

Samoa Climate Resilient Transport Project (SCRTP)

Rehabilitation of the West Coast Road
Project: Package 2, Malua – Faleolo

Abbreviated Resettlement Action Plan
(ARAP)

*Rehabilitation of the West Coast Road, Package 2
Abbreviated Resettlement Action Plan*

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Document Author: Shaanarlei Ward
Perina Sila

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*Rehabilitation of the West Coast Road, Package 2
Abbreviated Resettlement Action Plan*

Disclaimer

The ARAP report has been prepared in accordance with the Land Acquisition and Resettlement Framework (LARF) approved for the Project (Saina – Faleolo), which integrates the requirements for land taking set out in the relevant Samoa legislation and regulations, and the World Bank’s Safeguards Policy OP/BP 4.12 Involuntary Resettlement

Any subsequent versions should be read in conjunction with the original CRWCR ARAP PACKAGE 1 (MALUA-SAINA) report prepared by Roughton International in Association with PLT consultants on behalf of the Land Transport Authority.

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Definition of Terms

Affected Persons	Persons who are affected in any of the ways described in paragraph 3 of OP 4.12, i.e all those people who lose land or the right to use land (para 3a) or who lose “access to legally designated parks and protected areas resulting in adverse impacts on the livelihoods” (para 3b). The term is synonymous with “displaced persons” and is not limited to those subjected to physical displacement; may also refer to persons affected by project-related changes in the use of land, water and other natural resources. World Bank OP 4.12
Village Fono	Village Council of chiefs and orators of a village in Samoa
Appurtenant	A right, such as an easement of right of way, over other land is said to be appurtenant to the land; or land to which the easement is attached. NZ Institute of Surveyors
Compensation	Payment in land, cash or other assets given in exchange for the taking of land and building, in whole or in part, and all fixed assets on the land and buildings (e.g. fences, crops). There are two types: land compensation and asset compensation. World Bank OP 4.12
Customary land	This is land held from Samoa in accordance with Samoa custom and usage.
Cut-off date	Date of the start of census for eligibility to entitlements. World Bank, OP 4.12
Displaced Persons	See Affected Persons (above)
Drainage Easement	The right to convey sewage and/or storm-water through adjoining lands
Easement	A legal right to use of land of another, without the right to possession of that land, or to take any part of the soil or produce of such land. Survey Ordinance Act 1961 No. 12 (GoS)
Easement in gross	An easement over land, which is not appurtenant to other land, but which belongs to a person independently of the ownership of land. Survey Ordinance Act 1961 No.12 (GoS)
Freehold land	This is land held from Samoa for an estate in fee simple
Informed consent	Affected are fully knowledgeable about the project and its implications and consequences and freely agree to participate in the project.
Involuntary	Actions that may be taken without the displaced person’s informed consent or power of choice. World Bank OP 4.12
Involuntary Displacement	Direct economic and social impacts caused by (a) the involuntary taking of land resulting in: (i) relocation or loss of shelter, (ii) loss of assets or access to assets; or (iii) loss

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	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. World Bank OP4.12
Involuntary restriction of access	Applicable to easements where ‘right of way’ is being exercised
Involuntary: Land Acquisition	Compulsory acquiring or involuntary taking, of land by government for public purpose where the landowner must surrender their land involuntarily but retains the right to negotiate and appeal the amount of compensation proposed or terms on which the involuntary acquisition will take place. This includes land or assets for which the owner enjoys uncontested customary rights. World Bank OP4.12
Matai	Title holder and representative of extended family in Samoa
Pule	Authority over land established by the Lands and Titles Court in Samoa
Pulenu’u	Village mayor
Power of choice	Affected persons have the option to agree or disagree with the land acquisition or involuntary measures without adverse consequences imposed formally or informally by the State. World Bank OP4.12
Replacement	A method of valuation of assets which assists in determining the amount sufficient to replace lost assets and cover transaction costs. World Bank OP 4.12
Replacement cost	A method of valuation of assets that helps to determine the amount sufficient to replace lost assets and cover transaction costs. Depreciation of structures and assets to be replaced is not taken into account to determine the compensation amount necessary to meet full replacement cost. Applies to urban or agricultural land, structures and fixed assets. World Bank OP 4.12.
Easement	An easement entitling the owner of a dominant tenement, or in the case of an easement in gross, the person entitled to the easement to pass and repass over the servient tenement. Survey Ordinance Act 1961 No. 12 (GoS)
River protection reserve	The distance of five (5) meters from the top of the river banks. Survey Act 2010
Legal road reserve	The legally surveyed public road reserve set aside for road construction
Limit of Works	The footprint including road pavement, shoulder and drainage infrastructure.
Sa’o	The head Matai in the extended family, by virtue of the

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	rank of his/her title
Sui o le Malo	Generally refers to the appointed woman representative of the village for Government liaison purposes
Sui o le Nuu	Village Mayor
Voluntary land Donation	Registered landowner (or community for communal/customary land) agrees to provide land or property for project-related activities. 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, and may still require the compensation for assets on the land (but excludes compensation for land).

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Abbreviations

ARAP	Abbreviated Resettlement Action Plan
CEO	Chief Executive Officer
COEP	Code of Environmental Practice
CRWCR	[Enhancing the] Climate Resilience of the West Coast Road
CTSSU	Central Technical Support Specialist Unit
GCLS	Grievance and Complaints Logging System
GOS	Government of Samoa
GRM	Grievance Redress Mechanism
LTA	Land Transport Authority
LTA	Land Transport Authority – Project Management Division
MOF	Ministry of Finance
MOP	Ministry of Police
MAF	Ministry of Agriculture
MNRE	Ministry of Natural Resources and Environment
MWCSD	Ministry of Women, Community and Social Development
MWTI	Ministry of Works, Transport and Infrastructure
MWTI-TISCD	Ministry of Works, Transport and Infrastructure – Transport Infrastructure Sector Coordination Division
OP/BP	Operational Policy/Bank Policy

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PAP	Project Affected Person
PUMA	Planning Urban Management Agency
RI – PLT	Roughton International in Association with PLT Consultancy
SCRTP	Samoa Climate Resilient Transport Project
WCR	West Coast Road

Executive Summary

This Abbreviated Resettlement Action Plan has been prepared for Package 2 (Malua – Faleolo). The ARAP has been prepared in accordance with the Land Acquisition and Resettlement Framework (LARF) approved for the Project, which integrates the requirements for land taking set out in the relevant Samoa legislation and regulations, and the World Bank’s Safeguards Policy OP/BP 4.12 Involuntary Resettlement.

Project background

The Government of Samoa through the Land Transport Authority is rehabilitating the West Coast Road. The rehabilitation works are being conducted through two separate World Bank financed projects. The eastern section of the West Coast Road, namely Package 1 (Malua – Saina) is financed through the Climate Resilience of the West Coast Road Project (CRWCR). Works on Package 1 (Malua – Saina) commenced in 2018. The western section of the West Coast Road, namely ‘Package 2 (Malua – Faleolo)’ is financed under the Samoa Climate Resilient Transport Project (SCRTP). Works for Package 2 are expected to commence in late 2021.

Resettlement Impacts

Resettlement impacts are based on the results of land cadastral survey of the final road alignment for West Coast Road (Saina – Faleolo). The overall assessment of resettlement impacts is minimal, with a total area of 872m² to be permanently taken to accommodate the road widening.

Loss of both land and crops will be compensated in cash upon reaching an agreement with the project affected people (PAPs). Other non-land assets which include structures such as small buildings, fences/rock walls, despite its land tenure, will either be reinstated in the same or better condition, or compensated in cash. Agreements with PAPs will be signed before releasing any compensation to ensure that both parties are in agreement.

Compensation Packages

The estimated compensation costs for Package 2 total SAT \$431, 837.64. This includes direct costs of SAT \$178,595 for land acquisition and compensation within easements, SAT \$153, 587.80 for legal road reserve clearance and a 30% of SAT\$ 99,654.84 contingency amount for any unanticipated losses.

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Resettlement Implementation

The LTA has overall responsibility for the full implementation of the ARAP. LTA works closely with the MNRE in conducting consultations for land-taking and compensation for acquired land. LTA leads compensation for affected assets.

ARAP implementation will be conducted in two phases:

- Phase 1: All land acquisition, leasing and transfer processes, as well as compensation for affected assets within easement areas will be completed prior to the commencement of civil works.
- Phase 2: Compensation for affected assets located within the legal road reserve will be identified before the contractor has mobilized with all compensation within the road reserve completed before the commencement of any physical works.

The ARAP compliance report will be submitted upon completion of phase 1, with addendum reports submitted for stage 2 once compensation of the road reserve has been completed.

The implementation schedule for this ARAP is outlined below.

Table 1. Proposed ARAP Implementation Schedule

Item	Action	Estimated completion date	Responsible Agency
1	Approval of ARAP;	October 2021	LTA, World Bank
2	Consultation and Disclosure of ARAP;	November 2021	LTA, Supervising Consultant, TISCD-MWTI
Land Parcels and Drainage Easements			
3	Facilitation of Land Acquisition Process <ul style="list-style-type: none"> - 28 Day Notice of Intention - Preparation and signing of Proclamation - Negotiations with AP's 	Completed - September 2020 – July 2021	MNRE
4	Audit of the APs register and compensation packages due to each APs for drainage easements	Prior to contractor mobilization and during initial stage of Project	LTA, TISCD-MWTI
5	Signing of agreements on compensation packages by APs; and for restricted use of land for drainage easements	March-October 2021	LTA, Supervising Consultant
6	Resolving emerging grievances for land acquisition and drainage easements	Prior to contractor	Contractor, Supervising Consultant, LTA, MNRE

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Item	Action	Estimated completion date	Responsible Agency
		mobilization	
7	Payment of financial compensation and/or supplementary assistance for land acquisition and drainage easements;	November 2021 and during initial stage of Construction	LTA, MoF
8	Delivery of other non-financial resettlement measures for land acquisition and drainage easements;	November 2021 and during initial stage of Construction	Contractor, LTA, Supervising Consultant
9	Preparation and submission of ARAP compliance report for Phase 1, and request for WB NOL;	November 2021	LTA, World Bank
Legal Road Reserve			
1.	Conduct preliminary assessment of non-land assets along main road of WCR Package 2 and establishment of cut-off.	Completed - April 2021	LTA
2.	Inform public through village mayors of possible affected structures along main road and discuss possible compensation or moving assistance	Completed - March 2021	LTA, Supervising Consultant, Village Mayors
3.	Detailed inventory of affected structures/crops and discuss with asset/land owner on cash compensation or moving assistance	November 2021 (before works commence)	LTA, Supervising consultant
4.	Disburse compensation for affected non-land assets	November - December 2021	LTA, MOF
5	Submission and WB NO of compensation compliance report (Phase 2 addendum)	December 2021	WB

Grievances

A Grievance Redress Mechanism is a process in place for PAP's to lodge any grievance or complaints in relation to the existing project. The public is encouraged to lodge in their complaints, grievances and/or requests through;

- **Written letter** – addressed to the LTA CEO
- **Social Media** – Facebook 'Land Transport Authority – Samoa'

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- **Office landline** – Number (685) 26740, or
- **In person** – complainants may visit the Authority directly at the main office, Vaitele

Monitoring and Reporting

The purpose of resettlement monitoring is to verify that Actions and commitments described in the ARAP are implemented. The Project Safeguards Officers will monitor and report to the TISCD and CTSSU during fortnightly update meetings, with assistance from the supervising consultant.

LTA will ensure an ARAP completion report is prepared and submitted to the WB with appropriate supporting documentation to confirm all compensation and other resettlement measures have been delivered, an escrow account is established and disputed funds are deposited prior to the commencement of the works contract, and/or resettlement measures to be delivered during construction are confirmed with LTA and or contractor.

1 INTRODUCTION

This Abbreviated Resettlement Action Plan has been prepared for Package 2 (Malua – Faleolo). The ARAP has been prepared in accordance with the Land Acquisition and Resettlement Framework (LARF) approved for the Project, which integrates the requirements for land taking set out in the relevant Samoa legislation and regulations, and the World Bank’s Safeguards Policy OP/BP 4.12 Involuntary Resettlement.

1.1 Project Description

The Government of Samoa through the Land Transport Authority is rehabilitating the West Coast Road. This will involve clearing and grubbing within the road reserve, raising the road elevation to a minimum of 2.25m, as well as improvement to drainage and outfalls to the sea.

The rehabilitation works are being conducted through two separate World Bank financed projects. The eastern section of the West Coast Road, namely Package 1 (Malua – Saina) is financed through the Climate Resilience of the West Coast Road Project (CRWCR). Works on Package 1 (Malua – Saina) commenced in 2018. The western section of the West Coast Road, namely ‘Package 2 (Malua – Faleolo)’ is financed under the Samoa Climate Resilient Transport Project (SCRTP). Works for Package 2 are expected to commence in early 2021.

1.2 Project Area

West Coast Road Package 2 involves the rehabilitation of approximately 11.5 km of road between Malua and Faleolo villages. There are eleven (11) villages located along this section including: Malua, Utuali’i, Tufulele, Falesiu, Fasito’outa, Leulumoega, Nofoali’i Fasito’otai, Vailuu Tai, Satapuala and Faleolo. The different works packaging (Lot 1, Lot 2a, Lot 2b and Lot 2c) are provided in Annex 7

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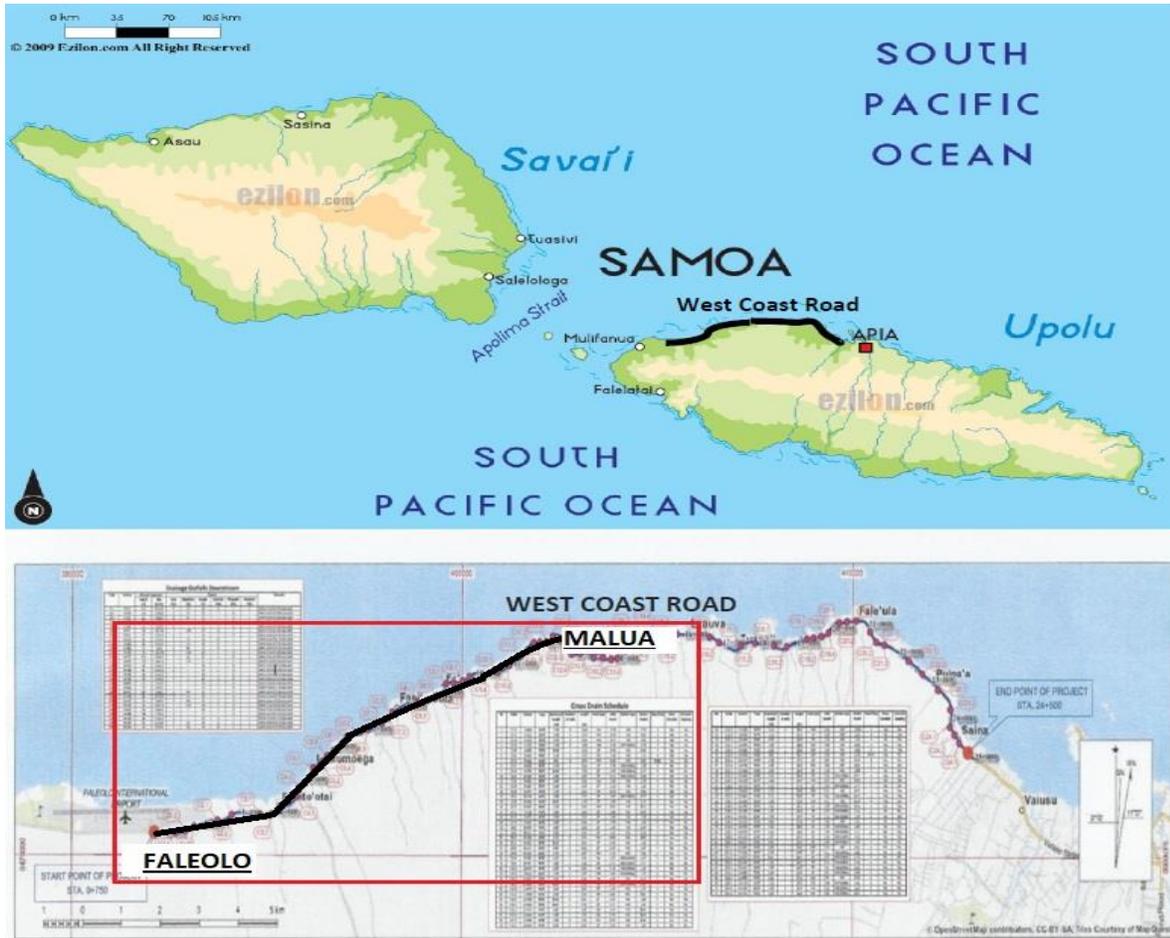


Figure 1. Project Location

2 SOCIO-ECONOMIC CHARATERISTICS

A household socio-economic survey for the WCR (Saina-Faleolo) was conducted in 2015. The information collected is summarized Table 2.

Table 2: WCR Household Socio-economic Characteristics

Land	73% Customary, 15% Freehold, remaining assumed Government and Church land
Gender	72% Female from 'survey population', remaining assumed male
Population Age	48% over 51yrs, remaining assumed less than 51 yrs
Employment	43% Non-economically active, 12% employees, 8% self-employed, 1% subsistence, 1% unemployed
Education	80% Secondary, 14% Tertiary, 5% Primary
Children	41% with 1-3 children, 34% with 4-6 children, 12% with 7-10 children, 4% have 11+ children, 6% have no children.
Dependents	36% have 4-6 dependents, 27% have 7-10, 23% have 1-3, 13% have 11+
Household sizes	39% have 7-10, 28% have 4-6, 25% have 11+
Secondary school children	51% have 1-3 secondary school-aged children, 26% have 4-6, 5% have 7-10, 3% have 11+, 14% have none
WCR Tenure	81% have always lived in the area, 2% from overseas, 1% from Savaii, 1% from other places in Upolu, 1 % from Urban Apia, 5% from N/West Upolu
Distance from WCR	80% less than 50m paces, 16% located between 50-100 paces, 2% over 100 paces
Monthly income	20% with \$1000+, 5% within range \$751-\$900, 3% range \$601-\$750, 12% range \$451-\$600, 29% below \$450
Disabled	19 families had disabled members
Income	43% from salaries, 20% from stores/taxi business, 22% rely on other family members, 9% from road side stalls, 5% from produce sold at the markets
Expenditure	94% for food, 65% for power and electricity, 58% for family, village and church obligations, 28% for education, 26% for transport, 14% for water, 4% for clothing, 4% for other, 3% for health care, 1% for house

3 LEGAL POLICY & FRAMEWORK

The ARAP is prepared in accordance with the approved Land Acquisition and Resettlement Framework (LARF) incorporating regulations and policies for both the Government of Samoa and World Bank’s O.P 4.12 Involuntary Resettlement.

3.1 Applicable GOS Policy and Legal Framework

The applicable laws, regulations and guidelines of Samoa are presented in Table 3.

Table 3: GoS laws and policies on Resettlement

Name of Act	Application/Remarks
The Constitution	<p>As the Supreme law of the land, states that ‘no property shall be taken possession of compulsorily and no right over interest in any property shall be acquired compulsorily’ (Clause 14). The Constitution does however allow for compulsory acquisition for public purposes and the following provisions apply:</p> <ul style="list-style-type: none"> • Payment within a reasonable time of adequate compensation • Right to access the Supreme Court regarding the amount of compensation; and • Right of appeal to the Supreme Court <p>The GOS has limited power of eminent domain which is the power of the government to take private property and convert if for public purpose</p>
Property Law Act 1952	Deals with easements and provides for easements in gross (s122)8; power of the courts to modify or extinguish easements (s127); and permission for the court to impose easement for encroachment (s129).
Taking of Land Act 1964	Establishes the taking of lands for ‘public purposes’ (i.e. alienation of freehold or customary land). Once land is identified for acquisition reasonable notice (e.g. one month) is required to be given to the owner or occupier of freehold land or the <i>matai</i> who has the <i>pule</i> over customary land. Public notice of 28 days is allowed for any objections. If no written objection is received, the Minister may then proceed to take the land by Proclamation. This Act briefly refers to easements, where a proclamation is the basis for acquiring an easement. It also provides for compensation entitlements (s11, 25, 37)
Land Titles Registration Act 2008 and regulations (LTRA)	Regulates the property title registration system and rules for land transactions. Part 9 details easements and deed of restriction due to easements, and Part 13 outlines compensation by government. The terms in the LTRA provide for the rights and responsibilities of the dominant and servient tenements. This Act does not apply to customary land and only deals with private easements on freehold land
Survey Act 2010 and regulations	Requires existing and proposed easements (either easements in gross, or dominant or servient tenement) to be clearly shown on a survey plan (s19, 24).

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Name of Act	Application/Remarks
Alienation of Customary Land Act 1965	By lease of the land to a person determined by the matai of the family. The Minister of Lands is appointed by the Alienation of Customary Land Act 1965 to act for and on behalf of all beneficial owners in signing a lease for registration. The Alienation of Customary Lands Act 1965 does not permit the creation of easements over customary land, but provides provisions for the granting of leases and licenses.
Land Transport Authority Act 2007	(a) regulate and control all or any means of land transport in accordance with any Act under which it exercises authority, and any regulations made under this Act; (b) do all acts matters and things as it considers necessary, expedient or desirable for discharging its functions relating to planning, designing, supervising, constructing and maintaining national roads and land transport infrastructure throughout Samoa; (c) Take such steps and to do all such acts, matters, and things as it considers necessary, expedient or desirable for discharging its functions relating to road use management in Samoa
The Lands, Surveys and Environment Act 1989	Includes the process for the alienation of Government land. Government land is a subclass of public land which is not set aside for any public purpose and includes land which has become the property of the Government as ownerless property. There are a variety of controls under this Act on both leases and sales of Government land. Applications from the public are called for leases and tenders may be called for sales. Leases have to be in the approved form and subject to the covenants and conditions imposed by the Land Board not exceeding 20 years. In Samoa, land within three meters of a natural watercourse is public land over whose property it flows and maintenance of the watercourse is therefore the responsibility of the government.
Land Valuation Act 2010	To regulate the practice of land valuations by the registration and licensing of qualified land valuers' and the prescription of requirements for land valuations and the application of a formula valuation system, and for related purposes.
Samoa Code of Environmental Practice 2007	The authority for COEP is given in the Planning and Urban Management Act 2004 (PUM ACT). Section 46(e) allows the Planning and Urban Management Agency (PUMA), when assessing a development application, to consider: "Any strategic plan, policy statement, development standards, guideline, or the like, which has been adopted by a public authority;" Section 9(b)(iv) of the PUM Act allows the PUM Board to meet its objectives by: "preparing and approving Planning Provisions and any requirements, development standards or guidelines provided for by this Act, or which may facilitate its implementation or advance its objectives".

3.2 Applicable World Bank Safeguards Policies

The SC RTP project triggers the OP/BP 4.12 Involuntary Resettlement policy with the following principles to consider and abide by;

- Involuntary resettlement should be avoided where feasible
- Where IR is unavoidable after exploring all possible alternative design options, project affected persons should be fairly compensated for loss of assets (land and/or non-land assets).
- IR should be treated as an opportunity to improve livelihoods, where affected assets should be reinstated in pre-project condition or better, and compensation should amount to the current market value or an amount agreed upon with the project affected person.
- PAP's should be consulted prior to any decision making, to ensure that mitigation measures and/or benefits of resettlement or loss of assets are appropriate and sustainable.

4 ASSESSMENT OF RESETTLEMENT IMPACTS

A total of 18 PAPs will be affected by land acquisition and the establishment of easements. Additional PAPs will be affected by clearance of non land assets within the legal road reserve.

4.1 Physical displacement

No physical displacement will be required for Package 2.

4.2 Land Acquisition and Easements

The initial cadastral survey works were carried out by MNRE, following surveying of the proposed alignment where land appropriation and easements were identified by the design and supervision consultants; RI-PLT. Further confirmation of the survey works and/or boundaries were later carried out by Piki Surveying as well as LTA, in August 2017.

There are a total of 8 land lots (7 customary owned and 1 Freehold) totaling 874 m² to be acquired for the road widening as per the final design (refer Table 4). The freehold land is registered under the Samoa Airport Authority. The MNRE-LMD clarified that given the SAA is a State-Owned Enterprise, all assets including land belong to SAA. Therefore the SAA is entitled to cash compensation for the proposed acquired land.

Table 4: Description of Land to be permanently acquired for WCR Package 2

Plan Number	Land Lot Number	Landholder/ Compensation Recipient	AREA AFFECTED (m ²)	REGISTERED OWNERSHIP	LOCALITY
11948	1	Aiatele Aletaseta Luatuanu'u Pili (Sa'o)	212	Customary Land	Tufulele
11948	2	Tasi James	15	Customary Land	Tufulele
11949	1	TBC	23	Customary Land	Faleasi'u
11950	1	Tuitama Talalelei	91	Customary Land	Faleasi'u
11950	2	Siusamoa Mata'afa	14	Customary Land	Faleasi'u
11951	1	Faletagoa'I Ete	19	Customary Land	Leulumoega-Tuai
11951	2	Faletagoa'I Ete/Liufau Aiono	57	Customary Land	Leulumoega-Tuai
11952	1	Samoa Airport Authority	443	Freehold Land	Faleolo

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Total Area (m²)	874
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The above table presents the approved lands to be permanently acquired for WCR-Package 2 (Malua to Faleolo) as reported by the MNRE.

A further 10 easements for road drainage have been identified as per the final WCR design (refer Table 5).

Table 5. Description of land for easement drainages

Chainage	PLAN	PAP/Landholder	LOT	AREA AFFECTED (m)	REGISTERED OWNERSHIP	LOCALITY
11+629	11800	Talifasia Faamanuia Faaliga Tulafono	1	11.2	Customary	Utualii
10+562	11824	Aletāseta Tolai	1	11.5	Customary	Tufulele
10+322	11801	Apulu Me'i(Fesola'i Isaia)-	1	23.8	Customary	Faleasiu
9+883	11801	Aiga Sa Fesola'i	2	12	Customary	Faleasiu
9+692		Fiame Sauvao		10.7	Customary	Faleasiu
6+212	11825	Elena Auelua	1	28.5	Customary	Nofoalii
5+055	11803	Taulaau Lemasaniai	1	63.2	Customary	Leulumoega tuai
4+750		Manuao UgapoPisikoa		41	Customary	Leulumoega Tuai
4+428	11826	Faumui Poutoa	1	135	Customary	Leulumoega tuai and Fasitootai
2+175	11952	Samoa Airport Authority	1	182.9	Freehold	Satapuala/Faleol o
Total Length (m)				519		

4.3 Affected Assets (Non-land assets including crops)

An inventory of loss (IOL) for land acquisition and easements was conducted by LTA in November 2020 and included an assessment of economic assets and other structures. Results of the IOL are provided in Table 6 below.

For the road reserve clearance, an initial inventory of loss was completed in March 2021 as summarized in Table 7 and Table 8 below. A final inventory of the legal road reserve will be completed in October/November 2021. The initial inventory indicates that clearance will affect

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some of the families' hedges, fences/gates, road-side stalls, small stores and falesamoa as well as any fruit-bearing/non-fruit bearing trees.

A number of residences and significant structures have also been identified on the boundary or just within the legal reserve. There is no physical relocation of any resident under the project and these residences will remain in place.

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Table 6. Inventory of losses for land acquisition and easements

		Inventory of Losses (Crops and other non-land assets) for WCR Package 2 – (Land Acquisition and Easements)																						
Village	Affected People	Bananas	Breadfruit	Mango	Papaya	Guava	Lemon	Pineapple	Pandanus	Avacado	Taro	Talie	Chilli p	Poumuli	Laupele	Cassava	Soursop	Nonu	Orange	Coconut	Other non-land assets			
																					Outdoor toilet & shower	Septic tanks	Stone / concrete fences (m)	Green hedges (m)
Faleolo	Samoa Airport Authority	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-
Leulumoega Tuai	Faletagoai Eteuati	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Leulumoega Tuai	Faletagoai Eteuati & Liufau Aiono	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Leulumoega Tuai	Faumui Poutoa	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-
Leulumoega Tuai	Manuao Ugapo Pisikoa	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-
Leulumoega Tuai	Taulaau Lemasaniai	1	1	3	-	1	1	-	-	1	4	-	1	-	4	-	-	2	-	2	-	1*	-	-
Nofoalii	Elena Auelua	-	1	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Faleasiu	Tuitama Talalelei	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Faleasiu	Siusamoa Mataafa	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Faleasiu	Plan Number 11949	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Faleasiu	Fiame Sauvao	-	-	-	-	-	-	-	-	-	-	-	-	-	35	-	-	-	-	3	-	-	-	-
Faleasiu	Aiga Sa Fesoljai	-	9	6	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Faleasiu	Apule Mei	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Table 7. Inventory of losses (crops) WCR - Package 2

Inventory of losses (Crops and other non-land assets) for WCR – Package 2 - Lot 1 & 2 : Road Reserve																			
Package 2 Lot no.	Chainage	Roadside	Bananas	Breadfruit	Mango	Esi	Guava	Lemon	Pineapple	Pandanus	Giant Taro	Talie	Poumuli	Laupele	Cassave	Soursop	Nonu	Orange	Coconut
LOT 1	KM 0+712 - KM 4+700	RIGHT	35	14	2	3	3	2	0	6	10	4	6	6	2	0	5	0	38
		LEFT	50	49	3	2	0	5	5	0	15	3	6	2	0	0	1	2	20
Total			85	63	5	5	3	7	5	6	25	7	12	8	2	0	6	2	58
LOT 2a	KM 4+700 - KM 7+500	RIGHT	18	20	3	0	0	0	0	3	10	0	8	0	0	2	6	0	20
		LEFT	20	25	13	0	0	3	0	6	12	3	2	3	0	2	4	0	12
Total			38	45	16	0	0	3	0	9	22	3	10	3	0	4	60	0	32
LOT 2b	KM 7+500 - KM 10+100	LEFT	35	15	6	20	4	8	3	8	10	6	3	0	4	1	40	0	15
		RIGHT	55	18	8	25	2	9	0	12	20	8	8	8	15	2	3	0	6
Total			90	33	14	45	6	17	3	20	30	14	11	8	19	3	43	0	21
LOT 2c	KM 10+100 - KM 11+900	LEFT	18	10	8	20	3	3	0	5	40	12	3	0	0	0	6	8	26
		RIGHT	30	15	15	20	6	2	8	20	35	15	0	3	0	0	0	14	12
Total			48	25	23	40	13	5	8	25	75	27	3	3	0	0	6	22	38
Overall totals			261	166	58	90	22	32	16	60	152	51	36	22	21	7	115	24	149
Rate per crop compensation			\$50	\$80	\$30	\$30	\$50	\$50	\$5	\$5	\$20	\$50	\$20	\$5	\$20	\$20	\$20	\$5	\$100
Cash Compensation/crop			\$13,050	\$13,280	\$1,740	\$2,700	\$1,100	\$1,600	\$80	\$300	\$3,040	\$2,550	\$720	\$110	\$420	\$140	\$2,300	\$120	\$14,900

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Inventory of losses (Crops and other non-land assets) for WCR – Package 2 - Lot 1 & 2 : Road Reserve																			
Package 2 Lot no.	Chainage	Roadside	Bananas	Breadfruit	Mango	Esi	Guava	Lemon	Pineapple	Pandanus	Giant Taro	Talie	Poumuli	Laupele	Cassave	Soursop	Nonu	Orange	Coconut
Estimated Crop Compensation Lot 1			\$4,250	\$5,040	\$150	\$150	\$150	\$350	\$25	\$30	\$500	\$350	\$240	\$40	\$40	\$0	\$120	\$10	\$5,800
Estimated Crop Compensation Lot 2a			\$1,900	\$3,600	\$480	\$0	\$0	\$150	\$0	\$45	\$440	\$150	\$200	\$15	\$0	\$80	\$1,200	\$0	\$3,200
Estimated Crop Compensation Lot 2b			\$4,500	\$2,640	\$420	\$1,350	\$300	\$850	\$15	\$100	\$600	\$700	\$220	\$40	\$380	\$60	\$860	\$0	\$2,100
Estimated Crop Compensation Lot 2c			\$2,400	\$2,000	\$690	\$1,200	\$650	\$250	\$40	\$125	\$1,500	\$1,350	\$60	\$15	\$0	\$0	\$120	\$110	\$3,800
Total			\$13,050	\$13,280	\$1,740	\$2,700	\$1,100	\$1,600	\$80	\$300	\$3,040	\$2,550	\$720	\$110	\$420	\$140	\$2,300	\$120	\$14,900
<p><i>Note :</i> <i>*To be reinstated by the contractor</i> <i>Crops that will be avoided are recorded in the table in the event of any changes during the clearance</i></p>																			

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Table 8. Inventory of loses for non-land assets (structures)

Package 2 lot no.	Chainage	Roadside	Types of non-land assets (structures)																					
			Rock wall		Chain-linked fence		Concrete & rock fence		Stalls		Bus Shelter		Barb Wire		Welded Fence		Store		Rock Foundation		Fale-samoa		Rubbish stand	
			Quantity	Measurement	Quantity	Measurement	Quantity	Measurement	Quantity	Measurement	Quantity	Measurement	Quantity	Measurement	Quantity	Measurement	Quantity	Measurement	Quantity	Measurement	Quantity	Measurement	Quantity	Measurement
LOT 1	KM 0+712 - KM 4+700	RIGHT	3	30	6	75	1	10	7	n/a	1	n/a	5	50	0	0	0	0	0	0	0	0	0	
		LEFT	4	65	7	20	2	20	7	n/a	0	n/a	9	60	0	0	0	0	0	0	0	0	0	
Total			7	95	8	95	3	30	14	n/a	1	n/a	14	110	0	0	0	0	0	0	0	0	0	
LOT 2a	KM 4+700 - KM 7+500	RIGHT	1	10	2	20	1	10	0	n/a	0	n/a	1	10	2	tbc	2	tbc	1	*	0	0	0	0
		LEFT	3	60	2	30	0	0	10	n/a	0	n/a	4	10	0	0	0	0	0	0	0	0	0	0
Total			4	70	4	50	1	10	10	n/a	0	n/a	5	20	2	n/a	2	n/a	1	n/a	0	0	0	0
LOT 2b	KM 7+500 - KM 10+100	RIGHT	3	40	3	30	1	10	0	n/a	0	n/a	0	0	0	0	2	n/a	0	0	1	tbc		0
		LEFT	2	30	0	0	1	15	5	n/a	0	n/a	3	40	0	0	0	0	0	0	0	0	10	*
Total			5	70	3	30	2	25	5	n/a	0	n/a	3	40	0	0	2	n/a	0	0	1	n/a	10	*
LOT 2c	KM 10+100 - KM11+900	RIGHT	3	30	3	40	3	30	0	n/a	1	n/a	1	30	0	0	1	n/a	0	0	0	0	0	0
		LEFT	2	30	2	60	5	40	2	n/a	0	n/a	1	30	0	0	0	0	0	0	0	0	2	*
Total			5	60	5	100	8	70	2	n/a	1	n/a	2	60	0	0	1	n/a	0	0	0	0	2	n/a
Overall totals			21	295	20	275	14	135	31	n/a	2	n/a	24	230	2	0	5	n/a	1	0	1	0	12	n/a
Rate per crop compensation			\$120.56 per m		\$140.56 per m		\$250 per m		tbc		tbc		\$100 per m		tbc		tbc		tbc		tbc		n/a	
Cash Compensation/structure			\$35,565.2		\$38,654.0		\$33,750.0						\$23,000											
Lot 1			\$11,453		\$13,353		\$7,500		tbc				\$11,000											
Lot 2a			\$8,439		\$7,028		\$2,500		tbc				\$2,000											
Lot 2b			\$8,439		\$4,217		\$1,250		tbc				\$4,000											

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Lot 2c	\$7,234	\$14,056	\$17,500	tbc		\$6,000				
<p><i>Note :</i> <i>*To be reinstated by the contractor</i> <i>Crops that will be avoided are recorded in the table in the event of any changes during the clearance</i></p>										

4.4 Eligibility Criteria and Entitlements

4.4.1 Eligibility

Compensation and other resettlement assistance to be provided will be guided by the following criteria, as set out in the LARF (refer Table 6).

Table 9. Eligibility Criteria

Category of Affected Person	Eligibility for Compensation or Assistance
I. 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)	Eligible for compensation for land or assets they lose, and other assistance at full replacement cost. Where persons are identified as losing more than 10 percent of their productive land area or assets, they receive additional assistance for livelihood restoration.
II. 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 ARAP)	Eligible for compensation for land or assets they lose, and other assistance at full replacement cost. Where persons are identified as losing more than 10 percent of their productive land area (e.g., land Used for cultivation or grazing), they receive additional Assistance for livelihood restoration.
III. Those who have no recognizable legal right or claim to the land, building or fixed assets they are occupying	Shall be provided assistance (in lieu of compensation for the land, buildings or other fixed assets being taken by the Project) sufficient to achieve the objectives set forth in this Framework, if they occupy the Project area prior to the census cut-off date.
IV. Those who are subject to involuntarily restriction of access to land or assets, or temporary closure of business	Shall be provided assistance (in lieu of compensation for the land, buildings or other fixed assets being taken by the Project). Where a commercial enterprise (e.g., shop or vendor) is required to close temporarily, the owner or operator is compensated for temporary loss of profits.
V. Persons who voluntarily consent to gifting land as donation for easement or Project purpose provided that it benefits their community	Compensation at replacement value for any asset lost by virtue of donated land (but compensation for loss of land does not apply).

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4.4.2 Entitlement Matrix

The payment of compensation will be negotiated/determined using the following matrix in accordance with the LARF (refer Table 7)

Table 10. Eligibility Criteria

Land use	Type of Loss	Nature of impact	Compensation Measure
Agriculture or productive land on freehold or customary land	Involuntary acquisition	Permanent	Compensation based on market value derived by using the Sales Comparison Approach
	Restriction of land use (easement)	Permanent	Agreement with land owners to utilize part of land – No cash compensation for land as land is not acquired (ownership will not change)
	Voluntary donation of land	Permanent	Compensation and/or moving assistance for crops, gardens, fences and other assets lost due to donation
	Removal of temporary structure	Temporary	Moving assistance
Residential or urban land on freehold or customary land	Involuntary acquisition	Permanent	Compensation based on market value derived by using the Sales Comparison Approach
	Damage to or loss of assets, fences, driveways, garden hedges, kiosks, trees, crops etc.	Permanent/Temporary	Reinstatement of full replacement cost of removed assets or plants; compensation for crops/edible plants based on Ministry of Agriculture Schedule of Payments for crop damage for the current year; Moving assistance where applicable.
	Restriction of land use (easement)	Permanent	Agreement with land owners to utilize part of land – No cash compensation for land as land is not acquired (ownership will not change)
	Voluntary donation of land	Permanent	Compensation and/or moving assistance for crops, gardens, fences and other assets lost due to donation
	Removal of temporary structure	Temporary	Moving assistance
Business or commercial property	Disruption to business during works	Temporary	Compensation based on loss of income or profit (net average)

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Community facilities (schools, recreation areas, cultural sites, utilities)	Disruption services	to	Temporary	Restored at no cost to the community in negotiation with the community.
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4.5 Cut-Off Date

The cut-off date for conducting inventory of losses on acquired lands was on the November 4th 2020 which is the end date of the notice of intention.

For easements, the final cut-off date was held on the 28th October 2020. This joint site-visit and crop-count was conducted by LTA, MWTI-TISCD and Supervising Consultants RI-PLT.

For the road reserve, the cut-off date will be the date of the final inventory of assets – to be completed in October/November, before commencement of works.

4.6 Types of losses, compensation measures and rates

4.6.1 Land Acquisition & Easements

4.6.1.1 Land Acquisition

The 8 land lots within Package 2 will be financially compensated upon reaching an agreement with the legal landowner/PAP in accordance with the principles set out in the LARF. This work was conducted by the Lands Division in MNRE (refer MNRE – Annex 4 - Land Valuation Report).

The land valuation methodology is based on the following:

- The current market value using the Sales Comparison Approach
- The affected lots are valued according to current use and status with the total amount of compensation payable based on current market value;
- The valuation does not take into consideration the value of crops and other plants, loss resulting from damage to infrastructure and loss of business goodwill and profits.
-

A uniform rate of SAT\$200/m² is used to compensate the area of land to be acquired.

Names of rightful PAPs for some customary owned lots are being confirmed by MNRE. Where rightful PAPs are yet to be confirmed, compensation funds owed will be deposited in an escrow account and will be paid once names or rightful owners are confirmed.

4.6.1.2 Easements

There are a total of 10 easements included in the design with 4 cross drains along Package 2. Formal agreements and consultation with landowners will be negotiated for the 10 easements and cross drains within Package 2. To ensure consistency with the approach taken for Package 1, these agreements will provide for the use of land for drainage purposes without compensation. Cash compensation will be provided for crops and other non-land assets affected during the laying of underground easement pipes, and for restricted future use of easement lands to ensure their effective functioning and unimpeded access by LTA for maintenance purposes.

4.6.1.3 Non-land assets

Affected crops will be compensated using approved rates provided from the Ministry of Agriculture (MAF) which was used in 2016 for the World-funded Vaitele Street project. These rates were subsequently increased with approval by the LTA-PMD Manager during implementation of CRWCR Package 1 works. This is due to the increase in market for the crops. A summary of the revised rates are provided in Annex 1.

Affected structures will either be (a) reinstated in pre-project condition or better outside the reserve, or, (b) fairly compensated in cash upon reaching an agreement with the PAPs.

Other non-land assets owned by the village councils and communities including pre-schools, primary and secondary schools, village's pools, driveways and utilities will be consulted first by LTA prior, and restore if affected by the any related works with full costs to be covered under the project.

4.6.1.4 Business or commercial property

As above, affected commercial structures such as stalls and stores will either be (a) reinstated in pre-project condition or better outside the reserve; or, (b) fairly compensated in cash upon reaching an agreement with the PAPs.

Where considered necessary, owners will be consulted and received cash compensation for the income loss during the project implementations.

4.6.1.5 Residences

Residences identified on the boundary/just within the legal reserve will be avoided.

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LTA will notify these affected families regarding any main assets or residence intruding onto the legal road reserve. The locations of these residences will be discussed in the preparation of related management plans to ensure their safety remains a top priority.

5 COMPENSATION PACKAGES

The estimated compensation costs for Package 2 total SAT \$471,528.48. This includes direct costs of SAT \$178,595.00 for land acquisition and compensation within easements. An estimated total of SAT \$184,119.00 for the legal road reserve clearance with a 30% of SAT \$108,814.26 considered as a contingency amount for any unanticipated losses.

A summary of compensation / entitlement packages for is provided in Tables 11-13 below.

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Table 11. Summary of PAP Compensation Packages for lands to be acquired including crops and structures on easements

#	Village	PAP	Land Value	Crops/Trees Value	Other resettlement measures	Total Value
1.	Utualii	Talifasia Faamanuia Faaliga Tulafono	Easement Agreement	\$220	-	\$220
2.	Tufulele	Aletaseta Tolai	Easement Agreement	\$200	-	\$200
4.	Tufulele	Luatuanu'u Pili	\$42,000	-	-	\$42,000
5.	Tufulele	Tasi James	\$3000	-	-	\$3000
6.	Faleasi'u	Aiga Fegusoloai	Easement Agreement	\$960	-	\$960
7.	Faleasi'u	Fiamē Sauvao	Easement Agreement	\$475	-	\$475
8.	Faleasi'u	Apulu Me'i (Fesola'i Isaia)	Easement Agreement	-	-	-
9.	Faleasi'u	TBC	\$5000	-	-	\$5000
10.	Faleasi'u	Siusamoa Mata'afa	\$3000	-	-	\$3000
11.	Faleasi'u	Tuitama Talalelei	\$18,000	-	-	\$18,000
14.	Nofoali'i	Elena Auelua	Easement Agreement	\$160	-	\$160
16.	Leulumoega	Taulau Lemasaniai	Easement Agreement	\$610	Tank – to be fully reinstated	\$610
17.	Leulumoega	Manuao Ugapo Pisikoa	Easement Agreement	\$120		\$120
18.	Leulumoega	Faumui Poutoa	Easement Agreement	\$210	-	\$210
19.	Leulumoega Tuai	Faletagoa'i Ete	\$4000	-	-	\$4000
20.	Leulumoega Tuai	TBC	\$11,000	-	-	\$11,000
22.	Faleolo	Samoa Airport Authority	\$89,000	-	Rock fence and chain-link fence affected – to be fully reinstated	\$89,000-
23	Faleolo	Samoa Airport Authority	Easement Agreement	\$640	-	\$640
TOTAL			\$175,000	\$3,595		\$178,595

**all costs in Samoan Tala*

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Table 12. Summary of Preliminary Assessment for Assets (Crops/Structures) within the legal road reserve

#	Package 2 Lots	Chainage	Crops/Trees Value	Non-land Structures Value	Total Value
1	Lot 1	KM 0+712 – KM4+700	\$17,245.0	\$43,306.4	\$60,551.4
2	Lot 2a	KM 4+700 -7+500	\$11,460.0	\$19,967.2	\$31,427.2
3	Lot 2b	KM 7+500 – KM 10+100	\$15,135.0	\$17,906.0	\$33,041.0
4	Lot 2c	KM 10+100 – KM 11+900	\$14,310.0	\$44,789.6	\$59,099.6
Total est. compensation:					\$184,119.2

**all costs in Samoan tala;*

Table 13. Summary of estimated compensation costs for Package 2

Item #	Item Description	Item Costs
1	Land acquisition and compensation within drainage easements	\$178,595.00
2	Legal road reserve clearance	\$184,119.20
Plus 30% Contingency		\$108,814.26
Est. Total Compensation Costs		\$471,528.46

**all costs in Samoan tala*

6 ARAP IMPLEMENTATION

6.1 Organizational Arrangements

➤ LTA – Land Transport Authority

The LTA has overall responsibility for the full implementation of the ARAP. LTA leads in conducting crop-counts/inventory of losses within the road reserve and on easements. LTA works closely with the MNRE in conducting consultations for land-taking and compensation for acquired land.

The LTA also has the responsibility to ensure the effectiveness of the Grievance Redress Mechanism (GRM) for the project. This involves documenting and uploading any complaints/grievances received onto the Microsoft Access Based-GCLS. One of the main responsibilities in this regard is proper monitoring and ensuring that the complaint/grievance is resolved in a timely matter. The process in place for PAP's to lodge a complaint is highlighted during consultations, as well as by providing flyers which are handed out during final consultations prior to commencement of civil works. This flyer clearly states the processes as well as providing the contact details.

➤ MNRE – Land Management Division

The lands division is responsible for the land-taking process. The process also involves leading in consultations with affected landowners as well conducting valuation for the acquired land and assets within the area. MNRE-LMD plays a critical role in ensuring that land owners/occupiers are fairly compensated in lieu of the acquired land. Land in Samoa is usually a sensitive subject, therefore transparent discussions and fair compensations are critical in ensuring smooth implementation of works. In addition to this, the LMD play a crucial role in implementing the GRM for any disputes on land.

➤ Ministry of Works, Transport and Infrastructure – Transport, Infrastructure Sector Coordination Division (MWTI – TISCD)

The recently formed Sector Coordination Division housed in the MWTI, serves as a project management unit – which includes a Finance Officer, Safeguards Officer, M&E Officer, Procurement officer and a Manager overlooking the division. The TISCD plays an important role in smooth implementation and monitoring of the ARAP.

➤ **Ministry of Finance – Aid Coordination and Debt Management Division**

The MOF works closely with the LTA as well as MNRE in ensuring sufficient funds are available for land and non-land asset compensation. The Ministry of Finance requires the PAP to fill a form with identification details as well as bank account details for disbursement of funds. The Ministry also assists in setting up an escrow account with the Central Bank of Samoa, for funds to be deposited into should there be any unresolved land disputes over ownership. Disbursement will be subject to reaching common consensus or pending court confirmation of rightful PAP.

➤ **Ministry of Finance – Central Technical Support Specialists Unit “CTSSU”**

The CTSSU is a recently formed division housed at the Ministry of Finance. This division consists of four key experts to assist with ongoing World Bank projects. These personnel include a Safeguards Specialist, Procurement Specialist, Monitoring and Evaluation Specialist and Financial Management Specialist. In specific relation to the ARAP implementation, the Safeguards Specialist will assist the LTA Safeguards Officers in ensuring efficient execution of compensation as well as providing any additional assistance where needed.

➤ **Supervising Consultant – RI-PLT**

The supervision ESHS personnel play a key role by providing assistance in preparation of the ARAP which includes consultations with the PAP’s and conducting the IOL assessment, as well as implementation and monitoring of the ARAP. RI-PLT works collaboratively with both the contractor and the IA in resolving any complaints and/or grievances that may arise during the construction phase.

➤ **Responsible Contractor**

The responsible contractor will have an ESHS personnel who will manage and monitor ESHS activities during construction. The contractor ESHS and assistant staff will also be responsible in ensuring any complaints that arise during construction phase are recorded and resolved in a timely manner. If complaints are beyond project level control, the contractor has the responsibility to inform the supervising consultant and the Client immediately for timely and proper resolution.

The Contractor also will be responsible for surveying the road alignment at the initial stage of works. The Contractor will work together with the supervising consultant and LTA, in ensuring that clearance and grubbing will only commence after disbursement of compensation for affected crops/trees and structures.

The contractor will have overall responsibility in ensuring clearance of assets is done within the road reserve. Any affected structures or crops/trees outside the road reserve will be compensated by the Contractor.

6.2 Implementation Schedule and Budget

The implementation schedule for this ARAP covers the periods from the approval of the ARAP to the full delivery of all financial compensation as set out in the Entitlement Matrix.

ARAP implementation will be conducted in two phases:

- Phase 1: All land acquisition, leasing and transfer processes, as well as compensation for affected assets within easement areas will be completed prior to the commencement of civil works.
- Phase 2: Compensation for affected assets located within the legal road reserve will be identified before the contractor has mobilized with all compensation of the road reserve before the commencement of any physical works. Physical works will not commence until this has been completed.

The ARAP compliance report will be submitted upon completion of phase 1, with addendum reports submitted for stage 2 once compensation of the road reserve has been completed.

6.2.1 Schedule

The APs Implementation schedule (refer Table 10) defines the duration and timing of the key milestones and tasks.

Table 14. Proposed ARAP Implementation Schedule

Item	Action	Estimated completion date	Responsible Agency
1	Approval of ARAP;	October 2021	LTA, World Bank
2	Consultation and Disclosure of ARAP;	November 2021	LTA, Supervising Consultant, TISCD-MWTI
Land Parcels and Drainage Easements			
3	Facilitation of Land Acquisition Process <ul style="list-style-type: none"> - 28 Day Notice of Intention - Preparation and signing of Proclamation - Negotiations with AP's 	Completed - September 2020 – July 2021	MNRE
4	Audit of the APs register and compensation packages due to each APs for drainage	Prior to contractor	LTA, TISCD-MWTI

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Item	Action	Estimated completion date	Responsible Agency
	easements	mobilization and during initial stage of Project	
5	Signing of agreements on compensation packages by APs; and for restricted use of land for drainage easements	March-October 2021	LTA, Supervising Consultant
6	Resolving emerging grievances for land acquisition and drainage easements	Prior to contractor mobilization	Contractor, Supervising Consultant, LTA, MNRE
7	Payment of financial compensation and/or supplementary assistance for land acquisition and drainage easements;	November 2021 and during initial stage of Construction	LTA, MoF
8	Delivery of other non-financial resettlement measures for land acquisition and drainage easements;	November 2021 and during initial stage of Construction	Contractor, LTA, Supervising Consultant
9	Preparation and submission of ARAP compliance report for Phase 1, and request for WB NOL;	November 2021	LTA, World Bank
Legal Road Reserve			
1.	Conduct preliminary assessment of non-land assets along main road of WCR Package 2 and establishment of cut-off.	Completed - April 2021	LTA
2.	Inform public through village mayors of possible affected structures along main road and discuss possible compensation or moving assistance	Completed - March 2021	LTA, Supervising Consultant, Village Mayors
3.	Detailed inventory of affected structures/crops and discuss with asset/land owner on cash compensation or moving assistance	November 2021 (before works commence)	LTA, Supervising consultant
4.	Disburse compensation for affected non-land assets	November - December 2021	LTA, MOF
5	Submission and WB NO of compensation compliance report (Phase 2 addendum)	December 2021	WB

6.2.2 Implementation Budget

As outlined in Section 5, the estimated compensation costs for Package 2 total SAT \$471,528.46. This includes direct costs of SAT \$178,595.00 for land acquisition and compensation within easements, SAT \$184,119.20 for legal road reserve clearance and a 30% of SAT\$ 108,814.26 contingency amount for any unanticipated losses.

A counterpart budget has been secured for the Financial Year FY20/21, at the Ministry of Finance to facilitate the implementation (compensation) of the ARAP. An additional request of funds will be submitted to MOF for the next FY21/22 to cover any unanticipated losses.

6.2.3 Monitoring and Reporting Arrangements

The PMD-Safeguards Officers will monitor and report to the TISCD and CTSSU during fortnightly update meetings, on the implementation of the ARAP, with assistance from the supervising consultant.

The purpose of resettlement monitoring is to verify that Actions and commitments described in the ARAP are implemented. The areas that will be monitored and reported on include:

- Compensation to PAPs for land to be acquired as well as crops on easement, prior to commencement of civil works
- Recording and compensating PAPs for affected non-land assets within the legal road corridor prior to commencement of civil works
- Confirmation of compensation being transferred to the PAP's account, through the assistance from MOF
- Complaints and/or grievances from PAP's to be recorded, and resolved in an effective and timely manner.

In order to ensure that these steps have been taken, and that all relevant procedures have been followed in consultation and follow-up with PAPs, the LTA shall visit all PAPs households directly affected by the project during construction work and report to the Executing agency any grievances or deviations from the agreed process or activities.

LTA through the Safeguards Consultant will ensure an ARAP compliance report is prepared and submitted to the WB with appropriate supporting documentation to confirm all compensation and other resettlement measures have been delivered, an escrow account is established and disputed funds are deposited prior to the commencement of the works contract, and/or resettlement measures to be delivered during construction are confirmed with LTA and or contractor.

7 GRIEVANCE AND REDRESS MECHANISM

A Grievance Redress Mechanism is a process in place for PAP's to lodge any grievance or complaints in relation to the existing project. It is done through the following levels; –

- PAP's have the option to raise the complaints with the village mayor or village council of chiefs for discussions and appropriate, traditional resolutions
- Project director onsite
- The LTA
- As final resort, through court.

Grievances or Complaints are usually due to land dispute on ownership, compensation disbursement, dispute on land boundaries between different lots and rightful ownership of crops. The LTA as well as other agencies work closely to ensure that consultations are held continuously before the start of works, to ensure that disputes do not arise during construction phase. However other issues may arise due to site-specific concerns such as dust and noise pollution, onsite traffic management etc. The ESHS personnel will ensure that proper mitigation measures are put in place to avoid such problems and will be monitored on a regular basis.

The LTA has a process in place for lodging, monitoring and resolving complaints. This process has been used for both local and donor funded projects. The public is encouraged to lodge in their complaints, grievances and/or requests through;

- **Written letter** – addressed to the LTA CEO
- **Social Media** – Facebook 'Land Transport Authority – Samoa'
- **Office landline** – Number (685) 26740, or
- **In person** – complainants may visit the Authority directly at the main office, Vaitele

The Public Relations Officer within the LTA is responsible for recording and monitoring these complaints/requests, with the assistance from the Safeguards Officers in the Project Management Division for any donor funded project related matters.

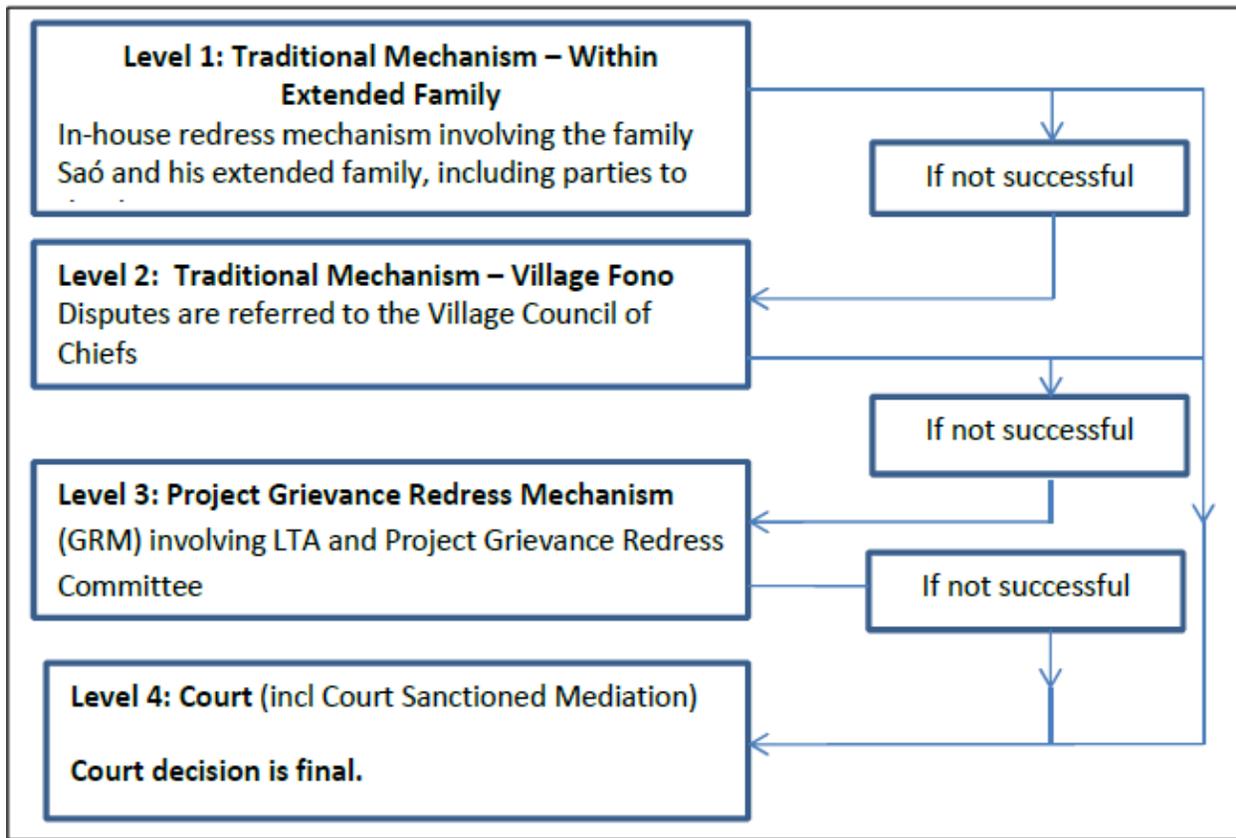


Figure 2. Levels of grievance redress mechanism adopted for the Project

7.1 Grievance AND Complaints Compliance Team (GCCT)

This committee comprises of members from relevant Ministries that are involved in dealing with community complaints/Grievances. This includes members from LTA-PMD, MWTI-TISCD, MWTI-PUMA, MWCSO and MOF. In past projects, complainants usually lodge their complaints, depending on the issue, through the aforementioned Ministries. In light of this, to ensure timely manner of resolution, it is best practice to have designated members within each of these Ministries who are familiar with the projects and are able to accommodate to the complainants matter raised or requests.

8 PUBLIC CONSULTATION AND ARAP DISCLOSURE

A series of consultations with stakeholders were held in the early stages of project implementation, which commenced in the year 2015. Initial discussions covered the entire section of West Coast Road (Saina to Faleolo) where members from LTA, MNRE, MWCSO, village mayors and other stakeholders were present. Records of these discussions are annexed herein (Annex 2).

Consultation with individual PAPs have been ongoing during the conduct of the survey and IOL exercises.

Consultation with the village community was held in March 2021. The discussions were based on brief description of the works, duration of project, affected assets and the grievance redress mechanism.

Upon receiving approval of the ARAP, the LTA will then proceed with publicly disclosing the document through the LTA website and through social media platform. Hardcopies will also be made available at the LTA office to be uplifted if needed.

9 LIST OF ANNEXES

Annex 1: Crop Compensation Rates

Table 15. Summary of Crop Compensation rates

Crop Name	Rate
Esi/Papaya	\$30
Breadfruit	\$80
Soursop	\$20
Laupele	\$5
Nonu	\$20
Taro	\$5
Coconut	\$100
Polynesian Plum/Vi tree	\$30
Chilli Peppers	\$30
Mango	\$30
Guava	\$50
Banana	\$50
Avocado	\$30
Lemon	\$50

Annex 2 : Summary of Consultations

2.1 Consultation with Sui o Nuu (Village Mayors) from Saina - Satapuala

CONSULTATION WITH THE SNs (Village Mayors) FROM SAINA – SATAPUALA
WEDNESDAY 26th MAY, 2015. 10.00am MWCD HALL

PRESENT:

Matamu James Moeono	LTA – PMU Manager
Maverick Wetzell	LTA – Engineer
Peseta M. Sua	MWCD/IA
Moevasa Reti	MWCD/IA
Atuaia M. Liukney	MWCD/IA
Peseta Konelio Tone	RI/PLT Consultants
NB. List of all Village Pulenuus and Reps that attended the meeting are noted at the end of the minutes	

UPU FA’AFEILOA’I – PESETA MULINUU SU’A

WELCOME REMARKS said by Peseta Mulinuu Su’a (MWCD/IA Representative)

TATALO – SAPA’U (FORMER SN O LEVI & ALAMUTU)

Opening Prayer said by Sapa’u

PRESENTATION – PESETA KONELIO TONE OF RI/PLT CONSULTANTS

FOLASAGA in SAMOAN

Sa fa’aali le ata o le auala tele amata mai Satapuala seia paia Saina. Na faalia e Peseta i se ata fa’ataatia o le toe fausiaina ma le faalauteleina o le auala tele e amata atu i Saina seia pa’ia Satapuala.

IN ENGLISH

RI/PLT Consultants presented a video clip of the main road starting from Saina to Satapuala and then discussed the Samoa Government’s plan to reconstruct the road to take in the 20m road reserve (10m on each side of the existing road centerline) with 3.5m carriageways, 1.5m sealed shoulders to facilitate pedestrian movement and bus stops, 1.5m grassed verge and allowing for drainage and utilities.

IN SAMOAN

O le fuafuaga a le Malo mo le toe faalauteleina ma faaleleia o le auala ina ia aua nei aafia gofie i suiga o le tau ua iai nei, e tusa ma le 20m lona lautele, 10m mai le laina ogatotonu o le auala o loo iai nei lona itu e lua (3.5m faataina mo taavale & 1.5m faataina mo road shoulders). O road shoulders nei e aafia ai se vaega e savavali ai tagata, faapea le tutu ai o taavale ma pasi, ona sosoo ai lea ma se vaega mo alavai ina ia tata’i ese ai le vai mai le ono aafia ai o le auala faapea se avanoa mo le SWA, EPC, Telecommunication, ma o se fuafuaga ua leva ona mafaufau iai le Malo, ae sa fa’atali lava se fesoasoani mai fafo mo le fa’atinoga o lea vaega. O lea la poloketi o lo’o fuafua e faatupeina e se nonogatupe mai le World Bank.

IN ENGLISH

RI/PLT Consultants conveyed the Government’s plan to reconstruct the road to meet climate resilience requirements that has been in the pipeline for a while with previous consultations undertaken in 2009 and

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2012, but the Government was in the process of securing funding to finance the project. Funding from the World Bank has now been secured to fund the project.

Expressed also the extend of Climate resilience requirements that stipulates the road must meet certain criteria that include raising the level of the road in some areas, improving foreshore protection where it requires, providing effective drainage, designing and constructing a more resilient pavement, specification consideration, and so on.

IN SAMOAN

Sa fa'asolo pea le fa'aaliga ma faamatalaga o ata o le auala ma lona taatiaga seia tau mae'a lava afioaga uma o le a aafia i lea fuafuaga.

IN ENGLISH

Discussed the existing road alignment with both permanent and temporary structures shown in the video clip for all villages included in the project with emphasis on areas along each village where widening the road footprint could impact on hedges, fences and village pools that are located close to the road. Also conveyed to the Village Mayors was that the new road alignment will follow the existing road centerline with necessary considerations to minimize the impact of the project on the environment, some permanent structures, utilities and the people and their properties. Possible issues that arise will be addressed through consultations with LTA/MNRE and all the key stakeholders affected including the landowners. This will ultimately inform the design and the construction methodology.

RAISED ISSUES

COMMENT IN SAMOAN

SN Toamua – Saunoa Leaoaniu Patolo, e 'au lava lo latou Afioaga i soo se fuafuaga a le Malo, ae pau lava se talosaga pe mafai ona ta teisi aga'i i tai le auala pea o'o mai i lumafale o le falesa EFKS ona e lata tele mai i luma le falesa.

COMMENT IN ENGLISH

SN Toamua – Leaoaniu Patolo agreed to the plan as presented but requested for shift of the road alignment further away (move towards the seaside) at Toamua village as the Church (EFKS), in particular the driveway and ramp is too close and possibly be less than 10m from the existing centerline.

RESPONSE IN SAMOAN

Sui LTA – Saunoa Matamu James Moeono, o le taimi nei fa'atoa tapena le galuega, ao talosaga o le a ta'atia sei toe taga'i ai le Pulega i le taimi e faatino ai le plan, sei mae'a le design a le consultants.

RESPONSE IN ENGLISH

LTA Rep- Matamu James Moeono responded that the project is in its initial phase and welcomed the requests for design and road alignment consideration but will await the completion of the consultants design.

COMMENT IN SAMOAN

SN Levi & Alamutu – Saunoa Sapa'u po o lea le faamoemoe o le a toe fai ai le auala, po o ni taligamalo po o nisi fuafuaga?

COMMENT IN ENGLISH

SN Levi & Alamutu- Sapa'u questioned the reason for project?

RESPONSE IN SAMOAN

LTA – Saunoa Matamu ua leva ona fa'ataatia le fuafuaga a le Malo ae o lea fa'atoa maua le tupe mai le World Bank e fa'atino ai.

RESPONSE IN ENGLISH

LTA – Matamu explained that the project has been planned for some time but has just secured funding from the World Bank to implement it.

COMMENT IN SAMOAN

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SN Faleula – Saunoa Leaso Tuvale sa tatau ona invite se sui o le Ekalesia Metotisi i le consultation lea ona e le aia le Afioga i le pa a le Ekalesia Metotisi, tei ua afaina i le faiga o le auala.

COMMENT IN ENGLISH

SN Faleula – Leaso Tuvale said a member of the Methodist Church should have been invited as the village does not have the authority on the Church's fence but could be affected by the construction of the road.

RESPONSE IN SAMOA

RI/PLT Consultants – Na tali Peseta o le fonotaga toe faaauau muamua lenei ma Sui Pulenuu mo le faamoemoe, ae a mautimoea loa le aafiaga o nisi o mea totino a le lautele o tagata nuu o loo alala ma papa aao I afoaaga taitasi, aemaise ai foi Ekalesia o loo aafia I lenei galuega, ona faafesootai loa lea mo ni faatalatalanoaga ma se maliega mo le faatinoina o le galuega. Ae sa talosagina foi le mamalu o Tofi o Nu'u taitasi mo la latou lagolagosua I fuafuaga ua tapena e le Malo mo le manuia o ona tagata nuu.

RESPONSE IN ENGLISH

RI/PLT Consultants – Peseta responded that this consultation is with the village Mayors, and it is the continuation of other consultations that were held previously on the WCR project, and once confirmed that some hedges, fences and other temporary or permanent structures will be affected as well as land, then the land owners will be consulted. Stress also the importance of the support from the village Mayors on all matters relating to consultations with villagers and land owners within each village.

COMMENT IN SAMOAN

SN Salioa & Mataiilili – Saunoa Saili pe mafai foi ona tu'utu'u agai i tai le faiga o le auala aua ne'i 'aia lumafale o le Ekalesia o le Au Paia o Aso e Gata ai.

COMMENT IN ENGLISH

SN Salioa & Mataiilili – Saili requested for a shift towards the seaside to avoid affecting the front of the LDS Church compound.

RESPONSE IN SAMOAN

RI/PLT Consultants – Na tali Peseta o le taatiaga o le auala fou e taumafai lava ina ia aua nei aafia ni mea totino e mafai ona faasaoina. O le taumafaiga lava ina ia faaleleia le auala ma a mafia lava ona tuutuu i gatai le auala e aunoa ma se aafia ai o le saogalemua o tagata ma taavale feoai, ia o le aano lava lea o le faamoemoe o le Malo.

RESPONSE IN ENGLISH

RI/PLT Consultants – Peseta responded that the request will be considered and that the new road alignment which will follow the existing road alignment as close as possible will endeavor to minimize any impact on properties and the environment.

COMMENT IN SAMOAN

SN Utualii – Saunoa Moala Pomare o iai ni giveaway spot i totonu o auala nei e pei o le design ina o auala i Vailoa ma Apia.

COMMENT IN ENGLISH

SN Utualii – Moala Pomare asked if there any give way spots/median strips on the road similar to the road design for Apia and Vailoa.

RESPONSE IN SAMOAN

Sui LTA/RI/PLT Consultants – o le fuafuaga a le Malo e tatau ona oo atu ia Novema ua mae'a uma fa'atalatalanoaga ma le ata faataatia o le galuega, ae masalo o Fepuari 2016 ua amata fa'atino le galuega.

RESPONSE IN ENGLISH

LTA/RI/PLT Consultants – The Government's plan is that the design and ongoing consultation phase will be completed by November and hopefully the construction will begin by February 2016.

COMMENT IN SAMOAN

SN Utualii – Saunoa Moala pe totogi la laau ia o le a afaina i le toe suaina o le auala, ae fa'afefea foi fanua ia e ta'i atu ai outlets o drainages.

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COMMENT IN ENGLISH

SN Utualii – Moala if there is a plan to compensate trees affected in the project and the family lands used for drainages outlets.

RESPONSE IN SAMOAN

Sui LTA – Saunoa Matamu e iai laau toto e totogi i se vaega o tupe o le poloketi lea, pei o niu ma ‘ulu.

RESPONSE IN ENGLISH

LTA Rep – Matamu explained that some trees will be paid for by the project. (E.g. coconut trees & breadfruit trees)

IN SUPPORT

RI/PLT Consultants – Sa faaalua e Peseta, o loo iai faiga faavae ua maea on faataoto e le MNRE ma le LTA ua faapea foi ona agatutusa ma fuafuaga a le WB mo le fausiaina o auala tetele, o loo aofia ai lava ma le fa’amaninoga o ituaiga natural resources e aofia ai ma laau e tatau ona tauai pea fai e aafia i soo se fuafuaga a le Malo.

IN SUPPORT

RI/PLT Consultants – Peseta explained that there are templates used by MNRE, LTA that are in line with the WB requirements that stipulates the types of Natural resources including plants that should be compensated if affected by roading projects funded by the WB.

COMMENT IN SAMOAN

SN Nono’a – Saunoa Tilialo pe mafai ona silasila ane le Malo i le fa’asao a Nono’a aua nei afaina pe a fai le auala, ona o se fa’asao foi o loo faamoemoe ai le Afioga mo le Atinae o le Tamaoiga, pe le tatau ona fai ai se auala laupapa.

COMMENT IN ENGLISH

SN Nono’a – Tilialo requested for the Government through LTA and the Design Consultant to consider the Villages conservation area and pool (fisheries nursery) with their preference not to be affected and if it is possible to build a bridge.

RESPONSE IN SAMOAN

LTA/RI/PLT Consultants – o le fuafuaga ua tapena a le Malo mo le faalauteleina ma le faaleleia o le auala, ua faataua ai le faaititia o le aafiaga o meatotino e aofia ai ma faasao a aiga ma nuu taitasi. O le a tagai iai le Malo e auala atu i tapenaga a le Pulega a le LTA ma le kamupani ua filifilia e tapenaina le ata o le galuega, poo le tonu le auala e mafai ai ona faaititia le aafiaga o le faasao.

RESPONSE IN ENGLISH

LTA/RI/PLT Consultants – the request is noted and that consideration in the design will take into account possible means to minimize any impact on the conservation area and pool (fisheries nursery).

WRAP UP by Peseta Mulínuu – MWCD.

By Peseta Mulínuu, o lea na fa’ailoa e le RI/PLT Consultants aemaise foi le Sui o le LTA, o le consultation muamua lea na o le faatalanoaina o le design, a o lesi feiloaiga o le fa’ataatia ai ata o fanua o le aafia i le faalautelega o le auala.

Peseta reiterated to the SN’s that this is just first phase of consultations for the design of the road. The next consultation will look at the road map and the lands that will be affected by the project.

EXPRESSION OF APPRECIATION AND ‘FAAFETAI TELE’

Peseta Konelio Tone thanked all that attended the consultation on behalf of LTA and RI/PLT Consultants. LTA provided lunch and \$20 Tala pasese for all village Mayors and reps that attended.

LIST OF VILLAGE PULENUUS AND REPS THAT ATTENDED

VILLAGE	PULENUU	PHONE
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SAINA	Tofa Vuti Soonalole	8401538
TOAMUA	Tofa Leaoaniu Patolo Sasauli	7714791
FALEULA	Tofa Leaso Sefo	7234241
MALIE	Faamausili Ioane	7207170
AFEGA	Tofa/Susuga Fata Saifoloi	7244606
TUANAI	Tofa Logo Futialo	7236334
LEAUVAA SASAE	Tofa Sagote Laki	E lei auai mai
LEAUVAA SISIFO	Tofa Vaifale Soe	Na faanoi mai ua le avanoa
LEVI ALAMUTU	Afioga Sapau Vitale	42261
LOTOSOA	Faumuina Muti	Na faanoi ua le avanoa
SALEPOUAE	Tofa Vaivaimalemalo Vesi	7256880
NONOA	Tofa Tilialo Tinou	42572
UTUALII	Tofa Moala S. Pomare	42050/7262695
TUFULELE	Tomaimano Mika	7735861
FALEASIU (SAPULU MA LEALALII)	Tofa Fesolai Mailo	Lei auai mai
FALEASIU (MOAMOA MA TAUOO)	Tofa Moala Reupena	Lei auai mai
FASITOOUTA (SALIOA MA MATAILILI)	Tofa Sailimalo Loloata	8427810
FASITOOUTA (AVANO MA SATUI)	Tofa Tauauvea Ene Soi	7621462
NOFOALII	Tofa Ili Talilama	42790
LEULUMOEGA	Tofa Tiata Vailiga	42521
FASITOOTAI	Tofa Sevealii Valuniu	7286375
VAILUUTAI	Tofa Leaitua Tauga	7741846
FALEATIU	Tofa Mapuiletoo Vaotofu	7620662
SATAPUALA	Tofa Solialofa Faamau	7222874
OTHER VILLAGE REPS		
LEULUMOEGA	Moega Pale	8405083
NOFOALII	Agaseata Koroseta	7315503
FASITOOTAI	Togoarena Sua	8485444

2.2 Consultation with Families on West Coast Road Easements – September 2015

CONSULTATIONS WITH FAMILIES ON WCR EASEMENTS - SEPTEMBER 2015

1. DATE: 23/09/15

VILLAGE: VAILUUTAI (approximate chainage:)
VILLAGE MAYOR: LEAITUA TAUFALEFITU
FAMILY: TUTUILA ETI WILLIAMS
MNRE REP: FILISITA HEATHER and PETA ARIETA
ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

Our Consultation Team met with representatives of the family Sava'auli and Manua'e Williams. They are ok with the proposed work. They were also informed of the surveyors who will be surveying the area where the easements are located.

2. DATE: 23/09/15

VILLAGE: FASITOO TAI (Approximate chainage: 4+540.00)
VILLAGE MAYOR: SEVEALII VALUNIU
FAMILY: FAUMUINA FELISE TOLEAFOA
MNRE REP: FILISITA HEATHER and PETA ARIETA
ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

Our Consultation Team met with the representative of the family Faamuina Felise Toleafoa. We informed him of the proposed work and on the easements and he has no objection to it. The family was also informed of the surveyors who will be conducting surveying work at the easements.

3. DATE: 23/09/15

VILLAGE: FASITOO TAI (approximate chainage: 4+540.00)
VILLAGE MAYOR: SEVEALII VALUNIU
FAMILY: LEALAISALANOA POUTOA
MNRE REP: FILISITA HEATHER and PETA ARIETA
ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

Our Consultation Team met with the Lealaisalanoa Poutoa who is the High Chief for the family and we informed him of the proposed work and where the pipes will be laid using part of his land and that the pipes will be covered. He gave his support and agreement with the proposed route of the pipes through his land. He was also informed of the surveying that will be conducted by the surveyors on the easements.

4. DATE: 23/09/15

VILLAGE: LEULUMOEGA TUAI (Approximate chainage: 4+540.00)
VILLAGE MAYOR: TIATA VAILIGA
FAMILY: TAMATIMU SAUILUMA LEALAISALANOA
MNRE REP: FILISITA HEATHER and PETA ARIETA

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ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

Discussed with Tamatimu the proposed work for the road and the easements and that there will be a team of surveyors visiting the easements, doing work on the easements. He expressed his support and acceptance of the proposed work.

5. DATE: 23/09/15

VILLAGE: LEULUMOEGA TUAI (Approximate chainage: 4+794.00)
VILLAGE MAYOR: TIATA VAILIGA
FAMILY: ANILAU PETAIA
MNRE REP: FILISITA HEATHER and PETA ARIETA
ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

Our team met up with the representative of the family, Pe'a Sione we discussed the proposed work on the road and easements. He requested for the easement to be buried all the way to the sea because the current easement is open and when there's strong flow of water it overflows the easement flooding their front yard. We informed him of the surveyors who will be carrying out some surveying on the easements.

6. DATE: 23/09/15

VILLAGE: LEULUMOEGA TUAI (Approximate chainage: 5+100.00)
VILLAGE MAYOR: TIATA VAILIGA
FAMILY: MANUAO UGAPO I'U
MNRE REP: FILISITA HEATHER / PETA ARIETA
ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

Our team met up with the representative for the family Fenumiai Tugaga, we discussed with him the proposed work and he informed the team of the support of the family. He was also informed of the surveying work that will be conducted by the surveyors on the easement.

7. DATE: 23/09/15

VILLAGE: NOFOALII (Approximate chainage: 6+258.00)
VILLAGE MAYOR: ILI TALILAMA GASEATA TAU
FAMILY: MATAGITAU SOPA LUI
MNRE REP: FILISITA HEATHER and PETA ARIETA
ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

Our team met up with the representative for the family Elena Lui. We discussed with her the proposed work on the road and the easements. The current easement is open, and she requested for some pipes and to have it underground.

8. DATE: 23/09/15

VILLAGE: FASITOO UTA (Approximate chainage: 9+741.00)
VILLAGE MAYOR: TAU'AU VE'A ENE
FAMILY: MANOA LAMEKO
MNRE REP: FILISITA HEATHER and PETA ARIETA
ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

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Our team met up with the representative for the family Senerita Lameko, we discussed the proposed work with her and she gave the support of her family for the work. She was also informed of the surveying work that will be conducted on the easement.

9. DATE: 25/09/15

VILLAGE: FALEASIU (LEALALII) (Approximate chainage: 9+934.00)

VILLAGE MAYOR: FESOLAI TOEASO

FAMILY: FIAME SAUVAO

MNRE REP: FILISITA HEATHER and PETA ARIETA

ROUGHTON / PLT REP: PESETA KONELIO TONE

LTA REP: ANELISA AUELUA

Our team met up with the representative for the family, Oliveta Vaeoso and we discussed with her the proposed work on the road and the easements. We were informed by Oliveta that their family has buried the easement because they requested for pipes to direct the flow of the water to the sea but did not receive any. So she was told the easement will go through the same area and pipes will be buried below. She agreed and was also informed of the surveyors who will be carrying out work at the easement area. We were joined by Claire Forbes of World Bank.

10. DATE: 25/09/15

VILLAGE: FALEASIU (LEALALII) (Approximate chainage: 10+373.00)

VILLAGE MAYOR: FESOLAI TOEASO

FAMILY: SĀ FESOLAI FAMILY

MNRE REP: FILISITA HEATHER and PETA ARIETA

ROUGHTON / PLT REP: PESETA KONELIO TONE

LTA REP: ANELISA AUELUA

We met up with a representative of the family whose shop is beside the easement, Tiresa Fesolai Mose Taouma. She was told of the works for the road and the easement, we asked if there were any problems faced by the family but she told us no. We noticed rubbish being dumped in the easement so we asked her to ensure that rubbish is not dumped in the easement. She was also informed of the surveyors and their work on the easements.

We were joined by Claire Forbes of World Bank

11. DATE: 25/09/15

VILLAGE: FALEASIU (SAPULU)

VILLAGE MAYOR: MOALA REUPENA

FAMILY: APULU ME'I FAMILY

MNRE REP: FILISITA HEATHER and PETA ARIETA

ROUGHTON / PLT REP: PESETA KONELIO TONE

LTA REP: ANELISA AUELUA

Our team met up with laneta Suti the representative for the family, we informed her of the proposed work for the road and easement. She told us that there has been no problem with the easement as water flows ok during rainy season. She was advised on the surveyors work as well.

We were joined by Claire Forbes of World Bank.

12. DATE: 25/09/15

VILLAGE: UTUALI

VILLAGE MAYOR: MOALA S POMARE

FAMILY: TALITOELAU DEREK

MNRE REP: FILISITA HEATHER and PETA ARIETA

ROUGHTON / PLT REP: PESETA KONELIO TONE

*Rehabilitation of the West Coast Road, Package 2
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LTA REP: ANELISA AUJELUA

We spoke with Talitoelau Derek member of the family and we were told that they covered the easement because it flooded their front yard. The easement was open and they requested for pipes but it never got to them. Talitoelau gave his agreement after informing him of the works that will be conducted to the easement and how there will be pipes this time and it will be covered as well.

He was also told of the surveyors visit as well. We were joined by Claire Forbes of World Bank

13. DATE: 25/09/15

VILLAGE: MALIE (Approximate chainage: 18+755.00)

VILLAGE MAYOR: FAAMAUSILI SIONE TAUAFU

FAMILY: SATINI PULOU

MNRE REP: FILISITA HEATHER and PETA ARIETA

ROUGHTON / PLT REP: PESETA KONELIO TONE

LTA REP: ANELISA AUJELUA

Our team met up with Alofa Satini as representative of the family and she was informed of the work for the road and easements. It's an open easement and we were informed that when its heavy rain water overflows from the easement and onto their front yard. They were told of the surveyors visit as well.

We were joined by Claire of World Bank.

14. DATE: 25/09/15

VILLAGE: MALIE (Approximate chainage: 19+186.00)

VILLAGE MAYOR: FAAMAUSILI SIOE TAUAFU

FAMILY: TELE'A GALUVAO

MNRE REP: FILISITA HEATHER and PETA ARIETA

ROUGHTON / PLT REP: PESETA KONELIO TONE

LTA REP: ANELISA AUJELUA

Representative of the family Seneuefa Tele'a informed us of the problem that they face with the easement, it overflows flooding their land during heavy rain fall. They requested for larger pipes to avoid the overflowing from occurring in future. She was told of the surveyors visit and their work on the easements.

15. DATE: 25/09/15

VILLAGE: MALIE (Approximate chainage: 19+732.00)

VILLAGE MAYOR: FAAMAUSILI SIOE TAUAFU

FAMILY: LEULUPOLU NIKO

MNRE REP: FILISITA HEATHER and PETA ARIETA

ROUGHTON / PLT REP: PESETA KONELIO TONE

LTA REP: ANELISA AUJELUA

Our team met up with Lagi Parisa representing the family, we informed her of the proposed road work and easements. She expressed her concern on the current easement, when its high tide it comes all the way up to the back of their house. She also requested for some pipes and to have the easement go underground. Lagi was informed of the surveyors visit so that she will be aware of their presence on their land.

We were joined by Claire Forbes of World Bank.

16. DATE: 25/09/15

VILLAGE: AFEGA (new @ Approximate chainage: 17+094.00)

VILLAGE MAYOR: FATA SAIFOLOI

FAMILY: LALAU MASE

MNRE REP: FILISITA HEATHER and PETA ARIETA

ROUGHTON / PLT REP: PESETA KONELIO TONE

*Rehabilitation of the West Coast Road, Package 2
Abbreviated Resettlement Action Plan*

LTA REP: ANELISA AUELUA

Our Consultation Team first met with the family on the 21st of September 2015, the family was represented by Lalau Mase and her two daughters, she and her daughters were informed on the works for WCR including Easements and the proposed easement on her land, and explaining how her land was favourable and best for the easement as we are trying to relocate the existing easement from its current place because of the Village Pool. And that there was also another possible area but it's too shallow and does not meet WB standard. The family was informed on the easement based underground and it will be covered, also whatever building or crops affected with the works will be reinstated and crops compensated. The family's bathroom is located right at the area that is needed for the easement.

Lalau expressed her concern on the risk of the easement and drainages being overflow because that's what they have experienced in the past during rainy season, and it flows onto their land. However Peseta explained that they have carried out investigations and surveys of the area and the pipes can withhold overflowing as raised by Lalau. Our team were then told of two rivers further inland to the village which flows from Leauvaa, Levi and Tuanai which connects to another river further inland of the village. He mentioned they have always been affected when these river overflow as it runs all the way to the road and therefore affect the families on the coastal area of the village.

Peseta then responded that the cause of the flooding as mentioned by these streams/creeks should be addressed first because that is the cause to the flooding and advised the village Mayor to prepare a letter to inform the concerned Government Ministries of the problem they are facing.

On our initial meeting Lalau told us to come by again her place sometime that week to get their response because she needed to discuss it with her children.

On the 25th of September we visited the family again and we were told that they have agreed on the proposed easement to be located at their land.

17. DATE: 29/09/15

VILLAGE: FALEULA (Approximate chainage: 20+070.00)

VILLAGE MAYOR: LEASO SEFO

FAMILY: LANCE MULIAGATELE

MNRE REP: FILISITA HEATHER and PETA ARIETA

ROUGHTON / PLT REP: PESETA KONELIO TONE

LTA REP: ANELISA AUELUA

Our team met up with Lance and his wife and we discussed with them the works for the road and easements. He expressed his disappointment with the easement and how it has affected his land and he requested for pipes and have it underground.

18. DATE: 29/09/15

VILLAGE: PUIPAA (Approximate chainage: 23+388.00)

VILLAGE MAYOR: LEAOANIU PATOLO SASAULI

FAMILY: PUIPUI FATU

MNRE REP: FILISITA HEATHER and PETA ARIETA

ROUGHTON / PLT REP: PESETA KONELIO TONE

LTA REP: ANELISA AUELUA

Our team met up with Puipui Fatu and he was informed of the works on the road and easements for WCR. He told us that his family has supported the work and asked to have it on the boundary with their next door neighbour.

19. DATE: 29/09/15

VILLAGE: PUIPAA (Approximate chainage: 24+244.00)

VILLAGE MAYOR: LEAOANIU PATOLO SASAULI

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FAMILY: TUPU MARGRAFF
MNRE REP: FILISITA HEATHER and PETA ARIETA
ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

Met up with Tupu Margraff and he was informed of the road and easement work for the WCR. He told us that they are greatly affected during heavy rainfall and the rear side of the easement is higher than the front side.

20. DATE: 01/10/15

VILLAGE: FALEULA (Approximate chainage: 21+348.00 & 21+537.00)
VILLAGE MAYOR: LEASO SEFO
CHURCH: METHODIST CHURCH
ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

We met up with the President of the Methodist Church of Samoa Rev Apineru Lafai and he was informed on works for the road and easements along the WCR and he gave his church's support. He was also informed of the surveyors visit to the premises for their work on the easements.

21. DATE: 01/10/15

VILLAGE: TUANAI (Approximate chainage: 16+775.00)
VILLAGE MAYOR: LOGO F FUTIALO
CHURCH: CATHOLIC (St THERESE)
ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

We met with the Chairman of the Lands Committee for the Catholic Church of Samoa and informed him of the WCR works for the road and easements. He was given a copy of the alignment of the easement on the Church's land at Tuanai. He was also informed of the surveyors work on their premises for the easement.

22 DATE: 01/10/15

VILLAGE: FALEULA (Approximate chainage: 20+447.00)
VILLAGE MAYOR: LEASO SEFO
CHURCH: FALEULA CATHOLIC CHURCH
ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

We met up with the Chairman of the Church Tuala Henry Silva and we informed him of the WCR works for the road and easements. He requested the easement to be covered for the safety of the children during rainy season and to protect them from falling in. He was also informed of the surveyors who will be working on the easement on their premises.

23. DATE: 01/10/15

VILLAGE: PUIPAA (Approximate chainage: 23+388.00)
VILLAGE MAYOR: LEAOANIU PATOLO SASAULI
FAMILY : VEATAULIA TAGALOA LENI
ROUGHTON / PLT REP: PESETA KONELIO TONE
LTA REP: ANELISA AUELUA

We met up with Veataulia Tagaloa Leni who is the representative of the family and we discussed the road and easement work for WCR. We asked Veataulia for permission to have the easement put further to his land as the next door neighbour has settled on the easement. They accepted our request and gave their

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support for the work. They were advised that their crops will be compensated but there will be no compensation for the land used.

They were also informed to expect surveyors conducting work on their premises.

24. DATE: 01/10/15

VILLAGE: PUIPAA (Approximate chainage: 22+358.00)

VILLAGE MAYOR: LEAOANIU PATOLO SASAULI

FAMILY : PUNI IOELU

ROUGHTON / PLT REP: PESETA KONELIO TONE

LTA REP: ANELISA AUELUA

Met up with Filisoanuu loelu the representative for the family, and informed him of the road and easement work. He informed us of the problem that they face during heavy rain, their front yard is always flooded and requested pipes to divert the flow of water and to be placed underground. He was also informed of the surveyors who will be conducting work on the easement.

25. DATE: 01/10/15

VILLAGE: MALIE (Approximate chainage: 19+376.00)

VILLAGE MAYOR: FAAMAUSILI SIONE TAUAFU

FAMILY : TINEI FILIMAU

ROUGHTON / PLT REP: PESETA KONELIO TONE

LTA REP: ANELISA AUELUA

Met up with Tinei Filimaua and discussed with her works on the road and easements. She mentioned the easement is shallow and requested for pipes and to have it go underground.

26. DATE: 01/10/15

VILLAGE: FALEULA ((Approximate chainage: 20+310.00)

VILLAGE MAYOR: LEASO SEFO

FAMILY : TUILIMU VAITOFIGA

ROUGHTON / PLT REP: PESETA KONELIO TONE

LTA REP: ANELISA AUELUA

Met up with Tuilimu Vaitofiga, he told us that there is no problem faced by them but he requested the chamber/dome covers to be replaced and he has a total of 4 chamber/dome covers on their property to be replaced. He was told to expect surveyors who will be conducting work on the easement.

2.3 Minutes Meeting for Consultation with Village Mayors for WCR Package 2

Date: 03/03/2021

Starting Time: 10am

Minutes Meeting with Village Mayors for WCR Package 2

Attendees

Village Mayors: refer attendance list

LTA: Tiumalu Malcolm Esera (TME), Shaanarlei Ward-Iteli (SW-I), Perina Sila (PS), Anelisa Auelua (AA)

RI-PLT: Peseta Konelio Tone (PKT), Seimale'ula Sinapati Ulberg (SSU)

PKT on the behalf of the client formally greeted the village mayors in respect of the traditional culture, thanking them for making the effort to attend this meeting as requested by the Government through the Land Transport Authority. The following were discussed:

- The villages affected are from Utualii to Faleolo as the works will continue from where it left off at Malua. The works contracts have been divided into 4x lots mainly as a means of capacity building for local contractors as is the joint objective of the Government of Samoa (GoS) and the World Bank (WB).
- The works have been designed to minimally impact private properties as long as they are not within the road footprint regardless if in the road reserve in some instances. However, it is strongly advisable that private properties within the road reserve to be removed/relocated, and this is where the GoS is seeking the assistance of the village mayors.
- Taufono Sepi (TS) of Vailuutai raised a question on the new road alignment with respect to the existing road and the reserve boundaries. PKT clarified that the road reserve is 20m but the new road is not always on the road reserve centreline, in some cases the new road hugs the boundary on one side especially on approaches to bends.
- TS also requested clarifications on compensations for private properties affected in the new road footprint in terms of type of plants/assets entitled under the compensation scheme and clarification of payment recipients as the village mayors will need to be aware of these payments. PKT explained that under WB guidelines, direct recipients will be the actual residents on lands where fruit/food plants such as breadfruits, coconuts, bananas etc. are located. Properties such as fences will be relocated by the responsible contractor to the road reserve boundary.
-
- Toleafoa Atonio (TA) of Fasitoo: Advice was put forward that the village fonos in each village should be aware of these negotiations between the client and the property owners as they can provide support to the Government.
- The representative from Moamoa, Faleasiu raised the fresh water pool in their village if this is affected by the works. PKT explained that this is one of the safeguard elements in the project as fresh water pools should not be affected. Also raised the pool at Tufulele as this is a high risk obstruction to the existing road. PKT clarified that it is not affected. Advice for guard rails to be installed similar to the pool at Levi, Saleimoa.
- TS stated that the straight at Vailuutai has always been a black spot (Williams shop) as this is quite a long straight and requesting for a raised pedestrian crossing to reduce vehicle speeds.

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PKT explained that a directive was issued by cabinet to refrain from adding raised pedestrian crossings but only where schools are located if absolutely necessary. TS clarified that the area under request is where a school is located. PKT stated that the client will review this in alignment with its standing policies.

- A question was raised if the access roads are part of this project. PKT clarified that only about 30m on the junctions with the main road will be affected.
- The rep from Leulumoega queried if their residence is affected. PKT clarified that if LTA has not consulted any family with regards to affected lands or private properties, then there is no issue as far as the new design is concerned. Also raised query on issue related to MNRE reclaimed policies to which PKT/TME clarified that he will need to raise this with MNRE direct.
- Query also raised on permanent steel fence within the road reserve. PKT explained that if these assets are not affected by the road footprint, then there is a possibility that these assets will remain regardless if in the road reserve.
- Malae o Vavau – queried if this is affected as there are planned works for improvement to start soon. PKT advised that it is better to leave all new works until such time as the contract has been awarded and the boundaries re-defined to avoid unnecessary costs.
- TS requested drawings for village mayors. TME/PKT advised that there is a slight difference with regards to marked boundaries which may be misleading if not understood properly, thus it is better to await the actual boundary redefinition for confirmation.
- EFKS fence at Fasitoo-uta if affected. Request for village mayors to be present during boundary redefinition. PKT confirmed that this will be the case.
- Request if compensation on land is feasible. PKT/TME/SSU clarified that the road reserve boundaries have already been planted but the exercise referred in the discussions is a redefinition of existing boundaries. All new lands taken have been compensated and have been completed by MNRE.
- PKT stated that for future developments adjacent to the road to be put on hold until the works have been completed.
- Query again on who the actual recipient of the compensation payments in respect of traditional expectations. PKT clarified that there is a clash in the cultural traditional process and WB guidelines as the recipient is the resident actually living on the piece land in question as opposed to the Sa'o's right in the Samoan culture to be the recipient. It is important that this principle is understood and requesting village mayors to relay this policy to the village fonos.
- Query on drainage easements. PKT clarified that the easements have already been consulted with affected families and that they are aware of planned activities however, still request for village mayors to assist with planned works.
- The rep from Fasitoo raised a drainage issue west of LDS chapel at Fasitoo where an existing drainage is not working as the overflows from the swamp have been blocked by the LDS development extensions. RI-PLT to double check on site.

Having no other matters of importance requiring further clarifications, PKT thanked all village mayors for their attendance, wishing them safe travels upon their return. A representative of the village mayors thanked the client and Government for the vision on planned works to develop government assets related to roads for public use.

Minuted by: Seimale'ula Sinapati Ulberg (RI-PLT)

Annex 3: Grievance and Complaints Redress Flyer



**SAMOA CLIMATE
RESILIENT
TRANSPORT PROJECT**



THE WORLD BANK
IBRD - IDA



GRIEVANCE REDRESS MECHANISM

PROJECT BACKGROUND:

The main development objective of the SCRTP is to improve the climate resilience of Samoa’s road network and in the event of an eligible crisis or emergency, to provide an immediate response to the eligible crisis or emergency. This project is funded by the World Bank and has 4 main components which focus on sectoral and spatial planning tools, climate resilient infrastructure solutions, strengthening the enabling environment and contingency emergency response.

WHAT IS GRIEVANCE REDRESS MECHANISM?

The GRM outlines a process for documenting and addressing project grievances (complaints) that may be raised by affected persons or community members regarding specific project activities, environmental and social performance, the engagement process, and/or unanticipated social impacts resulting from project activities. It describes the scope and procedural steps and specifies roles and responsibilities of the parties involved. The GRM is subject to revision based on experience and feedback from stakeholders.

What are grievable issues?



ENVIRONMENT

Issues relating to harmful effects on the natural environment.



SOCIAL

Issues impacting the social well-being of communities such as dust & noise etc...



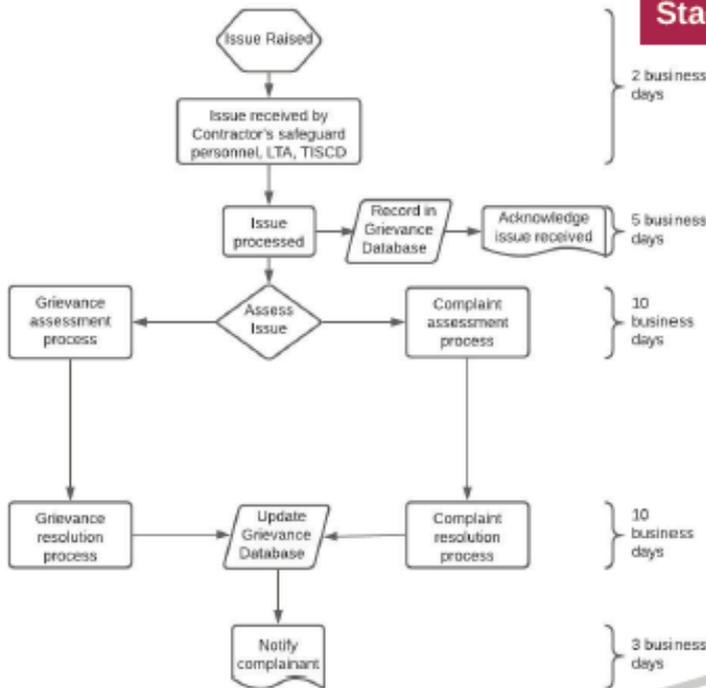
OTHER

Any other project-related issues such as compensations etc...

Implementing Agency & Complaints Administrator:
The Samoa Land Transport Authority

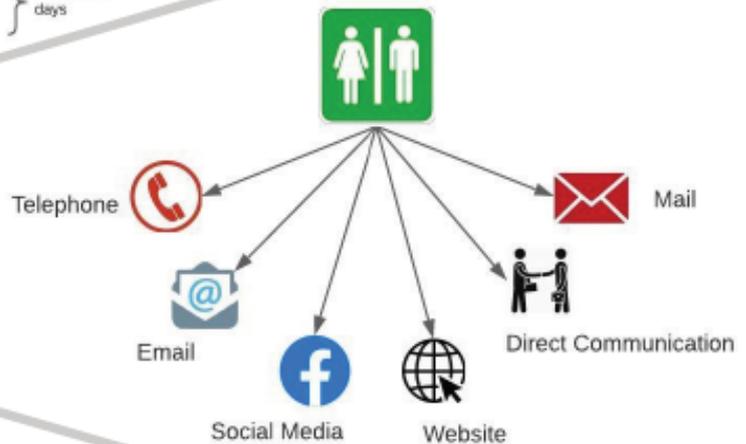
GRIEVANCE REDRESS PROCESS

Stages in the Grievance Resolution Process



30 Day Process

How to submit a grievance



**Contractor's Site Manager /
Safeguard Specialists**

Project Management Division
Land Transport Authority
Phone: +685 26740
Email: info@lta.gov.ws

Transport & Infrastructure Sector Coordination Division
Ministry of Works, Transport & Infrastructure
Tel: (685) 21 611
Fax: (685) 21990
Private Bag, MWTI
Website: www.mwti.gov.ws
Level 4, TATTE Building, SOGI

Who to submit a grievance to

Samoa Climate Resilient Transport Project Official Website
http://isafeguards.info/wb_automated_site/wb_dynamic_sites/scrtp/

Land Transport Authority
Vaitele, Apia, Samoa
Phone: +685 26740, Fax: +685 26739
www.facebook.com/Land-Transport-Authority-Samoa
Email: info@lta.gov.ws / Website: www.lta.gov.ws

Annex 4: Beneficiary Survey Report 2015

Annex 4: Social Beneficiary Survey – WCR

GOVERNMENT OF SAMOA
Land Transport Authority

Social Beneficiary Survey for
Enhanced Road Access Project and
Enhancing the Climate Resilience of the West Coast Road Project

March 2015

Sections of Report on West Coast Road

3.3 West Coast Road

The West Coast Road (WCR) is the main road which links Apia Urban Centre to the Faleolo International Airport and the Mulifanua Wharf. The area which is included in this survey starts at Atone road (Vaitele) finishing at Faleolo International Airport and is very close to the sea for the area in the survey.

This road segment includes 20 villages spread across 7 constituencies. The survey team managed to interview 188 respondents in total. Below is a table which breaks down the number of households surveyed in each village and their territorial constituencies.

Village Name	Constituency	Number of Surveys
Saina	Faleata West	6
Toamua	Faleata West	15
Puipa'a	Faleata West	8
Faleula	Sagaga Le Falefa	10
Malie	Sagaga Le Usoga	15
Afega	Sagaga Le Usoga	8
Tuana'i	Sagaga Le Usoga	13
Leauva'a	Gagaemauga #1	12
Saleimoa	Sagaga Le Falefa	14
Utualii	Sagaga Le Falefa	7
Tufulele	Sagaga Le Falefa	4
Faleasiu	AanaAlofi #1	12
FasitooUta	AanaAlofi #1	13
Nofoalii	AanaAlofi #2	10
Leulumoega	AanaAlofi #2	7
Fasitoo Tai	AanaAlofi #3	10
Vailuutai	AanaAlofi #3	8
Faleatiu	AanaAlofi #3	3
Satapuuala	AanaAlofi #3	10
Faleolo	AanaAlofi #3	3
	TOTAL:	188

Table 1: Breakdown of number of households surveyed and their territorial constituencies

3.3.1 Household Information

As the Survey Team found throughout the survey, much of the information in this category is deemed quite sensitive and hence a relatively large percentage of respondents were unwilling to answer. Of the road segment under survey (some 26km), 73% is customary held, 15% is freehold; and 11% did not answer the question. Data collected showed that even though households were selected randomly, a large percentage -

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72% of the respondents are female. Forty-eight percent of the respondents are over the age of 51; 43% are non-economically active; 33% of the respondents refused to answer; 12% are employees and 8% are self-employed; 1% are engaged in subsistence produce; and 1% are unemployed.

When asked about education, 72% did not answer the question, however, we managed to gauge that from those who did answer the question (only 28%), 23% of the 28% attained secondary school education; 4% tertiary education and 1% primary education.

Forty-one percent of households along the WCR have between 1-3 children; 34% have 4-6 children and 12% have 7-10 children. Four percent of the households have 11+ and 6% of the households have no children living in their households. As for the number of dependents; 36% of the 188 households surveyed have 4-6 dependents, 27% have 7-10 and 23% with 1-3 dependents. Thirteen percent of households have 11+ dependents and 1% did not answer. Twenty-four percent of all WCR respondents are the Head of their households; 21% are the spouse of the Head of the household, and in 24% of the cases we interviewed the son/daughter of the head of the household.

The household sizes are generally large along the WCR. 39% households in this survey had 7-10 people sleeping in the homesteads on a regular basis. Twenty-eight percent of households have 4-6 members and 25% of respondents have 11+ members. Fifty-one percent of the total households under survey had 1-3 secondary school-aged residents with 26% of households having 4-6 members and 5% of households with 7-10. Three percent of households had 11+ members and 14% of households do not have any secondary school aged children.

Due to the fact that a lot of the land along the WCR is customarily held; most of the families have lived in the area all their lives – 82% of households said that they have lived in the area more than 20 years; for those who have lived on the WCR for less than 20 years, more often than not, the respondent has married into the family whose homestead is in the survey. 81% of the families have always lived here; 2% of respondents moved in from overseas; 1% from Savaii; 1% from the rest of Upolu; and 1% from the Apia Urban area. 5% moved in from North West Upolu.

Residences for 80% of the survey population on the WCR are less than 50 paces from the Main Road. Sixteen percent are located 50-100 paces from the Main Road and 2 % are over 100 paces from the Main Road. Estimated monthly incomes for the WCR residents are varied – 20% claim to earn \$1000+; 5% earn between \$751 - \$900; 3% between \$601 - \$750; 12% between \$451 - \$600 and 29% who fell below \$450 per month. When asked about the number of disabilities – 19 families had disabled members living in their homesteads, namely in the villages listed in the following table.

VILLAGE	No. of Disabled Persons WCR
Toamua	1
Puipaa	2
Afega	2
Leauvaa	3
Saleimoa	2
Utualii	2
Tufulele	2
FasitooUta	1
Nofoalii	1
Leulumoega	1
Fasitootai	2
TOTAL:	19

3.3.2 Household Income and Expenditure

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The bulk of the sources of income was from Salaries (43%); general store takings/taxi operator takings/pensions (other) and 20%; and 22% also rely on members not living in the homestead. Nine percent of income comes from road side stall sales and 5% comes from produce sold at the market. Most respondents did not want to reveal who the income earners were/are. Fifty-three percent of respondents did not answer this question and in a lot of cases there was more than one income earner – so, 18% of all households said the head of the household was one of the economically active, 6% said spouses of the head of the household; 32% said son/daughter of the head of the household. In 3% of households it is the in-laws who earn income for the family.

The top three expenses for the WCR households are food (94%), Power and electricity (65%) and family village and church obligations (58%). Other expenses named are (in order of popularity) Education (28%); Transport (26%); Water (14%), other (4%), clothing (4%), Health care (3%), House (1%); no answer (1%).

Twenty-six percent of the WCR respondents spend more than \$70 on transport; 13 % spend \$30-\$50; 25% spend \$10-\$30 and 14% spend \$10 - \$30.

3.3.2 Household Transport

The most common mode of transport used by respondents is the Public Transport (47%); 36% drive their own cars; 10% walk and 4% use bicycles. Only 12% of respondents own bicycles and 48% own motor vehicles. Sixty-three percent said that the condition of the road does not influence their decision to own a motor vehicle.

Eighty-five percent of the respondents do not work; of those who do work, 40% use public transportation to get to their workplace. Forty-nine percent drive their own car and 14% walk. Two percent of respondents (who work for the Samoa Airport Authority and Aggie Greys Resort) go to work in a vehicle provided by their employer.

Sixty-three respondents travel more than 200 paces to their workplace, 16 travel less than 50 paces; 5 travel 50-100 paces and 6 travel 100-200 paces. There does not appear too much difference in time taken to get to work either in the dry or the wet season with 62% indicating that travelling on the WCR as not very comfortable (57%) to very uncomfortable (5%). Eight percent did not answer and 30% found it comfortable (29%) to very comfortable (1%). An alarming 84% find travelling by foot on the WCR as not very safe (34%) to very unsafe (50%) and only 14% say that it is safe. There is a split when asked about whether the main road would benefit from improved lighting -43% said yes and 43% said no – 7% did not know and 7% did not answer.

3.3.3 Road Transport Overview

Fifty-seven percent of respondents said that the WCR is in a poor condition with 7% saying that it is in a very poor condition. Thirty-seven percent said it was in a reasonable condition and only 3% said that is in a very good condition or good condition.

The three most popular answers given by the WCR respondents of the problems pertaining to the Main road are - inadequate space for pedestrians and bikers (60%); too rough for driving (53%); too many potholes (51%). Other problems mentioned was the road maintenance improvements fail (25%); too dusty (23%); Other (22%) – a lot of the answers were to do with no proper driveways in front of shops and sometimes houses that turn off from the main road. Fourteen percent of respondents felt that the road was of very poor surface and 10% thought that it was not good as the road is not regularly maintained. Five percent thought that the drains are not maintained and does not serve its purposes as it should.

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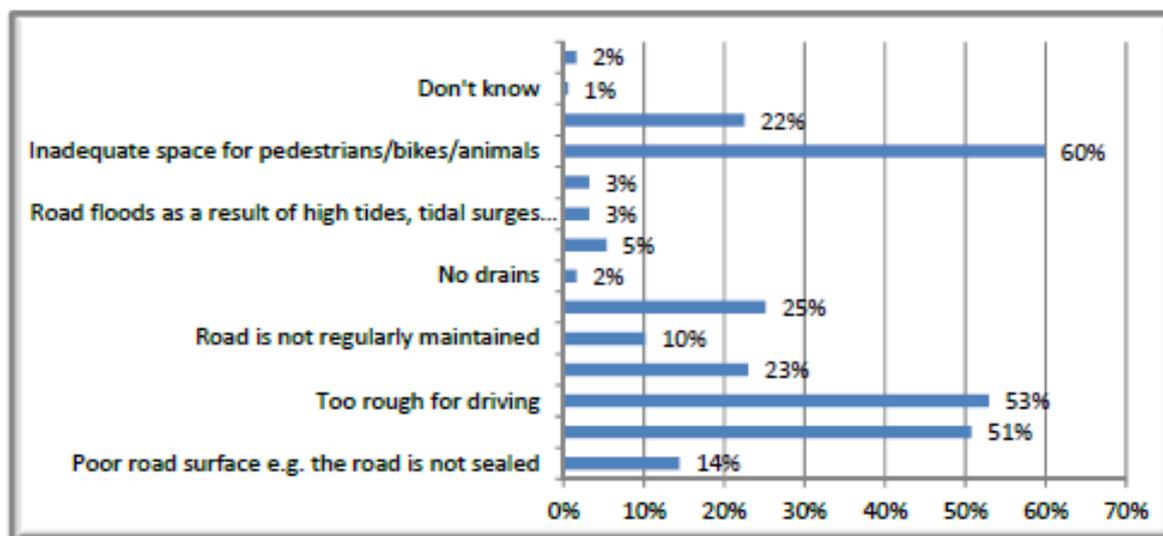


Figure 1: 3 most popular answers for problems on main road for WCR residents

In describing the road during the wet and dry seasons, numbers for “very poor condition” doubled from 9% of respondents in the dry season to 18% of respondents in the wet season. This data gives the indication that roads which are seen as in a ‘poor condition’ can rapidly turn into a ‘very poor condition’ road after rainfall - this is quite evident after heavy or prolonged rainfall, as there are a few areas which almost always wash away according to respondents – areas at Saina, Faleula, Malie, Afega, Tuani, Levi Saleimoa, because of poor drainage. In a lot of instances, the problem areas occur at junctions where the village access roads meet the main road.

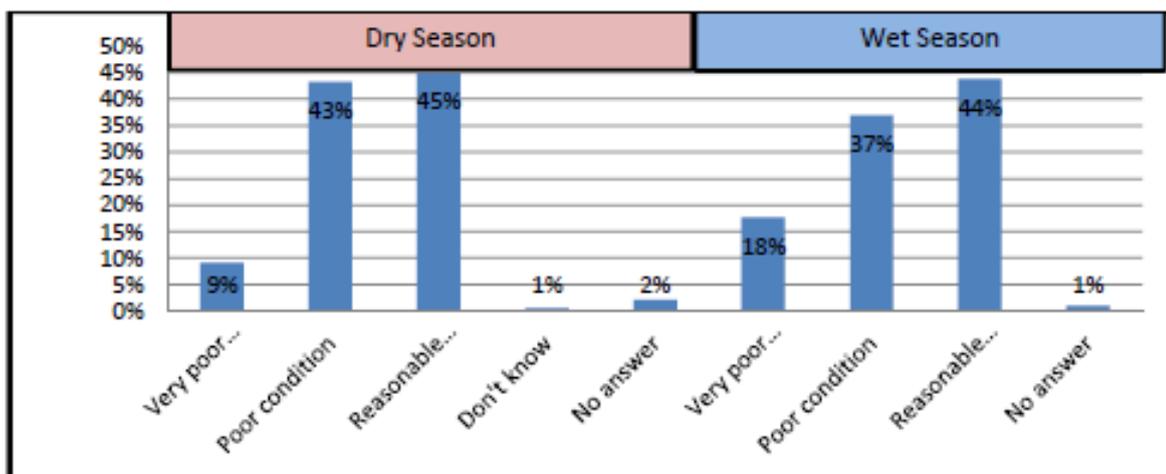


Figure 2: Condition of road in the different seasons

Thirty-five percent of respondents travel on the Main Road in a motorized vehicle twice a day; 27% of respondents once; 6% of respondents 3 times daily; 3% of respondents travel on the main road 4 times daily and 10% of respondents use the Main Road in a motor vehicle 5+ times a day. Seven percent answered weekly and 3% answered that they never travel by motor vehicle on the main road, while 4% didn't know and 10% didn't answer.

Most of the respondents spend 5 minutes -1/2 hour on the roads daily in a motorised vehicle; 66 said 1/2 hour -1 hr, 15 said 1 -3 hours and 7 people said they spend more than 3 hours on the road (they are mainly taxi or bus drivers). Their usual purpose for travelling by motorised vehicle on the main road is -55 respondents said they go to the market to buy produce/livestock or handicrafts, 53 said ‘Other’ usually personal obligations,

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taking younger children to and from school and going to draw pension. 45 respondents say that they go to work; 35 say going to school and 20 said visiting the hospital.

Fifty-two percent of respondents (the majority) said that they travel daily on the Main Road; mostly spending 5 minutes - ½ hour travelling on foot. Forty-one percent of all respondents stated that their main reasons for travelling are village or church and family obligations, while 36% of respondents said that they go to the market to buy produce, livestock and handicrafts and exercise; 12% said 'going' to school and 7% said visiting friends and family.

Concerning travel to Apia, 22% said they travel to Apia everyday, 27% said once a week and 26% said more than once a week. Sixty-three percent travel using public transport and 36% drive their own car. The high usage of public transport would highlight the need for proper bus stops, road signage and speed bumps. Focussing on women travel patterns, 30% of respondents said that the women in their household travel more than once a week to Apia, 29% said every day, and 23% said once a week. With regards to their mode of transport – 66% said that the women use public transportation; 33% said that they drive own car; 2% are driven in a friends or relatives car.

Eighty-three percent of respondents are willing to contribute to road works mostly with labour, 6% said 'maybe' and 4% did not answer. Generally traffic thins out the further you move away from Apia Urban Centre. Thirty-five percent respondents said that their traffic is very heavy along the main road; 38% said traffic is heavy and 10% report medium traffic levels. Sixty percent of respondents said that the main road is always passable –but as aforementioned, there are pockets of patchy areas which make travel to Apia slower and more arduous.

3.3.4 Focus Group: Trade Store Owners

The Survey Team interviewed 12 general store owners – 3 males and 9 females. They stated that they move goods daily along the West Coast Road. 3 trade store owners own vehicles to move goods – 1 travels by public transport – mostly taxis at the cost of ST\$5 for a one way trip to Vaitele from his store. The other 2 shop owners depend on wholesaler's deliveries which are free. Four of the respondents move only food items; 1 moves only non-food items (garage sale); 5 respondents move both food and non-food goods and 2 did not answer the question.

When asked if they had any other sources of income for their families (other than their trade store), 1 said that they had a farm to subsidise earnings from their shop; 1 said that they have family members in the seasonal labour scheme; 2 said that their families also receive money from family members not residing in their homestead and 1 is subsidised by her husband's salary. 7 respondents did not answer the question. 8 respondents said that they have other family members earning income, and 4 said that they did not, and that their only source of income is their family store.

We then asked what they saw as benefits of an improved road/bridge. 9 of the respondents said easier and faster movement; 3 said reduction in transportation cost; 1 said that there would be no changes at all, and 1 did not answer.

The causes for most safety concerns according to the respondents are that the main road is too rough (8); drivers speeding (5); the main road not having adequate space for pedestrians and bikes (5); the main road is too dusty (4); footpaths and proper kerbing for cars to turn in to their houses (5); 1 said no drains/drainage not maintained; 2 said that the road floods; 2 said drunk drivers; 1 said no street lighting; and 2 said no line markings.

When asked what road features is most important to them, 7 said speed humps; 5 said footpaths; 5 said bus shelters; 4 said drains/drainage; 4 said proper driveways in to their properties; 3 said street lighting; 3 said road safety signs; 2 said pedestrian crossings; and 1 each said policing and emergency phones near bus shelters are important to them.

Two respondents said that they have been involved in traffic accidents – both of them being hit by drunk drivers; and all respondents said that no one in their family has been involved in a traffic accident on the main road. 3 said that they have not received information about road safety. The rest say that they have received information about road safety from the Land Transport Authority advertisements on television and radio and also the Ministry of Police.

3.3.5 Environment

With respect to the environment, 23% said that there is no dust; 38% said that dust causes some problems for them and 34% said that dust is a very big problem for them - particularly in areas of unsealed road shoulders. Thirty-four percent said that the dust was bad enough to cause health problems.

Thirty-four percent of respondents said that their families have a well for their water; 15% said that their well is affected by run-off and /or dust from the road and enters and contaminates their water supply.

With regards to exhaust fumes, 37% said that there are no exhaust fumes. 51% reported varying degrees of problems with exhaust fumes – 27% said it caused problems, 21% said it is a big problem for them and 3% said it is a very big problem. Twenty-four percent said that the exhaust fumes problem was bad enough to cause health problems. A number of the expressed that there is a real need for sealed road shoulders to minimise the dust.

Forty-nine percent of respondents said their rubbish is collected once a week; 30% said every other day and 9% said less than once a week. Problems are faced when rubbish is not collected regularly. The main 3 being that animals are attracted to the rubbish (61%); unpleasant odours are produced from the rubbish (37%); and that the village looks unpleasant (41%). Here, often rubbish is strewn all over the roadside because animals rip the trash bags or a mound of rubbish on the rubbish stands are an eye sore.

Twenty-five respondents said that there are areas of cultural significance along the WCR – Toamua, Faleula, Malie, Leauvaa, Tufulele (including their main water source), and Leulumoega.

3.3.6 Health

Sixty-seven percent of respondents said that they had visited a health centre in the two months prior to the Survey. Only 24% said that they visit traditional healers. Ten percent of respondents said that they visit every couple of weeks; 5% said they visit more than once week; 4% visit every half year and 3 % visit a traditional healer yearly. Their reasons for visiting are mostly for emergencies and having their children treated for local tropical diseases. Both the health centres and traditional healers are accessible only from the Main Road.

Residents along the WCR have relatively quick access to hospitals as there is a district hospital at Leulumoega and another opposite the Faleolo International Airport. Forty-seven percent of respondents can reach a health centre within 5 minutes – ½ hour. For 24% taking one-half hour to 1 hour (if heading to the Main Hospital in Apia). To travel to hospital 38% drive their own cars; 10% take taxis; 26% go in buses, 5% are driven in someone else's car and 7% walk.

3.3.7 Schooling

Eighty-six percent of respondents have children in their house hold who attend school with 36% answering that their children walk to school, 31% use public transportation and 21% are driven to school in their family cars. Forty-nine percent of respondents said that the boys and girls use the same mode of transportation to get to school and 32% said that they did not. However, this was more due to age rather than gender. The difference in time to get to school was quite significant during the different seasons.

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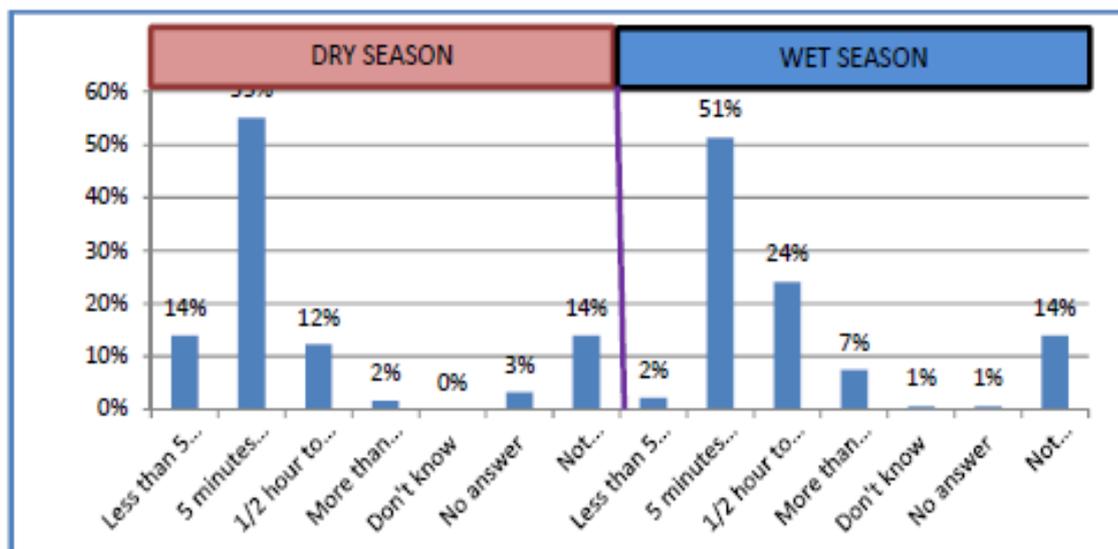


Figure 3: Time taken for school children to get to school in the different seasons

All but three of the respondents said that the schools their children attended were accessible only from the Main Road. Given that 14% of respondents do not have school aged children in their house hold; the number of respondents who answered that their main road is not safe for school children is quite high – only 30% said that the roads were safe and 54% deemed the road unsafe to very unsafe.

3.3.8 Focus Group: Schools (West Coast Road)

Six schools located along the West Coast Road were involved in this Survey – 4 primary schools and 2 secondary schools. We spoke to 3 female and 3 male respondents. All except 1 (Nuuuasala College) are located on the Main Road. Class sizes are large – averaging 40 – 65 students per class.

The most prominent concern for WCR schools is that drivers drive too fast (6); 3 are concerned that there are too many drunk drivers on the roads; 2 said that the main road is too rough; 2 said that there are problems with people walking in the middle of the road; 2 say that there is inadequate space for pedestrians. 1 says that the road floods and 1 says that there is no street lighting. 4 schools have problems with students not coming to school because of transport-related difficulties (namely distance and expensive fares).

Road features important to the respondents are speed limits on the roads (5); 4 respondents say footpaths; 3 say that road safety signs are required. Other features mentioned are street lighting (2); drainage (1); speed bumps (1); bus shelters (1) and pedestrian crossings (1).

None of the respondents have been involved in a traffic accident on the main road; only Afega Primary School has noted road accidents involving students. All schools say they receive information on road safety except one, Nuuuasala College, who say that they do not.

Comments how an improved main road would affect their school the most include all 6 respondents saying that they will have a faster travelling time; all of them also said they will have better access to services – health centres, shops and schools. 5 said there would also be a decrease in travel costs.

3.3.9 Safety on the Roads

An overwhelming 93% consider road safety an issue on the WCR. The top 3 main concerns are - drivers driving too fast (77% of respondents); inadequate space for pedestrians/ bikers and animals. (62%), and the main road is too rough (55%).

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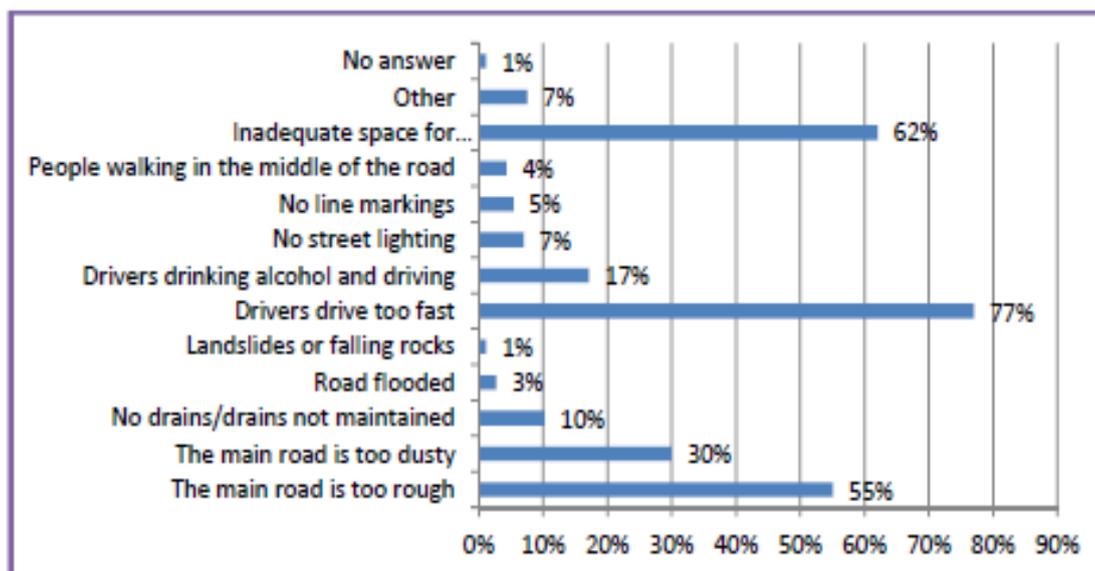


Figure 4: Top 3 main concerns of WCR residents

The top three road features most important to respondents are footpaths (80%), speed humps (60%); bus shelters (40%).

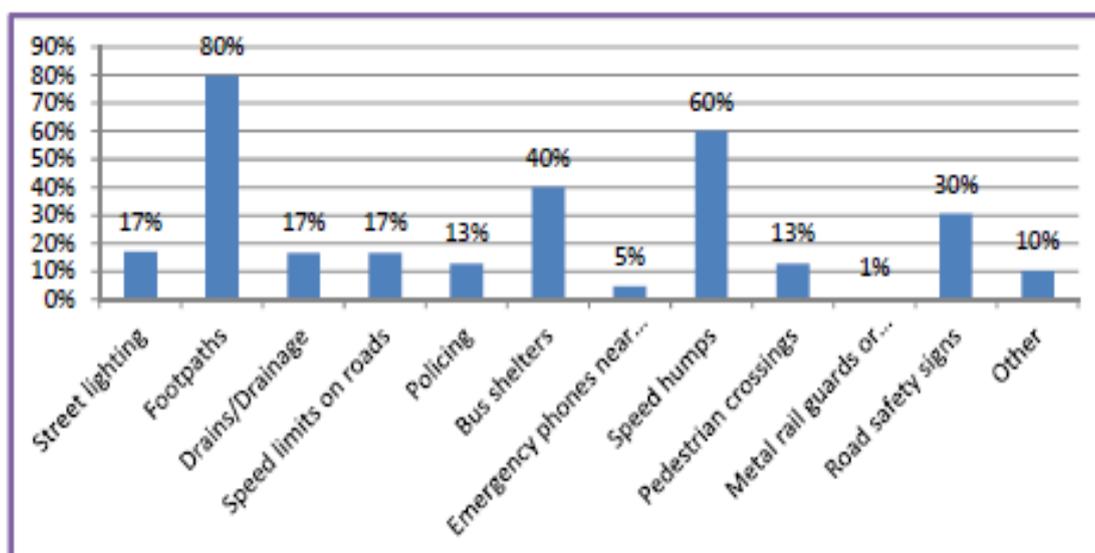


Figure 5: Top 3 road features according to WCR residents

Twenty-one percent have been involved in a road accident and 16% have had someone in their household injured in a road accident. Eighty-two percent say they receive information on road safety, predominantly from LTA ads on TV and radio and Police.

The top three improvements to the main road which would affect households the most are – faster travelling time, (86%), better access to services (82%) and women able to travel more easily (47%).

Annex 5: MNRE – Land and Assets Valuation Report



Government of Samoa

MINISTRY OF NATURAL RESOURCES AND ENVIRONMENT - Matāgaluega o Puna'oa Faalenatura ma Siosiomaga

Level 3, Tui Atua Tupua Tamasese Efi Building
(TATTE), Sogi, P.O Private Bag, Apia, SAMOA
Website: <http://www.mnre.gov.ws/>

Telephone: (+685) 67200
Fax: (+685) 23176
Email: info@mnre.gov.ws

Please address all correspondence to the Chief Executive
Officer, Private Bag, Apia, Samoa
Faamolemole faatuatausi uma mai fesootaiga uma i le Ófisa SI

June 28, 2020

Ulu Bismarck Crawley
Chief Executive Officer
SOGI

Attention: Manumaleuga Filisita Heather

RE: VALUATION OF LANDS TO BE TAKEN FOR ROAD WIDENING ALONG WEST COAST ROAD

This valuation is intended for compensation payable to beneficiary owner(s) of properties, due to land being affected for road widening.

Subject to the provision of the Constitution and the section 25 of the Taking Lands Act 1964, it is repugnant to compulsory acquire land without compensating beneficiaries' owners of the affected properties. Consequently, any land required for road or any other public purposes is to be taken only by acquisition and consideration being negotiated with the owner(s).

Moreover, families are entitled to a fair and just compensation for the affected lands and fair adjustments for compensation of the acquired land

The purpose of this report is to provide a current market value of the affected lots for compensation purposes. This report covers the Package 2 of Enhancing the Climate Resilience of West Coast Road (Malua to Faleolo)

Our valuation assessment is based on the following basis:

- 1) The current market value of the said lots is derived by using the Sales Comparison Approach.
- 2) The affected lots are valued accordingly to its current use and status with the total amount of compensation payable is to be the current market value of these lots.
- 3) This valuation does not take in account the following values
 - Assessment Crops & other plants
 - Loss resulting from damage to infrastructure
 - Loss of business goodwill and profits

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Legal description(s)

Lot Number	Plan Number	Area (m ²)	Registered Ownership	Locality
1	11948	212	unknown	Tufulele
2	11948	15	unknown	Tufulele
1	11949	23	Customary	Faleasiu
1	11950	91	Customary	Faleasiu
2	11950	14	Customary	Faleasiu
1	11951	19	Customary	Leulumoega Tuai
2	11951	57	Customary	Leulumoega Tuai
1	11952	443	Samoa Airport Authority	Faleolo

Tufulele, Faleasiu, Leulumoega Tuai, Faleolo

Lands along the coastal area of Tufulele, Faleasiu and Leulumoega Tuai are customary ownership where most of these lands are developed and being utilized as residential development. Contrary with the Faleolo area comprises of freehold, government and customary lands. Majority of land being taken for road widening are customary ownership.

These vicinities are fully serviced with electricity, underground water supply and telephone services as well as proximity nearby government facilities such as school building, police posts, and district hospitals, Resorts, Faleolo International Airport and Malifanua Wharf. Generally, the market within these villages is very slow due to inadequate sales evident and non-exist sales transaction available within the said villages

Valuation Methodology

Sale Comparison Approach

In the sales comparison approach, the subject property is compared to similar properties that have been sold recently or for which listing prices or offers are known. Data from generally comparable properties are used and comparisons are made to demonstrate a probable price at which the subject property would be sold if offered on the market.¹ We used this approach to determine the land value only.

Comments on sales evidence

There are absolutely no sales of any property with similar areas to the acquired properties within the subject vicinities or any other area close to the said lots. Hence we have analysed the available most comparable sales from nearby areas and other vicinities with similar areas and accessibility to give a fair idea of the rates at which lands are sold. From the sales transaction collected physical attributes of the sold properties are verifies as to the accuracy. The most comparable sales are selected indicate the market pattern

¹ Appraisal Institution 1996, The Appraisal of Real Estate, 11th Ed Chicago Illinois

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Valuation Summary

Valuation as at June 28, 2020			
Lot Number	Plan Number	Areas affected (m ²)	Total compensation for each lot
1	11948	212	\$ 42,000
2	11948	15	\$ 3,000
1	11949	23	\$ 5,000
1	11950	91	\$ 18,000
2	11950	14	\$ 3,000
1	11951	19	\$ 4,000
2	11951	57	\$ 11,000
1	11952	443	\$ 89,000

After taking into consideration the comparable sales evidence, it is our opinion that a rate of **\$200 per square metre** would accurately reflect the current market value of the land component of the affected lots. We have accounted for the physical features of the land, any negative or positive impacts sighted on the land, its locality and proximity to various services, and other characteristics that can contribute to its value.

Please do not hesitate to discuss any queries with the undersigned.

Ma le fa'aaloalo tele,



Reupena J Palu
Licensed Valuer

Annex 6 Civil Works Packaging for WCR Package 2.



Figure 3. Lot 1 Faleolo to west cross island road

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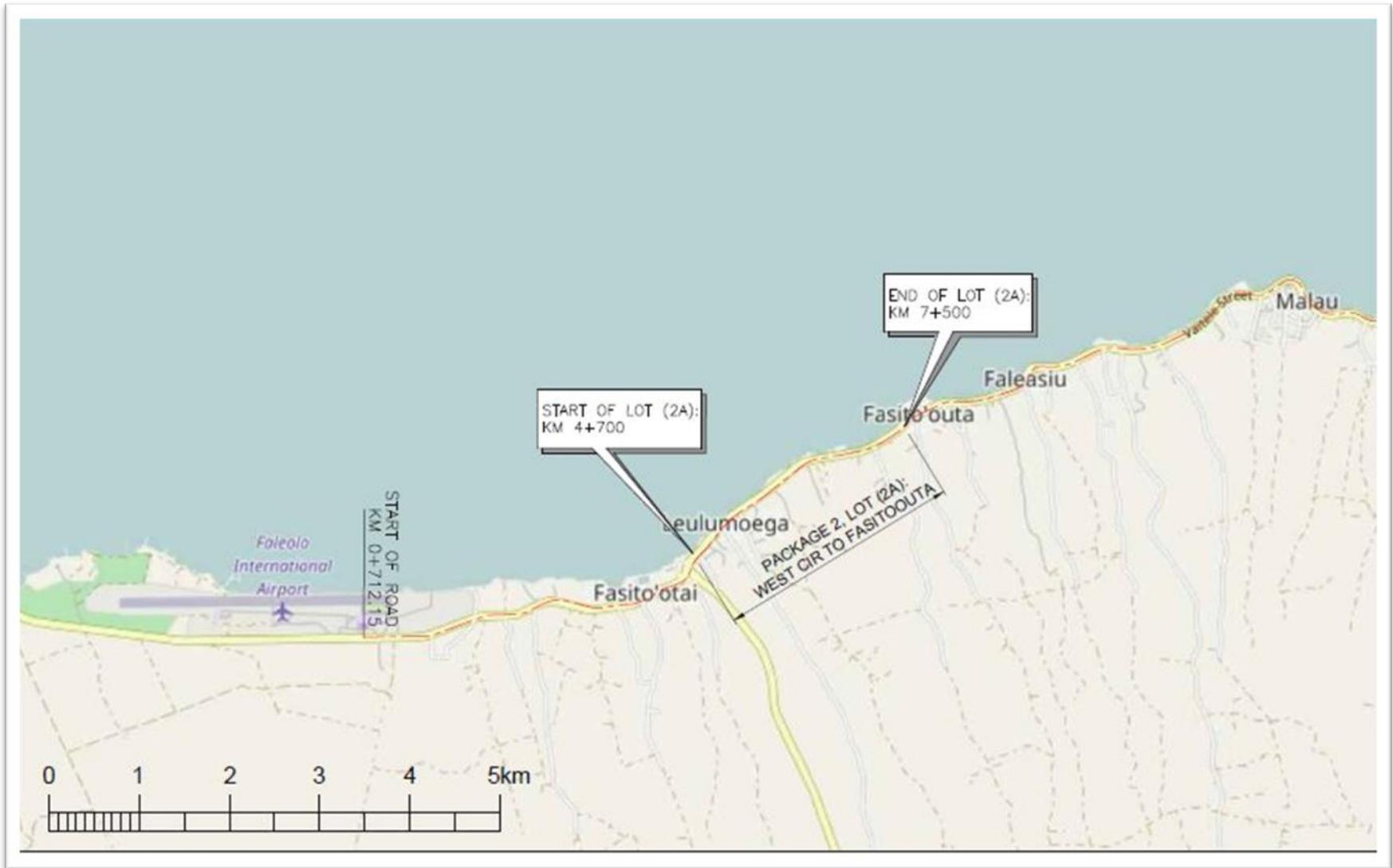


Figure 4. Lot 2a, west coast road - Fasitoo Uta

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Figure 5. Lot 2b Fasitoo Uta - Faleasiu

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Figure 6. Lot 2c Faleasiu - Malua