

Environmental and Social Monitoring Report

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Samoa: Central Cross Island Road Upgrading Project

Prepared by the Project Management Division of the Ministry of Works, Transport and Infrastructure for the Land Transport Authority, Ministry of Finance, and the Asian Development Bank (ADB).

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List of Abbreviations

ADB	Asian Development Bank
AP	Affected Person(s)
BMP	Biodiversity Management Plan
CAR	Corrective Action Request
CCECC	China Civil Engineering Construction Corporation
CCIRUP	Central Cross-Island Road Upgrading Project
CCR	Compensation Completion Report
CEMP	Construction Environmental Management Plan
CSC	Construction Supervision Consultant
CSS	Country Safeguards System
DCA	Development Consent Application
DMS	Detail Measurement Survey
EFT	Electronic Funds Transfer
EMP	Environmental Management Plan
ESS	Environmental and Social Standards
GBV	Gender-based Violence
GRM	Grievance Redress Mechanism
IEE	Initial Environmental Examination
IOL	Inventory of Loss
LTA	Land Transport Authority
MLS	Ministry of Lands and Survey
MNRE	Ministry of Natural Resources and Environment
MOF	Ministry of Finance
MWCSD	Ministry of Women, Community and Social Development
MWTI	Ministry of Works, Transport, and Infrastructure
NOI	Notice of Intention
OAG	Office of the Attorney General
OHS	Occupational, Health, and Safety
PEAR	Preliminary Environmental Assessment Report
PUMA	Planning and Urban Management Agency (within MWTI)
RP	Resettlement Plan
SMEC	Snowy Mountains Engineering Corporation
SMR	Semiannual Safeguards Monitoring Report
SMP	Safety Management Plan
SPA	Samoa Ports Authority
SPS	Safeguard Policy Statement 2009 (of ADB)
PMD	Project Management Division

1. INTRODUCTION

This is the tenth semi-annual safeguards monitoring report (SMR) for the Central Cross Island Road Upgrading Project (CCIRUP), covering the period from 1 July to 31 December 2025. Presented in the report are the undertakings to date for both environmental and social safeguards.

1.1 Project Background

The Government of Samoa (the government) had requested support from the Asian Development Bank (ADB) for the CCIRUP which is considered a priority investment in the transport sector. The project will finance (i) the upgrade of about 20 kilometers (km) of the national road (along the Central Cross Island Road) featuring climate-proofing considerations, innovative technologies, road safety, and gender-inclusive elements, (ii) 3-year routine maintenance commencing immediately after the physical completion of the road upgrade with gender-inclusive elements; and (iii) a gender-sensitive capacity strengthening for the road subsector.

1.1.2 Impact and Outcome:

The project is aligned with the following impacts as envisioned in the government's Transport Sector Plan 2014–2019: (i) Goal 1: strengthen transport sector governance framework; and (ii) Goal 2: improve, sustain, and climate-proof road transport network. The project will have the following outcome: the project contributes to a more sustainable, more climate-resilient, and safer road network.

1.2 Project Description

1.2.1 Purpose:

The semi-annual environmental and social safeguards monitoring report, as required by the ADB Safeguard Policy Statement 2009 (SPS), covers the period from July to December 2025. The project remains classified as Category B for environmental and involuntary resettlement safeguards, and Category C for Indigenous peoples. As there are no new activities or updates in this reporting period, the focus is on previously reported findings and ongoing mitigation measures outlined in the Preliminary Environmental Assessment Report (PEAR), which was issued development consent on September 9, 2020.

1.2.2 Output 1: Central Cross Island Road upgraded and made safer.

For this output it finances the upgrade of about 20 km of the Central Cross Island Road, incorporating climate-resilient drainage and road safety measures. Underway and in the monitoring phase, the project features include 8.4 km of footpaths, 18 streetlights, 18 safe bus stops, and 11 pedestrian crossings, enhancing safety for women and vulnerable users. Additionally, the initiative aims to improve disaster preparedness and reduce carbon emissions by recycling existing road materials instead of sourcing new ones, promoting sustainability in the road construction sector.

1.2.3 Output 2: Maintenance of Central Cross Island Road improved.

This output will finance routine maintenance for three years starting immediately after the completion of the road upgrade. It involves performance-based contracting of national contractors and community participation, targeting 30% of the contracted workforce to be women.

1.2.4 Output 3: Institutional capacity to manage the road network strengthened.

This output finances capacity strengthening efforts alongside World Bank initiatives, currently covering salaries for four newly engaged national staff in the Ministry of Works, Transport and Infrastructure (MWTI) for safeguards, monitoring, and procurement, with financial management roles pending recruitment. Additionally, ADB funding supports training for the MWTI and Land Transport Authority (LTA) in project management, gender issues, and public communications. Measures to enhance women's capacity include developing the LTA's first institutional gender strategy, setting targets for women's participation in technical training, and launching a gender-sensitive road safety campaign in local communities. Coordination with the LTA and World Bank ensures sustainability in road asset management.

1.3 Project Implementation

1.3.1 Institutional arrangements.

The Ministry of Finance (MOF) acts as the executing agency, while the Land Transport Authority (LTA) serves as the implementing agency. The Project Management Division of MWTI oversees project coordination and reporting. The Planning and Urban Management Agency (PUMA) implements elements of the CSS. As of early November-mid December, three out of the four funded positions—Senior Monitoring and Evaluation Officer, Senior Procurement Officer, and Senior Safeguards Officer—have been filled, with only the Senior Financial Management Officer position yet to be recruited.

1.3.2 Project support.

SMEC International (SMEC) has been contracted as the construction supervision consultant (CSC) for the project, assisting the LTA with implementation and monitoring of environmental and social safeguards, including health and safety. A gender action plan is also being implemented, with updates provided in Quarterly Progress Reports. For construction work package Civil Works Package (CW2), the CSC supports the PMU and contractors, particularly in developing the Construction Environmental and Social Management Plan (CESMP), while Civil Works Package (CW1) is yet to be implemented.

1.4 Status of Approvals, Clearances & Due Diligence

There were no activities or updates during this semi-annual reporting period, and it remains unchanged from the previous period.

2. MONITORING ACTIVITIES

2.1 Summary of monitoring activities for Civil Works 1.

Monitoring activities for CW1 will adhere to the measures outlined in the project's Environmental Management Plan (EMP). Development and monitoring of these plans are set to begin once the contract is signed.

2.1.1 Summary of monitoring activities for Civil Works 2.

There was only one safeguard audit reported for this semi-annual recorded on 6 August 2025 and it was on a need to be basis due to minimal work being done. Audits typically commence with a debriefing at the contractor's site office before proceeding to various locations, including active work sites, laydown areas, easements, and drainage systems. Inspections employ checklists that specify the areas contractors must implement in accordance with the Environmental Management Plan (EMP). LTA gathers feedback from the

audit team to compile safeguard audit reports, which are subsequently shared with the Construction Supervision Consultant (CSC) and the contractor for prompt action. Also, the first Defects Notification Period (DNP) Inspection was accounted for in this semi-annual conducted on 15 December 2025. The following sections summarize the observations collected during the monitoring activities. Refer to **Appendix A**.

- A. *Laydown area*. A foul odor was reported at the laydown area on 26 September 2025. This was reported from SMEC to LTA on 3 October 2025. The contractor was then advised to ensure that water supply is sufficient to service the lavatories and on-site water needs. Poor management of domestic waste generated/stockpiled and an unused/damaged machine on site at laydown area. The contractor was advised to comply with the CEMP to ensure that removal of domestic waste from sites is frequent and vacate the damaged machine to mitigate breeding spots for mosquitoes. SMEC and LTA will continue to monitor these activities to ensure compliance and to maintain a safe working environment.
- B. *Loose aggregate*. LTA advised that a lot of loose aggregate was reported in the DNP Inspection and a Defect Notification was issued to CCECC on 20 December 2025 alongside other minor matters.
- C. *Demobilization*. On 7 November, CCECC notified that they would start a gradual demobilization process. In response, SMEC emphasized the necessity for compliance with their Maintenance Management Plan (MMP) and highlighted the urgent requirement to submit a Notice to Engineer (NTE) for prior approval of the equipment demobilization. CCECC acknowledged this reminder on the same day. There are also outstanding corrective actions needed for the laydown area, which SMEC is addressing in coordination with CCECC to ensure these details are resolved.

On 16 December 2025, CCECC communicated their intention to submit the demobilization plan after the DNP inspection on December 15. However, SMEC had requested that the plan be provided by 12 December to allow adequate time for review, and, as of now, the plan has not been received. Additionally, LTA has inquired about the laydown area, specifically questioning if a rehabilitation report should be included in the demobilization plan. SMEC will confer with the safeguards team to guarantee alignment with the Construction Environmental and Social Management Plan (CESMP). It is essential to recognize that these actions are mandated as per the approved MMP dated 8 October, 2025. SMEC intends to follow up once the Time of Completion (TOC) is issued. Refer to **Appendix A**.

3. WORKS IN PROGRESS

3.2 Environmental Safeguards

3.2.1 Summary of Environmental Management Plan and Construction Environmental Management Plan Implementation for Civil Works 1.

The development and monitoring of these plans will commence once the contract is signed.

3.2.2 Summary of Environmental Management Plan and Construction Environmental Management Plan Implementation for Civil Works 2.

There were no major updates or developments during this reporting period, and the information is consistent with the previous semi-annual report. However, the following were areas of interest for this reporting period.

Traffic Management Plan (TMP). The Contractor has been advised to continue implementing the TMP to ensure traffic is safely managed and measures are in place as the DLP will remain in effect for one year as well as the pavement works during this period.

On 17 September 2025, three separate incidents involving China Harbor trucks were reported by CCECC to LTA on 18 September 2025. These incidents included severe crash resulting in a driver fatality, one near-miss

incident, and another severe crash. The matter was discussed during the mission, and it was agreed that LTA and the SMEC team would collaborate to identify and implement precautionary measures. These measures aim to enhance road safety by ensuring that road users are informed about speed control measures and the presence of appropriate road signage. Refer to [Annex 1](#).

Construction Waste and Management Plan (CWMP). Minimal monitoring work is currently being conducted by LTA and SMEC, as CW2 remains in its Defects Liability Period (DLP). However, both LTA and SMEC have advised the Contractor to proceed with the implementation of the plan, following the guidance provided in the last reporting quarter to ensure compliance with the necessary measures.

CCECC has been instructed to adhere to the CEMP waste management requirements, particularly regarding the frequent removal of domestic waste from the construction site. A significant issue during this period has been the presence of damaged machinery left unused in the laydown area. The Contractor has been directed to vacate this machinery immediately, as it poses a potential breeding site for disease vectors, such as mosquitoes.

During a health and safety inspection (spot check) conducted on 26 September 2025, it was observed that waste management practices at the laydown area were inadequately controlled, indicating potential health and environmental risks stemming from poor sanitation and waste handling. In response, the supervision team advised that immediate cleanup and segregation of waste, provision of labelled, covered bins, secure storage of hazardous materials in appropriate containers with drip trays and availability of Personal Protective Equipment (PPE) and handwashing stations. They also required a short site-specific Waste Management Plan, assignment of a responsible person to deliver a toolbox talk, and arrangement of licensed waste removal with records. A follow-up inspection will verify compliance.

Incident report and corrective action. During this period, one traffic incident was reported on 17 September 2025, involving three truck incidents: 1) a severe crash that resulted in a driver fatality; 2) a near miss in CW2; and 3) another severe crash in CW1. All three trucks were operated by China Harbor Engineering Corporations (CHEC) and were transporting materials for another ADB project managed by the SPA. Initial investigations identified vehicle brake malfunctions as the cause of the accidents; however, the matter is still under investigation by the Samoa Police. The total number of incidents to date now stands at 22.

Key Dates. LTA confirmed that the End of Defects Notification Period (DNP) is 20 September 2026.

3.3 Resettlement Compliance & Social Safeguards

Resettlement Plan (RP) implementation for Civil Works 1. Table 2 summarizes the compliance with RP requirements for CW1. Refer to [Annex 2](#).

Table 1: Resettlement Plan Status and Requirements for Civil Works 1.

CW1 RP Requirements	Compliance status Yes/No/Partial	Comment or Reasons for Non-Compliance	Status
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Conduct all DMS	Partial	The verification of existing IOL and DMS that was completed in June 2023 has reconvened as there is still a need for confirmation particularly for structures given some slight changes to the CW1 design.	Updating of IOL is near completion with consultation still ongoing with APs. The redefinition survey, including the identification of pegs was completed on the 24 July, with revised survey plans with MLS for verification. The final report for survey works was submitted to LTA on the 15 July 2025, and correspondence between LTA and the surveyor (Land Link Services) remain.
Status of Compensation Completion Report	Partial	Update yet to be received from MoF for compensation disbursement to date	Draft compensation completion report noting 80% completion shared by SMEC to LTA in July 2025. An updated RP and RP schedule for CW1 was given to SMEC in order to complete the Compensation Completion Report. <i>The CCR is still ongoing and awaiting MoF for their inputs; however, as of last quarter, 87% of compensation has been paid out. Refer to Annex 3.</i>
Compensation Disbursement	Partial	Necessity for further review and prioritization of locations up-chainage closer to CW2. This indicates that the focus on specific locations has not yet transitioned to actual implementation, delaying the necessary actions in alignment with the planned rollout of the CW1 packages.	16 December 2025, LTA confirmed that this target will be achieved by the end of March 2026.

Note: DMS- Degree Minutes Seconds, IOL- Inventory of Losses, Aps- Affected Person(s), MLS- Ministry of Lands and Survey, LTA- Land Transport Authority, SMEC- Snowy Mountains Engineering Corporation, CW1- Civil Works 1, CCR- Compensation Completion Report, MoF- Ministry of Finance, CW2- Civil Works 2.

Land-taking. MLS has advised LTA that all pending land agreements were expected to be completed by March 2025. However, this timeline could not be met due to ongoing negotiations with families who have yet to agree on the compensation costs and final designs with some families being non-responsive or living abroad. MLS has been advised to prepare legal agreements with the remaining families, allowing negotiations to run in parallel with construction works. Families will be given the option to sign escrow agreements by February 2026 with the aim of disbursing any signed land agreements received by May 2026. This approach is considered a necessary safety measure to allow construction works to commence even if all land negotiations are not fully concluded.

Concerning the reestablishment of a fence, another AP is expecting a maximum 90-day turnaround for the removal and rebuilding of the existing section at the new boundary location, as communicated on April 25. SMEC has advised LTA that this timeframe is reasonable for the CW2 Contractor. LTA is currently finalizing

details with this AP, and the issue will be closed once their agreement is confirmed. On 17 November 2025, LTA reiterated that this AP signed the agreement on 6 May 2025.

A third AP has expressed a willingness to sign a land taking agreement for their property, contingent upon improvements to drainage affecting another property, as discussed on April 25. On August 9, SMEC presented a concept design proposing to remove the current outfall near this AP's property and redirect drainage to an old outfall behind the Bahai property, a solution that this AP approved. In a meeting on 5 May, LTA confirmed that this AP was conducting an independent land valuation and that the Bahai landowner had agreed to re-establish the new easement. As of 17 November 2025, LTA reported that this AP is close to signing the agreement, with final design changes pending confirmation with SMEC. Refer to **Annex 4**

Table 2: Land - taking update as of 3 November 2025

Land-taking activities	Status
Total affected landowners	70
Families already consulted	69
Families that have not responded	0
Families without contact details	1
Total signed agreements with MoF	54
Families undergoing re-valuation	0
Families pending land agreement with MLS	14

Note: MoF- Ministry of Finance, MLS- Ministry of Lands and Survey.

Survey plans. The registration of the residual plans that were surveyed by the Land Marks & Seiuli surveying firms are still ongoing. Twelve (12) landowners have already signed their residual plans. Out of the 38 residual plans for freehold properties, a total of 26 residual plans has been cleared by landowners for registration with 7 yet to be signed due to some minor issues such as, ongoing consultations, awaiting court order and awaiting redefinition survey to confirm land boundaries.

Redefinition survey. On 16 July, SMEC provided a second round of comments to LTA. By 15 August, LTA reported that the surveyor was revising the report while addressing various matters, including the EPC outfall easement and the Stanley property water tank. On 14 November, LTA confirmed that the only outstanding item was the revision of boundaries for the Stanley property, with SMEC noting that the relevant files had been ready since early-November for the surveyor to collect. After a meeting on 18 November, SMEC and the surveyor began comparing CAD files and planned to share information for further review and progression. As of 16 December, LTA indicated that the surveyor was working on the Stanley property survey plan, and SMEC was set to provide an update in the new year regarding the comparison of boundaries in the contract with survey plans, including any changes made by the surveyor.

4. STAKEHOLDER ENGAGEMENT, CONSULTATIONS, INFORMATION DISCLOSURE & GRIEVANCE REDRESS

Consultations. A series of informal consultations were conducted by LTA, MNRE-LMD and SMEC on-site with the affected landowners for both CW1 and CW2. These consultations were initiated to discuss matters concerning negotiations of remaining compensation for land acquisition, crops & structures. There were also consultations made towards addressing the registered grievances on the GRM registry mainly on affected easements, re-identification of land boundaries and mediating concerns with regards to forthcoming impacts of CW1 construction works on affected families' crops and structures. Refer to **Appendix B**.

Meetings. The fortnightly site meetings are still ongoing to this day, which mainly involve members from LTA, MWTI, SMEC, and CCECC with utility services (SWA, EPC, Vodafone) attending on an as-needed basis. Each of these meetings held a deliberation of project updates and thoughts on actions to be undertaken for the smooth implementation of project activities. The monthly coordination meetings with ADB are also ongoing to date. Refer to [Annex 5](#)

Capacity development. ADB facilitated a workshop in Nadi, Fiji, from 23–25 September 2025 focused on strengthening capacity to achieve high-quality gender results in ADB projects and programs. Three representatives were nominated to attend based solely on their direct involvement in implementing and coordinating gender-related activities within their respective areas of work. Refer to Appendix C

ADB also conducted a Safeguard Training that was held in Apia, Samoa from the 18-20 November 2025. The workshop was mainly discussions about Environmental and Social Standards (ESS) 2-Labour and Working Conditions. The participants comprised of LTA, MWTI-PMD, EPC, SPA, MCIL and National Consultants. Refer to

Appendix D

Table 3: Training attended by project safeguards team

Date	Location/Venue	Participants	No. Females	No. Males	Purpose	Facilitator
23-25 September 2025	Hilton Fiji Beach Resort, Nadi, Fiji	MWTI-PMD LTA MWCSO	1 1	1	Capacity Building Workshop on Achieving Quality Gender Results in ADB's Projects and Programs	ADB
18-20 November 2025	ADB Office & SPA Conference Room	MWTI – 5 LTA - 4	4 3	1 1	Tools for ESS 2-Labor and Working Conditions	ADB

Note: MWTI-PMD Ministry of Works Transport and Infrastructure-Project Management Division, LTA- Land Transport Authority, MWCSO- Ministry of Women, Community and Social Development, ADB- Asian Development Bank, SPA- Samoa Ports Authority, ESS 2- Environmental and Social Standards 2.

Stakeholder engagement. The project team maintains a close relationship with project partners such as the Ministry of Women, Community and Social Development (MWCSO) in the implementation of gender activities, the Ministry of Lands and Survey (MLS) in the land-taking process, and Ministry of Works Transport and Infrastructure-Planning Urban Management Agency (MWTI-PUMA) for the Development Consent (DC) process and development compliance. The project also ensures that the relationship with the affected communities is well-maintained and that all communications are carried out transparently. The project also continues to engage the Ministry of Commerce, Industry and Labor (MCIL) particularly in providing occupational health and safety advice.

Grievance Redress Mechanism. LTA continuously monitors the Grievance Redress Mechanism (GRM) for the project. MWTI-PMD also aids in updating and monitoring the online GRM register. A summary of grievances and complaints reported in this semiannual is provided in Tables 4 and 5 with details provided.

Table 4: Complaints and Grievances reported for Civil Works 1

Type	Total	Description	Status
Query	1	Query was raised concerning the new road design. The AP was worried about the safety of the movement of vehicles downhill approaching their home. LTA responded to the query assuring that all concerns have been noted and considered by the safeguards team for discussion with the design team.	Resolved

Request	1	An AP expressed concerns regarding the construction of a car park and inquired whether the onsite pegs represent the final boundary, as he wanted assurance about the safety of signing the structure agreement. In response, the LTA team reassured the AP that the structure agreement only authorizes the relocation or reinstatement of his structure and presented two options for consideration: compensation for the affected structure or reinstatement/relocation assistance by the contractor. The AP stated that he would discuss these options with his father and, after which the LTA team will arrange an onsite meeting with him.	Resolved
Request	1	An AP requested more information on the onsite pegs, specifically regarding what would be impacted and whether compensation would be provided for affected items. In response, LTA and SMEC teams met with the AP and confirmed that while the affected fence would be relocated, the shop would remain in its current position.	Resolved

Note: AP- Affected Person(s), LTA- Land Transport Authority, SMEC- Snowy Mountains Engineering Corporation.

Table 5: Complaints and Grievances reported for Civil Works 2.

Type	Total	Description	Status
Grievance	1	A grievance was lodged by the landowner whose land is affected by the installation of a SWA chamber.	Resolved
Complaints	1	AP raised a concern regarding the accessibility of her driveway, which has been obstructed by dumped soil blocking the entrance to her house. She requested that the topsoil be placed on her family's land, as the current situation is causing the fence to lean inwards.	Resolved
	2	AP raised a concern regarding the road runoff being diverted to his land during heavy rainfall. He stated that all runoffs should be directed to main drainages rather than flowing to the back of his property.	Resolved
Request	1	Request was mainly to upgrade his existing driveway by widening it. The request has been referred to SMEC team to consider during additional work if possible.	Resolved
Complaint	1	An AP expressed disappointment regarding the leasing of land to CCECC and the impact of road construction, stating they were not notified about any permissions or consents. In response, LTA team will draft a letter to the Minister that details the case. Additionally, LTA has sent letters to respective affected parties outlining the project's outcomes and the roles of involved ministries and stakeholders in the compensation disbursement process.	Resolved

Note: SWA- Samoa Water Authority, AP- Affected Person(s), SMEC- Snowy Mountains Engineering Corporation, CCECC- China Civil Engineering Construction Corporation, LTA- Land Transport Authority.

The one remaining open case for CW2 include;

Sapolu Case: The AP or family stopped the works due to a lack of awareness about the project. The AP requested for confirmation regarding whether their land was affected. In response, LTA provided two confirmation survey reports conducted and submitted by registered surveyors hired by LTA and CCECC. The family is still not satisfied with the results and subsequently escalated to mediation process and has reached the Office of the Attorney General. LTA is currently waiting for a formal response from the OAG to clarify their stance and position on the issue. Refer to **Appendix E** for further details on grievances.

LIST OF ANNEXURES

Annex 1: Incident Report

Annex 2: Resettlement Implementation Plan (no updates to date)

Annex 3: Compensation noting 87% landowners paid-out for Civil Works 1 as of 17 June 2025 (*no updates to date*)

Annex 4: Grievances and Complaints Register

Annex 5: Pictorial of the meetings, consultations & trainings

Annex 1: Incident Report

Date	Incident Description	Corrective Action Taken	Status	Action
1 November 2025	Dump truck crash (reported from eyewitness)	The dump truck driver was safely rescued and taken to the hospital to make sure he was okay. Due to bad weather, work was halted and shifted to a recovery operation using two excavators and a loader. The site was secured and oil-contaminated soil was removed. The truck was moved to a safe location and the operation was postponed. All workers were safe and the driver was on six weeks of paid leave while continuing health checks.	Closed	Follow up with Ministry of Police for Incident report for further confirmation

Annex 3: Compensation noting 87% landowners paid-out for Civil Works 1 as of 17 June 2025 (no updates to date)

Owner	Agreed Price	Submitted to Mof for Payme	Payment Method	Payment Status	Status Update
	WS\$ 185,320.00	EFT with MOF	EFT	paid out	
	WS\$ 34,480.00	EFT with MOF	EFT	paid out	
	WS\$ 98,960.00	EFT with MOF	EFT	paid out	
	WS\$ 17,520.00	EFT with MOF	EFT	paid out	
	WS\$ 211,760.00	EFT with MOF	EFT	paid out	
	WS\$ 117,360.00	EFT with MOF	EFT	paid out	
	WS\$ 134,000.00	EFT with MOF	EFT	paid out	
	WS\$ 71,920.00	EFT with MOF	EFT	paid out	
	WS\$ 83,520.00	EFT with MOF	EFT	paid out	
	WS\$ 184,320.00	EFT with MOF	EFT	paid out	
	WS\$ 181,280.00	EFT with MOF	EFT	paid out	
	WS\$ 62,800.00	EFT with MOF	EFT	paid out	
Government of Samoa		Land Agreements with MNRE			Agreement signed by MNRE Board
Government of Samoa		Land Agreements with MNRE			Agreement signed by MNRE Board
	WS\$ 92,160.00	EFT with MOF	EFT	paid out	
	WS\$ 104,400.00	EFT with MOF	EFT	paid out	
	WS\$ 127,200.00	EFT with MOF	EFT	paid out	
	WS\$ 184,480.00	EFT with MOF	EFT	paid out	
	WS\$ 179,440.00	EFT with MOF	EFT	paid out	
	WS\$ 159,760.00	EFT with MOF	EFT	paid out	
	WS\$ 169,440.00	EFT with MOF	EFT	paid out	
Government of Samoa		Land Agreements with MNRE			Agreement signed by MNRE Board
	WS\$ 20,160.00	Land Agreements with MNRE			Pending signing due to ongoing Legal action at Court (Final lot to be paid out)
	WS\$ 10,080.00	EFT with MOF	EFT	paid out	
	WS\$ 60,240.00	EFT with MOF	EFT	paid out	
	WS\$ 102,800.00	EFT with MOF		paid out	
Government of Samoa		Land Agreements with MNRE			Agreement signed by MNRE Board
	WS\$ 8,640.00	EFT with MOF		paid out	
	WS\$ 6,160.00	EFT with MOF			
	WS\$ 4,640.00	EFT with MOF			In processing
	WS\$ 34,400.00	EFT with MOF			
	WS\$ 24,320.00	EFT with MOF	EFT	paid out	
	WS\$ 29,520.00	EFT with MOF	EFT	paid out	
Government of Samoa					Agreement signed by MNRE Board
	WS\$ 11,920.00	EFT with MOF	EFT	paid out	
	WS\$ 135,200.00	Land Agreements with MNRE			Ongoing consultaiton- MNRE following up with agreement
	WS\$ 52,080.00	EFT with MOF			In processing
	WS\$ 84,400.00	EFT with MOF			
Government of Samoa		Land Agreements with MNRE			Agreement signed by MNRE Board
	WS\$ 8,640.00	EFT with MOF		paid out	
Government of Samoa		Land Agreements with MNRE			Agreement signed by MNRE Board
Government of Samoa		Land Agreements with MNRE			
	WS\$ 10,400.00	EFT with MOF			In processing
	WS\$ 16,880.00	EFT with MOF			
	WS\$ 240.00	EFT with MOF	EFT	paid out	
	WS\$ 800.00	EFT with MOF	EFT	paid out	
	WS\$ 12,240.00	EFT with MOF			In processing
	WS\$ 79,360.00	EFT with MOF			In processing
	WS\$ 5,040.00	EFT with MOF	EFT	paid out	
	WS\$ 12,160.00	EFT with MOF	EFT	paid out	

Annex 4: Grievances and Complaints Register

Type of Submission	Date Received	Gender	Category	Description	Action Taken	Status(Resolved or Open)
Complaint	4 August 2025	Female	Road design	The AP called and raised concerns on her driveway	LTA and AP discussed the proposed changes from the team and AP gave her approval to the changes that was provided	Resolved
Complaint	12 August 2025	Male	Road design	AP raised concerns on the runoff from the road crossing diverting all the water to his land and affecting his home	LTA and SMEC team had a site visit with the AP regarding the proposed design to overcome this matter and the AP agreed with the proposed design.	Resolved
Grievance	22 August 2025	Male	Code of Conduct	This was mainly regarding the contractor staff misconduct by using offensive language towards one of the supervision consultant's staff.	The contractor was to apologize to the complainant. A verbal warning was issued towards the contractor to NOT use any more foul/abusive language at all times anywhere. The CCECC-EHS team have investigated further by conducting interviews with Consultant Supervisor/LTA/CCECC Personnel for not reporting the incident earlier. CCECC have their own internal processes in ensuring such unacceptable behavior is made known to the Site Foreman, Project Manager, Business Manager and EHS Team or Office Admin who is responsible for logging grievances for investigation if proven and will require appropriate disciplinary action, otherwise the matter is closed. CCECC Management have issued a reminder to the Project Supervision Team to also adhere to CoC in place and to stop these from happening again.	Resolved
Complaint	7 October 2025	Male	Private land	AP complained regarding his disappointment on their land leased by CCECC, and also their land affected by the road contractions, without m=notifying him about any permission and consents.	LTA team to write a letter to Minister regarding all the information and details of this case. LTA provided 3 letters to respective affected parties, explaining the outcome of the project, the Ministries and stakeholders involved, and their respective roles and responsibilities regarding the compensation disbursement.	Resolved
Complaint	10 October 2025	Male	Private property	AP raised his concern regarding their affected fence and meter	LTA and SMEC team notify the Contractor regarding this matter	Resolved
Grievance	15 October 2025	Male	Dust	This was regarding an AP's disappointment with how dusty the CW2 road stretch was.	NTC was issued along with emails from LTA to CCECC noting on the issue needing urgent remedial actions.	Resolved

Annex 5: Pictorial of the meetings, consultations & trainings

