

**GOVERNMENT OF SAMOA  
LAND TRANSPORT AUTHORITY  
SAMOA PILOT PROGRAM FOR CLIMATE RESILIENCE**



**ENHANCING THE CLIMATE RESILIENCE OF THE  
UPOLU WEST COAST ROAD**

**Land Acquisition and Resettlement Framework (LARF)**



Land Transport  
Authority



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**Samoa: Pilot Programme for Climate Resilience (PPCR)**  
**Enhancing the Climate Resilience of the Upolu West Coast Road**

**Independent State of Samoa**  
**Land Acquisition and Resettlement Framework (LARF)**

**Introduction**

1. This Land Acquisition and Resettlement Framework (LARF or the Framework) establishes parameters for the conduct of land acquisition and resettlement of Displaced Persons (DPs) who may be affected during implementation of the Samoa Pilot Programme for Climate Resilience (PPCR) “Enhancing the Climate Resilience of West Coast Road”. While the number of people and magnitude of adverse impacts are expected to be minimal, the Project will work to further minimize the number of DPs and/or adverse impacts of the sub-projects.
2. The objective of the Project is to assist the Independent State of Samoa (Samoa) in enhancing the resilience of the present West Coast road to current climate conditions through assistance of grant aid funding from the World Bank.

**Rationale for Enhancing the Resilience of the West Coast Road (WCR):**

The West Coast Road is a key infrastructure component of the Samoa Economic Corridor. It provides a vital land transport link between: Samoa’s capital city Apia and, to the west, Samoa’s key international airport Faleolo and, further to the west, the Mulifanua inter-island ferry wharf, which is the main gateway to Samoa’s second important island, Savai’i.

The road runs parallel – and occasionally adjacent-- to the coast. It is vulnerable to high rainfall events (leading to surface flooding and deterioration of the road surface) and extreme high sea levels (leading to accelerated erosion of the road profile). In addition, the road surface is compromised, particularly at its eastern end, by a high water table (leading to deterioration of the road pavement).

3. The Project consists of the following parts, subject to such modifications thereof as Samoa and the International Development Association (the Association) may agree upon from time to time to achieve such objectives: a) Road and other Infrastructure; b) Sustainable Management of Infrastructure, Natural Resources and Risks; and (c) Project Management.
4. Project components in the Enhancing the Climate Resilience of the WCR Project may require land acquisition and resettlement include the following activities:

- a) *Technical Assistance* for consulting services to prepare detailed engineering design of the WCR (including techno-economic analysis of options and preparation of bidding documents) and construction supervision.
- b) *Construction Works are expected to include:*
  - *Drainage Improvements re-design to enhance climate resilience as appropriate and construct selected longitudinal and cross-drainage to avoid surface flooding that disrupts traffic and can contribute to severe road deterioration;*
  - *Raising and strengthening the road pavement at selected road sections to avoid deterioration due to high water tables;*
  - *Strengthening the road surface to improve resistance to traffic wear and tear, and enhance water runoff and thereby reducing deterioration;*
  - *Improving protection of road profile to avoid erosion of road sections during extreme high sea levels;*
- c) *Technical Assistance* for consulting services to prepare a roads assets infrastructure vulnerability assessment and climate resilience enhancement improvement programme for the overall road network of Samoa. This component will upgrade the current Roads Assets Management Capacity of the Land Transport Authority and allow the gradual incorporation of climate change impacts in the planning of the roads network of Samoa.
- d) Specific interventions for which a detailed design will be conducted during project implementation will include the following:
  - **Drainage:** Under the current SIAM project a detailed study<sup>1</sup> was undertaken to identify and assess the capacity and condition of existing road drainage components along the route, analyse the drainage requirements along the road, and prioritise interventions to significantly reduce flooding. The output of this study is bid documentation and drawings for two contract packages: one involving drainage interventions at 25 sites that require easements across adjacent properties, and one including drainage works at 26 sites where no easements are required. The proposed packages have been fully costed.

The drainage design and proposed drainage works will be reviewed hydrologically and hydraulically, taking climate change projections into account and in light of the proposed carriageway and shoulder improvements. Careful consideration will be given to improving the longitudinal drainage on both sides of the road. This did not form part of the study output above.

- **Road carriageway / pavement rehabilitation:** The existing carriageway is 2-lane, generally 7 metres wide, with a double seal bituminous surface in varying condition. The underlying pavement is understood to consist of crushed stone base course and sub-base layers of varying thickness. The scope of rehabilitation work will depend on the detailed assessment of the road condition, but in principle the following interventions are proposed:
  - Poor surface condition – overlay existing surface with new 150mm crushed stone base course on a geotextile fabric where appropriate, with a 50mm thick asphaltic concrete surface;

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<sup>1</sup> West Coast Road Drainage Improvements (Contract B2.0201) – Beca International Consultants Ltd for LTA, Sept 2010

- Fair surface condition – overlay existing surface with a 50mm asphaltic concrete surface; and
- Good surface conditions – patch any distressed areas and apply a single seal surface dressing.

e) Shoulder improvements:

The existing shoulders on either side of the carriageway vary in width, surface type and condition. As with the carriageway pavement above, the scope of interventions on shoulders will be based on detailed fieldwork and analysis, but for estimation purposes the project will provide uniform 1.5 meter wide bitumen surfaced shoulders on both sides of the road. This will be achieved by installing a 150mm crushed stone base course and a double seal bitumen surface throughout.

5. The Framework is based on the World Bank’s Operational Policy 4.12 on Involuntary Resettlement, which is based on the following principles:
  - Avoid or minimise involuntary resettlement where feasible.
  - Assist displaced persons in improving their former living standards, earning capacity and production levels or at least restoring them.
  - Encourage community participation in planning and implementing resettlement, and
  - Provide assistance to affected people regardless of the legality of title of land.It is also consistent with the Samoa Code of Environmental Practice, specifically # 3 Consultations and #4 Land Acquisition and Compensation.
6. This framework includes guidelines for land contributed in return for compensation, for land contribution without compensation and for involuntary land acquisition by government for PPCR. The guiding principle for land acquisition is that where land is required for implementation of PPCR it should be provided voluntarily, as a donation (without compensation) or in return for compensation, in accordance with the process specified below. The Government of Samoa will take every step to ensure that no land is acquired against the will of the person(s) exercising pule over the land. In the event that such acquisition is unavoidable, it shall be done according to the process outlined below.

## **Definitions**

7. Unless the context shall otherwise require, the following terms have the following meanings:
  - (a) Census means a field survey carried out to identify Displaced Persons in accordance with procedures, satisfactory to the Association, including criteria for eligibility to compensation, resettlement and other rehabilitation measures, and consultations with Displaced Persons.
  - (b) Compensation means the payment in land, cash or other assets given in exchange for the taking of land and buildings, in whole or in part, and all fixed assets on the land and buildings.
  - (c) Cut-off date for eligibility to entitlements means the date of the commencement of the Census.

- (d) Displaced Persons means persons who, on account of the involuntary taking of land and other assets under the Project resulting in a direct economic and social adverse impact, whether or not said Displaced Persons must physically relocate, had or would have their: (i) standard of living adversely affected, whether or not the Displaced Person must move to another location ; (ii) right, title, interest in any house, land (including premises, agricultural and grazing land) or any other fixed or movable asset acquired or possessed, temporarily or permanently, adversely affected; (iii) access to productive assets adversely affected, temporarily or permanently; or (iv) business, occupation, work or place of residence or habitat adversely affected; and “Displaced Person” means any of the Displaced Persons.
- (e) Involuntary Displacement means direct economic and social impacts caused by: (a) the involuntary taking of land resulting in: (i) relocation or loss of shelter; (ii) lost of assets or access to assets; or (iii) loss of income sources or means of livelihood, whether or not the Displaced Persons must move to another location; or (b) the involuntary restriction of access to legally designated parks and protected areas resulting in adverse impacts on the livelihoods of the displaced persons.
- (f) Involuntary Land Acquisition is the taking of land by government for public purpose against compensation where the landowner must surrender their land involuntarily and has only the right to negotiate and appeal the amount of compensation proposed. This includes land or assets for which the owner enjoys uncontested customary rights.
- (g) Land refers to agricultural and non-agricultural land and any structures thereon whether temporary or permanent and which is required for the Project.
- (h) Land acquisition means the taking of land, buildings or other assets from Displaced Persons for purposes of the Project against provision of Compensation and Rehabilitation Assistance.
- (i) Rehabilitation Assistance means the provision of development assistance in addition to Compensation such as land preparation, credit facilities, training, or job opportunities, needed to enable Displaced Persons to improve their living standards, income earning capacity and production levels, or at least maintain them at pre-Project levels.
- (j) Replacement cost means the method of valuation of assets which assists in determining the amount sufficient to replace lost assets and cover transaction costs, as follows: (i) “Replacement cost for agricultural land” means the pre-project or pre-displacement, whichever is higher, market value of land of equal productive potential or use located in the vicinity of the affected land, plus the costs of: (a) preparing the land to levels similar to those of the affected land; and (b) any registration and transfer taxes; (ii) “Replacement cost for houses and other structures” means the market cost of the materials to build a replacement structure with an area and quality similar to or better than those of the affected structure, or to repair a partially affected structure, plus the costs of: (a) transporting building materials to the construction site; (b) any labor and contractors’ fees; and (c) any registration and transfer taxes; and (iii) “Replacement cost for land in urban areas” means the pre-displacement market value of land of equal size and use, with similar

or improved public infrastructure facilities and services and located in the vicinity of the affected land, plus the cost of any registration and transfer taxes.

- (k) Resettlement Assistance means the measures to ensure that Displaced Persons who need to be physically relocated are provided with assistance during relocation, such as moving allowances, and provided with residential housing or housing sites or, as required, agricultural sites.
- (l) Voluntary Land Contribution refers to a process by which an individual or communal owner agrees to provide land or property for project-related activities. Voluntary Land Contribution may be of two types: Voluntary Land Contribution for Compensation, or Voluntary Land Contribution without Compensation. Voluntary contribution is an act of *informed consent*, made with the prior knowledge of other options available and their consequences, including the right not to contribute or transfer the land. It must be obtained without undue coercion or duress.

### Rapid Social Assessment

Consultations with stakeholder groups including leaders and residents of the villages beside the road project were held from January 20 to February 7, 2012. These are as follows:

Dates	Venue	Participants
<b>January 20, 2012</b>	Samoa National Council of Churches Hall, Sogi	28 Sui o le Nuu ( Village Mayors)
<b>January 25, 2012</b>	Tooa Salamsina Conference room	14 representatives of Government agencies and private sector affected by Road Enhancement
<b>January 19-27, 2012</b>	At individual locales/offices	20 Individual consultations
<b>February 7, 2012</b>	Tooa Salamasina Hall, Sogi, Apia	87 Village leaders and residents Public consultations

The documentation of the highlights of discussions of the above consultations is found in Annex 1 of this report.

All consultations included the presentation of the project. Pictures of the roads present condition were shown to participants. The planned enhancement activities were also presented by representatives of the project team. It was made clear that because civil works will mostly be done within the 30 meter legal road reserve of an existing road land acquisition is not expected to be huge. It was noted that almost all structures and developments introduced by occupants are outside the road reserve. Only the construction of a few drainage discharge run off to the coast

may impact on private properties. The team explained that construction activities period within properties would be short and therefore disturbance will be temporary. It was also accepted that efficient drainage discharge runoff will also help prevent flooding of these low lying properties as they also enhance the climate resiliency of the roads. Its maintenance would therefore benefit both the road users and affected property owners. There is also at the moment no intent from the government to take away these land portions from its present owners.

In summary, the project enjoys high level of support from the various stakeholders. Lessons learnt from past and ongoing projects were mentioned by the majority of the agencies and ministries indicating a sense of responsibility to ensure that all necessary means and measures are put in place to guarantee success of the project. The main areas brought out by representatives of government entities are the need for the following:

- a) Advance and timely planning and coordination among cooperating entities together with effective communication to allow effective interfacing of activities;
- b) Well defined specific roles and responsibilities amongst the stakeholders namely government ministries and agencies to minimize unnecessary hindrances to progress of the project;
- c) Processes and documentation for land acquisition for the project should be done efficiently well in advance at least a month before any construction to minimize disruptions and unforeseen delays in construction activities;
- d) The need for the project to effectively deliver timely and adequate awareness programmes allowing stakeholders with the opportunity to align their own projects and plans, if any, hence promoting a cost saving environment.

Village mayors or sui o le nuu in their meeting with the team wanted to see immediate start of the project begin and that they were was lending support behind it. Further, they expressed the following expectations:

1. High standards of road contractors so that the road will be of very good quality;
2. Guarantee on the availability of funds to properly compensate community, if required;
3. Policies to ensure public awareness of their obligations; observe guidelines and standards regarding paved entrances to enhance protection of road; and
4. Ensure, structural and safety issues (proper placement and specifications of road humps) and conservation of natural water sources thereby effective use of road while maintaining the safety

The final consultation with the community contained similar topics of interest as raised by the SNs. There is considerable support and consent for the project to begin as soon as possible, and for project officials to ensure that all necessary procedures and subsequent approvals had been sought from affected landowners, prior to the start of construction.

## Institutional Arrangements

8. Overall responsibility for the implementation of this Framework will reside with the Ministry of Natural Resources and Environment (MNRE), assisted by Ministry of Works, Transport and Infrastructure (MWTI), Land Transport Authority (LTA) and the Ministry of Finance (MoF) in conjunction with the Contractor Company. The MNRE will ensure that the Framework is publicly disseminated and that project staff have the requisite skills and knowledge and, where necessary, receive appropriate training to implement the framework.
9. Upon identification of the specific land area to be acquired, an appointed Department representative will initiate negotiations with the village chiefs and orators, matai or beneficial owner of customary land, registered proprietor or DPs. Inter-department cooperation should be utilized where appropriate by including both a representative from the MNRE and the MWTI together with LTA.
10. Clear explanation of the purpose of the acquisition, the area of land required and the DPs right to compensation according to the law will be given to all Displaced Persons. Payment of any compensation or other entitlements will be completed before any award of contract for civil or other works is finalized.

## Compensation Entitlements

11. The payment of compensation or other entitlements is to be negotiated and determined using the following guidelines:
12. *Voluntary Land Contribution with Compensation:* Voluntary Land Contribution with Compensation refers to a process by which an individual or communal owner agrees to provide land or property for project-related activities in return for negotiated compensation. The calculation of compensation due to DPs shall be done according to the following principles:
  - (a) ***In general:***
    - (i) *DPs losing more than 20% of their productive assets* (agricultural land, house, or business) *or* when the remaining assets are not economically viable are entitled to:
      - Full compensation at replacement cost of the entire asset or at direct land/ asset replacement and
      - Rehabilitation assistance that allows them to enhance or at least maintain their standard of living.
    - (ii) *DPs losing less than 20% of their productive assets*, and where the remaining assets remain viable for continued use, are entitled to cash compensation at replacement cost for the affected asset.



(b) ***Specifically:***

**(i) For Situations in which Land, Crops or Premises are Wholly Affected:**

- a. For houses, structures and fixed assets, cash compensation shall be at full replacement cost of the structures, without deduction for depreciation or salvage materials;
- b. For residential, agricultural or grazing land, including premises, the DP shall be given a choice of replacement land or cash, where:
  - Replacement land is equivalent in size, productive capacity, financial value, is located as close as possible to the land that was lost and is otherwise satisfactory to the Displaced Person;
  - Cash compensation shall be at full replacement cost, without deduction for salvage materials and depreciation;
  - *Crops and trees*: Cash compensation shall be given for standing crops, fruit, industrial trees and productive trees in cash for the value of the lost crop(s) and to include replacement value of the destroyed assets (trees, fruit, industrial trees, etc.);
  - For *sites of spiritual or cultural significance*, appropriate compensation to Displaced Persons shall be negotiated for interference with or destruction of such sites; and
  - Where suitable replacement land is not available, or at the informed request of the DPs, assistance shall be provided in developing opportunities for employment or self-employment.
- c. Tenants who have leased a house for residential purposes will be provided with a cash grant of three months rental fee at the prevailing market rate in the area and will be assisted in identifying alternative accommodation.

**(ii) For Situations in which Land, Crops or Premises are Partially Affected:**

- a. If more than 20% of a parcel of land is acquired, or where the remaining holding is not viable or not sufficient for the original use, the entire landholding shall be acquired and cash compensation will be provided to the Displaced Persons at full replacement cost.
- b. If the portion of the land to be lost represents 20% or less of the total area of the landholding, and the remaining land is still a viable economic holding, cash compensation for the lost land, at full replacement cost, shall be provided to the Displaced Person.

**(iii) For Situations in which Land or Premises are Temporarily Taken:**

Where land or premises are temporarily taken thus, preventing its temporary use as a result of works under the project, compensation shall be as follows:

- Full compensation for loss of income, including the cost of alternative premises.
- Full compensation for any damage to productive assets, including standing crops or infrastructure, and including any cost of soil and/or habitat restoration.

**(iv) Additional Entitlements:**

In addition to the above, Displaced Persons shall be entitled to the following:

- Allowances sufficient to cover the cost of transfer and subsistence until the Displaced Persons are reestablished in their new location.
- Any other financial and physical resources for resettlement and rehabilitation as may be reasonably required by the Displaced Persons.

**(v) Other Cases:**

In cases where community infrastructure such as schools churches, health centers, water sources, roads or electrical and water supply connections are damaged, the Project will ensure that these are restored or repaired as the case may be, at no cost to the community.

13. *Voluntary Land Contribution without Compensation* Individuals or groups may elect to voluntarily contribute individual or communal land without compensation for use in this Project - PPCR. Where such donations of lands for the Project are made, there should be arrangements to ensure that the donation is indeed voluntarily given, that the donor is the legitimate owner of such lands and that the donor is fully informed of the nature of the sub-project and the implications of donating the property.

The following safeguards would be applied according to the circumstances of the donation of land and the project requirements:

- An assessment that the affected person does not suffer a substantial loss affecting his/her economic viability as a result of the donation. The impacts must be minor, that it involves no more than 10% of the area of any holding and require no physical relocation.
- The land in question must be free of squatters, encroachers, or other claims or encumbrances
- The infrastructure must not be site specific or some modification in the design is possible.
- Deed of donation, witnessed by a person authorized under the Oaths, Affidavits and Declarations Act 1963. Verification of the voluntary nature of land donations must be obtained from each person donating land.
- Any voluntary contribution of land without compensation must be accompanied by a consent form which includes the name of the land donor/s, and details of the contribution (type, size, location, specified period of use etc. as appropriate). This should be signed by the land donor/s, including the male and female heads of the household involved and/or any person(s) who has pule over the land.
- In the case of Customary land, confirmation from the appointed matai and any beneficial owners in writing, that the land is free of claims or encroachments from any third party;
- If any loss of income or physical displacement is envisaged, verification of voluntary acceptance of community-devised mitigation measures must be obtained from those expected to be adversely affected.

## Process for Land Acquisition

14. The objective is to ensure that persons displaced either physically or economically by the Project maintain their livelihood. It shall be the goal of the Project to minimize the physical and economic displacement of persons as a result of the implementation of the project; provided, however, when the involuntary acquisition of land is required, the Project shall, first, utilize available freehold or public land, second, seek voluntarily donated lands sufficient for the purposes of the Project following the provisions above; third, negotiate provision of land suitable for implementation of the Project against agreed compensation and, only as a last resort, acquire land through involuntary acquisition following the below provisions.
- There shall be no involuntary land acquisition of land and other assets and resettlement of people, unless absolutely necessary. In particular, acquisition of sites of spiritual or cultural significance shall be avoided.
  - If such involuntary land acquisition is absolutely necessary then it shall be minimized to the greatest extent possible.
  - Plans for involuntary acquisition of land and other assets and provision of rehabilitation measures will be carried out in consultation with the Displaced Persons, to ensure minimal disturbance.
  - The Displaced Persons will participate throughout the various stages of the planning and implementation of the Resettlement Plans. For these purposes and prior to the preparation of the Resettlement Plans, the Displaced Persons, will be informed of the provisions of this Framework and their entitlements at public meetings.
15. The Taking of Land Act 1964 sets out in detail under Sections 14 & 15 and the Samoa Code of Environmental Practice #4 Land Acquisition and Compensation the procedure for the acquisition of customary land and freehold land by Government for public purposes.
16. In the past, government has appealed to the loyalty and patriotism of its people to allow the necessary works of government for the public good to go unimpeded with assurances for the late payment of compensation. In some cases, such as the case of communal land owned by chiefs and orators of the villages, communal land required by government for public works is pledged by the village as their contribution to government-works-initiatives. Whereas this customary approach may have its advantages, the Ministry has encountered numerous problems from landowners subsequently who lodged complaints about government's failure to provide compensation as assured many years after the works have been completed. This failure is significant, as it may affect the rights of the landowner(s) to making application to the Court to fix a full and just compensation.
17. The procedure (except for paragraph 1) as prescribed by the Taking of Land Act 1964 is enumerated hereunder to provide a Work Plan for the Land Acquisition process:
- a) Obtain **Cabinet Approval** to acquire customary and freehold land required by government for public purposes.

- b) In the case of **customary land**, ascertain from the Samoa Land and Titles Court if that Court has determined the *matai* who has the *pule* over that land; and in the case of **freehold land** ascertain who the registered owner or owners of the freehold land to be acquired.
- c) Cause a **survey** of potentially affected land to be made; and a **plan** to be prepared and certified to be accurate showing:-
- (i) land to be acquired; and
  - (ii) the names of the owners and occupiers of that land as far as they can be ascertained or
  - (iii) in the case of customary land the name of the *matai* who has the *pule* over the land if that has been determined by the Land & Titles Court; and if not the names of the *matai* proposed by the Minister to be dealt with as if he has that *pule* until the Samoa Land & Titles Court has determined who has that *pule*.
- d) Cause a **copy of such plan to be deposited** in the Office of the Ministry of Natural Resources and the Environment in Apia.
- e) **Valuation:** Obtain government market valuation of land to be acquired as at date of Proclamation and notify landowner(s) (who may deem it necessary to obtain an independent valuation) of same for compensation purposes. Said compensation, however, is to be based on replacement value of similar land in location and productive capacity.
- f) Cause a **public notice to be published** in the Savali Newspaper and the Observer.
- g) **Send a copy of public notice to each owner, occupier and person having an interest in the land or agent of them**, whose name and address are readily ascertainable stating:
- (i) Government's Proposal to acquire the land;
  - (ii) The public purpose for which it is wanted;
  - (iii) That the plan may be inspected in the Office of the Ministry of Natural Resources and the Environment during working hours; and
  - (iv) That any person affected may give written notice of objection with reasons to the Chief Executive Officer of the Ministry of Natural Resources and the Environment **within 28 days of the first publication of the Notice**.

- h) **Objections:** Upon receiving any such objection the Chief Executive Officer of MNRE may **appoint a time and place in Samoa at which the objector may appear** before the Minister or some person appointed by him and support the objection by such evidence and argument as the objector thinks fit.
- i) **Dispose of objection(s) and Prepare Proclamation:** After the 28 day-period from the first publication of the Public Notice in the Savali and/or Observer newspaper, and if there are no objections received to the Notice or after due consideration of the objection or objections, the Minister is of the opinion that effect should be given to the proposal to acquire land for the public purpose; and that no private injury will be done thereby for which due compensation is not provided by this Act, the Head of State acting on the advice of the Minister may, by Proclamation, describing the land and stating the public purpose acquire the land for the public purpose.
- j) **Prepare Proclamation for land acquired and arrange for its execution by the Head of State.**
- k) **Proclamation to be gazetted and publicly notified** as soon as possible; Proclamation to come into effect on the day named in the Proclamation.
- l) **Register the Proclamation** in the Land Register of Samoa.
- m) **Pay compensation** or secure agreements for payment of compensation with landowner(s) before commencement of works.

#### 18. **Process for the Payment of Compensation:**

- a) **By agreement between the Minister and the Landowner(s):** The Minister shall offer such sum as he thinks fit as compensation to that person; and that person may **agree** with the Minister as to the compensation payable by the Minister.
- b) **By the Court if there is no agreement:** If the compensation payable is not agreed upon between the Minister and that person, it shall be determined by the Court and in manner hereinafter prescribed.
- c) **Claim for compensation statute barred:** Five years from the date of the Proclamation, any claim for compensation is statute barred or 12 months after the execution of the purpose out of which the claim has arisen in respect of any damage done to the land acquired.
- d) **Customary approach to negotiations for and payment of compensation:** Where it is not possible to complete the transaction because of issues related to meeting documentary requirements for payment but that agreement for use of land has been reached, government may appeal to the traditional and customary loyalty and respect of

the landowners in the interests of public works by government for the common good, to agree to an amount and time for payment of compensation and to allow works to continue prior to payment. .

19. The manner in which the delicate issue of taking lands for public purposes is handled often determines the likelihood of obstacles or resistance from DPs. There is a commonly held understanding that any matter of contention can be resolved with the customary or traditional negotiation and consensus agreement. It is therefore crucial to fully involve local village groups and individuals in a fully transparent process at the inception of any project's implementation.

### **Public Consultation and Participation**

20. Consistent with the Samoa Code of Practice #3 on Consultation, the process of consultation, information dissemination and disclosure and planning for land contributions with or without compensation shall be as follows:
  - The principles concerning the voluntary nature of land or property contributions for the PPCR project, including the option between compensation and no compensation, will be disclosed to all potentially affected communities and persons by the MNRE and the personnel trained to act as community liaisons. Once areas affected by the project are confirmed and have been defined, the MNRE team (assisted, where appropriate, by MWTI and LTA other agencies) will facilitate meetings with all potentially affected landholders to explain the likely land and/or resettlement implications and to begin the process of negotiation of compensation and related issues.
  - The MNRE team should work closely with the village mayors or *Sui o le Nuu* who are the established liaison between villages and Government and who are well informed about all Government projects during their monthly meetings in Apia. As members of the *Alii ma Faipule* of their respective villages, they will assist in the identification of those who have *pule* over land required for acquisition by the sub-project.
  - Meetings in the respective villages with the village councils should be held and also with those who are directly affected and have control or *pule* over any land to be acquired. The actual occupants of the land should also be consulted regarding any possible resettlement or relocation and should also be informed about any compensation to be paid. Every assurance should be made that all key stakeholders have been consulted and are freely entering into the compensation agreement.

Because the impact on land take is mostly expected for drainage easements particularly for discharge run offs to the coast the following procedure encouraging consultation prior to formal approach to acquiring is provided:

1. Determine number of easements required per village and specify type of easement needed with estimate of the size of required land for easement;
2. Contractor submits to the lead agency (LTA) which in turn submits this to MWCD for communication of requirements to the particular SNs through a half day workshop. Issues and plans of action will be discussed. The SNs will be requested to relate to their councils the request of LTA and the project;
3. SNs will confirm which families are affected and engage them to solicit initial feeling on the matter;
4. SNs feedbacks the information gathered to LTA which then priorities potential problem areas and come up with strategy to resolve issues. If possible, alternate easement may be chosen. If site is best suited for runoff then the following optional offers may be officially communicated with owners before project begins or likely options;
  - a) Voluntary contribution of land for easements without compensation
  - b) Voluntary Land Contribution for Easements with compensation
5. If voluntary agreement is not achieved then legal actions will be taken for the greater good keeping in mind that just and humane actions and compensation is provided to the affected persons;
6. Guidelines for the compensation of easement acquisition are to be prepared and attached as an Annex to this LARF.

## **Resettlement Plans**

21. The actions described under this paragraph shall be carried out by the MNRE. In this undertaking, the MNRE shall employ and retain consultants with qualifications, terms of reference and terms and conditions of employment satisfactory to the Association. If the cost of such consultants is to be financed out of the proceeds of the Credit, then the selection process of said consultants should follow the provisions set forth in Section II of Schedule 3 to the Credit Agreement.
22. A Census shall: (I) be carried out to identify Displaced Persons in accordance with procedures, satisfactory to this framework, including criteria for eligibility to Compensation, Resettlement Assistance and other Rehabilitation Assistance; and (ii) include an inventory of their assets which will project affected to form the basis for planning and implementation of compensation, relocation to be presented in the resettlement action plan (RAP).
23. The census will be accompanied by information to the Displaced Persons about the entitlements regarding Compensation, Resettlement Assistance and Rehabilitation Assistance, together with the a time schedule for provision of Compensation, Resettlement Assistance and other Rehabilitation Assistance and relocation.
24. Based on the census and inventory of losses, and in consultation with the Displaced Persons, a time bound action plan with a budget will shall be prepared. All Compensation, Resettlement Assistance, as the case may be, must/shall be provided to the Displaced Persons before road construction or rehabilitation activities works causing said displacement commence.

25. To ensure transparency of procedures, Displaced Persons shall be informed of the method of valuation of their assets being applied and all payments of Compensation, Resettlement Assistance and Rehabilitation Assistance, as the case may be, should/shall be made in the presence of the Displaced Person in question.

### **Eligibility Criteria**

26. The procedures, for the carrying out of the census, shall include criteria for eligibility to Compensation, Resettlement Assistance and Rehabilitation Assistance measures, and Displaced Persons shall be classified in one of the following three groups:
- a) those who have formal legal rights to land, building or fixed assets on the land and buildings taken by the Project (including customary and traditional rights recognized under the laws of the Borrower);
  - b) those who do not have formal legal rights to land, building or fixed assets on the land and buildings taken by the Project at the time the Census begins but have a claim to such land, building or fixed assets on the land and buildings taken by the Project, provided that such claims are recognized under the laws of the Borrower or become recognized through a process identified in the resettlement plan; or
  - c) Those who have no recognizable legal right or claim to the land, building or fixed assets on the land and buildings being occupied by Displaced Persons and taken by the Project.
27. Displaced Persons classified under paragraph 26(a) and (b) shall be provided Compensation, Resettlement Assistance and Rehabilitation Assistance for the land, building or fixed assets on the land and buildings taken by the Project in accordance with the provisions of this framework, including:
- a) Displaced Persons shall be:
    - (i) informed about their options and rights pertaining to Resettlement;
    - (ii) consulted on, offered choices among, and provided with technically and economically feasible Resettlement alternatives;
    - (iii) provided prompt and effective compensation, regardless of their legal rights or lack of their land and assets, at full replacement cost for losses of land, building or fixed assets on the land and buildings taken by the Project;
    - (iv) offered support after physical displacement, for a transition period, based on a reasonable estimate of the time likely to be needed to restore their living standards,



income earning capacity and production levels, or at least maintain them at pre-Project levels;

(v) provided with development assistance in addition to compensation measures described in sub-paragraph (iv) above, such as land preparation, credit facilities, training, or job opportunities; and

b) When physical displacement is not avoidable, residential housing, or housing sites, or, as required, agricultural sites for which a combination of productive potential, locational advantages and other factors shall be at least equivalent to the advantages of the old site and assistance to Displaced Persons during relocation shall be provided.

28. Displaced Persons classified under paragraph 40 (c) shall be provided Rehabilitation Assistance in lieu of Compensation for the land, and Compensation for buildings or other fixed assets being taken by the Project, and Resettlement Assistance, as the case may be, all in amounts sufficient to achieve the objectives set forth in this Framework, if they occupy the Project area prior to the Cut-off date (date of commencement of the Census). Displaced Persons who encroach on the Project area after the Cut-off date shall not be entitled to Compensation, or any Resettlement Assistance or any other form of Rehabilitation Assistance.

## **Grievance Procedures**

29. *Consensus and negotiation* are central to Samoan life and decision making. Generally, Samoan people are keenly aware of their standing or “va fealoa’i” with any other person. “Tautua” or service to the country and to one’s village and family are central to one’s life as a citizen of the country. For that reason, many Government initiatives relating to the establishment of infrastructure, water, electricity and other amenities and services have been completed without interruption or obstacles being placed before Government by DPs. From experience of the Ministry of Works Transport and Infrastructure, LTA, Ministry of Natural Resources and Environment, and other government departments and service Corporations, the initial contact made by the Government’s representatives (lead by MWCD) with a village or community, is crucial to the success or failure of any project.

30. Negotiation and agreement by consensus will provide the best avenue to iron out and resolve any grievances expressed by the individuals, the matai or households whose land might be affected by sub projects. The MWTI/ LTA/ MNRE should assure itself that any consensus achieved is freely entered into by the main parties involved. The officer responsible for handling grievance procedure is the LTA Project Component Manager (Mr. Michael Anderson direct phone line – 32176, email address – [michael.anderson@lta.gov.ws](mailto:michael.anderson@lta.gov.ws) at Vaitele).

31. Complainant should be invited and addressed during the verification and appraisal process. If a suitable solution is not found, the MNRE Team cannot verify the consent forms and the sub-project cannot proceed. The issue will then go back to the community for discussion. The village may ask the assistance of the MNRE Team, the NGO responsible for monitoring or

others to mediate in the compensation process. The mediation process will be implemented according to traditional methods of mediation/conflict resolution. The resolution will then be documented on the relevant consent forms and verified.

32. Once agreement is reached concerning the contribution of land, including receipt of the relevant forms of consent, the land donors or other DPs or members of the community may ask the assistance of the agency responsible for monitoring, or may raise concerns with the MNRE team, or may approach the PMU, within 30 days of the verification meeting. In the event such concerns are raised, the issue will be referred back to the community for further discussion through the traditional process of negotiation and consensus building. This should be clearly explained to all communities and DPs.

### **Monitoring and Evaluation**

33. Supervision and monitoring of the implementation of compensation and land acquisition should be undertaken by an independent third party such as a local NGO. The role of the independent third party should be explained clearly to DPs in order for them to understand that they may approach that entity as an independent third party.
34. The independent third party responsible for monitoring should visit sub-project sites at least quarterly, and should monitor the following issues and collect the specified indicators:
  - Ensure that no construction takes place until all compensation arrangements, including any resettlement, have been fully implemented to the satisfaction of the DPs;
  - Ensure that all land donations have been freely entered into and have not entailed undue pressure or duress;
  - Monitor the number of grievances recorded and the disposition of such grievances;
  - Monitor payment of compensation and receipt of other entitlements agreed to with respect to the various sub-projects.

### **Implementation Schedule**

35. The following timeframes shall apply unless otherwise agreed between the Association and the Recipient; provided, however, no such agreement to waive the timeframes shall adversely affect the rights or interests of Displaced Persons under this Framework:
  - The inventory shall be completed at least four months prior to the commencement of work.
  - The Resettlement Plan shall be submitted to the World Bank for its approval.

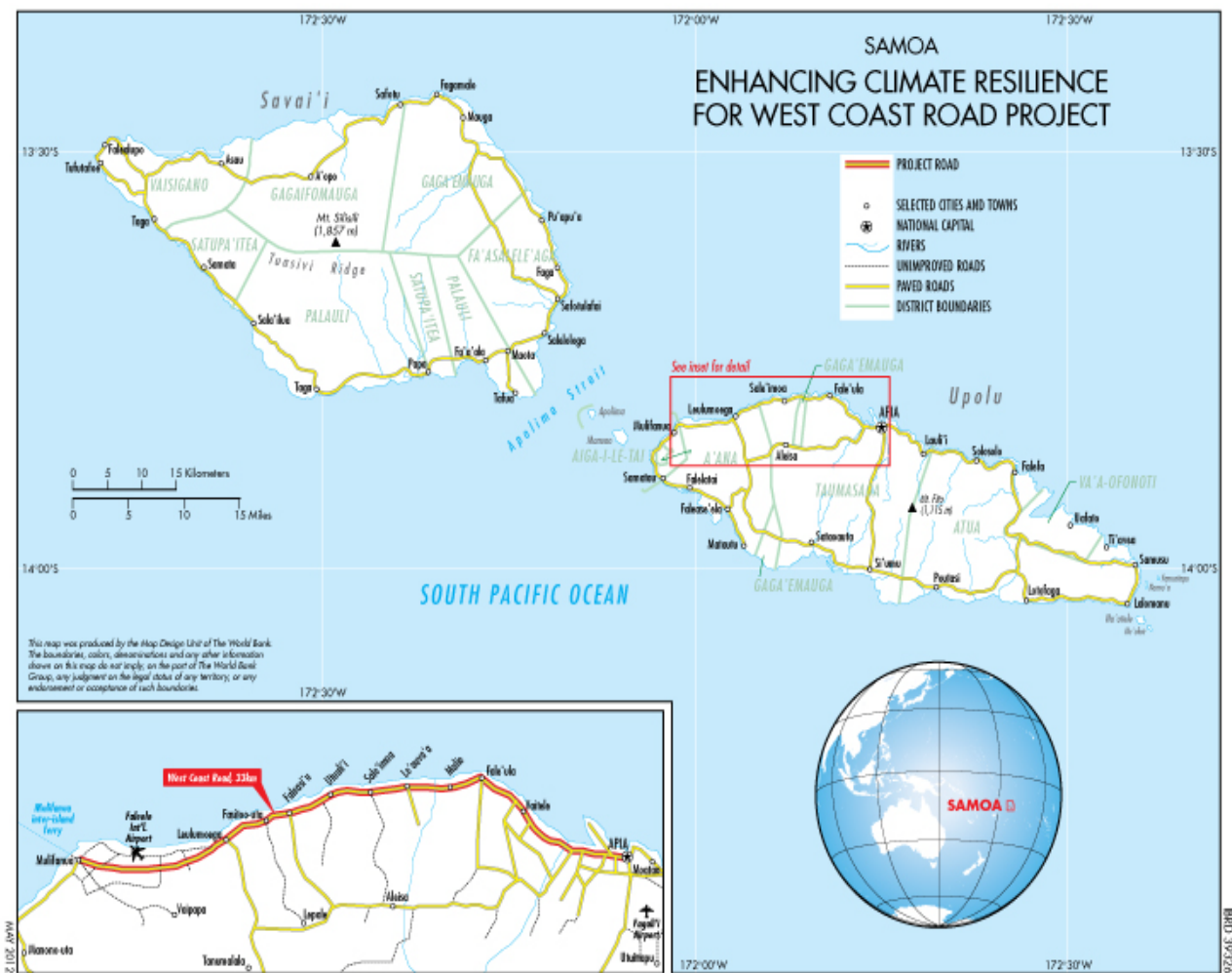
- Compensation, resettlement and rehabilitation activities will only commence after the World Bank has accepted the Resettlement Plan.
- The compensation, resettlement and rehabilitation activities, if any, will be completed at least one month prior to the commencement of work.

## **Funding**

36. The Government of Samoa shall bear the costs for Compensation, Resettlement Assistance and Rehabilitation Assistance.

## Map of Project Area

37.



## Sample consent form - voluntary donation

---

Date: \_\_\_\_\_

I/We, \_\_\_\_\_ male household head \_\_\_\_\_ female household head,

AND/OR person exercising *pule* over the affected land \_\_\_\_\_

Resident/s of \_\_\_\_\_ Village in \_\_\_\_\_ District \_\_\_\_\_, Aldeia,

declare that I/We/the group is voluntarily donating the use of (*specify land, assets, location, size, type etc*)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

For the purpose of: (*specify activity*)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

For the duration of: (*specify commencement date and duration*)

\_\_\_\_\_  
\_\_\_\_\_

Of My/Our own free will, I/We are waiving My/Our right to compensation of any kind for the specified duration of the activity.

**Signed:**

Male household head \_\_\_\_\_ Female household head \_\_\_\_\_

Person exercising *pule* \_\_\_\_\_

## Sample consent form – Agreement for compensation

---

**Date:** \_\_\_\_\_

I/We, \_\_\_\_\_ male household head \_\_\_\_\_ female household head,

OR Person exercising *pule* over the Affected Land \_\_\_\_\_

Resident/s of \_\_\_\_\_ Village in \_\_\_\_\_ District

declare that I/We/the group are consenting to the use of (*specify land, assets, location, type etc*)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

For the purpose of: (*specify activity*)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

For the duration of: (*specify commencement date and duration*)

\_\_\_\_\_  
\_\_\_\_\_

For the following agreed compensation arrangements (*NB, use the back of form if needed*):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Signed:**

Male household head \_\_\_\_\_ Female household head \_\_\_\_\_

Person Exercising *Pule* \_\_\_\_\_

# **Annex 1**

## **Consultation Minutes**



Website: [www.ipa.com.ws](http://www.ipa.com.ws)  
*Masterminding the Future*

**GOVERNMENT OF SAMOA  
LAND TRANSPORT AUTHORITY  
SAMOA PILOT PROGRAM FOR CLIMATE RESILIENCE**

***Enhancing The Climate Resiliency Of The  
Upolu West Coast Road***

**Public Consultation Meeting Minutes DRAFT  
Wednesday 7<sup>th</sup> February 2012, 10am - 12pm  
Tooa Salamasina Hall, Sogi, APIA**



Land Transport  
Authority



**Report Prepared for:**

Chief Executive Officer  
Land Transport  
Authority  
Government of Samoa

**Report Prepared by:**

IPA Ltd  
PO Box 3686  
APIA, SAMOA

**Date Issued:**

February 2012



## 1. LIST OF PARTICIPANTS

### Project Team:

Name	Organization/Position/Address	Contact Number	Email Address
1. Michael Anderson	LTA – Project Component Manager, Vaitele	26740	<a href="mailto:michael.anderson@lta.gov.ws">michael.anderson@lta.gov.ws</a>
2. Laulu Sone	LTA – Community Liaison Officer, Vaitele	26740	<a href="mailto:laulu.sone@lta.gov.ws">laulu.sone@lta.gov.ws</a>
3. Faafetai Koria	MWCSD – Principal Research, Policy & Planning Officer, Sogi	22421	<a href="mailto:tai.mwcsd@gmail.com">tai.mwcsd@gmail.com</a>
4. Elizabeth Ah Poe	MWCSD – Research, Policy & Planning Officer, Sogi	22421	<a href="mailto:lizahpoe@yahoo.co.nz">lizahpoe@yahoo.co.nz</a>
5. Isikuki Punivalu	IPA – Project Manager, Togafuafua	20842/7776021	<a href="mailto:isikuki@ipa.com.ws">isikuki@ipa.com.ws</a>
6. Chris Solomona	IPA – Social Specialist, Togafuafua	20842/7744843	<a href="mailto:pfeet@ipasifika.net">pfeet@ipasifika.net</a>
7. Ofeira Faasau	IPA – Environmental Specialist, Togafuafua	20842/7735325	<a href="mailto:ofeira@ipa.com.ws">ofeira@ipa.com.ws</a>

### Public Attendees:

Name	Village	Name	Village
1. Ailafo Filia	Tuanai	45. Nuu Pogisa	Vailoa
2. Alaseu Malosi	Saina	46. Nuualiitia Seaumua	Levi
3. Ale Alapati	Fasitootai	47. Pisapisao Fekelita	Levi
4. Ale Vena Ale	Toamua	48. Pita Matapi Tau	Levi
5. Alo Paimalo	Tuanai	49. Poao Malaitai	Tuanai
6. Aoimatagi Saoloto	Malie	50. Poluveletele Talatunu	Tufulele
7. Atalina Sosoatu Pauga	Tuanai	51. Pula Keli	Salepouae
8. Faamaugofie Utupo	Faleatiu	52. Ropati Vagana	Faleatiu
9. Faanimo Reti Warren	MNRE	53. Saena Poao Saena	Tuanai
10. Falani Filifili	Tuanai	54. Saena Seuaituise	Tuanai
11. Falefata Ene Tinai	Leulumoega	55. Saena Seuaituueti	Tuanai
12. Faleiva Pene	Vailoa	56. Samanuo Lio	Leauvaa Sisifo
13. Faasina Tuiga	Vailuutai	57. Sau Leaupepe	Faleasiu
14. Fata Saifoloi	Afega	58. Sunema Tagaiilua	Faleasiu
15. Fata Uelese	Afega	59. Taeipo Saena	Tuanai
16. Feagai Smith	Vaitele Tai	60. Tagata Keite	Malie
17. Feaileolo Tautua	Faleatiu	61. Tai Naime	Malie
18. Felavai Amosa	Fasitoo Uta	62. Tanuvasa Lefine Alii Masina	Nofoalii

19. Fesolai Fuailaumea Numera	Faleasiu	63. Tautama Amato	Nofolii
20. Fesolai Leitufia	Faleasiu	64. Tevaga Samilolo	Leauvaa Sisifo
21. Fetaiamaalii Pulemau	Faleula	65. Toa Manusina Lemuelu	Leulumoega
22. Fuga Joe	Samea, Paepaeala	66. Togatalima Tunai	Tuanai
23. Fuimaono Lautasi	Faleatiu	67. Togialelei Gary Tuiletufuga	Maulifanua, Fuailoloo
24. Gillian Malielegaoi	MNRE	68. Togialelei Ioapo	Mulifanua, Fuailoloo
25. Iona Ulutaaloga	Tuanai	69. Toi Lautua	Faleula
26. Kalala Pitoai	Faleasiu	70. Tuitea Melota	Tuanai
27. Kia Auele	Samea, Paepaeala	71. Tuitea Pesa	Tuanai
28. Lagaoma Maimau	Samea, Paepaeala	72. Tumaiau Melota	Tuanai
29. Laufau Vili	Tuanai	73. Tumanu Faitua	Tuanai
30. Leoaniu Patolo	Toamua	74. Ugapo Suamili	Leauvaa
31. Lemafua Filipino	Malie	75. Ulu Bismarck Crawley	Toamua
32. Letele Maana	Samea, Paepaeala	76. Uluvaomalo Ulu Kini	Toamua
33. Liugata Peaulaina	Faleasiu	77. Usitai Tolumu	Vaigaga
34. Lualuamaitu Faalava	Malie	78. Vailua Lutu Epau	Leauvaa
35. Maagao Sauvao	Faleasiu	79. Ili Tala	Nofolii
36. Maligi Apu Leafa	Malie	80. Fou K. Tuulu	Nofolii
37. Maluia Poutua	Fasitoo Tai	81. Akaimo	Nofolii
38. Masaia Vou Oliva	Tuanai	82. Soifua	Nofolii
39. Maugu Maumau	Faleasiu	83. Sefali Iosefa	Afega
40. Moa Sanele	Fasitoo Tai	84. Apulu Minute	Faleasiu
41. Moala Samasoni	Utualii	85. Ronimo Talafaoti	Fasitoo Uta
42. Muaiava Tino	Levi	86. Lemoli Niko	Fasitoo Uta
43. Mugi Satui	Faleatiu	87. Ami Feaunati	Fasitoo Uta
44. Nonimo Talafaoti	Faleasiu		

## 2. INTRODUCTION

Opening prayer and traditional welcome to all participants was done by Mr. Lulu Sone of LTA. The meeting started with an introduction from Leiataua Isikuki Punivalu who also gave a comprehensive description of the project scope (refer Annex 1 – Powerpoint Presentation). This meeting was to inform the public and convey the intention of the Government of Samoa to upgrade the West Coast Road to all families who are likely to be affected especially those residents living adjacent to the project road. The public participants were also encouraged to share their views and concerns about the existing situation of the road and suggest ways to assist with the project.

During the meeting there were many questions that were asked by the public participants and the team tried their best to answer the questions that were asked. Leiataua Isikuki Punivalu together with Michael Anderson answered all the questions that were put forward.

## 3. QUESTIONS AND ANSWERS

Comment	Response
<p><i>Public Participant</i> Can the Government relocate the existing WCR away from the sea?</p>	<p><i>Leiataua Isikuki Punivalu (LIP)</i> Government has explored the feasibility of a West Coast Inland Route but from the results of the studies, it was determined that the project is too costly. The cost of the project, road construction works only was estimated to almost \$120million. This does not include land compensation costs, which brought the estimated total to about \$200 million. The total Government of Samoa budget per annum is about \$450million. When you compare these costs, important decisions need to be made.</p>
<p><i>Public Participant</i> No, I am talking about the parts of the existing WCR that are located next to the sea to be shifted to a safe distance inland. Has Government looked at this option?</p>	<p><i>LIP</i> We will face the same issue encountered during the feasibility study of the Inland Route. The cost of compensation for lands which will be affected is very high. Also, it is easier for us to discuss but if its your land that will be affected you would not want a road to come through your land.</p>
<p><i>Tanuvasa Lefine Alii Masina, Nofolii village</i> It is obvious that the current alignment of the road needs to be shifted inland to a safe distance away from the sea. Government needs to help with this.</p>	<p><i>LIP</i> The Design Engineer will explore if this is possible within the available road reserve. However, this project focuses on the existing alignment of WCR. The road needs to be designed for safety of the travelling public as well as pedestrians. One of the design criteria is to ensure that there are not too many bends in the road. This is also beneficial to utility underground pipes and services. The best thing about this project is it does not require land compensation.</p>
<p><i>Fuimaono Lautasi, Faleatiu village</i> The existing WCR alignment is good and I disagree with the opinion to relocate the road inland. The coastal location of the road actually provides protection for villages and communities.</p>	<p><i>LIP</i> This is exactly the same feeling expressed by village matais in Savaii straight after the major Cyclones that hit Samoa in 1990 and 1991. The Prime Minister of Samoa at the time, Tofilau, went himself and consulted with the matais of Faasaleleaga Districts to obtain their consent for the moving of the road inland. The chiefs' did not support this and still</p>

	wanted the roads to remain along the coast. The idea behind this way of thinking is Government will have to come in and protect public road asset which will in turn protect their communities.
<p><i>Moala Samasoni, Utualii village</i></p> <p>I support the road to remain along its existing alignment as this was what our ancestors agreed to with the Government in years past. But I am concerned with a specific section of the road alignment, at Tufulele Point. This part needs to be shifted a bit inland or construct a bridge over it.</p>	<p><i>LIP</i></p> <p>Comments are noted and acknowledged.</p>
<p><i>Pula Keli, Salepouae village</i></p> <p>I agree with the present alignment of the road, but requests for new seawalls to be built properly to protect WCR. The present seawalls at Saleimoa are not properly designed, as they are newly built but are already at the same level with the road.</p> <p><i>Faasina Tuiga, Vailuutai village</i></p> <p>I advise that proper surveying be conducted where the road runs through in our village specifically between the high point just up from where the village pool is located and high point opposite the Mormon church. One of the families reclaimed part of this land and blocked the drains, causing flooded properties and stagnant water beside homes creating breeding grounds for mosquitoes. This is a health issue to families. Government needs to construct proper drainage to allow water to be drained from the road and properties. Furthermore, seawalls need to be properly constructed and made extra strong at the points where the road is next to the sea.</p>	<p><i>LIP</i></p> <p>Yes, LTA is responsible for the maintenance of seawalls and supervises contractors who undertake these works. The wearing down of seawalls shows that the structures are fulfilling its purpose of protecting the coastline and road from erosion. This will then be an indicator to LTA that the seawall requires maintenance.</p> <p>Further, this project will look at improving drainage systems alongside the WCR and any problem areas will be identified during the design phase.</p>
<p><i>Ulu Bismarck Crawley, Toamua village</i></p> <p>I advice Government to not focus too much on the cost of the project but ensure that the road is planned and designed properly. We should try and avoid the potential problem of 5 years from now we will need more money to fix up the upgraded road. Government should still look at shifting the road inland for those parts that are right next to the sea.</p> <p><i>Tanuvasa Lefine Alii Masina, Nofolii village</i></p> <p>I support the current alignment of the WCR, but do not support the areas of the alignment that are next to the sea. If we cannot move it to a safe distance inland, then Government must ensure to build strong seawalls to protect the road and also the families living close to it.</p>	<p><i>LIP</i></p> <p>Noted comments and will address concerns in the design of the road to ensure that the available funding is able to sustain the successful construction and completion of the proposed road taking into account road safety.</p>
<p><i>Fata Saifoloi, Afega village</i></p> <p>I request for the WCR to be constructed of the same quality and standard as Vaitele Street, 4 lanes with footpath, proper drainage and underground utilities. And wherever the funds permit for the road to end that is where it should. Government then request for more funding to complete the works to Mulifanua.</p>	<p><i>LIP</i></p> <p>Comments and advice are noted and recorded for LTA and the Government to consider. But again we have to look at the example of Vaitele Street widening. It was about SAT27.6m for only 3.9km, and that is only for the road construction only. It does not include land compensation, which costs even more.</p>
<p><i>Toi Lautua, Faleula village</i></p> <p>I am concerned about the existing rock fences along</p>	<p><i>LIP</i></p> <p>If it is verified that the rock fences are in private</p>

<p>the WCR at Faleula village where the Methodist church compound is located. Will these be affected and will the owners be compensated?</p>	<p>property and it is affected by the project, then Government will compensate. But if it is verified that the rock fences are in the road reserve, then the church needs to pay lease with the Government. This means the Government will not pay compensation and church needs to relocate their fence into their own property. But again, this project will remain within the 20 meter road reserve and whatever private structure, building, tree or bush is inside this reserve will have to be removed to make way for the road improvement works.</p>
<p><i>Tumaiau Tupuola, Faleula village</i> I support the point raised by the member from Afega village. Traffic jam is a big issue along WCR and the quality of the road is very bad. I request for Government to look at constructing a 4 lane road, with proper footpaths and drainages.</p>	<p><i>LIP</i> Advice and comments noted and acknowledged but again we have to consider the availability of funding.</p>
<p><i>Fuga Joe, Samea, Paepaeala village</i> I advice for Government to shift seawalls further out into the sea, about 20 or 30 meters from the coastal road to give it protection and solve the problem of location next to the sea. There are no roadside drains at our village but there are boat ramps built with the new seawalls. There are swamps on one side and the sea on the other side. Hence, water is not flushed out properly and the road is still flooded.</p>	<p><i>LIP</i> LTA will be informed and consider in their project planning.</p>
<p><i>Maugu Maumau, Faleasiu village</i> I support the project and the present alignment of the WCR.</p> <p><i>Kalala Pitoai, Faleasiu village</i> I support the project and the Government's programmes. However, the section of WCR at Faleasiu from adjacent the Catholic church to the point where it borders with Fasitoo Tai, the road reserve is very narrow and houses and structures are already very close to the road. I am certain that these will be affected and therefore request the Government to compensate and construct proper road crossings along this stretch of the road.</p> <p><i>Tumanu Faitua, Tuanai village</i> In my village, land adjacent the Catholic church, Village Committee building and village pool will be affected. It is this point that a lot of car accidents occur where the road bends. The upgraded road should protect the village pool.</p>	<p><i>LIP</i> The Design Engineer will consider all these concerns during the design phase and will explore options to avoid affecting properties and buildings. But as pointed out before, these buildings, structures and private assets must be outside of the road reserve. That is why, under the requirements of the Planning and Urban Management Act 2004, site plans must be submitted with any application for a development consent, showing the distance from the road, to ensure that the development is not within the road reserve. But if during the design phase and it is determined that private properties will be affected by the road, then compensation will be paid out accordingly.</p>
<p><i>Fuimaono Lautasi, Faleatiu village</i> I request for Government to look at constructing footpaths from Vaitele all the way to Mulifanua. This is not only good for the safety of the pedestrians and villagers but also helps to improve the health of people who will be motivated to walk and exercise on the footpaths.</p> <p><i>Participant from Leauvaa village</i> If the survey works are already done for the road reserve and drainage easements, why are we here for this meeting? What use are our opinions? People</p>	<p><i>LIP</i> Advice and comments noted and recorded for LTA to consider in their project planning. As mentioned before, the project design is dependent on the funding that is made available by the grant.</p> <p>The road is 7 metres wide, 3.5m on both sides. The resealing of the pavement is proposed depending on the condition of the road. If it is in good condition, then only a thin layer of a/c will be applied to reseal and if in bad condition, then a thicker layer of a/c will be used. There will also be 1.5m wide, bitumen</p>

should be consulted for future planning. Why not consult individual families that have been identified to be affected? Government at this point should determine how much the cost of compensating these lands and work on finalising them before the construction works take place.

surfaced, road shoulders proposed, which will be used as footpaths from Vailoa all the way to Mulifanua Wharf. It is not yet finalised the design details of the road shoulders, whether it will be just a line marking the separation from the main carriageway or a concrete kerbing will be installed which will also allow vehicles to pull off from the main road but restricts them from driving on it and can be used also as a cycle lane. Proper design of concrete footpaths cannot be done for this project because it is too expensive. The best alternative design will be used as the width of 1.5m is big enough to work within the road shoulders.

Also, drainage will be installed and there will be drainage required to take runoff from the road towards the sea. This will require the use of family lands usually improving private properties but it will also benefit the travelling public of Samoa using WCR. Drainage easement is proposed to be 10 metres wide and its length depends on the distance from the longitudinal drain to the outlet point along the coast. But 20 metres may be surveyed to include all topographical features close to the required 10 metres width. There will be conditions imposed on the easement such as no rubbish or littering or planting allowed on top of the easement. The owner of the land still has legal ownership over the easement but when the Government wants to come in to maintain the drainage they cannot stop the works from taking place. So what are you going to get out of this? Landowners should be compensated for this drainage easement. Government will have standard rates for calculating how much compensation will be paid out. However, it will not be termed compensation because Government is not buying the land; it is a sort of long term lease. But an easement is different because the land still remains the property of the landowner, whilst the lease holder has possession over the land.

Right now, the Environmental Assessment and Social Participation Studies is being prepared. The preparation of a Land Acquisition and Resettlement Framework is also being drafted that outlines the process to be used when compensating for all private properties that will be affected for drainage easements.

*Public Participant*

The 1.5 metres for the road shoulders should be enough to accommodate bus stops. But there are currently no bus stops along WCR.

*Participant from Saleimoa village*

I request for LTA to construct proper bus stops, inform villagers to use bus stops and Government to enforce. Please do not allow buses to stop anywhere and go all over the place on the road.

*Participant from Leulumoega village*

I support for the Police to enforce bus stops as there

*LIP*

Noted comments and will address concerns in the design of the road to ensure that the available funding is able to sustain the successful construction and completion of the proposed road taking into account road safety.

<p>is absolutely no safety for students. I own the shop opposite Pope Paul VI College and this is a dangerous spot for students.</p>	
<p><i>Ale Vena Ale, Toamua village</i> I advice for LTA to focus on the current alignment of the WCR. Also, the existing roadside drains are very unsafe especially at my village. LTA needs to ensure that contractors lay pipes properly and according to design specifications.</p>	<p><i>LIP</i> LTA will make sure that all drainage problems are addressed, improved and included in the design for the new and upgraded West Coast Road.</p>
<p><i>Participant from Faleula village</i> I have a complaint against the new bus stops being put up by LTA. They are too small and are like toy houses, it can only fit 2 people of Samoan size and people don't even use it. Also, the road shoulders being proposed under the project should not be used by cars. It must only be used by pedestrians. This will provide safety for pedestrians, especially students and as pointed out by one participant, it is good for exercise and improving the health of villagers. Furthermore, I support the Police and LTA to enforce the use of bus stops by every bus driver.</p>	<p><i>LIP</i> Yes, the proper location and design of bus stops at every x metres and its strict enforcement as was raised during consultation with the Police Commissioner. He suggested that the bus owners should be penalised or fined. We can take this idea further and encourage villages to construct local food and crops markets next to the bus stops. This will be a good opportunity for local farmers and also local entrepreneurs to generate income i.e. wheelbarrow boys, passengers disembarking or embarking at the bus stop can use the wheelbarrow service to transport their loads to and from their homes for a small fee.</p>
<p><i>Leaoaniu Patolo, Toamua village</i> Can we get to the end point of this project?</p>	<p><i>LIP</i> The 2 lane road will begin from where the Vaitele St widening extension project ends at Vailoa and then extend all the way to the entrance to Mulifanua wharf. Proper drainage will be installed including drainage easements. Asphalt concrete paving will be used, it might not reach all the way to Mulifanua wharf, but will use chip seal to complete. The same quality of pavement as that observed on the new Vaitele Street will be constructed. The idea of the road is to be waterproof so that it won't crack easily due to vehicles that leak and spill diesel on the road and then cars drive over it and cause cracks and potholes. Normally, there would be an engineer inspecting the road conditions and recommend for the digging up of the road, compacting and proper resealing. But it is hard to do that here in Samoa as it is expensive to do all the roads of Samoa with potholes. The Government would rather spend the money on the construction of new roads, seawalls, drainages or bridges. There is a conflict of interest between the engineer's approach and the politician's approach.</p>
<p><i>Togialelei Gary Tuiletufuga, Mulifanua, Fuailoalo village</i> The newly constructed speed hump at the Faleasiu/Fasitoo Tai area is really good and should be the standard for all speed humps in Samoa. Thanks to LTA for a job well done.  Also, the trees alongside the road, who is responsible for maintaining them so they are not a safety hazard to the road operations?  Moreover, can LTA install cat eyes on top of the linemarking in the middle of the road? This is very useful, especially during rainy days and at night.</p>	<p><i>LIP</i> Comments and advice is noted and acknowledged. If trees are in the road reserve, it is the responsibility of Government. The funds of this project will not be able to cover the construction of slipways as they are very expensive. However, the design of the upgraded road will take into consideration the concerns raised such as cat eyes, poor performance of contractors and ensure that the works are done properly and will not adversely affect community resources. The rates for compensation are the responsibility of the Land Management Division of the MNRE. Once the rates to compensate land required for drainage easements are determined, it will be made known to families</p>

Furthermore, it has been noticed, the poor performance of local contractors in road construction. All they do is just dig up the road, and spray on the primer etc.

affected.

And, can we have a guideline document for the rates of compensation so we can inform villagers?

Finally, the seawalls at Mulifanua, Fuailofo are not built to standards and specifications. The boat ramps are not properly constructed. Can we have slipways?

*Public Participant*

I am a bus driver and I support the location of bus stops opposite to schools. The reality of bus drivers is, in our culture it is hard to say no to elderly passengers who want to stop in front of their homes.

*LIP*

Comments are acknowledged and recorded for LTA to consider. Government aims to implement projects that promote safety of people even with bus stops.

At the end of the questions and answers session, Lau Lu Sone thanked everyone present on behalf of LTA and the Government.

All those who attended signed and received \$20 allowances for lunch and transport expenses.

#### 4. CONSULTATION PHOTOS



Figure 1: Members of the Public during Consultation for West Coast Road Upgrade Project, 7 February 2012



Figure 2: Public Participation during Consultation for West Coast Road Upgrade Project, 7 February 2012





Figure 3: Public Participants registration for WCR Upgrade Consultation, 7 February 2012



Figure 4: Members of the Project Team from LTA, MWCSO and IPA Ltd, 7 February 2012



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**GOVERNMENT OF SAMOA  
LAND TRANSPORT AUTHORITY  
SAMOA PILOT PROGRAM FOR CLIMATE RESILIENCE**

***Enhancing The Climate Resiliency Of The  
Upolu West Coast Road***

**Sui o le Nuu Consultation Meeting Minutes DRAFT  
Friday 20<sup>th</sup> January 2012, 9am – 12pm  
Samoa National Council of Churches Hall, Sogi, APIA**



Land Transport  
Authority



**Report Prepared for:**

Chief Executive Officer  
Land Transport  
Authority  
Government of Samoa

**Report Prepared by:**

IPA Ltd  
PO Box 3686  
APIA, SAMOA

**Date Issued:**

February 2012

## 1. LIST OF PARTICIPANTS

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### Sui o le Nuu:

Name	Village	Name	Village
1. Nuufaiga Pogisa	Vailoa	15. Pula Keli	Salepouae
2. Iamaleava Tausolia	Vaiusu	16. Tuaiautanu Pulega	Nonoa
1. Usitai Toloumu	Vaigaga	17. Moala Pomare	Utualii
4. Tauolo Vaisisi	Vaitele Tai	18. Poluveletele Talatonu	Tufulele
5. Alaseu Salua	Saina	19. Fesolai Numera	Faleasiu (Sapulu & Lealaalii)
6. Leaoaniu Patolo	Toamua	20. Liugata Peaolaina	Faleasiu (Moamoa & Tauoo)
7. Toi Lautua Semau	Faleula	21. Falevai Amosa	Fasitoo Uta (Salioa & Mataiili)
8. Maligiapu Leafa	Malie	22. Leusogi Apetaalo	Fasitoo Uta (Avano & Satui)
9. Fata Saifoloi	Afega	23. Agaseata Lupe	Nofoalii
10. Togatalima Pole	Tuanai	24. Tiata Vailiga	Leulumoega
11. Tau Naime	Leauvaa Sasae	25. Faasina Tuiga	Vailuu Tai
12. Tevaga Sanilolo	Leauvaa Sisifo	26. Ga Sakaria	Satapuala
13. Pisapisao Leone	Levi	27. Letelemaana F Tiaina	Samea/ Paepaeala
14. Sami Lelepo	Lotosoa	28. Togialelei Ioapo	Mulifanua Fuailoloo

**Other:** Togialelei Gary Tuiletufuga – Mulifanua/Fuailoloo

**Absent:** Leusogi Apetaalo – SN Fasitoo Uta (Avano & Satui)

## 2. INTRODUCTION

Opening prayer and traditional welcome to the Sui o le Nu'u (SN) participants was done by Mr. Laulu Sone of LTA. The meeting started with an introduction from Leiataua Isikuki Punivalu who also gave a comprehensive description of the project scope (refer Annex 1 – Powerpoint Presentation). This meeting was to inform the village mayors to convey the intention of Government to upgrade the West Coast Road to all families who are likely to be affected especially those residents living adjacent to the project road. The initial meeting was also to inform the mayors to prepare for the upcoming public consultation on the 1<sup>st</sup> of February 2012 and to ensure the participation of the people who will be directly affected. The mayors were also encouraged to share their views and concerns and to come up with suggestions to ensure the collaboration from their village constituents.

During the meeting there were many questions that were asked by the mayors and the team tried their best to answer the questions that were asked. Leiataua Isikuki Punivalu together with Michael Anderson answered all the questions that were put forward by the SN's.

## 3. QUESTIONS AND ANSWERS

Comment	Response
<p><i>Sui o le Nu'u</i> What happened to the West Coast Road inland route project?</p>	<p><i>Leiataua Isikuki Punivalu (LIP)</i> Government has determined that the project is too costly. The cost of the project was estimated to be too high, almost \$200million. The total Government of Samoa budget is about \$450million. Government has therefore prioritised the upgrade of the existing WCR route to be the best alternative right now until funding is made available for the inland road. The preliminary studies and investigations, drawings have been done. Also, it is not just the road there is also considerations for footpaths, noise buffer zones, drainage, vegetation zones etc.</p>
<p><i>Sui o le Nu'u</i> We were also involved in extensive consultations for the inland route and the drainage improvements of WCR. What is the likelihood of this project going ahead to implementation and completion?</p>	<p><i>LIP</i> The project is aimed at providing protection from natural hazards. Remember the impact of Cyclone Ofa and Val and the damage caused to the main roads in Samoa, especially the ones located by the coast. It is now almost 30 years ago. About 50% of Samoa's population lives along WCR, it is a vital connection to the international airport and Mulifanua wharf. There is sufficient justification to support the spending of a significant part of Samoa's budget on this region of Upolu island as an important economic corridor. This project will be implemented because of these factors. Furthermore, on behalf of the Government, we apologise for too many consultations with you all. But Government determines that dialogue with communities and their support is important to the effective planning and implementation of major infrastructure projects such as this one. It is also part of Government and donor policies to ensure that there is sufficient consultation with communities and stakeholders during the planning phase of any projects.</p>

<p><i>Sui o le Nuu</i> Is the project funded by a loan? Are we are responsible for repayments?</p>	<p><i>LIP</i> The project is funded by a grant administered by the World Bank which is basically a gift and does not require repayment. The total grant fund is US\$25 million and is paid by money from overseas aid climate change funds donated by multiple donors and invested under the PPCR and administered by the World Bank. It is a fund that is aimed at mitigation and adaptation projects in developing countries that have been made vulnerable to the effects of climate change caused by big industrial nations such as America, China, Australia etc. The projects are piloted in certain developing countries so that if they are successful, it can be duplicated in other countries, such as Bolivia, Mozambique, Ethiopia, Bangladesh etc. There are 8 countries from around the world that are involved in the PPCR. Samoa is the only Pacific country that has been selected for the PPCR. One of the reasons why Samoa has been selected is because we have good systems in place that avoids corrupt practices and ensure that aid funds are not subject to any fraudulent use. It is therefore a blessing and an opportunity for Samoa to make the most of this funding and build a road that will benefit all.</p>
<p><i>Sui o le Nuu</i> Will the fund of US\$25 million be sufficient to cover the proper construction of the road, like the Maagiagi hill, which is now made of concrete and one of the best quality roads in Samoa? Will this be the same quality for the WCR? The concern is the poor quality of the roads and the poor performance of contractors that is observed generally in the country.</p>	<p><i>LIP</i> Unfortunately, if we use the construction method used at Maagiagi hill, the project works will only go up to, say Faleula for instance. It will not reach the end point of the project area which is all the way to the entrance to Mulifanua wharf. The Government wants to take the funds made available from the grant and design and construct a road that is of the best quality possible, climate resilient and able to last for the next 20 to 30 years. This requires proper drainages, compaction tests to comply with roading standards etc. This is where Government needs the communities support and collaboration to help build a climate resilient road.</p>
<p><i>Sui o le Nuu</i> Why is it that the roads around Apia i.e. Vaitele St and others, is of better quality compared to the poor condition of the West Coast Road when Government knows well that this is the most important road in Samoa? Tourists come to Samoa and their first impression is of a poor quality road and affects the image of the country in overseas markets.</p>	<p><i>LIP</i> Comments are noted and acknowledged as valid and good points. But the bottom line is it all comes down to funding if there is enough to go around covering all other prioritised areas and ensuring that project works are done to the best possible standards. This project presents the Government with an opportunity to fund one of the activities that is recognised as a priority but has been on hold because there was not enough funding to cover such a large area. Also, Government has not totally been ignorant of the issues faced by those living along WCR as evident in previous consultations for an alternative inland route and drainage improvement works. We all want something to be done well and proper but there must be enough funding.</p>
<p><i>Sui o le Nuu</i> Will the project be limited to the area used by vehicles or will it extend beyond this area?</p>	<p><i>LIP</i> The project will be within the legal road reserve of 20 metres. There will be some parts of the proposed works that will go beyond the road reserve, which relates to drainage that needs to be directed through</p>

	<p>private properties and discharge runoff to the coast. This will require the creation of drainage easements which will require careful assessment and cooperation from affected landowners.</p>
<p><i>Sui o le Nuu</i>  Will there be 2 lanes on each side or 1 lane? The concern as witnessed is the hold-up of traffic especially when buses stop in the middle of the road and the whole lane is blocked stretching long distances. I advise to construct proper footpaths and 2 lanes on both sides of the road. There is only 13 metres currently used.</p>	<p><i>LIP</i>  The proposed works is limited to within the existing 20 metres road reserve. It will not be just the road, the reserve will also be utilised for the installation of services such as electricity supply, water and telecommunication. The road however will be designed to take into account the concerns raised, such as having 1.5 metres wide paved shoulders that can be used as footpaths, cycling lane or space for buses and cars to pull off into and allowing the moving traffic to flow without any hindrances. The paved road shoulders will be demarcated properly and carefully (i.e. concrete kerbing or other effective design) to ensure that all road users are aware of its purpose and comply with road rules to avoid issues currently experienced on the existing WCR.</p>
<p><i>Sui o le Nuu</i>  Should works extend into people's properties will they be compensated by Government? Landowners are very vocal and careful about matters concerning their lands affected by such works.</p>	<p><i>LIP</i>  Yes of course, Government endeavours to treat all landowners with properties affected fairly and compensated accordingly within the boundaries of the law. But also there is a law that permits Government to take land for public purposes such as this proposed road works. But there is also the Samoan way of negotiating and decision-making (ava fatafata ma soalaupule se mataupu). There is also a law in place and legal procedures that allow landowners to appeal such decisions that can stop works altogether or temporarily stop works and demand fair compensation. It is the same with this project should it come to this scenario. It is however anticipated that this project will minimise at all costs the acquisition of any private or customary lands except where it is absolutely necessary, such as land needed for the creation of drainage easements. The process for this undertaking will be transparent, fair and to be in accordance with the law of the land. Even fruit trees and crops are to be compensated if they are to be affected during the time of construction. But there have been some cases where the Government has bought land for public purposes, and families would request for the compensation of their fruit trees and crops also. But the costs of these things are already included in the price of the land that was bought. There should be a policy developed for setting the rates to compensate all affected properties and assets.</p>
<p><i>Sui o le Nuu</i>  How about compensation of crops, fruit trees etc. I was involved together with Su'a Fiso in the construction of the old West Coast Road, Mulifanua to Apia and all the way back to Falealili and dealt with matters concerning compensation. Back then it was \$3.50 for a cocoa tree, \$3 for a banana tree and \$5 for other fruit trees. Can Government continue at the rate that was set from the previous road works? Government should set out these prices at the start of</p>	<p><i>LIP</i>  Yes, but firstly, there should be a record of what is existing now within the project area that will be affected during works, such as buildings, structures, fruit trees, crops etc. Because, in some cases, when people know that there is a Government project planned, they will go and start planting crops and fruit trees within the project area so that they can get compensation. But the Government is relying on the support of the SN's so that you can inform the</p>

the project so that it will be easy to settle with affected landowners before the works begin without any interference.

*Sui o le Nuu*

What are the actual details of the road and the project? Everyone understands the general aspect of the project, but you need to guide us towards the expected outcomes and what we need to do to ensure the project is successful.

villagers of what exactly is expected from this project.

*LIP*

Advice and comments noted and acknowledged but there are projects that need to be explained properly in order for everyone to understand and ensure that there are no issues arising later on from the lack of understanding.

The 2 lane road will begin from where the Vaitele St widening extension project ends at Vailoa and then extend all the way to the entrance to Mulifanua wharf. Proper drainage will be installed including drainage easements. Asphalt concrete paving will be used, it might not reach all the way to Mulifanua wharf, but will use chip seal to complete. The same quality of pavement as that observed on the new Vaitele Street will be constructed. The idea of the road is to be waterproof so that it won't crack easily due to vehicles that leak and spill diesel on the road and then cars drive over it and cause cracks and potholes. Normally, there would be an engineer inspecting the road conditions and recommend for the digging up of the road, compacting and proper resealing. But it is hard to do that here in Samoa as it is expensive to do all the roads of Samoa with potholes. The Government would rather spend the money on the construction of new roads, seawalls, drainages or bridges. There is a conflict of interest between the engineer's approach and the politician's approach.

Also, proper longitudinal drainage will be constructed and this is drainage that follows alongside the road and horizontal or cross drainage installation which is drain systems that goes towards the sea. This will require the use of family lands which is where the Government needs your assistance and support in informing the affected landowners and getting their consent for works to take place within a specific portion of their property. It is important for the families to know that not only will it improve their properties but it will also benefit the travelling public of Samoa using WCR. Drainage easement is proposed to be 10 metres wide and its length depends on the distance from the longitudinal drain to the outlet point along the coast. But 20 metres may be surveyed to include all topographical features close to the required 10 metres width. There will be conditions imposed on the easement such as no rubbish or littering or planting allowed on top of the easement. The owner of the land still has legal ownership over the easement but when the Government wants to come in to maintain the drainage they cannot stop the works from taking place. So what are you going to get out of this? Landowners should be compensated for this drainage easement. Government will have standard rates for calculating how much compensation will be paid out. However, it will not be termed

	<p>compensation because Government is not buying the land; it is a sort of long term lease. But an easement is different because the land still remains the property of the landowner, whilst the lease holder has possession over the land.</p> <p>The road is 7 metres wide, 3.5m on both sides. The resealing of the pavement is proposed depending on the condition of the road. If it is in good condition, then only a thin layer of a/c will be applied to reseal and if in bad condition, then a thicker layer of a/c will be used. There will also be 1.5m wide, bitumen surfaced, road shoulders proposed, which will be used as footpaths from Vailoa all the way to Mulifanua Wharf. It is not yet finalised the design details of the road shoulders, whether it will be just a line marking the separation from the main carriageway or a concrete kerbing will be installed which will also allow vehicles to pull off from the main road but restricts them from driving on it and can be used also as a cycle lane. Proper design of concrete footpaths cannot be done for this project because it is too expensive. The best alternative design will be used as the width of 1.5m is big enough to work within the road shoulders.</p>
<p><i>Sui o le Nuu</i> Government should advise and enforce a policy for all business owners with road frontage to the WCR to undertake improvement works such as proper pavements to be concrete or cement and drainage to be retained on their properties instead of draining onto the main road causing degradation of the main carriageway as witnessed in front of Farmer Joe at Vaitele.</p>	<p><i>LIP</i> Yes this is a good point. In overseas countries, the roads are nice and neat and there are proper driveways constructed into businesses and residential areas. The problem of potholes seen in front of businesses, is caused by the turning traffic or vehicles. Every time a car turns it puts pressure on the road pavement and distorts the tar seal or chip seal eventually cracking the surface and causing potholes, as seen in front of the big stores at Vaitele and the intersection of the main West Coast road and the Leauvaa Uta road. But if the road is done properly, and the business owners see this, they will be motivated to clean up their road frontages and pave it with concrete cement.</p>
<p><i>Sui o le Nuu</i> How about the heavy trucks and vehicles that are causing damage to the road? Some of these vehicles seen on the roads today are not supposed to be allowed because the road cannot sustain their heavy loads.</p>	<p><i>LIP</i> There will be weigh bridges purchased from this project to monitor the weight of heavy trucks and vehicles using the new road. This will be used by the police, who will inspect heavy vehicle by using portable weigh bridges that can be carried around in their police vehicles. The design criteria for roads and allowable limit for axle loads is 8 tonnes. It is true that the big trucks used by the local contractors are the main culprits because most of the time they overload.</p>
<p><i>Sui o le Nuu</i> There are Government underground pipes for water and telephone lines installed right next to the road shoulders of the existing WCR. Will these be dug up and relocated? This will be a big job if the whole road will be dug up resulting into major disruptions of services. Even some of the drainage ditches are right next to the end of the existing road pavement.</p>	<p><i>LIP</i> Yes, those underground pipes that will be affected by the road works will be dug up and relocated to the area beyond the paved road shoulders reserved for utility service providers. The longitudinal drainages will be designed properly and away from the main road carriageway. The undertaking is not easy, but it is not impossible. The LTA and consultancy team will be consulting with all relevant Government</p>



	<p>stakeholders including EPC, SWA, Bluesky Samoa and others next week to ensure that they are aware, raise concerns and suggest ways to work together and ensure that there is an integrated and coordinated approach of utility service provision to the planning and design of the road. For those pipes that are underneath the middle of the road, they may not be required to be moved. There are ways to work around these issues with the utility providers. We have received some good feedback from EPC who are in support of this project and are looking into working together with LTA and shifting all their power lines underground.</p>
<p><i>Sui o le Nuu</i> I was involved in the Alternative Route consultations for the WCR and knew that there is no hope that it would ever be implemented. You are the engineers have done your investigations and should know what is the best option for a road to along the Western region of Upolu. This project is more realistic and will be there for my grandchildren and great grandchildren to use but I am not confident that US\$25 million is enough to do a proper job. Take for example the Vaitele Street project, it costed over \$10 million Samoan tala for only a small stretch of road. But now that this project has been approved and there is funding, our biggest hope is that it will be done soon but must be designed to take into account road safety. The speed of cars using the existing WCR is more than 80 to 100mph during the early mornings to catch the 6am ferry to Savaii. Even the big trucks travel at high speed along this road and it is therefore very dangerous and unsafe not only for the travelling public but also for the villagers living along the main road.</p>	<p><i>LIP</i> Noted comments and will address concerns in the design of the road to ensure that the available funding is able to sustain the successful construction and completion of the proposed road taking into account road safety.</p>
<p><i>Sui o le Nuu</i> I am the SN of Vailuu Tai and would like to make a complaint about Government permitting a family in my village to fill in an area where there is underground pipe draining a natural waterway out into the coast. The pipe is now blocked and water now floods adjacent lands to the waterway and ponding of stagnant water creating breeding grounds for mosquitoes that has caused health issues for residents living near this area. I advice that LTA elevate the new road and construct proper drainage that ensures all water runoff from the road is drained away from where families live and safely out to the sea.</p>	<p><i>LIP</i> That should never have been permitted. We will make sure that all drainage problems are part of the new road design for the new and improved West Coast Road.</p>
<p><i>Sui o le Nuu</i> How about the water that is being discharged into the sea? This runoff is poisonous for the marine and reef ecosystem and will kill fish and other sea creatures. Previous studies in 2004 and 2005 undertaken by Australian consultants called Shaw Contracting PTY Ltd for the West Coast Road drainage works at Vailoa Faleata which is all useless up to now. A classic example is observed during rainy season and the flooding on the road adjacent to the Vailima breweries. The drains do not work and all</p>	<p><i>LIP</i> This is not the case, because this is rain water runoff from the road which is not harmful to the environment as the wastewater that is discharged from septic tanks and toilets. Unless the water is very dirty. The design of the road will ensure that the drainage systems take into account environmental impacts and propose mitigation measures to avoid the project activities adversely affecting the natural setting of the project area. But that is why we need your help to talk to the landowners in your village</p>

<p>that dirty water is going to the bay and impacting on the marine environment.</p>	<p>and explain to them the need for lands to create drainage easements so that runoff can be transferred safely away from the road and adjacent properties and discharged into the sea. There are procedures in place by Government to facilitate this activity. But it should be done in a forceful way but through the traditional channels of respect and communication between affected parties. So that when surveyors come, please do not chase them away because they need to get the vital information to design a proper drainage easement for the discharge of road runoff. So that when the time comes for the works to be constructed all affected assets will be duly compensated.</p>
<p><i>Sui o le Nuu</i> What about Government to install the public sewer line as well under this project? This is one of the main environmental and health issues that we are facing right now.</p>	<p><i>LIP</i> It is the same answer as provided to similar questions before. It all depends on the availability of sufficient funds to implement major infrastructure works that otherwise the Government of Samoa cannot afford. This is especially the costs for maintenance. Currently, there are also other major projects that are on-going and are very expensive to maintain. And do we have the capacity to manage and maintain it? However, this is a good suggestion and it is something that the Government should consider in planning for future projects.</p>
<p><i>Sui o le Nuu</i> I am concerned about our village cave pool that the road is constructed on at Tufulele. This is the main source of alternative water supply for the village. I suggest that LTA look at constructing a bridge at this point of the road to avoid any damage to this important cultural site.</p>	<p><i>LIP</i> Comments and advice is noted and acknowledged. The funds of this project will not be able to cover the construction of bridges as they are very expensive. However, the design of the upgraded road will take into consideration the concerns raised and ensure that the works will not adversely affect this community resource.</p>
<p><i>LIP</i> What are your opinions regarding the speed humps on the existing WCR?</p>	<p><i>Sui o le Nuu Reps</i></p> <ul style="list-style-type: none"> <li>• They are useful but there also negative aspects related to speed humps. Some of them in its current state are in poor condition much more than some of the roads. I support them but they need to be designed and constructed properly. It has been observed that they impose an obstacle to some vehicles, especially those carrying loads, often resulting in spillage of vehicle loads.</li> <li>• I request a speed hump in front of the fale leoleo at Saleimoa.</li> <li>• Leauvaa needs another speed hump as car racing on the road is a big problem.</li> <li>• (Leiaua) LTA should develop a standard or specifications for the design and construction of speed humps.</li> <li>• I do not support the construction of speed humps along the main road.</li> <li>• I support the construction of speed humps.</li> <li>• There should be speed humps installed directly adjacent every school compound along the WCR.</li> <li>• A speed hump is needed next to the village pool at Faleasiu close to the Congregational Christian Church of Samoa compound.</li> </ul> <p>I support the construction of speed humps especially</p>

	<p>near schools, but there are so many different designs and the signs for the speed humps are missing from some sites and the paint has faded on most. There needs to be improvement in the way speed humps are designed and constructed so that vehicle users and drivers are aware of it at all times.</p>
<p><i>Sui o le Nuu</i> The existing road is at a low point next to the village pool at Tuanai that requires the installation of underground pipe cross culverts as the water flows on top of the road structure especially during times of heavy rains. Can LTA take this into consideration in the design of the road?</p>	<p><i>LIP</i> Yes all these low points along the WCR route will be upgraded and made climate resilient.</p>
<p><i>Sui o le Nuu</i> The village of Saleimoa right up to Malua are located on sandy soils especially near the coast where the existing road runs through. Will the Government consider the building of bridges at these locations instead of a road?</p>	<p><i>LIP</i> As mentioned, the project is totally dependent on best, climate resilient design that can be afforded under the project grant. The building of bridges is costly and is highly vulnerable to natural hazards. There will be proper soil compaction tests undertaken to ensure the stability of the road. The design will be finalised once the design engineering consultant has completed their investigations and revert back to all affected communities for their awareness.</p>
<p><i>Sui o le Nuu</i> The Government has come up with so many projects that have been cancelled already and this should not happen. I advice for Government to ensure that SWA pipes are laid on both sides of the road to avoid the road being affected after the works have completed.</p>	<p><i>LIP</i> Comments are noted and acknowledged. LTA is proposing under this project to install service lines across the upgraded road every 100 or so metres to install road crossing connections for water, electricity and telecommunications and avoid digging up the new road.</p>
<p><i>Sui o le Nuu</i> How much has LTA estimated for the completion of the project? I advice that the road shoulders be designed properly to provide space for cars to turn into where shops and food stalls are located along the main road. I hope that the project will start soon and that LTA and Government will ensure the proper management of grant funds to ensure that road is constructed properly.</p>	<p><i>LIP</i> Comments are noted and acknowledged. The project is estimated at US\$17.6 million. The design of the road shoulders will take into account turn off into roadside shops and food stalls. It is anticipated that the design engineers will be on the ground by June or July this year. Works should start by the beginning of 2013. The Government, LTA and the World Bank will ensure that the grant funds are utilised wisely for the successful completion of the project.</p>

At the end of the questions and answers session, Lau Lu Sone thanked on behalf of the government and again asked the SN's for cooperation and support of the project. The SN's were asked to inform households living along WCR to attend the community consultation on the 1<sup>st</sup> February at Tooa Salamasina Hall.

All those who attended were provided lunch and \$10 allowances were given to each SN for transport expenses.

#### 4. CONSULTATION PHOTOS



Figure 1: Members of Sui o le Nuu during Consultation for West Coast Road Upgrade Project, 20 January 2012



Figure 2: Village Mayors during Consultation for West Coast Road Upgrade Project, 20 January 2012



Figure 3: Members of the Project Team from LTA and IPA Ltd, 20 January 2012



Figure 4: Sui o le Nuu register for WCR Upgrade Consultation, 20 January 2012



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*Masterminding the Future*

**GOVERNMENT OF SAMOA  
LAND TRANSPORT AUTHORITY  
SAMOA PILOT PROGRAM FOR CLIMATE RESILIENCE**

***Enhancing The Climate Resiliency Of The  
Upolu West Coast Road***

**Individual Stakeholder Consultation Meeting Minutes DRAFT  
Thursday 19<sup>th</sup> to Friday 27<sup>th</sup> January 2012**



Land Transport  
Authority



**Report Prepared for:**

Chief Executive Officer  
Land Transport  
Authority  
Government of Samoa

**Report Prepared by:**

IPA Ltd  
PO Box 3686  
APIA, SAMOA

**Date Issued:**

February 2012

## 1. LIST OF PARTICIPANTS

### Project Team:

Name	Organization/Position/Address	Contact Number	Email Address
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2. Ofeira Faasau	IPA – Environmental Specialist, Togafuafua	20842/7735325	<a href="mailto:ofeira@ipa.com.ws">ofeira@ipa.com.ws</a>

### Stakeholders:

NAME	ORGANIZATION/DESIGNATION/EMAIL ADDRESS	CONTACT NUMBER
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7. Filisita Heather	MNRE, ACEO Land Management Division, <a href="mailto:filisita.heather@mnre.gov.ws">filisita.heather@mnre.gov.ws</a>	23800
8. Asi Tuuuu	EPC, Land Acquisition Officer, <a href="mailto:tuuuu@epc.ws">tuuuu@epc.ws</a>	65400
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10. Seve Tony Hill	FESA, Commissioner, <a href="mailto:seve.hill@sfesa.ws">seve.hill@sfesa.ws</a>	20404/20994 7700994 20457 (fax)
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12. Magele Hoe Viali	Samoa Airport Authority, CEO, <a href="mailto:hoe.jerome@airportssamoa.ws">hoe.jerome@airportssamoa.ws</a>	23201
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## 2. CONSULTATION RECORDS

**ORGANIZATION:** Ministry of Finance

**NAMES:** Ms. Litara Taulealo (Project Coordinator, CRICU) & Ms. Heremoni Suapaia (Energy Coordinator, Energy Unit)

**DATE:** Thursday 19<sup>th</sup> January 2012

**TIME:** 9.30am

**LOCATION:** Level 3, Central Bank Building, APIA

Comment	Response
<p><i>Litara Taulealo (LT)</i></p> <p>Concerns relating to delays especially if there is any land acquisition required such as experienced during the Vaitele Street Widening Project.</p> <p>Nevertheless, Government is prepared for these issues that arise from major infrastructure projects. The major objective of PPCR is for transformational changes or implementation of quick results and no longer project based. MOF is currently working towards budget preparation and this exercise is timely for LTA and all the relevant stakeholders to factor into their budget preparations.</p>	<p><i>Chris Solomona (CS)</i></p> <p>There is no widening proposed for this project, but there are potential land issues relating to the acquisition of drainage easements.</p>
<p><i>CS</i></p> <p>What would be a constraint for LTA and the relevant Government stakeholders for this project in the preparation of their budgets?</p> <p>What is the MOF role?</p>	<p><i>LT</i></p> <p>The Aid Coordination Unit and Planning and Policy Units have their own separate preparations. The Planning &amp; Policy Unit are much closer to the Government Ministries, Authority's and Corporations assisting them in their budget planning and preparations. Whereas the Budget section are more into managing Government spending and reviewing budget submissions. The budget will be reviewed in April. LTA should ensure that the WCR project is included in their budget proposal.</p> <p>The Government has prioritised for the PPCR the upgrade of West Coast Road and the revision and implementation of the CIM Plans.</p> <p>The Government Ministries can also access aid funds via Budget Support that is currently used by the Water Sector.</p> <p>LTA needs to consult with Noumea at the Aid Coordination Unit.</p>

**ORGANIZATION:** Ministry of Works, Transport & Infrastructure

**NAME:** Mr. Paulino Pania (Acting ACEO Land Transport Division/ Principal Strategic Planning Officer)

**DATE:** Thursday 19<sup>th</sup> January 2012

**TIME:** 10.45 am

**LOCATION:** Level 4, Tui Atua Tupua Tamasese Building, SOGI

Comment	Response
<p><i>Chris Solomon (CS)</i> Please tell us how you see MWTI being involved in this project.</p>	<p><i>Paulino Pania (PP)</i> The Ministry of Works Act 2002 and LTA Act 2002 are currently being reviewed because functions overlap and are duplicated. Currently no policies relating to transport have been developed until the Acts have been reviewed. However, MWTI administers the LTA Act 2002. The relevant regulations administered by MWTI include the Public Drains Regulations, Road &amp; Road Reserve Regulations and Vehicle Parking Places Order 2011, Transitional Road Use Management Regulations 2011, Authorised Inspectors &amp; Officers Regulations 2011. There is a proposal being submitted to Cabinet to make effective the role of MWTI as a regulator, to regulate and monitor LTA as a service provider. By the end of 2012, it is anticipated that there will be a clarification and formalisation of MWTI's role as a regulator.</p>
<p><i>Ofeira Vitoria Faasau (OVF)</i> Is easements addressed in the Public Drains Regulations?</p>	<p><i>PP</i> Maybe in Section 8 but on the road reserve and does not address easements on customary and freehold land.</p>
<p><i>PP</i> Is land compensation included in the project budget? The concern relates to the example of Convent Street extension works. The Government is currently facing problems with landowners complaining about fair compensation of their lands, even fruit trees and crops, hedges etc. The construction works are being delayed due to these issues not being addressed at the planning and design phase of the Convent Street extension project.</p>	<p><i>CS</i> LTA will need to include compensation for the use of land for drainage easements in their budget preparations for the upcoming financial year. But there is no compensation planned for the taking/purchasing of land. From talks with MOF, they have indicated that Government have procedures in place to ensure that land compensation is provided.</p>
<p><i>PP</i> This big project will need a Steering Committee.</p>	<p><i>CS</i> The SIAM2 Steering Committee will probably guide the implementation of this project. This will be finalised as the project progresses.</p>
<p><i>PP</i> What is the budget and which Ministry will administer land compensation payouts? The lesson that we learnt from the Vaitele Street widening project in regards to land compensation for customary lands is: if the owner's of the land are not known or the land is undergoing Court proceedings,</p>	<p><i>CS</i> US\$15.3 million for construction works only. The Ministry responsible for compensation payouts is either LTA or MNRE. This will be confirmed. <i>OVF</i> Government should still make every effort to get consent from whoever owns the land before they</p>



it is best to transfer the funds to the Public Trust Office but continue with the road works.

undertake any construction works on customary lands, because it will always come back to haunt them later on if matters are not resolved at the start.

**ORGANIZATION:** Ministry of Natural Resources & Environment

**NAME:** Ms. Filisita Heather (ACEO Land Management Division)

**DATE:** Thursday 19<sup>th</sup> January 2012

**TIME:** 1.00 pm

**LOCATION:** Level 3, Tui Atua Tupua Tamasese Building, SOGI

Comment	Response
<p><i>Chris Solomon (CS)</i></p> <p>Please tell us how you see MNRE being involved in this project and how it will address any land ownership issues?</p>	<p><i>Filisita Heather (FH)</i></p> <p>Most land affected in this project will be customary land. The landowner's will need to be confirmed. It should be easy to clarify to people that the Government road reserve is 20 metres.</p>
<p><i>CS</i></p> <p>The project is especially concerned when works go outside the road reserve for the installation of drainage systems and the creation of drainage easements. Which legislations give us the mandate for the establishment of drainage easements?</p>	<p><i>FH</i></p> <p>Drainage easements are included in the Land and Titles Registration Act 2008. The valuation of affected lands will be similar to the process used for Vaitele Street Widening Project. It is however important for us to learn the lessons from the Convent Street extension project, especially with regards to compensation of fruit trees, crops, hedges etc. The Survey Act 2010 should also have a provision for the creation of drainage easements outside of the road reserve. There was compensation done for the creation of drainage easements at Fugalei. The process for the registration of easements is the same as that used for the registration of subdivisions. The remaining balance or residue parcel of the whole land must be issued if it is freehold. For customary land, issue only part of the affected land. This will make it easy for when the proclamation is made. If customary landowners are not known or are being contested in Court, the compensation funds should be transferred to Public Trust Office for safekeeping.</p>
<p><i>OVF</i></p> <p>Which Ministry is responsible for the paying out of compensation funds?</p>	<p><i>FH</i></p> <p>MWTI was responsible for paying out compensation funds in the past road projects. And this is an issue we are now facing with the Convent Street extension project.</p>

**ORGANIZATION:** Electric Power Corporation

**NAME:** Mr. Asi Tuuau (Land Acquisition Officer, Project Management Unit)

**DATE:** Thursday 19<sup>th</sup> January 2012

**TIME:** 2.00 pm

**LOCATION:** Level 5, Tui Atua Tupua Tamasese Building, SOGI

Comment	Response
<p><i>Chris Solomona (CS)</i></p> <p>Please tell us how you see EPC being involved in this project and what are some of the concerns that LTA need to address with EPC?</p>	<p><i>Asi Tuuau (AT)</i></p> <p>One of the main concerns is the lack of coordination and communication between LTA and EPC which was clearly seen during the Vaitele Street widening project. Also, the other issue is the digging up of the road again after it has been completed. Road crossings are expensive especially for EPC. What we need is effective planning for the future. Forward looking planning. (Strategic Planning?). LTA has given us the use of the road reserve next to the boundary line with properties, roughly 500mm in width.</p>
<p><i>CS</i></p> <p>The project is for the upgrading and improving of the existing WCR to be made climate resilient and will not involve any road widening.</p>	<p><i>AT</i></p> <p>This is an opportunity for EPC to implement and install underground cables alongside the upgraded and improved WCR. This is a chance for EPC to put through an application to ADB to fund underground cables project along the WCR. This is important to protect infrastructure from cyclones and natural disasters. And also these are communication cables and electricity cables that supply Leulumoega hospital, Faleolo International Airport, Mulifanua Wharf, Aggies Resort etc.</p>
<p><i>CS</i></p> <p>There is a chance to discuss more on the opportunities and threats with other relevant stakeholders during combined workshop next week.</p>	<p><i>AT</i></p> <p>A lesson learnt during the Vaitele Street widening project was the difficulty faced by SWA and Samoatel and their pipes and cables destroyed by the machines digging up the road. I really support if the project is done in coordination with other utility providers.</p> <p>I am concerned with the location of the speed humps at Vaimoso, they are too close. And LTA should look closely at the appropriate location of speed humps along WCR.</p> <p>It is also important for LTA to use people who are familiar with the Samoan culture and way of doing things to consult with the communities. This will make it easy to get the support of village matais and families to the project.</p>

**ORGANIZATION:** Samoa Water Authority

**NAME:** Ms. Levaai Toremana (Manager – Rural Operations & Maintenance, Rural Operations Division)

**DATE:** Thursday 19<sup>th</sup> January 2012

**TIME:** 3.00 pm

**LOCATION:** Level 2, Tui Atua Tupua Tamasese Building, SOGI

Comment	Response
<p><i>Chris Solomona (CS)</i></p> <p>Please tell us how you see SWA being involved in this project and what are some of the concerns that LTA need to address with SWA?</p>	<p><i>Levaai Toremana (LT)</i></p> <p>SWA has underground pipes on both sides of the WCR. The inland pipes are smaller 200mm diameter pipes, and it's not too far from the edge of the road seal. The pipes on the coastal side are about 3/4 inches in diameter. We have asset maps that identify the location of pipes that can help LTA. We can provide these maps.</p>
<p><i>OVF</i></p> <p>What is SWA's location within the road reserve? EPC's location is next to the boundary line.</p>	<p><i>LT</i></p> <p>Yes, SWA needs to confirm their location within the road reserve. It is especially hard when pipes are located next to the drainage system and would prefer to have pipes next to the boundary line and make connections to households.</p>
<p><i>OVF</i></p> <p>The road shoulders will be paved, bitumen surface. The separation from the main carriageway will be finalised by the design consultant, but at this stage, the options are, linemarking or installation of concrete kerbing. This will also allow for cars to pull off from the main road but at the same time designed in a way that inhibits cars from driving on it.</p>	<p><i>LT</i></p> <p>It will be easy for SWA to work with the concrete kerbing and filling the road shoulder design option. It is hard when there is concrete and mesh wire.</p> <p>LTA should consider in the design of the road upgrade to construct a concrete box alongside the road to install all utility pipes, ducts and cables. SWA can provide the plans where the pipes are and those proposed and LTA can incorporate in the design.</p>
<p><i>CS</i></p> <p>What if there is relocation of pipes?</p> <p><i>OVF</i></p> <p>The project should pay, but this will make it too costly.</p>	<p><i>LT</i></p> <p>Yes, who will pay for relocation? LTA?</p>

**ORGANIZATION:** Fire and Emergency Services Authority

**NAME:** Mr. Seve Tony Hill (Commissioner) and Mr. Mamea Samuel Ieremia (Assistant Commissioner – Corporate Services Unit)

**DATE:** Thursday 20<sup>th</sup> January 2012

**TIME:** 1.30 pm

**LOCATION:** FESA Headquarters, APIA

Comment	Response
<p><i>Seve Tony Hill (STH)</i></p> <p>Is LTA working towards a particular standard? What has happened to the weigh bridges?</p>	<p><i>CS &amp; OVF</i></p> <p>The road will be upgraded and conditioned to be climate resilient and according to LTA specifications as well as international standards.</p> <p>There are 2 or 3 portable weigh bridges to be provided by this project.</p>
<p><i>Chris Solomona (CS)</i></p> <p>Please tell us how you see FESA being involved in this project and what are some of the concerns that LTA need to address with FESA?</p>	<p><i>STH</i></p> <p>The FESA vehicles are only on the road during emergencies. LTA should not depend on humps to control speed but utilise the services of the police. The speed humps are more of a disadvantage to the travelling public such as its impact of the axels of cars and a danger to victims with broken limbs etc.</p> <p>The identification of speed humps in town is alright. But the identification of speed humps in the rural areas and along WCR is not done properly. This poses a threat to traffic especially when there is water ponding next to speed humps and vehicles are thrown into sudden stop and causes vehicles to go into aquaplaning.</p> <p>The speed humps must be located at appropriate locations such as just before schools and hospitals but not all over the place.</p> <p>LTA needs to work developing specifications/standards for the design of speed humps.</p> <p>Also the proper materials must be used in the construction of roads and not sand used for base course as witnessed in some road construction projects.</p> <p>LTA should fully utilise the assistance of the police to monitor the safety of the roads especially along WCR. Improve its public awareness approach especially in the issue of drink driving. The police are doing a good job with monitoring drink driving with police check points and breathalyser testing.</p> <p>How about the Road Code? How effective is that?</p> <p>LTA can use cheap and effective alternative solutions to promote road use safety e.g. using PVC pipes for corner barriers and install reflectives on it.</p> <p>LTA should locate signs at the right locations to avoid vandalism.</p> <p>LTA should encourage for all utility providers to work together on this project and put services underground, designating every few hundred meters</p>

	<p>for a service trench to cross the road.</p> <p>I don't know SWA's position with the provision of fire hydrants, but this is an important aspect to FESA's work that can be considered for this project. Maybe this could be discussed more in detail during the stakeholder's workshop.</p> <p>Samoa is a very blessed country because its population is manageable compared to other Pacific Island nations such as PNG and Fiji. When we get these opportunities, we must make every effort to do it properly.</p> <p>Any good road needs good signage. Some of the signs on the road are not safe because they reflect back light to cars when the lights are on high beam.</p> <p>I advice LTA to adopt good planning in all their road projects rather than just dumping roads anywhere and everywhere. Also, I encourage LTA to create tidy finish to the edges of the roads especially where the drainage is located. LTA needs to explore cheap and easy solutions to road use safety.</p>
<p><i>STH</i></p> <p>What is the design life of the upgraded road?</p>	<p><i>OVF</i></p> <p>The design engineer consultant will finalise the design life of the road, but it will definitely be more than 20 years.</p>
<p><i>STH</i></p> <p>What are the specifications for the size of the boulders/rocks used for the construction of seawalls? We are observing small rocks being used at the seawalls around the Lalomanu area. This is dangerous to residents living nearby especially during times of cyclones and tsunamis. They will cause damage to buildings, structures, cars and even harm people.</p>	<p><i>CS/OVF</i></p> <p>Yes, LTA has specifications for the size of armour rocks used in the construction of seawalls. Contractors must adhere to the design spec's. We will report concerns to LTA.</p>

**ORGANIZATION:** Samoa Airport Authority

**NAME:** Mr. Magele Hoe Viali (CEO), Tagaloa Ringo Jensen, Ueta Solomona Jnr

**DATE:** Tuesday 24<sup>th</sup> January 2012

**TIME:** 1.00 pm

**LOCATION:** IPA Complex, TOGAFUAFUA

Comment	Response
<p><i>Chris Solomona (CS)</i></p> <p>Please tell us how you see SAA being involved in this project and what are some of the concerns that LTA need to address with SAA?</p>	<p><i>Magele Hoe Viali (MHV)</i></p> <p>WCR will still be affected even if this road goes ahead especially with the rising sea level. The new drainage systems will backflow into people's properties.</p> <p>The proposed Aleisa Road is more economically beneficial as well as providing a faster connection to the airport and reducing travel time.</p> <p>The SAA Master Plan states that the location of the existing terminal does not comply with international standards and requirements. The airport terminal might be relocated as a recommendation of the Master Plan. This can affect the upgraded road.</p> <p>Also, the Draft National Infrastructure Plan suggests for the existing WCR as an emergency runway.</p>
<p><i>MHV</i></p> <p>Is there enough space within the road shoulders for vehicles to stop or pull off to?</p> <p>The previous consultants who did the design for the drainage improvements of WCR did not inform us of how they will be addressing the issue of rising sea levels.</p>	<p><i>CS</i></p> <p>LTA is proposing 1.5 metres wide paved road shoulders with bitumen surface. This is enough space to cater for pedestrians, cycles and also at certain places for bus stops or pull off lanes.</p> <p>Since this project is to enhance the climate resilience of the WCR, the design engineer consultant will investigate and determine the best design that will address the impacts of climate change such as sea level rise. This will be made public information once the designs have been completed.</p>
<p><i>MHV</i></p> <p>Is there a possibility of PPCR to accept an extension of funding if the project does not achieve its objectives?</p>	<p><i>CS</i></p> <p>If this pilot project is successful there is an opportunity for Samoa to apply for funding to extend the project to a Phase 2.</p>
<p><i>Ueta Solomona Jnr (USJ)</i></p> <p>BECA Consultants discussed with us the drainage close to where the SAA Cargo building is located. We want to ensure that water is not drained into our property but properly piped and discharged to the coast.</p>	<p><i>OVF</i></p> <p>Yes, this is noted in the original designs done by BECA for the drainage improvement project. These same designs will be referred to whoever the design consultant will be for the upgrade of WCR. The concerns will be taken into consideration.</p>
<p><i>MHV</i></p> <p>The speed humps are also an issue with response time. For example, sometimes the SAA fire engines are called to respond to any fires that occur in the vicinity or in town and the speed humps affect the travel time towards the emergency site.</p>	<p><i>CS</i></p> <p>Yes, this project is also looking at developing proper specifications for speed humps that allow vehicles to travel on it at a safe speed and not hinder vehicles as well as minimising their numbers on the road.</p>

**ORGANIZATION:** Ministry of Police & Prisons

**NAME:** Mr. Lilomaiva Suemalo Fou Taioalo (Commissioner)

**DATE:** Tuesday 24<sup>th</sup> January 2012

**TIME:** 3.00 pm

**LOCATION:** Police Headquarters, TAUESE

Comment	Response
<p><i>Chris Solomona (CS)</i> Please tell us how you see MPP being involved in this project and what are some of the concerns that LTA need to address with MPP?</p>	<p><i>Lilomaiva Suemalo Fou Taioalo (LSFT)</i> The police posts at Afega and Faleolo is where traffic is checked. To have special pull off lanes at these spots are alright, but the risk is that drivers will know where to avoid. Maybe constructing a proper traffic booth at Afega can be done in coordination with the project. The one at Faleolo is alright. LTA should really look at formalising bus stops along this busy route. Bus stops should be away from the main carriageway. The problem we have especially impeding police emergency's are buses stopping in the middle of the road, and this is a big hindrance to the flow of traffic. LTA must carefully consult and investigate the most appropriate locations for bus stops. Most importantly, LTA and Police need to enforce the proper use of bus stops. There needs to be a law or policy established to ticket the owners of buses who do not use the bus stops or vehicle owners of those vehicles who do not use pull off lanes. The owners must be targeted when they break this law.</p>
<p><i>CS</i> Are the police using speed radars?</p>	<p><i>LSFT</i> They haven't been in use for some time because it takes long to recalibrate. There are new one's being ordered and funded by the Accident Compensation Board.</p>
<p><i>CS</i> Can the police use the speed radars instead of speed humps especially at WCR?</p>	<p><i>LSFT</i> Police can but the speed radars need to be recalibrated every 3 months and can be easily refuted in Court. The police is also using breathalyser tests to monitor drunk driving and road user safety.</p>

**ORGANIZATION:** DIGICEL SAMOA

**NAME:** Mr. Alex Abraham (Chief Technology Officer)

**DATE:** Tuesday 24<sup>th</sup> January 2012

**TIME:** 4.00 pm

**LOCATION:** Digicel Samoa Headquarters, VAIMEA

Comment	Response
<p><i>Chris Solomona (CS)</i></p> <p>Please tell us how you see Digicel being involved in this project and what are some of the concerns that LTA need to address with Digicel?</p>	<p><i>Alex Abraham (AA)</i></p> <p>Digicel is planning on rolling out a fibre network in the next few years. This might be in conjunction with other utility providers or on own.</p> <p>Government and LTA should really look into drafting an infrastructure agreement for cost-sharing of ducting, cabling, and construction of underground service trenches between all utility providers. Digicel would need manholes for utilities and 2 conduits and 100mm pvc pipes.</p> <p>The proposed future roll out of 3G network will need space for equipments in road reserve such as telecommunication cabinets, co-location with EPC light poles.</p> <p>Digicel Samoa is open to negotiation for cost-sharing with LTA, Government and other utility providers. When the future plans for 3G network is ready for implementation, Digicel can enter into a commercial arrangement with LTA for the lease of pipes or use of service trench.</p> <p>Government needs to create an entity to coordinate all utility infrastructure and services, maybe LTA?</p> <p>Government also needs to change their investment model. LTA to provide the infrastructure especially within the road reserve and utility providers to pay to use or lease the property.</p>



**ORGANIZATION:** BLUESKY SAMOATEL

**NAME:** Mr. Tagaloa Fetu Osooso (Senior Engineer), Mr. Leuo Alani Faiai (Senior Manager - Wireless Network and Engineering), Mr. Auifai Reupena Amuimuia (Team Leader - Outside Plant) and Mr. Tuitaalili Mailei Tuitaalili (Manager - Transmission Network Operations)

**DATE:** Thursday 26<sup>th</sup> January 2012

**TIME:** 11.00 am

**LOCATION:** Bluesky Samoatel Headquarters, MALUAFOU

Comment	Response
<p><i>Chris Solomona (CS)</i></p> <p>Please tell us how you see Bluesky Samoatel being involved in this project and what are some of the concerns that LTA need to address with Bluesky Samoatel?</p>	<p><i>Alani Faiai (AF)</i></p> <p>Our manholes at Puipaa are right next to the road shoulder. There will be an issue with our telecommunication ducts under the existing road pavement if damaged by machinery.</p>
<p><i>AF</i></p> <p>Is there a utility trench proposed for the shifting of cables? Will this be included in the design of the road? The Bluesky Samoatel underground ducting and cables will be affected especially the fibre cables already lain along WCR. Is there a plan by Government to make all utilities underground?</p>	<p><i>CS/OVF</i></p> <p>The purpose of these studies is to gather information that will go towards the design of the road. These studies will be submitted to the World Bank Board in March for approval. It is anticipated that by June or July the design consultant will start their work. LTA are looking at what are the best options within the available funding, LTA are exploring the feasibility of constructing utility trenches together with achieving the main objective of the project which is to upgrade the road pavement, construct proper drainage systems and install paved road shoulders. But this also presents an opportunity for all utility providers to work together and invest in climate proofing their services and incorporate into LTA's plans for WCR. Government is definitely looking at making utility services to be underground, i.e. EPC underground feeder cables from Tanugamanono and Fiaga. Also from discussions with EPC regarding this project, they are looking into an opportunity to install their cables underground at the same time the road works take place.</p>
<p><i>AF</i></p> <p>If cables under the road are not affected by the road, then it will be alright to leave them there but will require a cable to divert to the side of the road where the utility trench will be or roadside manhole. But if the cables under the road are affected, we will need to replace with a new one and use the utility trench or whatever system will be put in place by LTA for the use of road reserve by utility providers.</p> <p>The underground utility system put in place for the Vaitele Street widening project can be used for this project as well.</p> <p>The cross lines used by SWA can be used by all utility services as well.</p>	<p><i>CS</i></p> <p>LTA will definitely take these points into advisement during the design phase of the project.</p>
<p><i>OVF</i></p> <p>What were some of the issues faced by the then Samoatel during the Vaitele Street widening project?</p>	<p><i>AF</i></p> <p>There was damage caused to underground cables during the construction works. Lack of</p>

<p>What are some of your recommendations for a way forward?</p>	<p>communication between LTA, contractors and Samoatel. Also, the old ducts and old connections underground are hard to identify and locate. It will be guess work for some areas along the WCR.</p> <p>The appropriate people from Bluesky Samoatel need to improve their attendance and participation in the design and construction phases of the project. We need someone from Bluesky Samoatel to be present 80% of the time during the actual works.</p>
<p><i>CS</i></p> <p>Are there maps or GIS mapping available like what SWA has in place for their services? Is there a technology available to Bluesky Samoatel that can be used to detect old cables underground?</p>	<p><i>AF</i></p> <p>There is a mapping system for the new cables but not for the old ones. Bluesky Samoatel will have to discuss this project amongst its management team and plan towards how our work can fit into the design and planning of the project.</p>
<p><i>Tagaloa Fetu Osooso (TFO)</i></p> <p>There were also issues during the Vaitele Street widening project relating to charging the cost of damages of cables and relocation to the LTA contractors. When will the design consultant start their consultations?</p>	<p><i>CS</i></p> <p>Those issues with costs to damages during the project will have to be settled between LTA and Bluesky Samoa and all other utility providers at an early stage before construction works begin.</p> <p>The design consultant will start on design works around June or July 2012 and will probably take 6 months.</p>
<p><i>AF</i></p> <p>We would really like to avoid the cutting of the new road for cross connections. This is a big issue and eyesore on the roads around Samoa.</p>	<p><i>CS</i></p> <p>One of the alternatives LTA is looking at is to install a service line, crossing the road at every few hundred meters. This can be used by all utility services for their cross connections.</p>
<p><i>AF</i></p> <p>Can we prepare an estimate of how much it will cost to relocate our cables and installation of new cables?</p>	<p><i>CS</i></p> <p>Of course, that will be a good exercise for Bluesky Samoa to plan and budget for in the coming financial years.</p>
<p><i>AF</i></p> <p>Is the cost of ducting and relocation included in the project?</p>	<p><i>CS/OVF</i></p> <p>We don't want to raise your hopes. The project itself is limited to the upgrading of the road, pavement rehabilitation, shoulder improvements and installing proper drainage. The cost of relocation of services and/or installation of new services will be an additional cost to what is currently available from the grant of US\$15.3 million to implement this pilot project. EPC is looking for funding to enable them to relocate their services aboveground to underground along WCR. Digicel has stated that they are open to the idea of cost-sharing with other utility providers to construct a utility trench or something similar that is affordable to all. Or submit a proposal to Government to provide the infrastructure and utility providers can lease space or pipes etc. The utility trench used in the Vaitele Street widening project is the example of what can be duplicated for this project, but the question is will there be enough funding? Who will fund it?</p>
<p><i>AF</i></p> <p>What about the road shoulders? What are the</p>	<p><i>CS</i></p> <p>The road shoulders will be 1.5m wide and paved</p>

features of the road?	with a bitumen surface. It will be used as footpath area for pedestrians, but can also be used as a cycle lane or pull off area for bus stops. The details will be finalised once the design consultant has completed their investigations. The main carriageway is 7 metres wide. The total road reserve for WCR is 20 metres wide. Proper drainage networks will be constructed and installed.
<i>AF</i> There is a lot of space there in the road reserve. If EPC is looking at going underground, maybe Bluesky can piggyback on their connections too.	<i>CS</i> Yes, that is an option for Bluesky to discuss and negotiate with EPC.

**ORGANIZATION:** MINISTRY OF NATURAL RESOURCES & ENVIRONMENT

**NAME:** Ms. Filisita Heather (ACEO Land Management Division)

**DATE:** Friday 27<sup>th</sup> January 2012

**TIME:** 11.00 am

**LOCATION:** Level 5, Tui Atua Tupua Tamasese Building, SOGI

Comment	Response
<i>Ofeira Vitoria Faasau (OVF)</i> Does the GOS have a legal definition of what an easement is? Which Act?	<i>Filisita Heather (FH)</i> Check the Lands & Titles Registration Act 2008.
<i>OVF</i> What is MNRE's procedure of acquiring land for easements (especially drainage easements)? Is there one in place? I remember during our talk you mentioned that we are currently working towards one?	<i>FH</i> At the moment we do not have a procedure in place to acquire drainage easements. I will consult with Sala Josephine Stowers – ACEO Legal Division and overseas consultants to help assist with the preparation of application form for easement registration.  The procedure that has been used so far is the same as that of land taking for public purposes. Firstly, surveyors survey the land to be uses, calculate the value, negotiate with landowners on market value, and then lodge a proclamation for any submissions. If not, it will then become official Government property and compensation paid out.
<i>OVF</i> If we don't, what is the best approach for us? Especially considering customary lands?	<i>FH</i> The best approach is for Government to buy the land. But under the Lands & Titles Registration Act 2008, there is an approach that can be done to easily acquire land for drainage easements. We will consult with our Legal Division on how best to implement this approach.
<i>OVF</i> How do we go about paying families to use their land for drainage easements?	<i>FH</i> Again, we will have to look closely at the Lands & Titles Registration Act 2008 and sort those details into a procedure.



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**GOVERNMENT OF SAMOA  
LAND TRANSPORT AUTHORITY  
*SAMOA PILOT PROGRAM FOR CLIMATE RESILIENCE***

***Enhancing The Climate Resiliency Of The  
Upolu West Coast Road***

**Stakeholder Workshop Minutes DRAFT  
Wednesday 25<sup>th</sup> January 2012  
10.15 am to 11.47 am**



Land Transport  
Authority



**Report Prepared for:**

Chief Executive Officer  
Land Transport  
Authority  
Government of Samoa

**Report Prepared by:**

IPA Ltd  
PO Box 3686  
APIA, SAMOA

**Date Issued:**

February 2012

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### Stakeholders:

NAME	ORGANIZATION/DESIGNATION/EMAIL ADDRESS	CONTACT NUMBER
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## 2. INTRODUCTION

Opening prayer and welcome speech to the participants was done by Mr. Leiataua Isikuki Punivalu. The meeting started with an introduction from Leiataua and a comprehensive description of the background and project scope was given by Ms. Ofeira Faasau (refer Annex 1 – Powerpoint Presentation). A summary of the main issues raised during the individual consultations with all relevant stakeholders from the Government and private sector was given by Mr. Chris Solomon (refer Annex 1). This meeting was to combine all relevant stakeholders and promote awareness of overlapping concerns about the project and suggest ways to work towards overcoming any barriers that may hinder the progress of the project once it is in its implementation phase.

During the questions section of the workshop, answers were given by Mr. Punivalu and Mr. Michael Anderson.

## 3. QUESTIONS AND ANSWERS

Comment	Response
<p><i>Tua'imalo Asamu Ah Sam (TAS) – MCIT</i></p> <p>What does LTA propose to avoid the issue of road cutting for cross-connections and the inconsistent design of speed humps along WCR?</p>	<p><i>Michael Anderson (MA) – LTA</i></p> <p>LTA is exploring the option of installing a service line across the new upgraded WCR every, for instance, 150 metres, that can be used by all utility providers for any cross connections. This will help to avoid the cutting of the road every time a household needs a connection.</p> <p>The speed humps are required to be designed for a safe speed enabling cars to drive over it at, for instance, 40km/hr. The speed limit for the WCR is 60km/hr.</p>
<p><i>TAS – MCIT</i></p> <p>The design of the speed humps is alright, but the civil contractors are not complying with the specifications. Is LTA checking and supervising their contractors?</p>	<p><i>MA – LTA</i></p> <p>Yes, LTA supervise works that are contracted out, but there is a shortage of staff. LTA is looking at acquiring a Road Maintenance Engineer later on this year.</p>
<p><i>TAS – MCIT</i></p> <p>There are more and more speed humps being constructed not only on WCR but around the island roads. However, there are no signs, for example, at Faleula and Toamua.</p>	<p><i>MA – LTA</i></p> <p>Comments are noted and acknowledged and LTA are looking into improving signage for all speed humps around the island roads.</p>
<p><i>Litara Taulealo (LT) – MOF</i></p> <p>Is the funding of US\$15 million enough to implement this project?</p>	<p><i>Leiataua Isikuki Punivalu (LIP) – IPA</i></p> <p>It is not enough for the relocation of services. But maybe LTA can look into investing for the installation of a service duct that they can charge a user fee to all utility providers to generate revenue from the road infrastructure.</p> <p>There will be no land purchases which save a lot of project funds but there will be land needed to be acquired for drainage easements.</p>

	<p><i>MA – LTA</i></p> <p>That is one of the main purpose of these consultations is to identify concerns from stakeholders. This will be recorded and listed out for the design consultant to address in the preparation of design plans for the upgrade of WCR.</p>
<p><i>LT – MOF</i></p> <p>LTA needs to include all these preparations for the upgrade of WCR in their budget proposal and budget negotiations.</p>	<p><i>LIP – IPA</i></p> <p>Yes, LTA needs to plan this project well and incorporate into budget submissions. The construction works is anticipated to start next year 2013.</p> <p><i>MA – LTA</i></p> <p>The works for the designs of the road is anticipated to start in the latter half of this year.</p>
<p><i>LIP – IPA</i></p> <p>The proper location and design of bus stops at every x metres and its strict enforcement as recommended by the Police Commissioner is a very good suggestion. The bus owners should be penalised or fined. We can take this idea further and encourage villages to construct local food and crops markets next to the bus stops. This will be a good opportunity for local farmers and also local entrepreneurs to generate income i.e. wheelbarrow boys, passengers disembarking or embarking at the bus stop can use the wheelbarrow service to transport their loads to and from their homes for a small fee.</p>	<p><i>MA – LTA</i></p> <p>It will be hard to monitor and enforce a long stretch of road.</p> <p><i>TAS – MCIT</i></p> <p>LTA need to undertake an education and awareness program for all bus owners and bus drivers as they are the worst offenders on the road. Also, the speed humps are not the only cause of reduction in road accidents. The Police are also doing a good job in enforcing safe driving by monitoring drunk drivers with their safety/license check points and mobile breathalyser testing.</p>
<p><i>LIP – IPA</i></p> <p>One of the locations where speed humps are needed is next to schools. There are at least 4 or 5 schools along WCR and yet there are about 20 or 25 speed humps currently on WCR. How about the use of speed cameras?</p>	<p><i>MA – LTA</i></p> <p>The speed humps are currently designed at 1:12 grade, whereas the standard specification is 1:20 grade. LTA is not solely responsible for the reduction in road accidents. Police are also to be congratulated for their hard work in promoting road safety. The problem with the use of speed cameras is their vulnerability to vandalism.</p>
<p><i>LIP – IPA</i></p> <p>The design of bus stops must be determined during time of consultation for the design phase of the project.</p>	<p><i>MA – LTA</i></p> <p>I was involved in the design and construction of the WCR 40 years ago. Bus stops were included in the design and were constructed but were not used by the bus drivers. But suppose times have changed.</p>
<p><i>Chris Solomona (CS) – IPA</i></p> <p>Will Government through MCIT be open to sharing costs with other utility providers for the construction of a utility trench or for the installation of telecommunication services underground given that this road is to be designed towards a climate resilient 5<sup>th</sup> generation road?</p>	<p><i>TAS – MCIT</i></p> <p>There is an opportunity there. Right now, there are existing telecommunication duct lines along WCR. There is a need to have these underground services. Under the Telecommunication Act, there is support provided for underground cabling and sharing of costs.</p>
<p><i>TAS – MCIT</i></p> <p>There is a need for LTA to improve coordination in the use of the road reserve, especially for road cross-cutting, as they are also speed humps, but instead of going up, the cars go down. This same issue was raised by IPES, recognising the need to coordinate all services when building a new road. How about</p>	<p><i>MA – LTA</i></p> <p>Yes, a service line across the road will be considered in the design.</p>

inserting a service duct underneath the road?	
<p><i>Tufuga Fagaloa Tufuga (TFT) – SPA</i></p> <p>Is there a possibility of requesting more funding to ensure that the design and the construction of upgrade works are done properly and completed successfully?</p> <p>Also, will the project be able to use technology as used overseas, where electronic billboards and signs notify vehicle users of accidents and detours.</p> <p>Also, LTA need to treat this project as Phase 1 and make the most of the available funds. Phase 2 should be the continuation of Phase 1 to achieve the 5<sup>th</sup> generation road.</p>	<p><i>LIP – IPA</i></p> <p>Comments are noted and acknowledged to be considered in the planning and design of the project.</p>
<p><i>TFT – SPA</i></p> <p>Is there a standard design for speed humps? How about LTA using speed radars? For example in Auckland they have speed reading radars powered by solar panels used to monitor speeding on roads.</p>	<p><i>MA – LTA</i></p> <p>There is a standard design for speed humps, but contractors are not complying with it.</p> <p>Speed reading radars can be used but it all depends on the availability of funds.</p>
<p><i>MCIT</i></p> <p>Can LTA please look at re-painting our speed humps? It is very hard sometimes to see them when the paint has faded.</p>	<p><i>MA – LTA</i></p> <p>LTA will work towards improvement of services.</p>
<p><i>Paulino Pania (PP) – MWTI</i></p> <p>Must learn from the lessons currently experienced by the LTA Convent Street extension project. There is lack of consultation with landowners.</p>	<p><i>LIP – IPA</i></p> <p>There will be consultation once the preliminary designs of the road have been completed identifying the specific landowners who will be affected especially for the drainage easements.</p>
<p><i>PP – MWTI</i></p> <p>LTA must ensure that if there are changes to the design drawings it must be taken back to affected landowners for their consent before it is made into final construction drawings.</p>	<p><i>MA – LTA</i></p> <p>The design drawings for the drainage easements have been completed and these will be taken back to the affected landowners for their feedback. If they do not agree to the designs, it will be modified until an agreement can be reached with the landowners. The final designs will be the one's agreed to by all affected landowners.</p>
<p><i>PP – MWTI</i></p> <p>Also, LTA must carefully address the issue of land compensation. The affected landowners of the Convent Street Extension project are demanding the compensation of fruit trees and crops uprooted by the road construction works.</p> <p><i>TAS – MCIT</i></p> <p>Does the US\$25 million include land compensation? The lesson we learnt from the Vaitele Street widening project is that it takes years and a lot of money to settle land compensation issues. The project area for the WCR upgrade project is from Vailoa to Mulifanua and it is a very long stretch.</p>	<p><i>MA – LTA</i></p> <p>As mentioned before, there are no major land acquisitions anticipated for this project. However, the project will address compensation for land that will be taken for drainage easements and all other features that will be affected by these works.</p> <p>The project funds include land compensation but this is on the assumption that it is only a few sites with land values estimated to be lower than those in town. The Government of Samoa will also</p>
<p><i>PP – MWTI</i></p> <p>For a project of this size, we will need a Steering Committee.</p>	<p><i>MA – LTA</i></p> <p>The SIAM2 Steering Committee will probably guide the implementation of this project. This will be finalised as the project progresses.</p>



*Ueta Solomon Jnr (USJ) – SAA*

BECA Consultants who were working on the WCR Drainage Improvement Project in 2010 discussed with us the drainage close to where the SAA Cargo building is located. We want to ensure that water is not drained into our property but properly piped and discharged to the coast. Also, SAA might move the existing Terminal building to where the Polynesian Airlines hangar is located. Can this be funded under this project?

*MA – LTA*

Yes, this is noted in the original designs done by BECA for the drainage improvement project. These same designs will be referred to whoever the design consultant will be for the upgrade of WCR. The concerns will be taken into consideration.

Further, LTA is trying to include into this project the extension of the 4 lane road from Vailoa to Vaitele. SAA will have to look at other donors for separate funding to relocate the terminal building.

*Levaai Toremana – SWA*

What about relocation costs?

*LIP*

The challenge for LTA is to implement quality works for a good quality road with the available funds, which includes the relocation of service ducts that will be affected by the road works. There is also the possibility of installing a service line across the road at every x meters to facilitate cross connections. Unfortunately, this project will not be able to fund the relocation of big water mains only for the smaller water pipes if they are affected.

*MA – LTA*

The water mains that are already embedded under the road are not a big concern. But the crossing water mains are a concern.

At the end of the questions and answers session, Leiatua Isikuki Punivalu thanked everyone present on behalf of LTA and the Government.

All those who attended were provided with lunch.

#### 4. CONSULTATION PHOTOS



Figure 1: Stakeholders Consultation for West Coast Road Upgrade Project, 25 January 2012



Figure 2: Project Team for Stakeholders Consultation for West Coast Road Upgrade Project, 25 January 2012

PILOT PROGRAMME FOR CLIMATE RESILIENCE (PPCR)  
ENHANCING THE CLIMATE RESILIENCE OF WEST COAST ROAD, UPOLO ISLAND, SAMOA  
Land Acquisition and Resettlement Framework  
Project Area Map

# PROJECT AREA MAP

