286	Ocean	33	Mr. Taato Kaburoro	Stopping Place	7	30	minor	9.88	296	0	0	0	minor				296				
287	Ocean	34	Father Iotebwa	Stopping Place	1	25	minor	9.88	247	0	0	0	minor				247				
288	Ocean	35	Mrs. Akineti Tekiritake	Stopping Place	11	27	minor	9.88	267	0	0	0	minor				267				
290	Ocean	36	Mr. Beeni Tamoaieta	Road	7	15	minor	9.88	148	1	0	0	minor	80			80				
289B	Ocean	37	Mr. Tamwakai Taekateata	Road	6	26	minor	9.88	257	0	0	0	minor				257				
296	Ocean	38	Mrs. Tekiebu Dick	Road	7	21	minor	9.88	207	0	0	0	minor				207				
297	Ocean	39	Mrs. Teretia Toana	Road	10	14	minor	9.88	138	0	1	0	minor		37		175				
298	Ocean	40	Mrs. Buraiaeta Roaia	Stopping Place	3	63	minor	9.88	622	0	0	0	minor				622				
300	Ocean	41	Mrs. Tenna Kureta	Stopping Place	24	48	minor	9.88	474	0	0	0	minor				474				
303	Ocean	42	Mrs. Tekina Koakoa	Road	6	0	minor	9.88	0	0	2	0	minor		37		74				
219A	Ocean	43	Mrs. Akineti Kabuati	Road	26	8	minor	9.88	79	0	0	0	minor				79				
221	Ocean	44	Mr. Teunroko Anruti	Stopping Place	5	17	minor	9.88	168	0	0	0	minor				168				
228A & 92	Ocean	45	Mr. Taam Tekaa	Stopping Place	1	50	minor	9.88	494	0	0	0	minor				494				
229	Ocean	46	Unknown	Stopping Place	7	29	minor	9.88	287	0	0	0	minor				287				
232B	Ocean	47	Mr. Mariano Uro	Stopping Place	8	62	minor	9.88	613	0	0	0	minor	80			80				
298B	Ocean	48	Mrs. Taoniiti Irata	Stopping Place	8	0	minor	9.88	0	0	2	0	minor		37		74				
242B	Lagoon	49	Mr. Eberi Tekitanga	Stopping Place	9	18	minor	9.88	178	0	0	0	minor				178				
241	Lagoon	50	Mr. Tebani Eeking	Road	7	11	minor	9.88	109	0	0	0	minor				109				
219B	Lagoon	51	Mrs. Akineti Kabuati	Stopping Place	26	14	minor	9.88	138	1	0	0	minor	80			80				
220	Lagoon	52	Mr. Atiata Merata	Stopping Place	10	20	minor	9.88	198	0	0	0	minor				198				
228B & 92	Lagoon	53	Mr. Taam Tekaa	Stopping Place	1	48	minor	9.88	474	0	0	0	minor				474				
229	Lagoon	54	Unknown	Stopping Place	7	29	minor	9.88	287	0	0	0	minor				287				
232A	Lagoon	55	Mr. Mariano Uro	Stopping Place	8	7	minor	9.88	69	0	0	0	minor				69				
289A	Lagoon	56	Mr. Tamwakai Taekateata	Stopping Place	6	19	minor	9.88	188	0	0	0	minor				188				
222	Lagoon	57	Mrs. Eligiy Andrew Heinrich	Road	8	32	minor	9.88	316	0	0	0	minor				316				
226	Lagoon	58	Mrs. Riite Tiira	Stopping Place	13	23	minor	9.88	227	0	0	0	minor				227				
227	Lagoon	59	Mr. Rebuamatang	Stopping Place	15	6	minor	9.88	59	0	0	0	minor				59				
231	Lagoon	60	Mrs. Kanongnga Tiroko	Road	7	0	minor	9.88	0	0	1	0	minor		37		37				
237 & 184	Lagoon	61	Mrs. Teriet Baakoa	Stopping Place	6	0	minor	9.88	0	0	1	0	minor		37		37				
238	Lagoon	62	Mrs. Ratife Tioon	Stopping Place	5	16	minor	9.88	158	0	0	0	minor				158				
246	Lagoon	63	Mr. Mwemwentarawa Teata	Drainage	7	35	minor	9.88	346	0	0	0	minor				346				
247	Lagoon	64	Mr. Harry Tong Jr	Drainage	7	46	minor	9.88	454	0	0	0	minor				454				
253	Lagoon	65	Mr. Teiwaki Tekanene	Stopping Place	7	54	minor	9.88	534	0	0	0	minor				534				
254	Lagoon	66	Mrs. Bwenata Nawia	Stopping Place	8	19	minor	9.88	188	0	0	0	minor				188				
259	Lagoon	67	Mrs. Wateti Tebeia	Road	7	0	minor	9.88	0	0	1	0	minor		37		37				
267	Lagoon	68	KPC Bikenibeu Church	Stopping Place	0	45	minor	9.88	445	0	0	0	minor				445				
268 & 269	Lagoon	69	Women Center AMAK	Drainage	0	256	minor	9.88	2,529	0	0	0	minor				2,529				
281	Lagoon	70	Mrs. Marao Willie	Stopping Place	8	16	minor	9.88	158	0	0	0	minor		193		193				
283	Lagoon	71	Mr. King Kum Kee	Road	7	19	minor	9.88	188	0	0	0	minor				188				
285	Lagoon	72	Mr. Francis Ngaalu	Stopping Place	5	27	minor	9.88	267	0	0	0	minor				267				
291	Lagoon	73	Mrs. Taebaba Ruuti	Stopping Place	7	12	minor	9.88	119	0	0	0	minor				119				
292	Lagoon	74	Mr. Arakataake Iorim Atema	Road	8	17	minor	9.88	168	2	0	0	minor		80		160				
293	Lagoon	75	Mrs. Tebautaake Buaka	Road	6	7	minor	9.88	69	0	0	0	minor				69				
294	Lagoon	76	Mr. Teeratia Teetu	Road	6	3	minor	9.88	30	0	0	0	minor				30				
295 & 285	Lagoon	77	Mr. Francis Ngaalu	Stopping Place	5	29	minor	9.88	287	0	0	0	minor		37		37				
299A	Lagoon	78	Mrs. Taoniiti Irata	Stopping Place	8	67	minor	9.88	563	0	0	0	minor				563				
81	Lagoon	79	KPC Bikenibeu Church	Road	1	34	minor	9.88	336	0	0	0	minor				336				
301	Lagoon	80	Mrs. Taie Kamanaka	Road	6	0	minor	9.88	0	0	3	0	minor		37		111				
302	Lagoon	81	Mr. Bwanuera Berina	Road	2	0	minor	9.88	0	0	1	0	minor		37		37				
304	Lagoon	82	Mrs. Mwanu Alorae Kati	Stopping Place	7	32	minor	9.88	316	0	0	0	minor				316				
Sub-Total Bikenibeu					618			1 999	19 750	6	18	3					1 707	21 319			

ANNEX 4.9: DETAILED INVENTORY OF LOSS – VILLAGE NAWEREWERE

Survey Number	Side of the Road	No.	HH Name	Proposed Use of Acquired Land	HH Population	AFFECTED LAND				AFFECTED TREES & CROPS										Total Compensation Costs
						Affected Residential Land	Level of Affectedness	Unit Value	Total Land Value	Affected Trees and Crops			Level of Affectedness	Unit					Total Tree Value	
										Coco-nut	Pandan-us	Bread-fruit		FB	FBB	NF	NFBWT	NFBWTT		
														Value						
					[no.]	[m ²]	--	[AUS\$/m ²]	[AUS \$]	[Numbers]			--	[AUS \$/tree]					[AUS \$]	[AUS \$]
BETIO-BUOTA MAIN ROAD																				
Village Nawerewere																				
324	Ocean	1	Mr Tenunnang Tarakabu	Stopping Place	7	18	minor	9.88	178	0	0	0	minor						0	178
321	Ocean	2	Mrs. Katarake Atanibeia	Stopping Place	7	25	minor	9.88	247	0	0	0	minor						0	247
317	Ocean	3	Mr Atauea Tataua	Stopping Place	7	12	minor	9.88	119	0	0	0	minor						0	119
316	Ocean	4	Mrs Banebane Betero		7	35	minor	9.88	346	0	0	0	minor						0	346
315	Ocean	5	Mr. Tion Tonganibeia		7	24	minor	9.88	237	0	0	0	minor						0	237
309-1	Ocean	6	Mrs Tongafiti Morman	Stopping Place	2	15	minor	9.88	148	0	2	0	minor		37				74	222
309-2	Ocean	7	Mr Kiritaake	Stopping Place	7	15	minor	9.88	148	0	2	0	minor		37				74	222
325	Lagoon	8	Mr. Tiotee Tongaiaba	Road	5	168	minor	9.88	1,660	0	0	0	minor						0	1,660
323	Lagoon	9	Catholic Church (B. Paul Mea)	Stopping Place	0	43	minor	9.88	425	0	0	0	minor						0	425
322	Lagoon	10	Mr. Kaikai Titau	Road	8	0	minor	9.88	0	0	1	0	minor		37				37	37
320	Lagoon	11	Mrs Teretia Kararake	Stopping Place	8	6	minor	9.88	59	0	0	0	minor						0	59
319	Lagoon	12	Mr. Kiritaake Tutokarau		14	30	minor	9.88	296	0	0	0	minor						0	296
318	Lagoon	13	Mr Anterea Iakaewe		Road	7	0	minor	9.88	0	0	0	1	minor		193				193
314	Lagoon	14	Mr. Atoti Ariera	Stopping Place	8	6	minor	9.88	59	0	0	0	minor						0	59
313	Lagoon	15	Mr Remuera Tateraka		7	10	minor	9.88	99	0	0	0	minor						0	99
312	Lagoon	16	Mr Nokite Abitite		11	20	minor	9.88	198	0	0	0	minor						0	198
311	Lagoon	17	Mr Naaro Teraku	Road	8	7	minor	9.88	69	0	0	0	minor						0	69
310	Lagoon	18	Mr Mosy Kum Kee		7	0	minor	9.88	0	0	3	0	minor		37				111	111
307	Lagoon	19	Mr. Baiteke Manikaai		Stopping Place	5	38	minor	9.88	375	0	1	0	minor		37				37
306	Lagoon	20	Mr Iotebwa Beteroo	Road	12	0	minor	9.88	0	0	1	0	minor		37				37	37
		20	Sub-Total Nawerewere Village			144	472		4,663	0	10	1							563	5,226

ANNEX 4.10: DETAILED INVENTORY OF LOSS – VILLAGE BONRIKI

Survey Number	Side of the Road	No.	HH Name	Proposed Use of Acquired Land	HH Population	AFFECTED LAND				AFFECTED TREES & CROPS										Total Compensation Costs	
						Affected Residential Land	Level of Affected-ness	Unit Value	Total Land Value	Affected Trees and Crops			Level of Affected-ness	Unit							Total Tree Value
										Coco-nut	Panda-nus	Bread-fruit		FB	FB	FBB	NF	NFBWT	NFBWTT		
														Value							
					[no.]	[m²]	--	[AUS\$/m²]	[AUS \$]	[Numbers]			--	[AUS \$/tree]						[AUS \$]	[AUS \$]
BETIO-BUOTA MAIN ROAD																					
Village Name Bonriki																					
357	Ocean	1	Mrs Tikataake Iabeta	Road	7	35	minor	9.88	346	0	0	0	minor						0	346	
356A	Ocean	2	Mrs Marou Peter	Stopping Place	5	16	minor	9.88	158	0	0	0	minor						0	158	
358A	Ocean	3	Mr. Tekimwaa Iaaniman	Stopping Place	5	15	minor	9.88	148	0	0	0	minor						0	148	
367 & 365	Lagoon	4	Mr Ataniman Karaebwa	Road	7	30	minor	9.88	296	0	0	0	minor						0	296	
366	Lagoon	5	Mr Ienraku Kiaieta	Stopping Place	6	48	minor	9.88	474	0	0	0	minor						0	474	
365 & 367	Lagoon	6	Mr Ataniman Karaebwa	Road	7	6	minor	9.88	59	0	0	0	minor						0	59	
364	Lagoon	7	Mr Buretiti Kimaua		0	11	minor	9.88	109	0	0	0	minor						0	109	
363	Lagoon	8	Mr. Tekaruru		7	26	minor	9.88	257	0	0	0	minor						0	257	
362	Lagoon	9	Mrs. Eigigu Heinrich		7	32	minor	9.88	316	0	0	0	minor						0	316	
360 & 361	Lagoon	10	Mrs Berorin Rubenteiti	Stopping Place	18	68	minor	9.88	672	0	0	0	minor						0	672	
356B	Lagoon	11	Mrs Marou Peter	Stopping Place	5	15	minor	9.88	148	0	0	0	minor						0	148	
358B	Lagoon	12	Mr. Tekimwaa Iaaniman	Stopping Place	5	15	minor	9.88	148	0	0	0	minor						0	148	
Sub-Total Bonriki Village		12			79	317			3,132	0	0	0							0	3,132	

ANNEX 4.11: DETAILED INVENTORY OF LOSS – VILLAGE TEMAUKU

Survey Number	Side of the Road	No.	HH Name	Proposed Usse of Acquired Land	HH Popu- lation	AFFECTED LAND				AFFECTED TREES & CROPS										Total Compens ation Costs	
						Affected Residential Land	Level of Affected- ness	Unit Value	Total Land Value	Affected Trees and Crops			Level of Affected- ness	Unit							Total Tree Value
										Coco- nut	Panda- nus	Bread- fruit		FB	FBB	NF	NFBWT	NFBWTT			
														Value							
[no.]	[m²]	--	[AUS\$/ m2]	[AUS \$]	[Numbers]			--	[AUS \$/tree]						[AUS \$]	[AUS \$]					
BETIO-BUOTA MAIN ROAD																					
Village Temaiku																					
328	Ocean	1	Mrs. Boboia Aneti	Stopping Place	5	19	minor	9.88	188	0	0	0	minor					0	188		
81	Ocean	2	KPC Temaiku Church	Stopping Place	1	20	minor	9.88	198	0	0	0	minor					0	198		
334	Ocean	3	Mr. Bwarerei Onorio	Stopping Place	6	22	minor	9.88	217	0	0	0	minor					0	217		
336	Ocean	4	Mr. Bong	Stopping Place	7	18	minor	9.88	178	0	0	0	minor					0	178		
346	Ocean	5	Mr. Kaitibeta Kaitibeta	Stopping Place	7	12	minor	9.88	119	0	0	0	minor					0	119		
350	Ocean	6	Mrs. Beiaiti Taake	Road	3	0	minor	9.88	0	1	0	0	minor	80				80	80		
352	Ocean	7	LDS Church	Stopping Place	0	8	minor	9.88	79	0	0	0	minor					0	79		
326A	Ocean	8	Mr.Being Yeeting	Stopping Place	7	41	minor	9.88	405	4	0	0	minor				2	8	413		
331A	Ocean	9	Mr. Atauea Anterea	Stopping Place	5	21	minor	9.88	207	0	0	0	minor					0	207		
340A	Ocean	10	Mr. Tatake Kantera	Stopping Place	6	16	minor	9.88	158	0	0	0	minor					0	158		
353A	Ocean	11	Mr. Beiatau Tibwere	Stopping Place	10	8	minor	9.88	79	0	0	0	minor					0	79		
326B	Lagoon	12	Mr.Being Yeeting	Stopping Place	7	10	minor	9.88	99	0	0	0	minor					0	99		
331B	Lagoon	13	Mr. Atauea Anterea	Stopping Place	5	20	minor	9.88	198	0	0	0	minor					0	198		
340B	Lagoon	14	Mr. Tatake Kantera	Stopping Place	6	27	minor	9.88	267	0	0	0	minor					0	267		
341	Lagoon	15	Mr. Bereteiti Turiana	Stopping Place	4	8	minor	9.88	79	0	0	0	minor					0	79		
353B	Lagoon	16	Mr. Beiatau Tibwere	Stopping Place	10	30	minor	9.88	296	0	0	0	minor					0	296		
327	Lagoon	17	Mr. Atauea Baua	Stopping Place	7	19	minor	9.88	188	0	0	0	minor					0	188		
330	Lagoon	18	Mr. Toni Mweretaka	Road	4	0	minor	9.88	0	0	1	0	minor		37			37	37		
332	Lagoon	19	Mrs. Joyce Tanua Toatu	Road	8	0	minor	9.88	0	2	1	0	minor	80	37			197	197		
333	Lagoon	20	Honorable Tiarite Tioti Kwong	Road	1	0	minor	9.88	0	0	1	0	minor		37			37	37		
335	Lagoon	21	Mrs Niiti Itaaka	Road	2	8	minor	9.88	79	0	0	0	minor					0	79		
337	Lagoon	22	Mr. Tonganibeia	Stopping Place	2	18	minor	9.88	178	0	0	0	minor					0	178		
342	Lagoon	23	Mr. Ioata Tio	Road	5	0	minor	9.88	0	1	0	0	minor	80				80	80		
345	Lagoon	24	Mr Kaitibeta Kaitibeta	Stopping Place	3	21	minor	9.88	207	0	0	0	minor					0	207		
347	Lagoon	25	Mr. Torobimo Rawina	Stopping Place	14	20	minor	9.88	198	0	0	0	minor					0	198		
348	Lagoon	26	Mrs. Taakire Nouata	Stopping Place	4	42	minor	9.88	415	0	0	0	minor					0	415		
351	Lagoon	27	Mr. Amwa Mafeta	Stopping Place	4	13	minor	9.88	128	0	0	0	minor					0	128		
354	Lagoon	28	Mr. Neeru Tuitonga	Stopping Place	5	17	minor	9.88	168	0	0	0	minor					0	168		
355	Lagoon	29	Unknown	Stopping Place	7	13	minor	9.88	128	0	0	0	minor					0	128		
		29	Sub-Total Temaiku Village		155	451			4,456	8	3	0								439	4,895

ANNEX 5.1: SUMMARY OF SOCIO-ECONOMIC SURVEY OF AFFECTED HOUSEHOLDS

Key Topics	Description Related to Surveyed Affected Households
People	
Number of Ahs	<ul style="list-style-type: none"> There are 209 male and 118 female land owners. Their households add to about 2,100 members.
Head of AHs	<ul style="list-style-type: none"> The head of households is to 54% male and 46% female. About 50% of the heads of AHs is between 46 and 60 years old, about 22% are younger than 46 years and the remaining 28% are more than 60 years old. Concerning marital status, with 68% about 2/3 of the head of households are married, 13% are widowed, 8% separated or divorced. The remaining 12% are not married.
Population	<ul style="list-style-type: none"> About 48% of the AH members are female and 52% male. The AHs have about 7 members/household on average. On average there are about 1.5 families living in one household. About 3% of household members are disabled.
Religion	<ul style="list-style-type: none"> About half of the households (51%) are catholic, followed by 34% being protestant, and remaining 13% from different groups, such as Mormon, Jehovah, 7th Day Adventists. One percent of the household members are atheists.
Education	<ul style="list-style-type: none"> Concerning the head of AHs 44% attended primary school (16% completed this educational level), 35 attended secondary school (21% completed this level), and 11% have tertiary education. About 11% have no formal education. Remarkable differences between boys and girls were not found. About 52% and 43% of the head of households can read and write Kiribati and English respectively. Only 5% are no able to do so. Of the she spouses 54% and 38% are capable to read and write in Kiribati and English respectively. About 8% are illiterate.
Livelihood Aspects	
Income Contributions	<ul style="list-style-type: none"> From the AHs, about 69% have a regular income. For 31% of AHs, governmental income provides the main source followed by 25% and 12% of AHs generating their incomes through trade and private sector respectively. The remaining 32% obtain their income through daily labor, tourism, fishing, transport, construction works, and other activities. Concerning regular work 59% male and 41% female members of AHs perform such income activities.
Income Estimates	<ul style="list-style-type: none"> About 8% and 12% have a very low income of less than 100 AUS\$/months or more than 1,000 AUS\$/month respectively. A majority of 36% earns between 100 and 300 AUS\$/month, followed by 28% with 300-600AUS\$/month, and 16% having between 600 and 1000 AUS\$/month. Concerning the AHs income, the highest monthly amounts are available in the trade and construction sectors, a middle range of income concerns the public, tourism, and fishing sector, whereas in the private sector, daily labor, transport lower monthly income amounts can occur. About 29% of AHs have an averaged rounded 200 AUS\$/month income through pension, governmental social/welfare support, remittances or rents. The majority of 71% depends on their income activities.
Food Supply	<ul style="list-style-type: none"> The agriculture sector does not seriously contribute to AHs' incomes. For a vast majority of 88% there is even little or no home garden related supply with vegetables or meat. Fish does provide some income and provides a portion of the families' food supply, but both in a rather limited extent. About 80% of AHs do not generate income through selling good or products.
Land Acquisition and Compensation Aspects	
Land Requirement	<ul style="list-style-type: none"> The Project would have to acquire strips of lands of residential compounds. The preliminary estimate adds to about 8, 246 m² and 131 trees concerning 206 locations for stopping places, 17 for drainage easements and 56 for road widening (mainly for footpaths).
Land Dependency	<ul style="list-style-type: none"> The Project is very flexible in final allocations of strips of land for stopping places so that no conflict will be expected concerning land acquisition from private owners. The AHs do not depend for their income or livelihood on the proposed strips of land for stopping places and drainage easements.
Legal Status	<ul style="list-style-type: none"> Although GOK leases land from private persons, the land users are regarded as land owners. About 99% use their land, only 1% is leasing/renting their land. The involved ministries prioritized the option to purchase land. Land owners expect a compensation for loss of land and trees. For about 83% the land ownerships by their private users are clear, for the remaining 17% there are some discussion among neighbors or relatives about the ownership of land. In most cases one plot of owners is affected. For about 30 owners 2 to 4 plots might be affected.
Note-1:	This overview about LARC key-topics is based on the socio-economic survey conducted in June/July 2012 by the Consultant in cooperation with MPWU, and applying the questionnaire of the approved RF.
Note-2:	Estimated 15% of AHs did either not agree to be surveyed and indicated their preference to be contacted again at the start of construction works, or have not been present during the survey.

ANNEX 5.2: APPLIED SURVEY INSTRUMENT

NOTE:

THIS QUESTIONNAIRE HAS BEEN BASED ON THAT PROVIDED AS AN APPENDIX TO THE APPROVED PROJECT RESETTLEMENT FRAMEWORK. THE QUESTIONNAIRE WAS TRANSLATED INTO THE LOCAL I-KIRIBATI LANGUAGE FOR USE IN THE FIELD.

ANNEX 5.2.1 IOL FORM (ENGLISH VERSION)

Kiribati Road Rehabilitation Project

Resettlement Plan - Inventory of Losses Form

Inventory of Losses

Survey No.

- 0.1 Town Council Area
- 0.2 Village
- 0.3 Community/Neighbourhood
- 0.4 Name of Household Head
- 0.5 Household affected by which project component(s)? Answer as many as relevant. (Y=Yes, N=No)
- | | | |
|-------|---|----------------------|
| 0.5.1 | Main road - improvements (pavement, drainage, footpath) | <input type="text"/> |
| 0.5.2 | Main road - bus-bay | <input type="text"/> |
| 0.5.3 | Feeder road | <input type="text"/> |

Note: The HOUSEHOLD HEAD should ideally participate in the survey and be the RESPONDENT to the questions below. If the RESPONDENT is NOT the household head, it should be the SPOUSE of the household head. For any questions to which there is no response put [-], for questions that are not relevant put [-]. There should be an entry in each cell.

1 - Household Socio-Economic Data

- 1.0 Is the RESPONDENT the HOUSEHOLD HEAD? (Y or N)
- 1.1 What is the gender of the household head? (M or F)
- 1.2 What is the age of the household head?
[1] 20 to 30 years old; [2] 31 to 45 years old; [3] 46 to 60 years old; [4] 61 to 75 years old; [5] 76+ years old
- 1.3 What is the marital status of the household head?
[0] Not married; [1] Married; [2] Separated; [3] Divorced; [4] Widowed
- 1.5 What is the education of the household head?
[0] None; [1] Some primary; [2] Completed primary; [3] Some secondary/junior school; [4] Completed secondary/junior school; [5] Tertiary (including university, vocational, business or teachers training college)
- 1.6 What is the religion of the household?
[1] Catholic; [2] Anglican; [3] Protestant; [4] Mormon (Latter Day Saints); [5] Jehovah Witness; [6] Assembly of God; [7] Seventh Day Adventist; [8] Other; [9] No religion
- 1.7 Is the household head and spouse of the household head literate in I-Kiribati and English languages (i.e. can they read and write)? Y=Yes; N=No
- | | A. I-Kiribati | B. English |
|------------------------------------|------------------------------|------------------------------|
| 1.7.1 Household head | A.1.7.1 <input type="text"/> | B.1.7.1 <input type="text"/> |
| 1.7.2 Spouse of the household head | A.1.7.2 <input type="text"/> | B.1.7.2 <input type="text"/> |
- 1.8 Does your household receive a regular income (i.e. every week, fortnight, or month)? Y=Yes; N=No
- 1.9 What is the MONTHLY income of the household, including ALL people who work for wages and ALL other sources of income such as selling of fruit or fish receipt of pension or remittances etc?

Kiribati Road Rehabilitation Project

Resettlement Plan - Inventory of Losses Form

1.10	What is the <u>main</u> source of income for your household?	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	[1] Government or public service; [2] Private sector; [3] Trade, sales (incl. small shop) or small business; [4] Tourism (incl. work in guest-house, lodge or hotel); [5] Construction; [6] Fishing; [7] Daily labor/wage; [8] Transport incl. as a driver; [9] Other	
1.11	How many people in your household regularly work for wages/salary?	No. of people
	1.11.1 Male	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.11.2 Female	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
1.12	What is the TOTAL household income from <u>per MONTH</u> from the following sectors?	AUS\$/month
	1.12.1 Government service (incl. education or health)	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.12.2 Private sector	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.12.3 Trade (incl. small shop or business)	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.12.4 Tourism (service/hospitality)	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.12.5 Construction	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.12.6 Fishing	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.12.7 Daily labor/wages	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.12.8 Transport incl. as a driver	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.12.9 Other, specify	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
1.13	What is the total non-earned (non-wage/labor) income <u>per MONTH</u> of your household?	AUS\$/month
	1.13.1 Government pension	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.13.2 Government assistance or welfare	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.13.3 Remittance from relatives	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.13.4 Rental income	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.13.5 Other, specify	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
1.14	Does your household earn income from selling goods or produce it grows, collects, or makes? Y=Yes; N=No	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
1.15	If your household earns income from selling goods, please provide an estimate of <u>last year's</u> income from the following sources	
	1.15.1 Vegetables	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.15.2 Fruit	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.15.3 Fish	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.15.4 Pigs	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.15.5 Poultry (chicken, ducks)	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.15.6 Baked or cooked food	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.15.7 Handicrafts	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.15.8 Other, specify	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
1.16	Thinking about the food your household consumes, is it?	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	[1] Mostly home grown/caught; [2] About three quarters home grown/caught; [3] About half home grown/caught; [4] About a quarter home grown/caught; [5] Very little home grown/caught, we mostly buy our food	
1.17	What are the main construction materials of your house?	
	[1] Pandanus/palm leaf/thatch/sack; [2] Wooden - rough-sawn; [3] Wooden - solid/milled timber; [4] Wood/brick; [5] Brick/concrete; [6] Corrugated iron; [7] Other	
	1.17.1 Roof	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.17.2 Walls	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
	1.17.3 Floor	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>

Kiribati Road Rehabilitation Project

Resettlement Plan - Inventory of Losses Form

1.18 How many MALES live in your household, by age group?

1.18.1	1.18.2	1.18.3	1.18.4	1.18.5	1.18.6
0 - 4 years	5 - 16 years	17 - 25 years	26 - 45 years	46 - 65 years	66 + years

1.19 How many FEMALES live in your household, by age group?

1.19.1	1.19.2	1.19.3	1.19.4	1.19.5	1.19.6
0 - 4 years	5 - 16 years	17 - 25 years	26 - 45 years	46 - 65 years	66 + years

1.20 Are there members of the household who are disabled, invalids or have a long-term illness, if so how many?

1.20.1 Males

1.20.2 Females

1.21 How many families make up your household?

--

2 - Affected Land, Crops and Trees

2.1 How many plots of land owned /used by your household, by type, will be affected by the project?

2.1.1 Residential

2.1.2 Commercial

2.1.3 Other, specify

2.2 What is the tenure of the land owned/used by your household that will be affected by the project?

[1] Private/freehold; [2] Customary land; [3] Lease (incl. sub-lease) or rent; [4] Don't own it, don't lease/rent it, but use it (i.e. non-titled user); [5] Other, specify below

Specify:

2.2.1 Residential

2.2.2 Commercial

2.2.3 Other

2.3 If your household leases/rents (including sub-lease) land, please answer the following:

2.3.1 What is the term (period/length of time) the lease is for?

2.3.2 What year did you start the lease/renting the land?

2.3.3 What is the amount/cost of the lease?

2.3.4 How often do you make the rent/lease payments (quarterly, yearly?)

2.3.5 Does your household pay the lease in installments? Y=Yes; N=No

2.3.6 Is the lease mortgaged to a financial institution? Y=Yes; N=No

2.4 What is the total area of land owned/used by your household (including any land at other places)? (answer in one measurement unit only)

	A. Sq. meter (m ²)	B. Acre
Residential	A.2.4.1	B.2.4.1
Commercial	A.2.4.2	B.2.4.2
Other	A.2.4.3	B.2.4.3

2.5 What is the area of land owned/used by your household affected by the project? (answer in one measurement unit only)

	A. Sq. meter (m ²)	B. Acre
Residential	A.2.5.1	B.2.5.1
Commercial	A.2.5.2	B.2.5.2
Other	A.2.5.3	B.2.5.3

2.6 Is the land affected by the project the subject of a dispute or claim? Y=Yes; N=No

--

Kiribati Road Rehabilitation Project

Resettlement Plan - Inventory of Losses Form

2.7 Are your crops (including fish crop) or garden going to be affected by the project? (Y or N)

2.8 What is the area of all types of your crops/garden that will be affected? Answer as many as relevant, but provide only one measurement unit per crop.

	A. Sq. meter (m ²)	B. Acre
Taro	A.2.8.1 <input type="text"/>	B.2.8.1 <input type="text"/>
Cassava/manioc	A.2.8.2 <input type="text"/>	B.2.8.2 <input type="text"/>
Potato/sweet potato	A.2.8.3 <input type="text"/>	B.2.8.3 <input type="text"/>
Bwabwai	A.2.8.4 <input type="text"/>	B.2.8.4 <input type="text"/>
Kumara	A.2.8.5 <input type="text"/>	B.2.8.5 <input type="text"/>
Vegetable	A.2.8.6 <input type="text"/>	B.2.8.6 <input type="text"/>
Other1, specify <input type="text"/>	A.2.8.7 <input type="text"/>	B.2.8.7 <input type="text"/>
Other2, specify <input type="text"/>	A.2.8.8 <input type="text"/>	B.2.8.8 <input type="text"/>
Other3, specify <input type="text"/>	A.2.8.9 <input type="text"/>	B.2.8.9 <input type="text"/>
Other4, specify <input type="text"/>	A.2.8.10 <input type="text"/>	B.2.8.10 <input type="text"/>

2.9 If your Bwabwai pit is going to be affected by the project, what is the area of the pit in square meters?

2.10 Are your trees going to be affected by the project? Y=Yes; N=No

2.11 Is answer to 2.10 is yes, what number by type and age of trees are affected? (answer as many as relevant)

	A. Newly planted	B. Fruit bearing	C. Non-fruit bearing
2.11.1 Mango	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.2 Jackfruit	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.3 Papaya/pawpaw	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.4 Banana	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.5 Coconut	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.6 Pandanus	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.7 Te Bero	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.8 Breadfruit	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.9 Ngali nut/cut-nut	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.10 Bwabaia	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.11 Bwaukin	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.12 Bokeke	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.13 Other tree 1, specify <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.14 Other tree 2, specify <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.11.15 Other tree 3, specify <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

3 - Affected Structures

3.1 Are structures (incl. graves) owned or used by your household affected by the project? Y=Yes; N=No
If no, go to 4 - Other Livelihood Impacts Section

3.2 If answer to 3.1 is yes, what type of structure(s) will be affected? (answer as many as are relevant) Y or N

3.2.1	Shed/small hut	<input type="text"/>
3.2.2	Shop or stall	<input type="text"/>
3.2.3	Maneaba	<input type="text"/>
3.2.4	Fence or wall	<input type="text"/>
3.2.5	Other structure1, specify <input type="text"/>	<input type="text"/>
3.2.6	Other structure2, specify <input type="text"/>	<input type="text"/>

3.3 If answer to 3.1 is yes, what is the total area (in m2) of the structure(s) affected?

3.3.1	Shed/small hut	<input type="text"/>
3.3.2	Shop or stall	<input type="text"/>
3.3.3	Maneaba	<input type="text"/>
3.3.4	Fence or wall	<input type="text"/>
3.3.5	Other structure1	<input type="text"/>
3.3.6	Other structure2	<input type="text"/>

Kiribati Road Rehabilitation Project

Resettlement Plan - Inventory of Losses Form

3.4 Can the structure(s) be rebuilt further back on the same land? Y=Yes; N=No

3.5 What are the main construction materials of the structure(s)?

[1] Pandanus/palm leaf/thatch/sack; [2] Wooden - rough-sawn; [3] Wooden - solid/milled timber; [4] Wood/brick; [5] Brick/concrete; [6] Corrugated iron; [7] Concrete block; [8] Chain link fencing; [9] Chicken wire; [10] Other

		A. Roof	B. Walls	C. Floor
3.5.1	Shed/small hut			
3.5.2	Shop or stall			
3.5.3	Maneaba			
3.5.4	Fence or wall			
3.5.5	Other structure1, specify			
3.5.6	Other structure2, specify			

3.6 How long will it take to rebuild/relocate the structure(s)? Units = [1] Days; [2] Weeks; [3] Months

		A. No. of units	B. Units
3.6.1	Shed/small hut		
3.6.2	Shop or stall		
3.6.3	Maneaba		
3.6.4	Fence or wall		
3.6.5	Other structure1, specify		
3.6.6	Other structure2, specify		

4 - Other Livelihood Impacts

4.1 Are any other livelihood activities or small business of your household affected by the project? Y=Yes;N=No
If no, the form is completed, please thank participant

4.2 If answer to 4.1 is yes, what type of business/livelihood activities? Answer as many as relevant. Y=Yes;N=No

4.2.1	Shop or stall (fruit, fish, grocery/household items etc)	<input type="text"/>
4.2.2	Food preparation, baking or selling	<input type="text"/>
4.2.3	Mechanic or repair shop	<input type="text"/>
4.2.4	Other, specify _____	<input type="text"/>

4.3 How many people from your household undertake the livelihood activities or work in the small business?

4.3.1	Number of males	<input type="text"/>
4.3.2	Number of females	<input type="text"/>

4.4 Do people from outside your household work for the business? (Y=Yes, N=No)

4.5 If answer to 4.4 is yes, how many people (including people from your household) work for the business?

4.5.1	Number of males	<input type="text"/>
4.5.2	Number of females	<input type="text"/>

4.6 Do the people working for the business earn wages? (Y=Yes, N=No)

4.7 If answer to 4.6 is yes, what are the average monthly wages you pay (in AUS\$)? (i.e. to ALL the people who work for the business)

4.8 What are the average monthly earnings (in AUS\$) of the business/livelihood activities?

4.9 Is the business registered? Y=Yes; N=No

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Participants

This concludes the survey, thank you for your time

Date: / /

Household head/respondent name:

Signature:

Witness/Village leader or other participant name:

Signature:

Enumerator/surveyor name:

Signature:

ANNEX 5.2.2 IOL FORM (I-KIRIBATI VERSION)

Kiribati Road Rehabilitation Project

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Bwaai ake a na aananga n rootaki/bua (Inventory of Losses)

Survey No.

- 0.1 Te Kaawa/Ana mwaake te Kauntira
- 0.2 Te Kaawa/te Mwakoro
- 0.3 Bootaki/kaain te maeka
- 0.4 Aran atuun te mweenga
- 0.5 Raan te karikirake ae rootaki iai te mweenga; aanga te kaeka ae riai. E=Eng; T=Tiaki
- 0.5.1 Kawain te bootannaomata - aanga ni katamaroa (karaaoan aon te kawai, nnen te ran n tiinako, kawai n nakonako)
- 0.5.2 Kai ni bwati n kawain te bootannaomata
- 0.5.3 Kawai ni kauriri (feeder road)

Taraia: E riai n ibuobuoki ATUUN TE MWEENGA n tain te kareke rongorongo aei ao bon te TIA KAEKAEKA naba nakon titiraki aika n te booma aei. Ngkana tiaki atunn te mweenga te tia kaekai titiraki ao bon BUUNA ae riai n kaekaeka n onea mwiin atuun te mweenga. Korea [-] ngkana akea te kaeka nakon te titiraki, ao ibukin titiraki ake a aki kaeinetai raii korea [-]. E na riai n iai kanoan bwaoki nako.

1 - Rongorongo iaon Kaainga ao Mweenga (Household Socio-Economic Data)

- 1.0 Atuun te mweenga/utuu te aomata are e kaekaeka ke tiaki? E=Eng ke T=Tiaki
- 1.1 Te mmwaane ke te aine atuun te mweenga? M=Mwaane ke A=Aine
- 1.2 Rorora (ikawaira) atuun te mweenga?
[1] 20 - 30 te ririki; [2] 31 - 45; [3] 46 - 60; [4] 61 - 75; [5] iaon 76+
- 1.3 E kanga aron tekatekan atuun te mweenga n aron aikai?
[0] akea buuna; [1] iai buuna; [2] raure; [3] kaakaki ke e kanakoa buuna; [4] mate buuna?
- 1.5 Iai ana reirei atuun te mweenga?
[0] aki reirei; [1] reirei teutana n te moanrinan; [2] bane te moanrinan; [3] teutana kauarinan/JSS; [4] bane kauarinan ma JSS; [5] katenrinan (n ikotaki ma reirei ae rietaata, reirei ni kareke mwakuri, bitineti ke kataneiai n tia reirei)
- 1.6 Tera ana aro atuun te mweenga?
[1] Katorika; [2] Anglican; [3] KPC; [4] Mormon (Latter Day Saints); [5] Te Koaua (Jehovah Witness); [6] Ana Botaki te Atua (AoG); [7] Itibong (SDA); [8] Tabeua riki; [9] Akea ana aro
- 1.7 Iai ana atatai atuun te mweenga n te taetae n Kiribati ao I-Matang (n wareboki ke koroboki? Eng = E, Tiaki = T
- | | A. Kiribati | B. Ingiriti |
|-------------------------------------|------------------------------|------------------------------|
| 1.7.1 Atuun te mweenga utuu/mweenga | A.1.7.1 <input type="text"/> | B.1.7.1 <input type="text"/> |
| 1.7.2 Buun atuun te mweenga | A.1.7.2 <input type="text"/> | B.1.7.2 <input type="text"/> |
- 1.8 Iai reereken ana mwane atuun te mweenga n aron (tao ni katoa wiiki; katoa uoua te wiiki, ke ni katoa namwakaina)? Eng=E, Tiaki =T
- 1.9 Tera ana karekemwane atuun te mweenga NI KATOA NAMWAKAINA, n ikotaki ma UAAKE a mwakuri ao aanga ni karekemwane NI KABANE n aron kaboonakoan uaanikai/baanikai, ika, mwane n riitaaea ke mwaane mairouia kaimoa, koraki ake a maeka/mwakuri i tinaniku, ke man aaro riki tabeua?

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1.10 Tera atuun/boton am karekemwane ibukin mweengam?		<input type="text"/>
[1] mwakuri n te Tautaeka; [2] mwakuri irovia tabeman; [3] kanako bwai, boobwai (n ikotaki ma tiitooa ae uareereke) ke karikirake ae uareereke; [4] kaneweaba (n aron mwakuri n auti n iruaa, auti aika kabooaki tangoaia ke te outeero); [5] kateitei/karao kawai; [6] akawa; [7] tangoaki/kabooaki n te bongina; [8] kabutibao ni mwamwananga n aron te turaaiwa; [9] iai riki		
1.11 Iraman kaain mweengam aika a mwamwakuri ibukin te kabooaki?		Mwaiti
1.11.1	Mwaane	<input type="text"/>
1.11.2	Aine	<input type="text"/>
1.12 MWAITIRA ana karekemwane mweengam ae reereke man baikai?		AUS\$/namwakaina
1.12.1	mwakuri n te Tautaeka (n ikotaki ma te reirei, kamweeraoi/kuakua)	<input type="text"/>
1.12.2	irovia aomata	<input type="text"/>
1.12.3	Boobwai (n ikotaki ma tiitooa ke karikirake aika uareereke)	<input type="text"/>
1.12.4	Kaneweaba (aaro n ibuobuoki/buokiia iruaa ma taan neweaba)	<input type="text"/>
1.12.5	Kateitei/karao kawai	<input type="text"/>
1.12.6	Akawa	<input type="text"/>
1.12.7	Tangoaki n te bongina	<input type="text"/>
1.12.8	Kabutan bao n mwamwananga n aron te turaaiwa	<input type="text"/>
1.12.9	Iai riki, kamaataataa	<input type="text"/>
1.13 Mwaitira ana karekemwane mweengam man mwaane ake a aki mwakuriaki (mwaane n aki kabooaki) n te NAMWAKAINA TEUANA?		AUS\$/namwakaina
1.13.1	Mwane n riitaaea	<input type="text"/>
1.13.2	Mwane n buoka ke n ibuobuoki	<input type="text"/>
1.13.3	Kaokimwane mai tinaniku	<input type="text"/>
1.13.4	Mwane man tangoan am bwai	<input type="text"/>
1.13.5	Iai riki, kamaataataa	<input type="text"/>
1.14 Iai ana karekemwane mweengam man kaboonakoan bwaai ake e unikii, rikorikoi, ke e karaoi? Eng=E ke Tiaki=T		<input type="text"/>
1.15 Ngkana arona bwa iai ana karekemwane mweengam man kaboonakoan bwaai, ko kona n anga am katautau iaon am karemwane n te ririki ae nako man baikai?		
1.15.1	Baanikai/bukinikai	<input type="text"/>
1.15.2	Uaanikai	<input type="text"/>
1.15.3	Ika	<input type="text"/>
1.15.4	Beeki	<input type="text"/>
1.15.5	Maniman (moa, take)	<input type="text"/>
1.15.6	Amwarake ake a kamwaaki	<input type="text"/>
1.15.7	Bwai ni Kiribati	<input type="text"/>
1.15.8	Iai riki, kamaataataa	<input type="text"/>
1.16 Ao n aron amwarake ake a kaakanaki n mweengam, tao?		<input type="text"/>
[1] a bon unikaki ke a akawaaki man te mweenga; [2] tao 3/4 a unikaki ke n akawaaki; [3] iterana a unikaki/akawaaki; [4] kaamwakoroia a unikaki /akawaaki; [5] tii teutana ae unikaki/akawaaki, ti kabooi angiin karara.		
1.17 Baikara bwaai aika a aangii riki ibukin katean am auti/batam?		
[1] Te kaina/te baai/rau-ato/te baeki; [2] Kai - aki bwenaaki; [3] Kai - bwenaaki raoi; [4] Kai/buriki; [5] Buriki/timanti; [6] kaabwa/biti; [7] Baikara riki		
1.17.1	Rauna/taubukin te auti	<input type="text"/>
1.17.2	Oona	<input type="text"/>
1.17.3	Bwiiana/nanon te auti	<input type="text"/>

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1.18 Iraman MWAANE aika a maeka n mweengam, ao rorora?

1.18.1	1.18.2	1.18.3	1.18.4	1.18.5	1.18.6
0 - 4 ririki	5 - 16 ririki	17 - 25 ririki	26 - 45 ririki	46 - 65 ririki	66 + ririki

1.19 Iraman AINE aika a maeka iaan mweengam, ao rorora?

1.19.1	1.19.2	1.19.3	1.19.4	1.19.5	1.19.6
0 - 4 ririki	5 - 16 ririki	17 - 25 ririki	26 - 45 ririki	46 - 65 ririki	66 + ririki

1.20 Iai mwauku n mweengam, aika a bon aki konabwai ke e a teimaan aorakiia, ao ngkana iai ao iraman?

1.20.1	Mwaane	
1.20.2	Aine	

1.21 Iraua te utu ae maeka iaan mweengam ke ake ko warekiia bwa bon rabwatan/kaain raoi te mweenga?

2 - Rootakin te Aba, Kai-n-amwarake ao Aroka (Affected Land, Crops and Trees)

2.1 Mwaitira ake bon oin abam/ake ko kaboonganai ke ko maekanii, tera aroia, a na rootaki man te karikirake aei?

[1] Bon abam/tabo ae aki maekanaki; [2] Abaia aomata; [3] Te Riiti (n ikotaki ma manga riiti) ke e tangoaki; [4] tiaki abana, aki riitina, ma e kaboonganaa (n aron, akea arana iai); [5] Iai riki, kamaataataa inano

2.1.1	Nnen te maeka	
2.1.2	Aonon taabo n karikirake	
2.1.3	Iai riki, kamaataataa	

2.2 Tera aron kamanenaan abam/ke are ko kabonganaa ibukin mweengam are e na rootaki iai man te karikirake aei?

[1] Bon abam/e aki kaboganaaki; [2] aban te utu; [3] te riiti (n ikotaki ma te manga riiti) ke e tangoaki iaan te riiti; [4] tiaki abam, aki riitina/tangoia, ma ko maekanna (n aron, tekatekanakina n akea aram iai); [5] Iai riki, kaotaa n aron aika inano:

Katerea/kaotaa:

2.2.1	Nnen maeka	
2.2.2	Mwaaken tabo n karikirake	
2.2.3	Iai riki	

2.3 Ngkana e riiti/bwakaroo mweengam (n ikotaki ma te manga-riiti) n te aba aei, taiaoka kaekai titiraki aikai:

2.3.1	Tera te boraraoi iaon maanin te riiti ke tangoan te tabo?	
2.3.2	Tao ai maanra ngkai te tai are ko moan riitina ke n tangoa te aba aei?	
2.3.3	Mwaitira boon te riiti?	
2.3.4	N ningai am tai ni bwaka riiti (ni katoa teniua namwakaina ke n katoa ririki?)	
2.3.5	E kaakabwaka riiti mweengam n uaatabeuaia? Eng = E; Tiaki=T	
2.3.6	Iai te tangomwane ibukin riitinakin te aba man te tabo n tangomwane teuana? Eng=E; Tiaki=T	

2.4 Abwakira abam ae mena iaan aram/ke ae mena iai ngkai mweengam n ikotaki ma abam n taabo riki tabeua)? (aanga te abwaki n te anai abwaki ae tii tearona tao n te tikuea miita ke n te eeka)

	A. te tikuea miita (m ²)	B. te eeka
Nnen maeka	A.2.4.1	B.2.4.1
Tabo n bitineti/karikirake	A.2.4.2	B.2.4.2
Iai riki	A.2.4.3	B.2.4.3

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2.5 Abwakira abam/are tei iai mweengam ae na rootaki man te karikirake? (aanga te abwaki n te anai abwaki ae tii tearona)

	A. te tikuea miita (m ²)	B. te eeka
Nnen maeka	A.2.5.1	B.2.5.1
Tabo n bitineti/karikirake	A.2.5.2	B.2.5.2
Iai riki	A.2.5.3	B.2.5.3

2.6 Te tabo are na rootaki n te karikirake, tao ngaia aan te aki rau n nano ke te uneaki? Eng=E; Tiaki=T

2.7 A na iai rootakin am kai n amwarake (n ikotaki ma am nei n iika) ke oo-n-aroka n te karikirake aei? Eng=E; Tiaki=T

2.8 Tao abwakira nnen am kai n amwarake ma am oo-n-aroka ake a na rootaki? Aanga am kaeka n aron bwaai akana iai n am tabo, ao aanga te abwaki ae tii te tikina ibukin kaai n kabane..

	A. Sq. meter (m ²)	B. Acre
Taro	A.2.8.1	B.2.8.1
Tapioka/Cassava/manioka	A.2.8.2	B.2.8.2
Buteeta/buteeta karewe	A.2.8.3	B.2.8.3
Bwabwai	A.2.8.4	B.2.8.4
Kumara	A.2.8.5	B.2.8.5
Baanikai	A.2.8.6	B.2.8.6
Iai riki 1: anga arana	A.2.8.7	B.2.8.7
Iai riki 2, anga arana	A.2.8.8	B.2.8.8
Iai riki 3, anga arana	A.2.8.9	B.2.8.9
Iai riki 4, anga arana	A.2.8.10	B.2.8.10

2.9 Ngkana tao e rootaki am rua n bwabwai n te karikirake aei, tao iraua abwakina n te tikuea miita?

2.10 A na rootaki am kai n amwarake n te karikirake aei? E =Eng; T=Tiaki

2.11 Ngkana ENG am kaeka nakon **2.10**, mwaitira te aeka ao rorora aroka/kaai ake a na rootaki? (aanga am kaeka n aron ae riai)

	A. Tibwa unikaki	B. Aroka ae uaa	C. Aroka ae aki uaa
2.11.1 Mango			
2.11.2 Jackfruit			
2.11.3 Bwabwaia (papaya)			
2.11.4 Banana			
2.11.5 Te Nii			
2.11.6 Te Kaina			
2.11.7 Te Bero			
2.11.8 Mai			
2.11.9 Tarin (Ngali nut/cut-nut)			
2.11.10 Bwaukin			
2.11.11 Bokeke			
2.11.12 Aroka 1, arana			
2.11.13 Aroka 2, arana			
2.11.14 Aroka 3, arana			

3 - Kateitei ke bwaai ake a na rootaki (Affected Structures)

- 3.1 Iai bwaai ake a na rootaki (n ikotaki ma ruanimate ake ana bwai ke e kabongai te mweenga/utu ake a na rootaki n te karikirake? E=Eng; T=Tiaki

--

Ngkana TIAKI am kaeka ao nakon 4 - Mwakoro iaon Bwaai Riki ake a Roota te Aro ni Maiu.

- 3.2 Ngkana ENG am kaeka ao nakon 3.1, Baikara bwaai aika a na rootaki? (aanga am kaeka n aron ae riai) E=Eng; T=Tiaki

3.2.1	Bareaka/umwatoro	
3.2.2	Titooa ke taibora n boobwai	
3.2.3	Maneaba	
3.2.4	Oon te mweenga ke oon te auti	
3.2.5	Bwaai riki tabeua 1, arana	
3.2.6	Bwaai riki tabeua 2, arana	

- 3.3 Ngkana ENG te kaeka nakon 3.1, buburara te tabo anne (tikuea miita, m2) are e na rootaki?

3.3.1	Bareaka/umwatoro	
3.3.2	Titooa ke taibora n boobwai	
3.3.3	Maneaba	
3.3.4	Oon te mweenga ke oon te auti	
3.3.5	Bwaai riki tabeua 1, arana	
3.3.6	Bwaai riki tabeua 2, arana	

- 3.4 A kona bwaai aikai n manga kateaki/uotaki n te tabo riki teuana iaon te aba anne? E=Eng; T=Tiaki

--

- 3.5 Baikara bwaai aika a kabonganaaki ibukin karaoan/katean bwaai aikai?

[1] Te Kaina/baanni/rau-ato/baeki; [2] te kai- aki taoaki; [3] kai - matoa/kai ae toaki; [4] Kai/buriki; [5] Buriki/timanti; [6] te kaabwa/bitit; [7] Kabwaro; [8] Oo taurekereke/uaea; [9] Oo warawara; [10] Iai riki

		A. Rau	B. Oo	C. Bwiia/nanon te auti
3.5.1	Bareaka/umwatoro			
3.5.2	Titooa ke Taibora n boobwai			
3.5.3	Maneaba			
3.5.4	Oon te tabo			
3.5.5	Bwaai riki tabeua 1:			
3.5.6	Bwaai riki tabeua 2:			

- 3.6 Tao maanra ae a kona ni manga kateaki/karaoaki/kamwaeaki bwaai akanne? Maanna = [1] Bong; [2] Wiiki; [3] Namwakaina

		A. Mwaitin bwaai	B. Mwaitin bong
3.6.1	Bareaka/umwatoro		
3.6.2	Titooa/taibora n boobwai		
3.6.3	Maneaba		
3.6.4	Oon te tabo		
3.6.5	Bwaai riki tabeua 1:		
3.6.6	Bwaai riki tabeua 2:		

4 - Rootakin Arora n Maiu (Other Livelihood Impacts)

- 4.1 Iai aaro ke aanga ni karikirake ake e kaakaraoi am kaainga ke mweengam aika a rootaki man te karikirake aei?
E=Eng; Tiaki=T
- Ngkana TIAKI te kaeka ao e a tia ikai kanoaan te booma, karabwaa te tia kaekaeka**
- 4.2 Ngkana ENG te kaeka nakon 4.1, ao baikara waaki n karikirake/arorara ni maiu? Kaekai n angaraeia. E=Eng; T=Tiaki
- 4.2.1 Titooa ke taibora n karikirake (uanikai, ika, amwarake n aekai/bwain te mweeka, a mwaiti riki)
- 4.2.2 Karao amwarake, kariki-bwan, boobwai
- 4.2.3 Te mwakaeneke, tabo n karaoi uruakin bwai
- 4.2.4 Iai riki, kamaataataa
- 4.3 Mwaitira kaain mweengam aika a ibuobuoki nakon te kareke maiu ke a mwakuri n te aro n bitineti ae uarereke?
- 4.3.1 Mwaitia mmwaane
- 4.3.2 Mwaitia aine
- 4.4 Iraman mai tinanikuia kaain mweengam/utu aika mwakuri n te bitineti?
(E=Eng; T=Tiaki)
- 4.5 Ngkana ENG te kaeka nakon 4.4, ao iraman (n ikotaki ma kaain am utu) aika mwakuri n te/am bitineti?
- 4.5.1 Mwaitia mmwaane
- 4.5.2 Mwaitia aine
- 4.6 Iai booia am koraki ake a mwakuri n te bitineti? (E=Eng; T=Tiaki)
- 4.7 Ngkana ENG te kaeka nakon 4.6, ao tao tera te nuuka n ware ibukin booia koraki akanne n katoa namwakaina (n AUS\$)? (n aroia aomata n kabane ake a mwakuri n te bitineti)
- 4.8 Tera te nuuka n ware ibukin booia taan mwakuri n katoa namwakaina (n AUS\$) n te bitineti ke aanga ni kareke mwane riki tabeua?
- 4.9 E raaitienti ke e tauaki mwiin te bitineti? E=Eng; T=Tiaki

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Taan kaekai titiraki (Participants)

Aio tokin te kareke rongorongo, ko(am) rabwa ibukin am(i) tai.

Bongin namwakaina: / /

Aran atuun te mweenga:

Tiaaina:

Tia Kakoaua /Tia Kairiiri n te kaawa ke temanna maibuakoia taan kaekaeka:

Tiaaina:

Aran te tia kareke rongorongo:

Tiaaina:

ANNEX 6: LARC RELATED CONSULTATION AND PARTICIPATION:

(during detailed design stage between Feb. 2011 and Nov. 2012)

Time	Means-Steps	Leading Stakeholder	Consulted Individuals or Groups	LARC Key Matters Raised
Sept. 2010	Project Disclosure	RF and PIB were disclosed to communities. See PPTA documentation.		
March 2011	Field Reconnaissance Visit	C MPWU	<ul style="list-style-type: none"> - about 55 male VRs - about 30 female VRs 	<ul style="list-style-type: none"> - Providing first general information about the Project. - Indicating future bus bays and related land acquisition. - VRs expressed their satisfaction about the expected road improvement.
April to June 2011	Consultation during Technical Fieldwork	C MPWU	<ul style="list-style-type: none"> - about 180 male VRs - about 80 female VRs 	<ul style="list-style-type: none"> - Briefing on land requirements for bus bays. - Indicating future consultation planned. - VRs mentioning their willingness to cooperate with KRRP.
April 2011	Social Benefit Baseline Survey	C	<ul style="list-style-type: none"> - Surveyed 195 households with estimated 1,375 family members 	<ul style="list-style-type: none"> - No specific LARC issue mentioned, but the items listed below would lead to design features requiring land acquisition. - Quality of road is regarded very poor and therefore making daily life difficult and causing safety and health problems which are hopefully solved by KRRP. - Current roads do not provide footways, which however should be included in the KRRP.
May 2011	Coordination Meetings	MPWU VHs TC	<ul style="list-style-type: none"> - 4 council meetings with mayor and all elected councilors attending one or more of the meetings 	<ul style="list-style-type: none"> - Briefing on proposed design(s) by scanning through the entire road length using large scale projected drawings. - LARC necessary coordination. - Land requirements with preferences for stopping places indicated by Council members. - General satisfaction expressed with proposed approach to drainage, some modifications after feedback received. - Strong emphasis towards road safety measures with advice offered on preferences for speed control zones. - Appreciation shown for the provision of footpaths and street lights.
May 2011	LARC Consultation	MPWU VHs TC	<ul style="list-style-type: none"> - 13 public meetings with 246 villagers (190 male and 56 female) attending 	<ul style="list-style-type: none"> - Consistent satisfaction with proposed improvements through KRRP. - High interest in safety aspects, particular mentioned from women. - KRRP related job opportunities and income of interest for both men and women. - Existing inadequate drainage hoped to be solved through better drainage - Approach used to minimize impacts on land and trees. - Need to establish land acquisition arrangements to be conform with Kiribati's and funding agencies' requirements.
Sept. 2011 to	Consultation during Preliminary IOL	MPWU MELAD	<ul style="list-style-type: none"> - Contacting 170 potential AHs - Consulting with 110 	<ul style="list-style-type: none"> - Owner identification for affected trees. - General understanding of VRs for land required to provide bus bays.

Time	Means-Steps	Leading Stakeholder	Consulted Individuals or Groups	LARC Key Matters Raised
May 2012			male and 60 female family members	<ul style="list-style-type: none">- VRs mentioned the improvement for their daily travelling along a new road.- Land acquisition would be surveyed in detail later.
April 2012	Public Media	MPWU	<ul style="list-style-type: none">- Releases for the public	<ul style="list-style-type: none">- KRRP related background information.- Indicating next meetings and surveys.
May 2012	Environmental Consultation	MPWU C	<ul style="list-style-type: none">- 12 public meetings with 234 villagers (173 male and 63 female) attending	<ul style="list-style-type: none">- No land compensation item mentioned, only request to consider trees.- Very high interest in improved roads.- High satisfaction about benefits the road will provide to all Tarawa islanders.- Women show interest in solving drainage problems and introducing footpaths.- Participants expressed possibilities of income through project related activities.- Women see chance for catering services and more business for small shops.
June July 2012	IOL Survey SESAH	MPWU MELAD C	<ul style="list-style-type: none">- Reviewing 327 potential AHs- Consulting about 150 male and 85 female land owners. (Note: Non contactable owners to be consulted during actual land acquisition steps.)	<ul style="list-style-type: none">- Purpose of land acquisition mainly for stopping areas, and partly for drainage and the road itself.- In case land owner is not contactable, other relatives of VRs do not provide information.- There are disputes about ownership of some plots where a strip of land is proposed for stopping areas by KRRP.
Aug. 2012	Transect Walks	C, MELAD	<ul style="list-style-type: none">- 23 male VRs- 18 female VRS- 1 church representative	<ul style="list-style-type: none">- Confirmed cooperation with KRRP.- No specific LARC related comments.
Sept. 2012	Review of stopping places	C	<ul style="list-style-type: none">- Contacting 14 AHs- Consulted with 8 female and 13 male family members	<ul style="list-style-type: none">- Discussing location of stopping areas.- Some agreements achieved, others expected during construction phase.
Dec. 2012	Draft Disclosure Meetings RP	MPWU MELAD VR, VH, C	<ul style="list-style-type: none">- 6 public meetings with 63 villagers (19 male and 44 female) attending	<ul style="list-style-type: none">- Discussing road lay-out and impacts.- Clarifying compensation rates.- Elaborating on work/job opportunities for residents during construction work.
1 st Quarter 2013	Land Acquisition	MPWU, MELAD MFED C	<ul style="list-style-type: none">- To be recorded and monitored	<ul style="list-style-type: none">- To be recorded and monitored.
During Construction 2013/2014	To be recorded as part of the Project's LARC component as well as the M&E			
Abbreviations: C: Consultant IOL: Inventory of Loss LARC: Land Acquisition, Resettlement and Compensation MELAD: Ministry of Environment, Land and Agricultural Development MPWU: Ministry of Public Works and Utilities SESAH: Socio-Economic Survey of Affected Households TC: Tarawa Council VH: Village Heads VR: Village Residents				
Notes:				

Time	Means-Steps	Leading Stakeholder	Consulted Individuals or Groups	LARC Key Matters Raised
N-1	The listed findings concern both male and female consulted villagers. In case, women expressed specific aspects from their perspective, they are mentioned in the "LARC key matter raised" column specifically.			
N-2	The above listed consultation and their finding are summarizing the main steps and key findings.			

ANNEX 7: PROPOSED KRRP COMPENSATION AND ENTITLEMENT FORM

REPUBLIC OF KIRIBATI



Ministry of Environment, Land and Agricultural Development (MELAD)
&
Ministry of Public Works and Utilities (MPWU)

KIRIBATI ROAD REHABILITATION PROJECT (KRRP)

ITEM 1: ENTITLEMENT STATEMENT

DATE _____

COUNCIL _____

VILLAGE NAME: _____

Item 1-1

I, hereby declare that:

the landowner NAME: _____

of the household headed by NAME: _____

with residence located in VILLAGE: _____

is affected by KRRP on LAND NAME: _____

Item 1-2

I, hereby confirm that:

I and/or member/s of our household have been informed by:

MPWU: _____

MELAD: _____

Others: _____

of my/our entitlement to compensation for any loss of structures, land and trees that might be caused by the implementation of KRRP.

KIRIBATI ROAD REHABILITATION PROJECT (KRRP)

ITEM 2: COMPENSATION STATEMENT

Item 2-1

I confirm losing land and/or tree/s located in above mentioned village to be provided to the local authority to register my asset loss for compensation.

Item 2-2

I confirm that my loss of asset/s as mentioned in the table is correct and that the compensation amount as mentioned in the table is correct.

Item 2-3.

I accept compensation payments

through voucher of equivalent value to cash entitlement		(please ✓)
in cash		

Item 2-4.

I acknowledge that the acquired land will be part of the "New Road's Right-Of-Way" after having received the full compensation amount. I further acknowledge that I have received legal documentation of new boundaries resulting from the road investments.

Plot Name/No.:	Quantity		Unit Rates		Total
Plot Area [sqm]:					
Affected Asset	[m ²]	[no.]	For land [AUS\$]	For tree/s [AUS\$]	[AUS\$]
Land					
Coconut Tree					
Pandanus Tree					
Breadfruit Tree					
Other/s:					
TOTAL IN AUS\$					

Item 2-5 Signatures or thumb print

Head of Household and Spouse and Land Owner

Certificated by:

MELAD: _____ Date: _____

MPWU: _____ Date: _____

ITEM 3:
PAYMENT PROCEDURE BEFORE START OF CONSTRUCTION
AT AFFECTED AREA

A - 42

ANNEX 8: TERMS OF REFERENCE FOR THE NGO UNDERTAKING EXTERNAL MONITORING AND EVALUATION

TERMS OF REFERENCE

NGO TO MONITOR RESETTLEMENT POLICY FRAMEWORK FOR KIRIBATI ROAD REHABILITATIONS PROJECT AND BONRIKI RUNWAY UPGRADINGS (PAIP)

Background:

1. The Kiribati Road Rehabilitation Project (KRRP) and Pacific Aviation Project (PAIP) in particular Bonriki Runway Upgrading etc. will both improve the condition of South Tarawa's main road network and Bonriki International Airport as well as help strengthen both road and aviation/airport financing and maintenance capacity.
2. While both projects are being conducted on the footprints of the current South Tarawa roads and Bonriki runway or aviation premises, small land acquisition will be necessary as some trees may be impacted by the rehabilitation works and some land may be necessary to build bus bays as in the case of the KRRP.
3. Three rounds of consultations for KRRP have taken place with project stakeholders and the general public. On the KRRP, the Lands Department is currently conducting additional dialogue with the impacted people as they survey their land. Once assets have been properly surveyed and ownership is clear, affected people will be provided compensation as per Government of Kiribati (GOK), the World Bank (WB) and Asian Development Bank's (ADB) policies and the Resettlement Policy Framework (RPF) prepared for this project. The Ministry of Public Works and Utilities (MPWU) will prepare Resettlement Plans to detail the land acquisition and the delivery of entitlements. Compensation payments will reflect new rates that are envisioned to be in place by July/August 2011.
4. The design for the Bonriki Runway Upgrading works is yet to commence once funding is secured in December 2011. However, the MCTTD has taken the initiative and carried out public consultation targeting the Bonriki community as well those likely to be impacted during project implementations. Like KRRP, the design consultant will upgrade the Environmental Management Plan (EMP) and Resettlement Policy Framework (RPF), conduct rounds of consultations with stakeholders and the general public. Also the Lands Department will conduct additional dialogue with the impacted people as they survey their land which is envisaged to be minimal.
5. This Terms of Reference (TOR) is for the undertaking of monitoring and evaluation of the land acquisition and compensation payment process by a Non-Governmental Organization (NGO). This independent, external evaluation will allow the project to proceed in a transparent manner. Additional internal monitoring will be undertaken by the Department of Lands, MPWU, the WB and ADB.

Scope of Work:

6. The NGO will:
 - (i) Familiarize itself with both the KRRP and PAIP (Bonriki Upgrading) projects. This includes, provision of important documentation by the Client or the Project management in WORKS to the Contractor, but may not be limited to, the World Bank's Project Appraisal Document, the Resettlement Policy Framework for the project, the Project Information Booklet and the Project Design Document (including the consultations reports.) and the Revised/Updated Price for land, food crops, trees, properties and others.

- (ii) Mediate agreements if required and monitor the delivery of entitlements (i.e. payment of compensation, handover of legal documentation of new boundaries resulting from project(s) investments and other, as relevant) by the KRRP and PAIP (Bonriki Upgrading) projects to the affected people throughout the land acquisition period. Monitor that entitlements are being delivered as per the RPF and the GOK, WB and ADB policies. Monitor that, unless there are specific constraints, entitlements are being delivered to both the head of household and the spouse of the head of household. Monitor that any project grievances are being dealt with expediently and appropriately by the respective project as detailed in the RPF. In addition, a list of affected people with contacts and areas where they live and the details of properties to be affected must also be made available to the contracted NGO in advance of any scheduled payments to ensure payments are properly made accordingly.
- (iii) Conduct dialogue with affected people and assess the land acquisition/compensation process, whether they have been properly compensated and whether there are any outstanding issues that need to be resolved.

Timing:

- 7. The NGO will be engaged during the land acquisition and delivery of entitlements period. This is expected to be approximately a 24 month period, beginning in the fourth quarter of 2011. The time period will include before and during construction works. A part-time engagement from the NGO is expected for approximately 50 days during this period.

Output/Reporting Requirements:

- 8. The NGO will need to be in close contact with both Implementing Agencies MPWU and MCTTD regarding the dates for delivery of entitlement to be able to monitor the process. The NGO will also need to conduct random interviews with affected people before and during the construction period to ensure that compensation payments have been made prior to the acquisition of land and that grievances are being resolved. The NGO may also need to be able to be in contact with the Lands Department, the Attorney General's Office and the Magistrates Court as necessary. The NGO will not report to any entity and will remain independent. Its report will be submitted to MPWU, the Department of Lands, the World Bank and the Asian Development Bank.
- 9. The following outputs/timing is required:
 - (i) Inception report detailing the methodology and approach that the NGO will take during the monitoring process (1 month after engagement)
 - (ii) Draft Report documenting the land acquisition process (6 months after the commencing of the land acquisition process):
 - a. Results of the monitoring of the delivery of entitlements;
 - b. Results of the monitoring of the grievance process;
 - c. An assessment of the land acquisition and compensation process;
 - d. Any outstanding issues that, based on the NGO's assessment, need to be considered.
 - (iii) Mid-Term report documenting the land acquisition process as detailed in (ii) (12 months after the commencing of the land acquisition process);
 - (iv) Final report documenting the land acquisition process as detailed in (ii) (once the land acquisition process has been completed, expected to be within 24 months of the start of the process)

Qualifications:

10. An NGO in the Republic of Kiribati with experience with working on community outreach activities, monitoring, evaluation and also experience with working on land-related matters and asset and previous involvement and familiarity in negotiations in areas related to or those mentioned above.