

**PAPUA NEW GUINEA  
DEPARTMENT OF WORKS AND HIGHWAYS**

**PREPARATORY SURVEY  
FOR  
THE PROJECT OF  
LANDSLIDE RISK REDUCTION  
ON THE KOKOPO-RABAUL  
COASTAL ROAD  
IN PAPUA NEW GUINEA**

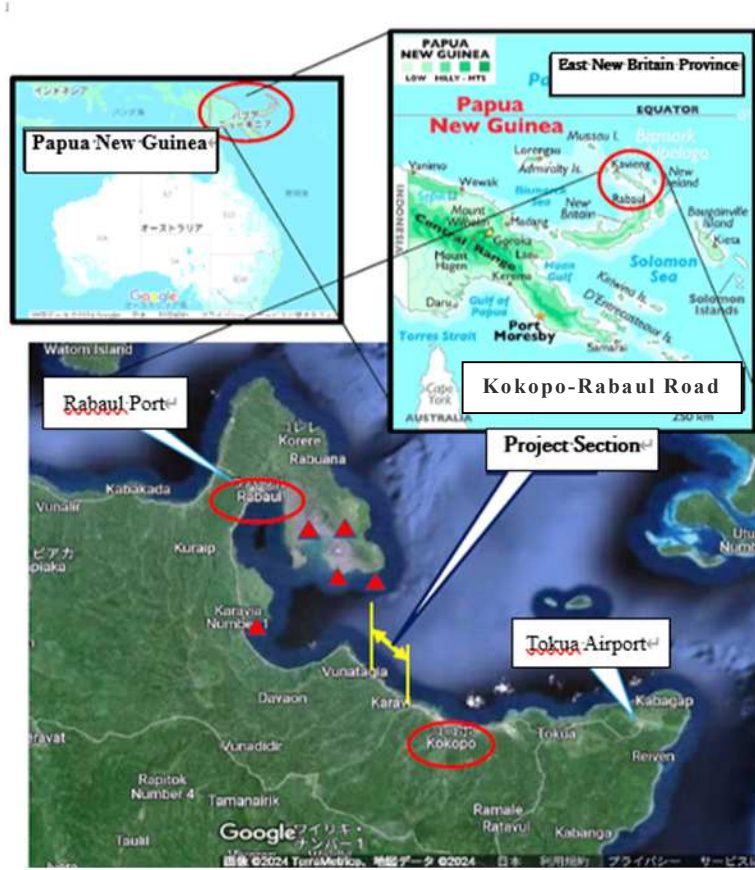
**RESETTLEMENT ACTION PLAN  
(RAP)**

**JANUARY 2026**

**JAPAN INTERNATIONAL COOPERATION AGENCY**

**ORIENTAL CONSULTANTS GLOBAL CO., LTD.  
INGERÓSEC CORPORATION**

**ENRD SYSTEMS MANagements SERVICES  
LIMITED**



Project Location Map

**Preparatory Survey for the Project of Landslide Risk Reduction  
on the Kokopo-Rabaul, Coastal Road,  
East New Britain Province of Papua New Guinea**

**RESETTLEMENT ACTION PLAN (RAP)**

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### **Acronyms and Abbreviations**

AoI	Area of Influence of the project (500m)
C-EMP	Contractor's Environmental Management Plan
CEPA	Conservation and Environmental Protection Authority
DoLPP	Department of Lands and Physical Planning
DoWH	Department of Works and Highways
EA	Environmental Assessment
EC	Environmental Council
EHSS	Environmental, Health, Safety and Security
EIA	Environmental Impact Assessment
EMP	Environmental Monitoring Plan
ENBPA	East New Britain Provincial Administration
ENBPG	East New Britain Provincial Government
EP	Environmental Permit
ESHS	Environment and Social Health and Safety
ESSB	Environment and Social Safeguard Branch
FPIC	Free, Prior, and Informed Consent
GHG	Greenhouse Gases
GoJ	Government of Japan
HIV/AIDS	Acquired Immunodeficiency Syndrome
HSE	Health and Safety and Environment
IEE	Initial Environmental Examination
JICA	Japan International Cooperation Agency
JICA GL	Japan International Cooperation Agency's Guideline for Environmental and Social Considerations
KDDA	Kokopo District Development Authority
LLG	Local-Level Government
PAPs	Project Affected Persons
PER	Preliminary Environmental Report
PH	Public Hearing
PMV	Public Moving Vehicle
PNG	Papua New Guinea
PNGFA	PNG Forestry Authority
PPEs	Personal Protection Equipment
RAP	Resettlement Action Plan
RoW	Right of Way
SDGs	Sustainable Development Goals
VG	Valuer General

## **CHAPTER 1. Executive Summary**

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### **1.1 Introduction**

The Kokopo to Rabaul coastal road has been a strategic road with high economic returns and other social services serving Kokopo and Rabaul Districts of East New Britain Province in Papua New Guinea. This road was built before the 2nd World War in 1942 for trade and public use. It serves the two towns to access basic government services like hospitals, educational institutions and trade like exporting products like cocoa, copra, balsa and other SME products. However, occasional heavy rainfall over the last 10 years have caused increased built up of silt, debris and sediment load covering two big bridges and several drainages and culverts between Butuwin Health Centre and Kuradui turn off, of the Kokopo-Rabaul Road. The eroded washed off and runoffs flowed downhill with high turbidity and energy from the hinterland end up depositing the sediment load on the low energy area of the flood way, affecting gardens, structures, bridges, culverts and the tarmac road.

This proposal is a very important project for the Government of Papua New Guinea, the East New Britain Provincial Government, the Kokopo District and the people of Karavi, Ranguna and Kuradui communities. The affected road section is about 2.4km, starting from Butuwin Health Headquarters within the Karavi community through to the Malapau (Ranguna) Plantation within the Kokopo District of East New Britain Province is part of the 25km Kokopo Rabaul Coastal Road.

Several road maintenance works have been commissioned by both the National and Provincial Governments on the same section of the road, but the road gets washed away during one heavy rain. The area has been regarded as high flood and erosion prone section of the strategic road.

This project proposal currently at the feasibility stage was initiated by the East New Britain Provincial Administration and submitted to the National Government through the Department of Works and National Highways for funding under the current Governments “Connect PNG” Policy. The National Government through the Department of Works and Highways (DoWH) has taken carriage of the project proposal through preparing appropriate National Government’s Annual Budget submission under the Public Investment Program (PIP) and also approached Development Partners from Donor Agencies.

JICA has considered this proposal to be genuine and important for the two towns for business, trade and service delivery. DoWH has worked on the PIP funding and incorporate this project in the Department’s Budget Submission for funding through the 2026 National Budget. In the meantime, JICA is funding relevant technical surveys, public consultation and project design. JICA contracted Oriental Consultants Global Co. Ltd to carry out all technical investigation, IEE Survey and Project Design, and the RAP Survey and documentation. OCGCL has subcontracted a local consulting company, ENRD Systems Managements Services Limited as sub-consultant for this joint tasks. The Contractor has mobilized and has dispatched a survey team to conduct a preparatory survey, including site surveys, outline. The project shall be co-funded by a Japanese Grant Scheme. A Resettlement Action Plan (RAP) is part of the preparatory survey for project appraisal and provides guidelines for resettlement and compensation activities. While construction will occur within the existing right of way, some encroachment is expected to cause physical and economic displacement. The RAP aims to mitigate social impacts in accordance with PNG’s Environmental Assessment Regulation and the Land Act and aligns with JICA’s Guidelines for Environmental and Social Consideration.

The RAP usually focuses on minimizing displacement, avoiding forced eviction, and mitigating social and economic impacts through fair compensation and informed participation of affected individuals. It aims to restore or improve livelihoods and living conditions by providing secure and adequate housing for displaced persons. The scope of work includes data collection for resettlement and land acquisition, conducting surveys, preparing the RAP per JICA and World Bank policies, developing compensation procedures, establishing eligibility criteria, creating a conflict resolution mechanism, outlining organizational responsibilities, and formulating an implementation schedule and monitoring.

Preliminary field RAP survey assessment of this project indicates, that, there will be minimal activities involved with land acquisition and resettlement. It is anticipated that, there would be minimal works that

required permanent displacement of a family or community with existing properties and structure. This activity requires detailed assessment and evaluation. However, the potential land acquisition would be the parcel of land required near the bridges of Karavi and Ranguna. The entire land where the project traverse through, is a Free Hold State Land. The ENBPA has advance reverting the land back to the block holder. There was pre-allocation of blocks of land to block holders, currently pending allocation of land title.

The road maintenance and upgrading civil works shall involve construction of two new bridges over Karavi and Ranguna creeks, nine culverts for 9 drainages; all these activities will be executed along the 2.4km section of the Kokopo Rabaul Road. Apparently, the road maintenance and other civil works will take place within the existing 20m road width. There will be no new expansion on the road width.

## **1.2 Project Description**

The project is 2.4 kilometers and located between Butuwini and Kuradui along the Kokopo- Rabaul Coastal Road in ENBP, PNG. It involves upgrading an existing two-lane road characterized by heavy dust, humps and potholes built up over time through silt sediments settled on the tarmac road during heavy rain that floods the area. The eroded soil and debris from the floods settle and spread over the low laying garden areas and the tarmac road.

The proposed project aims to reduce improve drainage of the water bodies during heavy rain, construct structures and civil works to prevent landslide and create direct and indirect jobs, while also posing potential negative impacts such as watercourse pollution, biodiversity loss, noise disturbances, and air quality degradation. Construction will primarily occur within the existing road alignment, 2 lane road, 20m road width.

## **1.3 Legal Framework**

The institutional framework for the Kokopo - Rabaul Coastal Road Maintenance and Landslide Prevention Project RAP involves multiple agencies and stakeholders, each playing a crucial role in the Project's implementation. The Department of Works and Highways (DOWH), as the Executing Agency, is responsible for overseeing all aspects of the sub-project, including land acquisition and compensation. The Project Implementation Unit (PIU), established under DOWH, will manage day-to-day project operations, procurement, financial management, and reporting. The Environmental and Social Safeguards Branch (ESSB) within DoWH will monitor safeguard activities to ensure compliance with JICA's Safeguard Policy Statement (SPS). The Department of Lands and Physical Planning (DLPP) will implement the land acquisition of private land (free hold land) as coordinated by the Department of Works and ENBPG (Lands Division).

## **1.4 Socio-Economic Survey**

The Kokopo District is surrounded by large scaled colonial plantations and traditional villages and hamlets. There are several educational institutions, colleges, and Christian churches and hospitals. The proposed project runs through 3 Council Wards (Karavi, Balanataman and Ranguna) along the 2.4km road line from Butuwini to Kuradui turn off.

The road project traverse through the Malapau Plantation. This is alienated land, purchased from the customary landowners in the early 1900s by one Samoan born Mrs. Emma Forsyth (famously known as Queen Emma at that time), a successful business woman who became a very powerful figure during the German New Guinea prior to World War II.

The RAP survey involved a socio-economic survey that was conducted to assess the impact of the road project on the lives and businesses of the PAPs within the project area. The social survey involved 14 households who have gardens and properties along the RoW which would be affected during the project development. The project corridor is populated and there is a lot of roadside vendors. The community Ward members have established 3 markets for the community to sell whatever surplus produce from their gardens and small store goods. However, there were 6 other small markets owned by individual roadside vendors who volunteer to sell store items and garden produce.

People interviewed included 8 females, and 6 males from households who were originally Tolais. Most people interviewed were heads of their own family or household. There was high literacy level among all persons that were interviewed.

They (PAPs) were all Christians and married except for 2 single adults who could have been divorced or widows. The interviewees were all healthy and normal people with no disabilities. Most PAPs were subsistence farmers who engaged in a lot of village activities that have financial returns. They grow balsa, cocoa, coconut and fishing for sale at local markets and family consumption. Generally, the Kokopo District has a relatively robust village economy. It was observed that, the interviewees did not give correct monetary figures for their monthly/yearly income and expenditure because most of their earnings have not been accounted. There is no record taken for each cash income. Thus, when the questions were asked, they gave a guess answer that did not indicate any truth of the local population's incomes. The cash takings from the roadside or local markets used to pay for medical bills, food, school fees and household expenses.

They owned lands, garden and plantation crops that earn them cash and live a stable subsistence lifestyle where they could build and own both permanent and semi-permanent houses because the cash flow within the area is consistent and high.

Leadership is a shared responsibility between both spouses. The traditional culture is matrilineal lineage for the spouse.

The interviewees come from three community who shall be directly impacted by the project. The entire communities have easy road access to medical, educational facilities, and other socio-economic services from Kokopo and Rabaul because of the existing road despite the current road conditions.

The Medical Services fees range between K2 to K5 to register but actual medication and treatment are free, being subsidized by the National Government.

The community association meetings are usually chaired by the Councilor or Ward Member who manages the affairs of the community. All socio-economic agenda are addressed also in this forum.

It was also observed that the village community household heads and other members of the community are upskilled through skills sharing by Community Health workers and NGOs.

The community members have easy access to markets in Rabaul and Kokopo town markets for either sales of garden produce or to purchase markets sales. The public moving vehicles (PMV) operate between the main markets during the day hours.

Views from the interviewees and the public concerning on the proposed project was overwhelming, they expressed appreciation and gratefulness for the proposed road maintenance work by PNG and the Japanese Governments.

The proposed project was also appreciated widely by the local village communities, Kokopo District Administration, ENBPG and the National Government because it would sustain a very important strategic road link between Kokopo and Rabaul towns. These two towns are important business hub for the ENBP and the country. The road was used for trade and business and delivery of goods and services for a wider population Rabaul and Kokopo. The road runs through plantations that produces balsa, coconut, and cocoa. These crops are the mainstay cash crops generating big revenue for ENBP and PNG economy. The proposed road project will assist the communities with dusts reduction generated by silt deposits during heavy rain and flooding; prevent landslide on flooding sites.

## **1.5 Resettlement and Compensation Strategy**

The Resettlement Action Plan (RAP) aligns with PNG's Land acquisition laws and the World Bank's Operational Policy on Involuntary Resettlement (OP 4.12/ ESS5), adhering to JICA's Environmental and Social Considerations. Its key principles focus on minimizing land acquisition, ensuring compensation maintains the pre-project living standards of affected individuals, and actively involving them in informed consultations regarding compensation options. The RAP also supports local sociocultural institutions, ensures gender equality in compensation, and allows for compensation for those lacking formal land titles, with special attention to women-headed households and vulnerable groups. Resettlement and compensation are

integrated into the project budget and will be fully provided before any demolition activities.

The tentative cut-off date was October 25th 2025 was established which marked the eligibility deadline for compensation. Project Affected Persons (PAPs) who settle in the project corridor after this date will not be eligible for compensation but will receive adequate notice to vacate and dismantle structures at no cost. Eligibility for compensation is based on loss or damage to assets caused during the project implementation. There will be three criteria used in this project; (I) individuals with formal legal rights to land, (II) those without formal rights but with recognition claims, and (III) those with no legal rights to the land. Impacts are classified as minor if they involve less than 10% loss without relocation, while severe impacts involve more than 10% loss, necessitating relocation or significant livelihood loss. The RAP also outlines various forms of evidence for establishing eligibility, including acceptable documents for individuals with formal rights and tailored criteria for those without, with alternative proof such as affidavits and testimonies from community leaders.

A resettlement scoping was performed to evaluate potential project risks and impacts. The scoping matrix identifies key issues related to land acquisition and resettlement, including the project footprint, land tenure, stakeholder identification, and asset valuation. The project will be carried out within a 20meter Right of Way (RoW), with minimal impact on land use and structures, as the temporary yard and other construction sites will be carefully selected to minimize resettlement. In terms of land tenure, the project affects both rental land rights granted by the Kokopo District Development Authority (KDDA) and informal land occupants, such as squatters. Stakeholders include local communities, statutory agencies like the ENBPA, and DoWH, and local government authorities like KDDA. Asset valuation will use current market rates, with compensation provided for loss of properties, gardens and cash crops. There is no relocation exercise for villages because, the current villages will not be affected. The project shall also have nil or minimal socio-economic impact on the local communities because the project would not affect any existing economic activities. The project would involve upgrading the existing road width of 20m shall be maintained with no further expansion. However, there will be heavy civil works on the bridges and culverts on the flood way and the drainages.

The resettlement impact overview establishes a compensation framework based on full replacement cost, covering structures, crops, relocation, and other expenses. Compensation for affected properties includes market value plus transaction costs, with temporary land-take valued using the comparative sales method. For buildings, valuation considers construction costs, labor, and materials, while temporary structures include costs for demolition, packing, and relocation. Crop and tree compensation uses full replacement cost, accounting for lost standing crop value and time until new crops or trees become productive.

Business compensation includes land, structural losses, and income disruptions, with an allowance for one month of lost income and provisions for business disturbance. Livelihood restoration includes job opportunities during construction, skills training, and support for alternative livelihoods, with financial management training to help affected persons manage compensation effectively.

The compensation budget is approximately PGK401,163. There shall be no resettlement program because there would be no household's residence being evicted. However, the impacted structures and properties that exists along the RoW have been assessed and shall be considered for compensation. The compensation budget shall include and address opportunity cost, productive land loss, particularly garden land and properties, ensuring landholders' income-generating assets would be considered for compensation, with programs to support comparable productivity. Business income losses are assessed, and allowances are provided to stabilize operations during relocation. Vulnerable groups, including the elderly, disabled, and those with limited financial resilience, are prioritized, with tailored support based on indicators like socioeconomic status, health, and dependency ratios.

Overall, this plan addresses the resettlement impacts comprehensively, ensuring continuity for displaced individuals through economic compensation, business support, and targeted aid for vulnerable groups.

## **1.6 Grievance Procedures**

The grievance procedure for the project is designed to address complaints from PAPs concerning resettlement

issues. Managed by the Environmental and Social Safeguard Division of DoWH and ENBPG Lands Division, the Grievance Mechanism offers multiple channels—email, telephone, SMS, and walk-ins—for grievance submission. Grievances are categorized and logged in a digital system for tracking, with a designated Grievance Resolution Officer (GRO) (in Kokopo, it will be the Provincial Land Use officer who shall be responsible for initial processing and coordination with relevant stakeholders). If grievances remain unresolved at this level, they are escalated to the District Grievance Redress Committee (GRC), which includes local authorities and traditional leaders. The GRC investigates and resolves issues within a set timeframe, with further escalation possible to the local courts and the district court if need be. A grievance log is maintained for monitoring and reporting purposes, and the public meetings and consultations are widely publicized to ensure PAPs are informed about their rights and opportunities.

### **1.7 Institutional Responsibilities**

The institutional stakeholders involved in the project are responsible for overseeing various aspects of the Resettlement Action Plan (RAP). These include the Department of Works and Highways, which oversees road sector policy and coordination, and the Department of Lands and Physical Planning responsible for land acquisition, compensation and RAP compliance. The Ministry of Finance processes compensation payments, while the Attorney General’s Department handles legal matters. The Valuer General and Lands Department oversee land acquisition and compensation processes, and the Conservation and Environment Authority (CEPA) ensures environmental and social compliance. The Department of Lands and Physical regulates land use and Kokopo District Development Authority aids local implementation and community engagement. The local community and the Local Council Ward member play a key role in land allocation and resolving grievances, ensuring effective project execution within legal, social, and environmental frameworks among rightful landowners.

### **1.8 Implementation Schedule**

The RAP implementation schedule spans 8 months, starting with lender approval and clearance, followed by disclosure by the Environment and Social Safeguard Section of the DoWH. Key activities include the approval of the RAP; finalization of RAP based on the final valuation report from Valuer General expected from; disclosure of RAP; compensation distribution and resettlement; and possession of site by the contractor. Civil works will then commence at a date set by DoWH and the Government of Japan (JICA) followed by monitoring and evaluation.

### **1.9 Budget and Funding**

The budget section details the financial framework for the RAP implementation. The total estimated cost for the resettlement activities is **PGK 401,163** but could increase with other opportunity costs and land acquisition around the two bridge sites. The budget includes cash compensation, which comprises permanent properties, temporary structures, farm crops, and opportunity costs (roadside markets), totaling **PGK 246,871**. Additional components include monitoring and evaluation (**PGK 24,687**), administrative charges (**PGK 37,030**), RAP completion audit (**PGK 30,858**), and contingencies (**PGK 61,717**). The cost for implementation of this RAP would be covered by the Government of Papua New Guinea.

### **1.10 Monitoring and Evaluation**

The section is divided into three phases: monitoring, evaluation, and completion. Monitoring and Evaluation (M&E) are essential for tracking the Resettlement Action Plan (RAP) implementation, focusing on compensation progress, consultations, community feedback, and livelihood restoration activities. Monitoring includes performance, impact, and external evaluations. The evaluation phase involves coordination by the Department of Works and Highways (DoWH) and Department of Lands (DoLPP) to hold project completion workshops with government agencies, NGOs, and affected persons after compensation is finalized. Finally, the completion phase includes an audit of all RAP activities, conducted before closing the financial commitments to the program.

### **1.11 Stakeholder and Public Consultations**

The Resettlement Action Plan (RAP) emphasizes active participation from affected communities to ensure a fair and sustainable resettlement process. Stakeholder consultations aim to foster community ownership and reduce conflicts by integrating local perspectives into the planning and implementation phases. Two public forums were organized; the first RAP public meeting was held on October, 13th 2025 at Karavi Bridge Roadside Community Market place. with 48 participants. The 2nd RAP Consultant was scheduled for December 8th 2025 at the same venue. However, due to heavy rain in the province, scheduled meeting got deferred to the 9th of December 2025. The JICA team then made a courtesy call into Malapau Beach Resort where were met with the parliamentary Member for Kokopo, Hon. Ereman ToBaining. The courtesy meeting turned into a very informative discussion with the Member.

The bad weather continued to the 9th December 2025. Despite the weather situation the re-scheduled meeting proceeded. This the 2nd RAP public presentation was conducted at the Karavi Community, attended by only 12 PAPs. This meeting was arranged for the Karavi Community PAPs by the Ward Member and the JICA team. The second meeting on that day was conducted in Ranguna at the former Ward member's residence which was attended by 36 PAPs.

The attendances in these meetings were relatively lower than the earlier meetings because the RAP Report targeted only the PAPs. However, these meetings also covered the 2nd IEE Report Public Presentation. Nevertheless, the general view was that, the very first Public Meeting held on the 13th of May 2025 was sufficiently excepted as part of public consultation process. The project is only a Level 2 Category of Activities under the Environment Regulations 2002. The few people who attended the meetings participated meaningfully.

To attain transparency and accountability, the resettlement information will be distributed to project-affected persons (PAPs) through multilingual leaflets, with the full RAP document available on the DoWH and ENBP Lands Division websites. The Kokopo District Development Authority (KDDA) will serve as an information center, helping the public access details on compensation and grievance redress. The RAP will undergo government review, with any updates following the same disclosure protocols, ensuring consistent communication and involvement throughout the process. The tentative focal point recommended were Leo Mandeakali (ENRD) and Mr. Peter Ultage and the Provincial DoWH.

## **CHAPTER 2. Introduction**

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### **2.1 Background**

The Kokopo to Rabaul coastal road has been treated as high economic valued and priority infrastructure development that connected Kokopo and Rabaul townships, accessing government services, hospitals, educational institutions and economic opportunities like exporting export products like cocoa, copra, balsa and other SME products.

The 2.4km road maintenance project starts from Butuwin Health Headquarters through to the Ranguna Plantation within the Kokopo District of East New Britain Province is part of the 25km Kokopo - Rabaul Coastal Road. The 2.4km segment of the road has been highly prone to flooding and landslide. There were two seasonal rivers; Karavi and Ranguna with a few small drainages that carried the silt and sediment load flooding the low-lying gardens, villages and covered the Kokopo Rabaul Road.

Apparently, this road was a strategic old road for trade and for public used, built before the 2nd World War (1942). This project was initiated by the East New Britain Provincial Administration and submitted to the National Government through the Department of Works and National Highways for funding through the National Government's Annual Budget under the Public Investment Program (PIP). The Department of Works and Highways (DoWH) has approached JICA for possible joint-funding with the PNG National Government and Japan. JICA has considered this proposal to be genuine and important for the two towns for business, trade and service delivery.

DoWH has worked on the PIP funding and incorporate this project in the Department's Budget Submission for funding through the 2026 National Budget. In the meantime, JICA is funding relevant technical surveys, public consultation and project design. The Department of Works and Highways cooperating with JICA with the preliminary studies and works and also preparing a PIP submission for the project to be included in the National Budget for 2026.

JICA contracted Oriental Consultants Global Co. Ltd to carry out all technical investigation, survey and project design including the environmental impact studies. The Contract has mobilized and has dispatched a survey team to conduct a preparatory survey, including site surveys, outline design, and cost estimation, under the Japanese Grant scheme to ascertain the viability of the proposed intervention.

To provide context and insights into the potential environmental impact of the proposed project, an Initial Environmental Examination (IEE) was conducted by Oriental Consultants Global Co. Ltd in association with a local sub-contractor consultant company (ENRD Systems Management Services Limited adhering to the Environmental Regulations 2002 of the Environment Act 2000, Conservation and Environment Protection Authority of PNG and JICA's Environmental Guidelines and ENRD has used the field data and environment impact studies to prepare an Environment Permit document following specific guideline in conformity with the New Environment Act 2000 and the Environmental Regulation 2002.

This document is the other component of the preliminary studies, the Resettlement Action Plan (RAP) which covers the project's Socio-Economic Safeguards, Entitlement Matrix relating to the Land reclamation and the Resettlement Programs. These studies are important to JICA Guidelines and PNG Laws and Guidelines as joint or co-financiers of this important road project.

### **2.2 Rationale for Resettlement Action Plan**

The RAP is intended to provide the guidelines, principles and procedure for the implementation of resettlement and compensation activities under this Project. All construction work will take place within the existing right of way. Some extent of encroachment into the RoW has however occurred and therefore it is anticipated that the proposed road improvements would result in physical and economic displacement.

Statutory requirements in PNG for impact assessment as part of the environmental permitting process, for example, Environment Assessment Regulation, 2002 requires the development of a resettlement plan for project activities that will result in physical and economic displacement. This RAP has therefore been prepared to conform with PNG Legislations and Policies like DoWH Safeguard Policy 2019. The policy

aligns with key National legislation including but not limited to the PNG Constitution 1975, Land Act 1996, National Roads Authority Act 2003, Physical Planning Act 1989, Protection of Transport Infrastructure Act 2010, Public Services Maintenance Act 2014, Roads Maintenance Act 1971, Roads Maintenance Regulation 1973, Environment Act 2000, Environment (Amendment) Act 2014, Environment (Prescribed Activities) Regulation 2002, Land Disputes Settlement Act 2000, Fairness of Transaction Act 1993, Land Group Incorporation (Amendment) Act 2009, Customary Land Registration Act (2009). Additionally, this RAP conforms to the JICA Guidelines for Environmental and Social Consideration relevant for the execution of the Project in Japanese ODA Grant.

### 2.3 Objectives of the RAP

The objectives of the RAP are to;

- To avoid, and when avoidance is not possible, minimize displacement by exploring alternative project designs.
- To avoid forced eviction.
- To anticipate and avoid, or where avoidance is not possible, minimize adverse social and economic impacts from land acquisition or restrictions on land use by (i) providing compensation for loss of assets at replacement cost and (ii) ensuring that resettlement activities are implemented with appropriate disclosure of information, consultation, and the informed participation of those affected.
- To improve, or restore, the livelihoods and standards of living of displaced persons.
- To improve living conditions among physically displaced persons through the provision of adequate housing with security of tenure at resettlement sites.

### 2.4 Scope of the Work

The scope of work, as stated in the TOR, includes;

- Data collection and analysis for Resettlement and land acquisition based on local laws and regulations and justification as to land acquisition;
- Undertake population census survey of shops and houses that would be affected by the project as well as socio-economic survey of affected households;
- Preparation of Resettlement Action Plan with reference to requirements in accordance with DoWH Environmental and Social Safeguard Policy and RAP Guidelines, the JICA Environmental and Social Considerations/ World Bank Involuntary Resettlement Policy OP 4.12/ESS5;
- Development of compensation procedures based on full replacement cost and compensation cost and fiscal resources;
- Description of entitlement matrix for compensation;
- Development eligibility criteria and compensation cut-off date and fiscal resource;
- Development of a conflict resolution mechanism i.e. grievance redress system and grievance procedures;
- Organizational responsibilities;
- An implementation schedule;
- Monitoring, Evaluation Methodology and Recording of Keeping of stakeholder meetings
- Conduct an engineering survey and environmental and social survey in Kokopo.
- Collect data and information necessary for the project's appraisal and outline design.
- Perform the outline design.
- Determine the project scope in collaboration with PNG counterparts considering the budget constraint of the Japanese Grant.

**Table 2.4-1 Team Composition**

Name	Position
Leo Mandeakali	Team Leader (EIA Expert) Environmental Consultant
Prof Pius Piskaut	Specialist (Natural Environment and Ecologist)
Ms Joyce Linge	ENBPG Lands Office                      RAP and Social Survey
Mr. Peter Utlage	ENBPG Lands Office                      RAP and Social Survey
Mr. Berson Paulias	ENBPG Lands Office                      RAP and Social Survey
Mr. Jonah Penias	ENBPG Lands Office                      RAP and Social Survey

*Source: Prepared by JICA Survey Team*

## CHAPTER 3. Description of the Project

### 3.1 Project Location

The project area is located North West of Kokopo Town between Butuwin Health Centre (GPS Reading -4.324500° 152.240707) and Kuradui Junction (GPS Reading -4.310664° 152.225294) along the Kokopo – Rabaul coastal Road. The total road length is about 2.4km as indicated on the Map below (Figure 3.1-1) The project is within the Kokopo District Constituency and near the Kokopo township as shown on the map. However, this RAP considers impact on the road corridor from the project start point at Butuwin Health Centre (CH0+00) to Kuradui turn off (CH2+400) as indicated. Other spots indicated along the road corridor on both sides are impacted sites. There are 9 drainage sites and two bridge and flood ways sites that will be reconstructed to remedy the road from further flood wash off and settlement of eroded silt and debris from flood during heavy rain.



Source: Prepared by JICA Survey Team

Figure 3.1-1 Project Location Map



Deteriorated section of the Project corridor requiring improvement



Source: Prepared by JICA Survey Team

**Figure 3.1-2 Typical characters of the road**

### 3.2 Project Design Components and Facilities

#### 3.2.1 Road Alignment Conditions

The proposed road alignment generally follows the existing centerline to maintain consistency with the current corridor and minimize environmental and social impacts. However, in sections where the road runs adjacent to hill slopes, the horizontal alignment will be shifted 2.0 m toward the seaward side. This adjustment is intended to reduce the required cut volume, improve slope stability, and minimize the risk of future failures along steep embankment sections.

The longitudinal gradient will largely follow the existing terrain profile, maintaining the natural flow of the corridor. Minor adjustments will be implemented where necessary to ensure compliance with the drainage design, improve surface water management, and avoid the creation of low points or ponding areas.

Specific treatment of slope edges, including cutting to stable angles, installation of erosion-control measures, or slope protection structures, will be addressed separately under the slope stabilization component of the works. These treatments will be applied as needed to ensure long-term stability and safety of the road corridor.

**Table 3.2-1 Road Design Parameters**

Parameter	Unit	Design Value	Remarks
Carriageway width	m	$3.5 \times 2 = 7.0$	Set based on the forecasted AADT of 4,375 in 2049 (Manual Tab.4.9)
Shoulder width	m	$1.0 \times 2 = 2.0$	Although the Manual specifies $2.5 \times 2 = 5.0$ m, the Australian standard has been applied as it is, and since the same is not adopted for Kokopo urban roads, the existing shoulder width is used.
Standard crossfall	%	Carriageway: 3.0 Shoulder: 3.0	Manual (Tab.4.6, Tab.4.12)
Maximum crossfall	%	7	Manual (Tab.4.48)
Longitudinal gradient	%	Exceptional: 8.0 General: 6.0	Manual (Tab.4.55)
Minimum horizontal curve radius	m	71.0	Manual (Tab.4.46)
Minimum curve length	m	100.0	Manual (Tab.4.47)
Widening on curves (per lane)	m	Radius = 71 → 1.03 71 < Radius ≤ 80 → 0.91 80 < Radius ≤ 90 → 0.81 90 < Radius ≤ 100 → 0.71 100 < Radius ≤ 120 → 0.63 120 < Radius ≤ 140 → 0.56 140 < Radius ≤ 160 → 0.49 160 < Radius ≤ 180 → 0.42 180 < Radius ≤ 200 → 0.35	Manual (Tab.4.52)

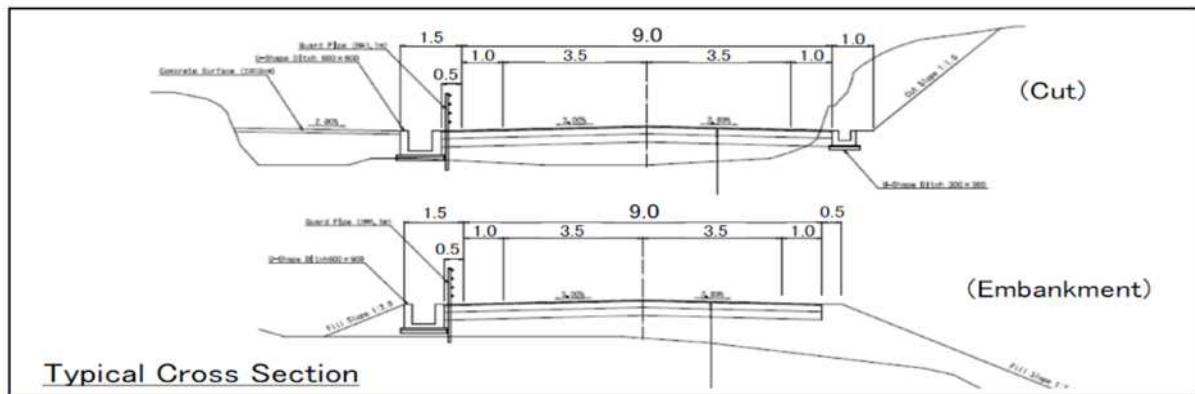
Parameter	Unit	Design Value	Remarks
		200 < Radius ≤ 250 → 0.29	
		250 < Radius ≤ 300 → 0.23	

Source: Prepared by JICA Survey Team

**Table 3.2-2 Bridge Design Parameters**

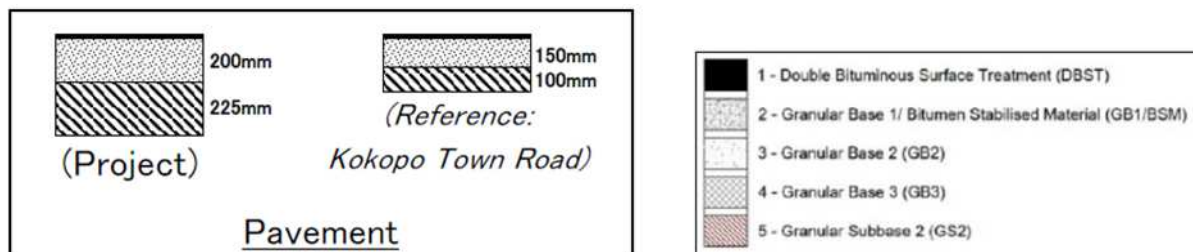
Parameter	Unit	Design Value	Remarks
Carriageway width	m	$3.5 \times 2 = 7.0$	Set based on the forecasted AADT of 4,375 in 2049 (Road Design Manual Tab.4.9)
Standard crossfall	%	3	Manual (Tab.4.6, Tab.4.12)
Maximum crossfall	%	7	Manual (Tab.4.48)
Maximum longitudinal gradient	%	8	Manual (Tab.4.55)

Source: Prepared by JICA Survey Team



Source: Prepared by JICA Survey Team

**Figure 3.2-1 Typical Cross-Section**



Source: Prepared by JICA Survey Team

**Figure 3.2-2 Typical Pavement Cross Section**

### 3.2.2 Drawing summary

- Carriageway: 2 lanes  $\times$  3.5 m = 7.0 m
- Shoulders: 1.0 m each side
- Parapets/kerbs: 0.5 m each side
- Total deck width = 10.00 m ( $7.0 + 2 \times 1.0 + 2 \times 0.5$ )
- Typical crossfall (drainage): 3% (crown or single slope as required) — matches Road Design Manual references.
- Wearing course: 50 mm (typical) on a deck slab 200 mm thick (typical — confirm with structural design).
- Kerb height: 150 mm, parapet height 1.2 m (safety rail — confirm to local code).
- Expansion joints at bearings, scuppers at parapet/kerb level for drainage, and bearing/beam layout per structural design.

### 3.2.3 Slope Stabilization Works (cutting, vegetation works, concrete canvas)

The proposed countermeasure works focus on restoring slope stability and preventing future erosion. The approach begins with the removal of all unstable materials on the slope surface, including protruding trees, loose boulders, and collapsed or accumulated soil. After clearing, appropriate slope protection measures will be applied to ensure long-term stability.

These countermeasures are intended to serve as a good practice model for future slope management initiatives by the Papua New Guinea (PNG) Government. In selecting the methods, careful consideration has been given to material availability, technical simplicity, and economic feasibility, ensuring the measures can be replicated nationally.

The standard approach utilizes a combination of cutting the slope to a stable angle and establishing vegetation using vetiver grass, which is known for its deep root system and strong erosion-control performance. However, in locations where houses or other structures are situated on the upper slope—making further cutting impractical—an alternative measure using concrete canvas will be implemented to provide adequate protection without requiring major excavation.

### 3.3 Infrastructure Facilities

Infrastructure facilities of the proposed roadway include key design considerations outlined in Table 3.3-1. Special consideration will be made for school zones or where there is a high volume of pedestrians.

**Table 3.3-1 Summary Design Requirements**

Design Requirement	Description
Medium Openings and U-Turn Lane	<ul style="list-style-type: none"> <li>• Currently, there is no restriction from/to access roadside facilities since there is no median on the existing road. However, accessibility will be restricted or limited due to the median.</li> <li>• Purpose of the median is to ensure smooth traffic flow and traffic safety to make intersecting points to be minimum.</li> <li>• On the other hand, it is required to secure accessibility similar to that of current situation based on the following as countermeasures: Median opening shall be provided at only access points of: - 1) important facility such as police, hospital school, etc., 2) warehouse or distribution center where is a logistics base, 3) connection road with 2-lane For other traffic, accessibility shall be maintained by using U-Turn Lane to be provided approximately 1km interval.</li> </ul>
Study on Entry Lane Layout	<ul style="list-style-type: none"> <li>• Traffic operation at intersection shall be made by traffic signals</li> <li>• Based on future traffic volume, entry lane layout at intersections shall be studied to meet “D or more” of Level of Service (LOS).</li> <li>• Slip lanes shall be provided as long as land acquisition allows.</li> </ul>
Study on Intelligent Transport System	<ul style="list-style-type: none"> <li>• Application of intelligent Transport System shall be studied for effective and smooth traffic operation considering budget constraint.</li> <li>• At this time, the JICA Survey Team plans to provide “Smart Traffic Signals”, which can adjust timing of signal phasing depending on early traffic volume to intersection.</li> </ul>
Road Surface Drainage	<ul style="list-style-type: none"> <li>• L-Type gutter and catch basin with rating shall be applied considering the quick discharge.</li> <li>• Soil sealing shall be provided as median surface treatment to prevent penetration of rainwater into pavement structure.</li> </ul>
Flow End point	<ul style="list-style-type: none"> <li>• Flow end points shall basically be the existing river channel, or drainage facilities.</li> <li>• There is no existing drainage in the southern side of the roundabouts.</li> </ul>
Road Crossing Drainage	<ul style="list-style-type: none"> <li>• Four (4) road crossing drainage structures would be affected by the project.</li> <li>• Possibility of utilizing the existing structure shall be studied by the following approach: Discharge capacity after the project, or Structural soundness</li> <li>• If it is judged that the existing structures are not able to be utilized, new drainage facilities shall be planned.</li> </ul>

*Source: Prepared by JICA Survey Team*

### 3.4 Project Impacts

Every developmental activity always come with both positive and negative environmental and socio-economic impacts. One of the main social impacts associated with road and bridge constructions or maintenance is potential displacements and deprivation, temporary health related and resettlement activities.

This section provides a summary of these potential impacts and the mechanisms that will be employed to minimize resettlement impacts.

### **3.4.1 Potential Positive Impacts**

#### **3.4.1.1 Reduction in Traffic Congestion**

The project will facilitate easy mobility between Kokopo and Rabaul towns. There will be adequate spaces for human walking along on side walk ways.

Poor drainage between Butuwin and Kuradui turn off, caused silt and sediment build up from perennial flooding experienced in the area. This area has received high volumes of flood water during heavy rains due to the low-lying landscape of the area and the silted drains within the area. Additionally, the Karavi and Ranguna streams and drainage system have been heavily silted by human activities and encroachment. This Project undertaking includes the improvement of the drainage system to receive hydrologically calculated flow which will significantly reduce the flood incident and ease dust pollution for people living along the road.

#### **3.4.1.2 Job Creation**

The Kokopo -Rabaul Road Maintenance project is expected to create direct and indirect jobs for more than 100 skilled and semi-skilled people, especially unemployed youths in different stages of the project development. Other ancillary livelihood opportunities like the sale of food to construction workers, clothing, call credit etc. in the communities along the corridor and beyond are expected. Construction workers may also apply acquired skills post-project for job opportunities elsewhere in the future.

### **3.4.2 Potential Negative Impacts**

#### **3.4.2.1 Community Health, Safety and Security**

Public health and safety could be compromised due to construction activities and the influx of construction workers to the project communities. Construction activities have the potential to transmit diseases like malaria and diarrhea from insanitary conditions on site and upper respiratory tract infections caused by air pollution from construction activities. Exposure to high levels of noise and vibration may result in sleep disturbances and loss of concentration, which could lead to diseases, injuries and accidents, especially around the Malapau Plantations.

The presence of male workers on the project and their interactions with females in project communities could potentially expose involved parties to the risk of contracting sexually transmitted diseases (STDs), HIV/AIDS and unwanted pregnancies mainly due to their enhanced economic status when compared to indigenous inhabitants of the area. Cases of theft and illegal activities such as prostitution could increase. These issues highlighted here are suspected issues, there will be minimal impact, because there is sufficient workforce for semi-skilled workers on site and also, the workers will only come to work during the day from their own homes.

#### **3.4.2.2 Traffic Impacts**

There will be less traffic issues between Rabaul and Kokopo because there is an existing alternative route that will be used. The affected people will be for those people that closer to the project area. The traffic would not be congested.

There would be relatively minimal impact when hauling large quantities of construction materials to proposed campsites would create traffic blockage, congestion and nuisance on busy community sections of the road. Construction trucks could also affect traffic movement by parking along roads within the project corridor due to mechanical breakdown. The presence of these trucks on the road would create conditions for vehicular-pedestrian conflicts, vehicular-vehicular conflicts, or accidents. Current accident rate is minimal. It is also expected that accident rate could not increase.

#### **3.4.2.3 Climate Change Impact**

The construction activity would have minimal impact on climate change because the potential greenhouse gases (GHGs) emissions would not be significant to cause adverse impact. There would be minimal

vegetation and forest cover clearance. Much of the vegetation cover cleared would be sparsely planted ornamental trees, tree crops, flowering plants and grassland growing on the RoW. The changes in land use will reduce the number of trees (carbon sinks) that will have originally absorbed carbon dioxide from the atmosphere. The cleared areas would be very small area. The use of fossil fuels to power construction equipment and transport vehicles for the proposed construction will exacerbate the existing situation leading to increased GHGs emission release which will contribute to climate change. Again, fumes from exhaust pipes from combustion of fossil fuel would also be minimal as, the concentration of the emissions would be diffused by strong winds within the project area.

#### **3.4.2.4 Disruption of Public Utilities**

Critical utility infrastructure (mainly water, telecommunication and electricity) may be impacted by the Project and may require relocation during project construction. Disruption in any of these utility services will pose great inconvenience to the community and other external users of these services. For example, several pylons linking the PNG Power Limited and Telecom lines for Telekom PNG Ltd are within the RoW. The disruption of any of these services for a long period will significantly impact livelihoods and cause inconveniences for people in the communities.

#### **3.4.2.5 Gender-Based Violence (GBV) and Sexual Exploitation & Abuse and Sexual Harassment (SEA/SH)**

Gender-Based Violence (GBV) and Sexual Exploitation and Abuse/Sexual Harassment (SEA/SH) are recognized as widespread concerns across Papua New Guinea, including the Kokopo area. Similar risks may be present within the Project's area of influence. While women's participation in the Project workforce is expected to be limited—given that most semi-skilled roles are typically filled by men and specialized roles require specific qualifications—those women who are employed may face heightened vulnerabilities.

The construction sector in PNG is predominantly male-dominated, which can increase the risk of harassment, exploitation, or abuse for female workers. Women in the workforce are often few in number, and in some contexts may be exposed to unwanted sexual advances, coercion, or discriminatory practices, including solicitation of sexual favors in exchange for employment or job retention. Rejection of such advances may result in retaliation or exclusion from employment opportunities. These dynamics can pressure women who are economically vulnerable to acquiesce to inappropriate behavior.

Additionally, the presence of migrant workers can influence interactions with nearby communities. Local women and girls who seek opportunities to provide informal services—such as cooking, cleaning, or selling goods—may be exposed to risks of exploitation or abuse. Close and unmanaged interaction between workers and community members increases the likelihood of SEA/SH incidents, which may lead to unintended pregnancies, single parenthood, and long-term social and economic hardship for affected women and girls.

#### **3.4.2.6 Potential Land Acquisition and Resettlement Impact**

Civil works associated with the upgrading of the two-lane road corridor will be limited to the existing RoW. However, existing encroachers of the RoW would be displaced to make way for the works, including commercial activities, residential properties and other land uses. This will result in livelihood losses, business disruptions, and inconvenience to project affected persons. Road designs may be used to minimize or avoid these displacements where possible. Where this is not possible, resettlement or compensation of the project affected persons will be implemented.

Apparently, this project would acquire smaller portions of traditional land near 2 of the bridges of Karavi and Ranguna creeks. The downstream side of those are on reclaimed land, not formally owned by traditional landowners. These parcel of land are considered waste land and owned by the Communities. Any civil works around would be community benefit and no individual person(s) would suffer as a result reclaiming the land for civil construction works.

### **3.5 Project Component/Activities that give rise to resettlement**

The resettlement exercise covers all direct economic and social losses resulting from land taking and restriction of access, together with the consequent compensatory and remedial measures triggered by project activities.

Where the road expansion or change in alignment may extend beyond the RoW at some sections to accommodate design specifications, this will require additional land for the project activities. In such

instances, although unlikely, people directly affected by land acquisition may lose their home, farmland, property, business, or other means of livelihood. In other words, they lose their ownership, occupancy, or use rights, because of land acquisition or restriction of access.

Moreover, the significant encroachment within the project RoW will potentially result in relocation or loss of shelter, loss of assets or access to assets, loss of income sources or means of livelihood, whether or not the affected persons have formal legal rights to the land or assets they occupy.

The RAP survey findings indicates that there would be minimal or nil land acquisition of land along the road corridor except to compensate destructions of tree crops and small road side markets within the RoW.

### **3.6 Mechanisms to Minimize Resettlement During Project**

There will be no further expansion from the existing 20m width road alignment. Thus, the road upgrading and construction works will be limited to the existing road alignment as much as possible.

Expansion or dualization of the road will be implemented within the RoW along the entire project corridor. However, due to the level of encroachment within the RoW, the Project may explore possible alignment setting options to minimize resettlement impacts. Both horizontal and vertical alignment shall be set to fit the existing road alignment to avoid significant impacts on the roadside. For instance, the design consideration is being explored to realign the section of the project road Butuwin to Kuradui Communities along the Kokopo Rabaul Coastal Road community to minimize the residential impacts. Subject to economic, technical and other factors, the design will consider possible realignment (slight shifts) of the project road at sections where resettlement impact is severe. When it is found that both side's widening is difficult due to control points, one-side widening shall be adopted.

### **3.7 Tentative Project Schedule**

The schedule Framework of the project from Preliminary Studies to Project Closure is shown in the table below.

**Table 3.7-1 Draft Project Schedule Framework**

<b>1. PRELIMINARY &amp; FEASIBILITY STAGE (6–9 months)</b>	
Activity	Duration
Project Concept Development	1 month
Consultation & Alignment	1–2 months
Preliminary Studies	1 month
Feasibility Study	2–3 months
Review & Approval	1–2 months
<b>2. ENVIRONMENTAL &amp; SOCIAL SAFEGUARD STAGE (6–8 months)</b>	
Activity	Duration
Environmental Impact Assessment (EIA)	2–3 months
Social Impact Assessment (SIA)	1–2 months
Land Acquisition & Resettlement Planning	2–3 months
Public Consultation & Disclosure	Throughout
DOWH Approval / JICA Safeguard Clearance	1 month
<b>3. DETAILED ENGINEERING DESIGN (DED) STAGE (4–6 months)</b>	
Activity	Duration
Detailed Survey	1–2 months
Design of Road & Culverts	2–3 months
BOQs & Technical Specifications	1 month
Design Review (GoPNG + JICA)	1 month
<b>4. PROCUREMENT STAGE (4–5 months)</b>	
Activity	Duration
Preparation of Bidding Documents	1 month
International Competitive Bidding (ICB)	1 month
Bid Evaluation	1–1.5 months
JICA No-Objection	0.5 month
Contract Award & Mobilizations	1 month
<b>5. CONSTRUCTION STAGE (12–18 months)</b>	
Activity	Duration

Source: Prepared by JICA Survey Team

## **CHAPTER 4. Legal Framework**

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### **4.1 Legal Basis of Land Tenure in Papua New Guinea**

Papua New Guinea (PNG) has a dual land tenure system underpinned by the Constitution (1975) and the Land Act (1996). It recognizes two primary categories of land:

- Customary Land (approx. 95% of PNG)
- State Land (approx. 5% of PNG)

These categories apply equally in Kokopo District and all of East New Britain Province.

### **4.2 Origins of Customary Land in PNG**

The PNG Constitution (Sch. 2 and Sch. 1.2) recognizes customary law and customary ownership as fundamental legal principles. The Customary Land:

- Is owned collectively by clans, tribes or lineages.
- Is governed by customary law, passed down through generations.
- Cannot be bought or sold permanently.
- Cannot be compulsorily acquired except under strict legal processes and with compensation.

Customary land is not automatically recorded in written titles, although modern reforms encourage ILG (Incorporated Land Group) registration and voluntary customary land registration.

### **4.3 Characteristics of Customary Land**

- Rights are inherited through clan / lineage systems.
- Boundaries are traditionally known to landowners, though often unwritten.
- Use, access and control decisions are made collectively.

In East New Britain, especially in Kokopo, Rabaul, Vunamami, Bitapaka, Kalabon and inland wards, the vast majority of rural and peri-urban land remains customary.

### **4.4 Origins of State Land in PNG**

State land exists through three main pathways:

#### **1 Pre-Independence Alienated Land**

During the German colonial period (1884–1914) and later the Australian administration (1914–1975), certain areas were declared government land, purchased, expropriated or surveyed for administrative, mission or commercial purposes. These lands became the foundation of modern State Land at independence in 1975. Much of urban Kokopo, including parts of Rabaul, Tokua, Kenabot, and Government institutional areas, originated from this pre-independence alienated land.

#### **2 Land Acquired by Agreement After Independence**

Under the Land Act 1996 the State may acquire customary land by mutual agreement with its customary owners and once acquired compensation is paid and the land becomes State Land and a State Lease may then be granted (99-year business leases, special-purpose leases, government institution leases, etc.). This is the legal basis for land used for schools, hospitals, government offices, airports and urban expansion areas in Kokopo.

#### **3 Land Converted Through Voluntary Customary Land Registration**

Under the Land Groups Incorporation Act (2009) and Land Registration (Amendment) Act (2009) customary

land owners may form an Incorporated Land Group (ILG) and the ILG may voluntarily register its land and a Customary Land Lease can then be issued either to the State (for public use) or directly to developers/investors. This mechanism is increasingly used for agriculture, tourism and infrastructure projects in East New Britain.

#### **4. Legal Framework Governing Land Acquisition**

Land acquisition is governed primarily by:

- The Constitution of Papua New Guinea
- Land Act 1996 (as amended)
- Land Groups Incorporation Act 2009
- Land Registration Act 2009
- Physical Planning Act 1989
- Survey Act 1969
- Valuation Act 1967

These laws apply nationally including Kokopo and ENB Province.

### **4.5 Land Titles**

#### **4.5.1 Land Title Trends in PNG and Land Tenure Structure**

Approximately 95% of PNG's land is under what is called customary tenure, meaning land is communally owned by clans lineages or extended families under traditional law. Only about 5% of land is under formal (alienated) tenure meaning state leases (mostly 99-year leases) or very rarely freehold titles held by citizens. The near total predominance of customary land means that formal "bankable" land titles (that can be used as collateral, transferred easily or leased to outsiders) remain extremely limited.

Because of that structure, many development projects (agricultural estates, commercial agriculture, plantations, infrastructure, resource extraction) run into land access issues much of the land simply isn't registered boundaries are unclear, groups of customary owners may be disputed or overlapping, and land is rarely "liquid" or usable as formal collateral.

#### **4.5.2 Recent National Reforms and Emerging Land-Governance Trends**

In response to these challenges PNG has over the years taken several steps some recent some continuing to reform land governance make land more accessible for development while also (ostensibly) protecting customary owners' rights.

The laws allow customary landowners to form legally recognized entities: Incorporated Land Groups (ILGs) which can then register their land and if they choose lease portions of it for commercial use.

Through the formal process under the Land Act 1996 customary land may be "acquired by agreement" or converted for grant of a lease enabling use for agriculture business infrastructure or other development. Still implementation has been slow many ILGs have not completed registration, and many customary parcels remain "dead capital" economically locked and not used as collateral.

A major institutional change in 2025 the government (through the Department of Lands and Physical Planning DLPP) launched (with support from UNDP) a new digital platform called The National Land Use Information Management System (NLUIMS). This is a web-based GIS system for storing managing and visualizing spatial land-use and land-title data.

This reform is part of a broader push under the National Sustainable Land Use Policy 2022–2032 (NSLUP) which aims to integrate land-use planning sustainable development environmental conservation and economic development at national provincial district and local levels.

Parallel to that in 2025 the national parliament (with UNDP support) launched a formal inquiry via the Special Parliamentary Committee on Customary Land and Land Reform (SPC-CLLR) to review and propose reforms to customary land tenure and resource governance.

The goals of the proposed reform law (a Customary Land Tenure Law "CLTL") include safeguarding customary ownership and identity guaranteeing free prior and informed consent (FPIC) for land deals

clarifying institutional roles formalizing ILGs' roles and ensuring equitable benefit sharing when land is used for commercial or resource-based projects.

PNG is actively modernizing land governance digitizing records, bringing land-use planning under a unified policy, and trying to formalize customary land in a way that balances development, social equity, and environmental sustainability.

#### **4.6 Details specific to ENB Province Including Ongoing Activities**

Although detailed land title data at the provincial level (e.g., percentage of land titled vs customary) is seldom publicly available, ENB (along with its neighboring province, West New Britain Province) has been explicitly targeted by recent national initiatives, and several background conditions mean that the national trends are particularly relevant there.

- The launch of NLUIMS in 2025 was tied directly to a project focused on New Britain Island (which includes ENB). The project is described as “Establishing systems for sustainable integrated land use planning across New Britain Island.
- In 2023, roadshows were held in both East and West New Britain to raise awareness about the country’s new land-use policy (NSLUP) engaging provincial government, private sector, civil society, traditional landowners. This signals that ENB has been front-of-mind for policy implementers.
- For ENB specifically there have been land-use and resource-management activities related to forestry, agriculture (e.g. cocoa, oil-palm), and conservation.

ENB appears to be entering a transition period from mostly informal customary land use traditional resource exploitation toward more formalized planned and regulated land-use with mapping, planning, environmental safeguards, and possibly more leases or formal land agreements in coming years.

#### **4.7 How These Trends Affect Project Implementation.**

The shifting landscape of land governance in PNG and the emergence of tools like NLUIMS, NSLUP and the potential CLTL has important consequences for any project one might be planning in ENB or elsewhere in PNG. Key impacts

#### **4.8 Potential Opportunities**

##### **4.8.1 Better Certainty and Transparency**

With digital land-use data (NLUIMS) developers, investors and planners can more readily see boundaries land-use zoning forest cover, waterways, existing leases and customary land areas, etc. This reduces risk of overlapping claims, disputes or unexpected legal obstacles.

##### **4.8.2 Access to “Bankable” Land**

Once customary land is legally registered and possibly converted (through ILGs) or leased under formal arrangements it becomes easier to use land as collateral improving access to finance for agriculture, plantations, SMEs, housing and infrastructure, etc.

##### **4.8.3 Sustainable Land-Use Planning**

Under NSLUP, land-use planning will integrate environmental conservation, climate-resilience, biodiversity protection important for long-term sustainability, risk mitigation (e.g. for forestry, agriculture), and social license. This is especially relevant in ENB (New Britain) where forests, coastal ecosystems, and agriculture are central.

#### **4.8.4 Improved Stakeholder Relations & Legitimacy**

With proposed land-tenure reforms projects that engage properly with customary owners, secure Free Prior Informed Consent (FPIC) and distribute benefits equitably may have higher social acceptance and lower risk of conflict.

### **4.9 Ongoing Risks & Challenges**

#### **4.9.1 Customary Land Complexity Remains**

Even with reforms many customary lands remain without formal title; identifying legitimate customary owners (clan, lineage, extended family) can be difficult. Disputes over who has rights including boundary disagreements remain common.

#### **4.9.2 Slow and Uneven Implementation**

Converting customary land to titled land (or establishing ILGs) is a slow process requiring consensus paperwork possible legal proceedings. In many areas (especially rural provinces) the capacity or willingness to do this remains low.

#### **4.9.3 Institutional Capacity Constraints**

Even with NLUIMS, effective land-use planning depends on sufficiently trained staff at provincial and district level accurate data capture maintenance and inter-agency coordination which historically has been weak outside major urban centers.

#### **4.9.4 Tension Between Development and Customary Rights / Conservation**

As more customary lands get eyed for commercial agriculture, forestry, plantations, or infrastructure, there is risk of undermining communal ownership, traditional livelihoods, social cohesion and environmental degradation especially if Benefit-sharing and FPIC are not properly enforced.

#### **4.9.5 Financial and Legal Risk for Investors**

Land leases often have restrictions: e.g., leases come with specified “use purposes” (residential, commercial, industrial, agricultural) and terms misuse or deviation can lead to revocation or compensation claims.

### **4.10 Procedures for Land Acquisition**

When land is earmarked for public projects, a systematic formal notification process is initiated to protect the rights of customary landowners and ensure transparency.

#### **4.10.1 Notice Issuance.**

The Minister for Lands and Physical Planning issues a written notice to both customary owners and interested third parties, stating the government's intent to acquire the land. This notice must be publicly displayed for at least 30 days, allowing sufficient time for community members to be informed and provide feedback.

#### **4.10.2 Objection Period**

During this 30-day period, community members and landowners are entitled to voice objections regarding the planned acquisition. After this period, the Minister examines the legitimacy of the objections and determines whether the land is appropriate for the intended public utility purpose.

#### **4.10.3 Land Valuation**

If the objections are resolved and the acquisition continues, the next step involves conducting a thorough land valuation. This assessment considers various criteria such as the type of lease (residential, agricultural, etc.), current market conditions, the physical characteristics of the land, and customary rights associated with it. The evaluation is carried out by the Office of the Valuer-General and must adhere to guidelines set forth in the Land Act (1996) and the Land Acquisition Act (1978).

#### **4.10.4 Compensation Processes**

The calculated compensation amounts are communicated to landowners, who maintain the right to dispute these valuations. The government bears responsibility for transparently disclosing all proposed valuations and ensuring that evaluation methods are clear and accessible to affected parties.

#### **4.10.5 Appeals.**

Should landowners contest the compensation offered; they have the right to appeal the Minister's decision through the Supreme Court. In cases involving traditional or customary land claims, the Land Court may be consulted to provide additional context and facilitate resolution.

### **4.11 Carrying Out the Acquisition of Land/Structures**

Following the notice period and the resolution of any conflicts, the acquisition of land and structures can formally commence. The Department of Lands and Physical Planning oversees this process, which is monitored by the Ministry of Justice and Attorney General, or to Minister for State Enterprises ensure compliance with financial regulations and transparency.

The Ministries are responsible for addressing any disputes that may arise regarding the valuation process or the actual compensation amounts offered. In situations where conflicts remain unresolved, they may be escalated to local customary land tribunals or, if necessary, through the judicial system for formal resolution. This emphasis on a structured process is intended to ensure that all stakeholders receive fair treatment and that any inconveniences incurred as a result of land acquisition are appropriately addressed.

#### **4.11.1 Negotiation in Land Acquisition**

The Land Acquisition Act (1978) and its amendments outline a clear protocol for the negotiation processes surrounding land acquisition, ensuring that the rights of customary landowners are respected, and that due process is followed.

#### **4.11.2 Notice of Acquisition.**

The government begins the process by issuing a 30-day notice detailing its intention to acquire specific land. This notice is widely disseminated in local languages through newspapers and public postings, ensuring that all stakeholders are adequately informed.

#### **4.11.3 Community Engagement.**

The notice clearly states that any objections must be submitted to the land officer within the specified 30-day timeframe. In doing so, the government affirms the right of landowners to express their concerns and seek redress.

#### **4.11.4 Conflict Resolution.**

Any disputes arising from ownership claims or objections are referred to local land tribunals for resolution. This process allows landowners to present their claims, and the tribunal ultimately makes a decision regarding rightful ownership, thus aiming for fairness and transparency.

#### **4.11.5 Compensation Proposals.**

The acquiring officer engages in discussions with customary landowners regarding compensation. The proposed compensation package is expected to reflect real market values, account for damages caused by the acquisition process, and consider losses incurred due to displacement.

#### **4.11.6 Final Valuation and Appeal.**

If there is a lack of agreement between landowners and government valuations, the final assessment provided by the Valuer-General serves as the official government valuation. Should landowners find this valuation unacceptable, they are entitled to appeal the decision in the Supreme Court, ensuring legal recourse is available.

#### **4.11.7 Final Decisions.**

Once an agreement on compensation is finalized and no pending appeals exist, the outcome becomes official, culminating in a formal transfer of land rights as outlined by provisions in the Land Act.

### **4.12 Gap Analysis on Resettlement Policy: Comparison between PNG Laws and the JICA GL**

A comparative analysis of the provisions of JICA Guidelines for Environmental and Social Considerations (January 2022) and PNG resettlement policies is summarized in the Table 4.12-1 below.

- Environmental Regulations 2002
- Environment (Prescribed Activities) Regulation 2002
- Environment (Fees and Charges) Regulation 2002
- Environment Act 2000
- Water Quality Criteria for Aquatic Life Protection

**Table 4.12-1 Comparative Table Between the JICA Guidelines on Environmental and Social Considerations and the Papua New Guinea Legal System**

- National Legislations and Regulations (PNG)
- The Constitution of PNG
- The Land Act, 1996, Land Reg.(amend) Act 2009 and ILG Act 2009
- The Environmental Regulation 2002
- Resettlement Framework for the Resilient Transportation Project (RTP) (P166991) 2022
- Land Acquisition (Development) Act (Chapt. N0.192)
- The Lands Dispute Settlement Act 1975
- The Physical Planning Act 1975 (Spatial Planning)

No.	JICA Guidelines/World Bank ESS5	PNG Relevant Legislation	Comparative Analysis and Proposed Solutions
1	<p>Involuntary resettlement and loss of means of livelihood are to be avoided when feasible by exploring all viable alternatives.</p>	<ul style="list-style-type: none"> <li>• The Lands Acquisition (Development Purposes) Act (Chapt. N0.192) states that its purpose is to enable the State to acquire land by agreement or compulsory process for development purposes [Lands Acquisition (Development Purposes) Act (Chapt. N0.192), Sec. 1(1), 4].</li> <li>• Possession or acquisition of property may not be compulsory unless the property is required for a public purpose and the necessity for acquisition affords reasonable justification for resulting hardship to any affected person [Constitution of the Independent State of Papua New Guinea, Sec. 53(1), 284].</li> </ul>	<ul style="list-style-type: none"> <li>• Partial Divergence Observed.</li> <li>• The PNG legislation focuses on the legal justification for compulsory land acquisition (public necessity) but does not explicitly mandate the avoidance of involuntary resettlement as the priority,</li> <li>• The value of land and properties varies between JICA and PNG Laws due to the Land Laws in PNG.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>
2	<p>If avoidance is not possible even after such examination, effective measures to minimize impacts and to compensate for losses must be taken upon agreement with the affected people.</p>	<ul style="list-style-type: none"> <li>• A Board may revoke or modify previously granted planning permission by agreement with the owner if required in the public interest, providing compensation [Physical Planning Act 1989, Sec. 87(1), (2)].</li> <li>• Just compensation must be made on just terms by the expropriating authority [Constitution of the Independent State of Papua New Guinea, Sec. 53(2)].</li> <li>• The amount of compensation to be paid may be determined by agreement between the Minister and the claimant [Land Act 1996, Sec. 26].</li> </ul>	<ul style="list-style-type: none"> <li>• Partial Divergence Observed.</li> <li>• The PNG legislation mandates the payment of "just compensation" and provides mechanisms for compensation to be determined by agreement; however, it does not explicitly require the affected people's agreement as a prerequisite for implementing the minimum impact measures and compensation.</li> <li>• No significant divergences are observed.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>

No.	JICA Guidelines/World Bank ESS5	PNG Relevant Legislation	Comparative Analysis and Proposed Solutions
3	Project affected people, such as people to be resettled involuntarily and/or people who may lose their livelihoods by the project, must be provided sufficient compensations and supports by the project proponents in a timely manner.	<ul style="list-style-type: none"> <li>• Just compensation must be made on just terms by the expropriating authority [Constitution of the Independent State of Papua New Guinea, Sec. 53(2), 287]. In the determination of compensation, regard shall be had to the value of the land at the date of acquisition, damage caused by severance, and the enhancement or depreciation in value of other land [Land Act 1996, Sec. 23(1)].</li> <li>• The interest of every person in land or a chattel to which a notice of acquisition applies is converted into a right to compensation [Land Act 1996, Sec. 14(1), 550, 551]. A person who has a right to compensation under Section 14 may make a written claim for compensation [Land Act 1996, Sec. 21(1), 563].</li> <li>• Compensation payable under the Lands Acquisition (Development Purposes) Act (Chapt. N0.192) is payable in not more than three instalments and within five years after the date of acquisition [Lands Acquisition (Development Purposes) Act (Chapt. N0.192), Sec. 33(2)].</li> </ul>	<ul style="list-style-type: none"> <li>• Minor divergence observed.</li> <li>• The PNG legislation mandates "just compensation" and sets a payment deadline of up to five years in instalments; however, it does not explicitly require the compensation to be sufficient (fully covering losses/livelihoods) and timely (provided in advance), as the Guideline specifies.</li> <li>• No significant divergences are observed.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>
4	Compensations must be calculated at full replacement cost as much as possible, and provided in advance.	<ul style="list-style-type: none"> <li>• Just compensation must be made on just terms by the expropriating authority [Constitution of the Independent State of Papua New Guinea, Sec. 53(2), 287]. In the determination of compensation, regard shall be had to the value of the land at the date of acquisition, damage caused by severance, and the enhancement or depreciation in value of other land [Land Act 1996, Sec. 23(1), 587].</li> </ul>	<ul style="list-style-type: none"> <li>• Partial Divergence Observed.</li> <li>• The PNG legislation mandates "just compensation" and specifies criteria based on land value at acquisition but does not explicitly require compensation to be calculated at "full replacement cost" or be provided in advance, as mandated by the Guideline.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>
5	Project proponents must make efforts for the affected people to improve or at least restore their standards of living, income opportunities and production levels to the pre-project levels. Measures to achieve this may include: Providing land or monetary compensations for losses of land or assets, supporting for alternative sustainable livelihood, supporting for expenses necessary for relocation, and supporting for re-establishment of communities at resettlement sites.	<ul style="list-style-type: none"> <li>• Just compensation must be made on just terms by the expropriating authority [Constitution of the Independent State of Papua New Guinea, Sec. 53(2), 319].</li> <li>• The Minister may, by agreement or compulsory process, acquire all or any chattels where it is desirable to do so to develop the land or to maintain or increase its productivity [Land Act 1996, Sec. 8]. In the determination of compensation, regard shall be had to the value of the land, damage caused by severance, and the enhancement or depreciation in value of other land [Land Act 1996, Sec. 23(1), 562].</li> <li>• The Land Act 1996 defines "public purpose" to include the purpose of the settlement or resettlement of residents of urban areas [Land Act 1996, Sec. 2(1), 534].</li> </ul>	<ul style="list-style-type: none"> <li>• Partial Divergence Observed.</li> <li>• The PNG legislation focuses on mandating "just compensation" and authorizing land acquisition for resettlement, but it does not explicitly require the proponent to make efforts to restore or improve the affected people's livelihoods and standards of living to pre-project levels.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>

No.	JICA Guidelines/World Bank ESS5	PNG Relevant Legislation	Comparative Analysis and Proposed Solutions
6	<p>Compensation standards are disclosed and consistently applied. The project affected persons need to be aware of the compensation standards.</p>	<ul style="list-style-type: none"> <li>• Where land is acquired by compulsory process under this Act, the Departmental Head shall, as soon as practicable after the date of acquisition, cause a copy of the notice of acquisition to be given to or served on the owner, the occupier, and any other person whom he has reasonable cause to believe has an interest in the land, and to be published in a newspaper circulating in the area. [Lands Acquisition (Development Purposes) Act (Chapter. N0.192), Sec. 13(1)]</li> <li>• In the determination of the amount of compensation payable in respect of land acquired by compulsory process under this Act, regard shall be had to the value of the land at the date of acquisition, the damage (if any) caused by the severance of the land... and the enhancement or depreciation in value of the interest of the claimant... by reason of the carrying out of, or the proposal to carry out, the public purpose for which the land was acquired. [Land Act 1996, Sec. 23(1)]</li> <li>• As soon as practicable after he makes a determination under Subsection (1), the Minister shall cause a copy of the determination to be served on each of the claimants by registered post to the address of the claimant last known to the Minister. [Lands Acquisition (Development Purposes) Act (Chapt. N0.192), Sec. 21(2)]</li> </ul>	<ul style="list-style-type: none"> <li>• Partial Divergence Observed.</li> <li>• The PNG legislation mandates notification of the land acquisition and personal service of the final compensation determination to claimants, but it does not explicitly require the compensation standards to be proactively disclosed and consistently applied to ensure the affected persons' awareness.</li> <li>• The land mediation team investigates carefully who the land users and actual landowners and recommend for payment an appropriate amount to landowner especially where the titles are not well established.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> <li>• It least there is some form of payment made to the rightful landowner, witnessed by relevant local authorities like chairman of land mediation, district and provincial administrators and Lands Department representative. This approach is the acceptable by PNG Law and is executed forthwith. The compensation matter is settled.</li> </ul>
7	<p>In principle, the contents of the individual compensation to be agreed are explained to the project affected persons in writing, and the project affected persons can confirm the contents at any time.</p>	<ul style="list-style-type: none"> <li>• Where land is acquired by compulsory process under this Division, the Departmental Head shall, as soon as practicable after the date of acquisition, cause a copy of the notice of acquisition—to be given to or served on—(i) the owner of the land; and (ii) where the owner is not the occupier, the occupier; and (iii) any other person whom he has reasonable cause to believe has an interest in the land [Land Act 1996, Sec. 15(1)(a)]</li> <li>• As soon as practicable after he makes a determination under Subsection (1), the Minister shall cause a copy of the determination to be served on each of the claimants by registered post to the address of the claimant last known to the Minister. [Lands Acquisition (Development Purposes) Act (Chapter No. 192), Sec. 21(2)]</li> </ul>	<ul style="list-style-type: none"> <li>• Minor divergence observed.</li> <li>• The PNG legislation mandates the written service of acquisition notices and final determination copies to affected persons, but does not explicitly require the contents of the individual compensation agreement to be explained in writing or allow affected persons to confirm the contents at any time.</li> <li>• This approach is the acceptable by PNG Law and is executed forthwith. The compensation matter is settled by way.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>

No.	JICA Guidelines/World Bank ESS5	PNG Relevant Legislation	Comparative Analysis and Proposed Solutions
8	Appropriate participation of the project affected people and their communities must be promoted in the planning, implementation and monitoring of measures against involuntary resettlement and loss of livelihood.	<ul style="list-style-type: none"> <li>• The Minister shall consult with— any Local-level Government in whose area the land, or any part of the lands in the scheme is situated; and where State leases, or applications for State leases, of land in the scheme have already been granted or are under actual consideration—any leaseholders' or settlers' association (or any similar body) formed in relation to land in the scheme; or the leaseholders of land in the scheme generally, and, if he thinks it useful to do so, with the Land Board; and such other interested or concerned persons as he thinks proper to consult. [Land Act 1996, Sec. 149(3)]</li> <li>• A person who desires to comment on or object to a draft development plan shall, within the period specified under Section 59(d)—give written notice of his comments or objections to the approving authority; or where he is unable to give such written notice, notify the appropriate authority of his desire to make comment or objections and the appropriate authority shall make arrangements to have the comments or objections committed to writing on his behalf. [Physical Planning Act 1989, Sec. 60(1)]</li> </ul>	<ul style="list-style-type: none"> <li>• Partial Divergence Observed.</li> <li>• The PNG legislation mandates consultation with local-level governments and interested parties on land planning and development plans, but it does not explicitly mandate the promotion of affected people's participation in the implementation and monitoring of resettlement measures.</li> <li>• This approach is the acceptable by PNG Law and is executed forthwith. The compensation matter is settled by way.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>
9	For projects that result in large-scale involuntary resettlement, a Resettlement Action Plans (RAP) must be prepared and made available to the public prior to the resettlement and provision of compensation and support.	<ul style="list-style-type: none"> <li>• The approving authority shall— exhibit a copy of the draft development plan in a public place within the area covered by the development plan; and ensure that the plan exhibited under Paragraph (b) is available for inspection by any person; and by public advertisement, invite comments on the draft development plan from any person within a period of not less than 28 days. [Physical Planning Act 1989, Sec. 59]</li> <li>• The Director shall cause a notice made under Subsection (1)(b) to be advertised in such a manner he considers appropriate to bring it to the attention of all persons who may have an interest in the land or parcels of land the subject of the Registration Plan. [Land Registration (Amendment) Act 2009, Sec. 34G(2)]</li> </ul>	<ul style="list-style-type: none"> <li>• Partial Divergence Observed.</li> <li>• The PNG legislation mandates public exhibition and comment periods for general development plans and land registration notices; however, it does not explicitly require the preparation and public disclosure of a specific Resettlement Action Plan (RAP) prior to resettlement and compensation.</li> <li>• Implemented in line with the requirements of the JICA guidelines as well.</li> <li>• Consultations are conducted in the local language, pidgin and, where English is used, translated as appropriate. This is at project site and in public media to affected people.</li> </ul>

No.	JICA Guidelines/World Bank ESS5	PNG Relevant Legislation	Comparative Analysis and Proposed Solutions
10	In preparing the RAP, consultations must be held with the project affected people and communities, based on sufficient information made available to them in advance.	<ul style="list-style-type: none"> <li>• Same as Nos. 8 and 9.</li> </ul>	<ul style="list-style-type: none"> <li>• Partial Divergence Observed.</li> <li>• The PNG legislation mandates consultation on land and planning matters and requires the public exhibition of draft plans for inspection and comment; however, it does not explicitly link this consultation to the RAP nor mandate that sufficient information be provided in advance to affected people prior to consultation on resettlement measures.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> <li>• Consultations are conducted in the local language, pidgin and, where English is used, translated as appropriate. That's always done at project site and in public media to affected people.</li> </ul>
11	When consultations are held, explanations must be given in languages and forms that are understandable to the project affected people.	<ul style="list-style-type: none"> <li>• -</li> </ul>	<ul style="list-style-type: none"> <li>• Divergence Observed.</li> <li>• The PNG legislation contains no explicit provisions requiring explanations to be provided in languages and forms that are understandable to project affected people during consultations.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>

No.	JICA Guidelines/World Bank ESS5	PNG Relevant Legislation	Comparative Analysis and Proposed Solutions
12	<p>Where land acquisition or restrictions on land use are unavoidable, the Borrower will, as part of the environmental and social assessment, conduct a census to identify the persons who will be affected by the project, to establish an inventory of land and assets to be affected,<sup>17</sup> to determine who will be eligible for compensation and assistance,<sup>18</sup> and to discourage ineligible persons, such as opportunistic settlers, from claiming benefits.</p> <p>As part of the environmental and social assessment, operators are required to conduct a community survey to identify those affected by the project, prepare an inventory of affected land and assets, determine who is eligible for compensation and assistance, and curb ineligible persons claiming benefits (e.g. opportunistic settlers). (ESS5 para 20)</p>	<ul style="list-style-type: none"> <li>• The Minister shall not acquire land by compulsory process under this Act unless he has first caused to be served on each of the owners of the land, or such of them as can, after diligent inquiry, be ascertained, a notice inviting the person on whom the notice is served to treat with the Minister for the sale or surrender to the Minister, on behalf of the State, of his interest in the land. [Land Act 1996, Sec. 13(1)]</li> <li>• Where a claim for compensation is made, the Minister shall, except where compensation is not payable by virtue of Subsection (2), consider the claim, and if he is satisfied that the claimant has produced prima facie evidence that he had, immediately before the date of acquisition of the land, the interest claimed by him in the land the Minister shall accept the claim for determination, but otherwise he shall reject the claim. [Land Act 1996, Sec. 21(3)]</li> <li>• Compensation is not payable to a person in respect of an interest in land acquired by compulsory process under this Act if... the interest is inconsistent with an interest claimed by another person in respect of which the State has, in good faith, paid or agreed to pay compensation. [Land Act 1996, Sec. 21(2)(b)] Compensation is not payable to a person in respect of an interest in land acquired by compulsory process under this Act if... the interest is inconsistent with an interest claimed by another person in respect of which the State has, in good faith, paid or agreed to pay compensation. [Land Act 1996, Sec. 21(2)(b)]</li> </ul>	<ul style="list-style-type: none"> <li>• Partial Divergence Observed.</li> <li>• The PNG legislation outlines procedures for identifying owners/claimants and determining the prima facie validity of claims based on legal interest, but it does not explicitly mandate a comprehensive census to identify all affected persons and assets or establish an eligibility cutoff date to discourage opportunistic settlers.</li> <li>• PNG Organic Law recognizes the customary landownership and land matters in terms of compensation are well studied, inventory carried out and pay accordingly witnessed by all relevant government agencies and local land mediation chairman.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>

No.	JICA Guidelines/World Bank ESS5	PNG Relevant Legislation	Comparative Analysis and Proposed Solutions
13	<p>Affected persons may be classified as persons:</p> <p>(a) Who have formal legal rights to land or assets;</p> <p>(b) Who do not have formal legal rights to land or assets, but have a claim to land or assets that bis recognized or recognizable under national law or</p> <p>(c) Who have no recognizable legal right or claim to the land or assets they occupy or use.</p> <p>(ESS5 para 10)</p> <p>When land acquisition or restrictions on land use (whether permanent or temporary) cannot be avoided, the Borrower will offer affected persons compensation at replacement cost, and other assistance as may be necessary to help them improve or at least restore their standards of living or livelihoods, subject to the provisions of paragraph 26 through 36 of this ESS.</p> <p>(ESS5 para 12)</p> <p>Affected persons are (a) those with formal legal rights to land or property, and (b) those who do not have formal legal rights to land or property but have claims to land or property recognized under national law.</p> <p>(a) those who have no legal right or claim to the land or property they occupy or use; and (c) those who have no legal right or claim to the land or property they occupy or use.</p> <p>(ESS5 para 10)</p> <p>Operators shall comply with paragraphs 26 to 36 of the ESS.</p> <p>Provide affected persons with compensation at replacement cost and other assistance necessary to support the improvement of their living standards and livelihoods, in accordance with the provisions of paragraph (ESS5 para 12)</p>	<ul style="list-style-type: none"> <li>• "interest", in relation to land, means(a) a legal or equitable estate or interest in the land; or (b) a right, power or privilege over, in or in connection with the land [Land Act 1996, Sec. 2(1)]</li> <li>• "Customary Land" means land that is owned or possessed by an automatic citizen or community of automatic citizens by virtue of rights of a proprietary or possessory kind that belong to that citizen or community and arise from and are regulated by custom; "customary rights" means rights of a proprietary or possessory kind in relation to land that arise from and are regulated by custom [Land Act 1996, Sec. 2(1)]</li> <li>• A person who(a) is in occupation of land acquired under this Act at the date of acquisition of the land; and (b) refuses to leave that land within 14 days after receiving a notice to quit from the Departmental Head, is guilty of an offence. [Lands Acquisition (Development Purposes) Act, Sec. 39(1)(a), (b)]</li> <li>• In determining the compensation payable in respect of land acquired by compulsory process under this Act, regard shall be had to—(a) the value of the land at the date of acquisition; and (b) the damage (if any) caused by the severance of the land from other land in which the claimant had an interest at the date of acquisition... [Land Act 1996, Sec. 23(1)(a), (b)]</li> <li>• PNG Organic Law and all relevant land Laws and regulations recognize the customary landownership and land matters in terms of compensation are well studies, inventory carried out and pay accordingly witnessed by all relevant government agencies and local land mediation chairman</li> </ul>	<ul style="list-style-type: none"> <li>• Partial Divergence Observed.</li> <li>• The PNG legislation recognizes persons with a legal/equitable interest or customary rights as eligible claimants but does not explicitly include the Guideline's category of people who have no recognizable legal right or claim but are in occupation or use of the land, requiring compensation and assistance. This statement or description is so true</li> <li>• PNG Organic Law recognizes the customary landownership and land matters in terms of compensation are well studies, inventory carried out and pay accordingly witnessed by all relevant government agencies and local land mediation chairman</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> <li>• Usually, land occupants are well assessed and informed prior to resettling, relocation or eviction based on legal land status. There are no displaced people ignored unless the occupied is an illegal settler. Thus, human rights of the occupants of a land of interest are protected through dissemination of appropriate and acceptable awareness to act and respond accordingly within acceptable time space. IN PNG, the laws allow fair treatment to parties concerned.</li> </ul>

No.	JICA Guidelines/World Bank ESS5	PNG Relevant Legislation	Comparative Analysis and Proposed Solutions
14	<p>Where livelihoods of displaced persons are land-based, or where land is collectively owned, the Borrower will offer the displaced persons an option for replacement land in accordance with paragraph 35(a), unless it can be demonstrated to the Bank's satisfaction that equivalent replacement land is unavailable. (ESS5 para 14)</p> <p>Where the livelihoods of the relocated persons depend on land, or where the land is collectively owned, the operator will provide the relocated persons with alternative land options in accordance with ESS5 para 35(a). (ESS5 para 14)</p>	<p>PNG Organic Law and all relevant land Laws and regulations recognize the customary landownership and land matters in terms of compensation are well studied, inventory carried out and pay accordingly witnessed by all relevant government agencies and local land mediation chairman</p> <p>Usually, land occupants are well assessed and informed prior to resettling, relocation or eviction based on legal land status. There are no displaced people ignored unless the occupied is an illegal settler. Thus, human rights of the occupants of a land of interest are protected through dissemination of appropriate and acceptable awareness to act and respond accordingly within acceptable time space. In PNG, the laws allow fair treatment to parties concerned.</p>	<ul style="list-style-type: none"> <li>• Divergence Observed.</li> <li>• The PNG legislation contains no explicit provision requiring that displaced persons whose livelihoods are land-based or who collectively own land be offered the option of equivalent replacement land.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>
15	<p>Transitional support will be provided as necessary to all economically displaced persons, based on a reasonable estimate of the time required to restore their income-earning capacity, production levels, and standards of living. (ESS5 para 36)</p> <p>Transition assistance is provided to all economically relocated or displaced persons, as appropriate. The time required to restore a person's income earning capacity, production level and standard of living is reasonably estimated. (ESS5 para 36)</p>	-	<ul style="list-style-type: none"> <li>• Divergence Observed.</li> <li>• The PNG legislation contains no explicit provision mandating the provision of transitional support to economically displaced persons based on the estimated time required to restore their income-earning capacity and standards of living.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>
16	<p>Particular attention will be paid to gender aspects and the needs of the poor and the vulnerable. (ESS5 para 26)</p> <p>Special attention is paid to gender aspects and the needs of the poor and vulnerable in society. (ESS5 para 26)</p>	<ul style="list-style-type: none"> <li>• Where an infant or a person of unsound mind is interested in or entitled to receive the moneys, his consent to an application or disposition of the moneys may be given by a guardian, trustee or committee on his behalf. [Land Act 1996, Sec. 18(4)]</li> <li>• Where land is acquired by compulsory process under this Division, the Departmental Head shall, as soon as practicable after the date of acquisition, cause a copy of the notice of acquisition—to be given to or served on—(i) the owner of the land; and (ii) where the owner is not the occupier, the occupier; and (iii) any other person whom he has reasonable cause to believe has an interest in the land [Land Act 1996, Sec. 15(1)(a)]</li> </ul>	<ul style="list-style-type: none"> <li>• Partial Divergence Observed</li> <li>• The PNG legislation provides for the interests of minors and persons of unsound mind (infant or person of unsound mind) via a guardian or trustee, but does not explicitly mandate attention to the broader needs of the poor, women, or other vulnerable groups regarding compensation and resettlement.</li> <li>• Culturally and ethically the PNG communities are treated with respect and concerned. Bulk of the PNG people live in communities mixed with poor and rich. Every person is accommodated in all decisions. Land decisions are also made to accommodate everyone.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>

No.	JICA Guidelines/World Bank ESS5	PNG Relevant Legislation	Comparative Analysis and Proposed Solutions
17	<p>To address the issues identified in the environmental and social assessment, the Borrower will prepare a plan proportionate to the risks and impacts associated with the project (ESS5 para 21)</p> <p>To address the issues identified in the environmental and social assessment, operators will develop appropriate plans for the risks and impacts associated with their operations. (ESS5 para 21)</p>	<ul style="list-style-type: none"> <li>• Where consideration is being given to a physical planning matter under this Act, the appropriate authority shall take into account such of the following matters as are of relevance to the matter under consideration:— (a) the provisions of the Environmental Planning Act 1978, the Environmental Contaminants Act 1978, and the Conservation Areas Act 1978; (b) the impact on the environment and, where harm to the environment is likely to be caused, any means that may be employed to protect the environment or to reduce that harm; (e) the social and the economic aspects of the matter [Physical Planning Act 1989, Sec. 5(a), (b), (e)]</li> </ul>	<ul style="list-style-type: none"> <li>• Partial Divergence Observed.</li> <li>• The PNG legislation mandates the consideration of environmental harm reduction, social, and economic impacts in planning; however, it does not explicitly require the mitigation plan to be "proportionate to the risks and impacts" (the scale and complexity of the plan must match the severity of the impact), as required by the Guideline.</li> <li>• Implemented in line with the requirements of the JICA guidelines.</li> </ul>

*Source: Prepared by JICA Survey Team*

## CHAPTER 5. Socio-Economic Survey

### 5.1 Project Site Specific

The RAP Survey carried out in this project was focused only on the family or persons who would be directly impacted by the road project. These were families or individuals who has garden crops, structure and other properties that would be affected or required relocation.

#### 5.1.1 Socio-Economic Questionnaires Results and Analysis

A total of 14 households were interviewed along the road corridor, comprising 8 females and 6 males. The majority of respondents were heads of their respective households, indicating that information collected reflects household-level decision-making and socio-economic conditions. Refer to Appendix 14.1, Table for the detailed field survey results.

**Table 5.1-1 The RAP Survey Data Results Analysis**

No.	Questions/Queries	Respond
1.	Name	Refer to 13.1 Socio-Economic Survey Questionnaires and Responds
2.	Gender	8 Females, 6 Males
3.	Age	30 yrs to 78 years
4.	Position (Family)	12 HH 1 deputy H and 1 representative of H
5.	Ethnic Origin	All Tolai
6.	Religion	All Christian
7.	Marital Status	Married 10, Single 3, 1 divorce
8.	Health Status	All Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	Lived all the time except 1 who live there for the last 10years maybe settling through years through marriage
11:	Primary Occupation	4 people have indicated no formal job, 2 formal work and 8 are subsistence and commercial farmers and fishing
12.	Second Occupation	NGO part time or gardening and farming
13.	Monthly Income	Indicated monthly income of K100 to 500 by 8people, whilst K10,000 is only 1, K1000 by 3 and K1000 to k2000 by 2
14.	Education Level	Vocational School 2, Primary 6, 5 High school and 1 university
15.	Resident /House (rented / owned)	They all own house as their residence area
16	-	-
17.	Total household members (F)	92 Aaverage is about 6 to 7 members M= 40, f= 52
18.	How stable is the household income stable	All household is stable
19.	Household's monthly income (after deduction)	Most people did not give accurate information
20	Estimated yearly expenditure of household?	K7,000 2000 8280 7800 100 } figures all confusing due to poor accounting in village lifestyle in PNG
21	Is your household expenditure stable through a year?	All good
23	How many houses do the family own?	How many houses owned by family 1 person has 6 houses, 2 have 4, 5 people have 1 house, 6 people have 2 houses each
24	House classification If they have more than 1	Permanent = 7, Permanent and Semi Permanent = 2 Semi-permanent =6
25	Type of Land/ Properties	commercial & subsistence
26	What crops are farmed in the farmland	Garden crops, mixed vegetables with commercial crops like coconut, cocoa and balsa
27	Where do you sell your crops	3 sell their crops in local road side market for villages while coconut and cocoa to AGMARK and other processing companies, 2 people in roadside and 9 Kokopo market
28	Any livestock farming	Nil people in livestock for commercial purposes.

No.	Questions/Queries	Respond
29.	Gender Roles of House works	both husband & wife =10, Wife =3, Husband = 1
30.	Decision Making (who makes the decision)	both husband & wife -10,Wife -3, husband -1
31.	Who represent community meetings	Both spouse 10, Wife =3, Husband 1
32.	View on women equality in employment.	Few yes and most nil
33.	Any assisted by NGO/Health program	Church, NGO and Health workers = Community Association =2, Nil = 4
34.	Do you live with any AIDS victims?	NIL
35.	Type of the health facilities that available in/ around your commune/ village	Adequate Health services with 3 Hospitals in Kokopo
36.	Who takes you to the hospital	Alone but depend on the nature of the illness
37.	Which travel mode do you use for going to the nearest health facility?	PMV
38.	In average, how much money have you paid for round trip?	PMV, pay K20 round trip = 12 Owned Vehicle = 2
39.	Is there any Primary School in your village?	Nil schools in the 3 communities but adequate schools in Kokopo and neighboring villages.
44.	Travel mode to school	Walk on foot
45.	Which Market do you go most	Kokopo market and Roadside market 13 Local market = 1
46.	How often do you visit the market on average?	On average 3-4 times a week
47.	Why do you visit the market?	65%Buy food and commodities for own use and meet other people, 30% buying market products and 5% do not go
48.	How do you go to them market?	Van/ vehicle
49.	Are you involved in any group activity in your village	Yes, Community and Church groups
50.	What kind of group you involved with	Most attend community activities and church actives
51.	Is the group aimed at income generation?	General Awareness and Information 3 3 Skills gaining, Rest nil
52.	What is your position in the organization?	2 members
53.	What motivated you to participate in the group	Out of interest volunteer participation
54.	How many years have you been involved with this group?	So long as they want
55.	Do you have work experience in construction / maintenance work?	30%
56.	NGO presence in the village and responsibilities	Churches and Health Department
57.	What do your family members use this road for	Every persons indicate road access to market, school, hospital, work and every other business.
58.	During the last seven days, can you describe where you and HH members have travelled?	Average 3 travels
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Only 1 said yes but no explanation, otherwise all indicated no accident experienced yet.
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, commune council and religious group
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes Very positive support for the project
64.	Do you think that this project will reduce the travel cost after this project is completed	Yes
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	Only 4 suggested temporary inconvenience but on the all they wanted the project.
66.	During work and maintenance, do you think that it will cause local people inconvenience	40% yes
67.	If you feel inconvenient during work and	All Support the Project





No.	Questions/Queries	Respond
	maintenance, do you think it is reasonable not to proceed with this project?	
68.	What do you think is uncomfortable during work and maintenance?	Noise, dusts, social issues, traffic jam
69.	During work and maintenance, do you think that the accident will be increased more than current	No
70	Are social and cultural events held regularly every year in your resident area	Yes
71	If yes, how often do you attend the social and cultural events?	Normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Yes
73.	If you think that this project will be helpful, describe the reason what you think	Save travel time, safer road, and comfortable
74	What is your perception? Positive, Negative Comment	Positive









Source: Prepared by JICA Survey Team









### 5.1.2 Social and Economic Survey (RAP) Kokopo – Rabaul Road Landslide Prevention Project



The proposed 2.4km Butuwin to Kuradui Road Section RAP was conducted from the 15th to the 16th of October 2025. Thus, this Report is for the Ranguna, Kuradui, Balanataman and Karavi Wards of the Raluana LLG, Kokopo District of East New Britain Province.

**Table 5.1-2 Social and Economic Survey (RAP) Kokopo – Rabaul Road Landslide Prevention Project**

No .	Community	Images of persons interviewed/affected items	Coordinates	Remarks
1.	Kuradui		Lat: -4.310556 Long: 152.225000	6 balsa 7 banana
2.	Ranguna		Lat: -4.315681 Long: 152.230798	Owens tree crops banana 37 along the road
2.	Ranguna		Lat: -4.314520 Long: 152.229845	Owens tree crops along the road 3 coconut and banana
3.	Kuradui		Lat: -4.316096 Long: 152.230015	Ficus Tree Market Private family market
4.	Kuradui		Lat: -4.314429 Long: 152.226843	Mabo and guava near water pump

No .	Community	Images of persons interviewed/affected items	Coordinates	Remarks
				
5.	Ranguna		Lat: -4.315949 Long: 152.229766	Banana and coconut
6.	Ranguna		Lat: -4.314964 Long: 152.230191	Ranguna Community Market under the mango trees. Coconut and banana
7.	Ranguna		Lat: -4.315949 Long: 152.23015	
8.	Ranguna		Lat: -4.316300 Long: 152.231405	
9.	Kuradui		Lat: -4.311864 Long: 152.236832	
10.	Can serve 7 vendors at any time		Lat: -4.314780 Long: 152.230467	
11	Karavi		Lat: -4.325 397 Long: 152. 239 947	Owns planted tree crops along the road

No .	Community	Images of persons interviewed/affected items	Coordinates	Remarks
12	Karavi		Lat: -4.326 668 Long: 152. 239 51	Owens planted tree crops along the road
13	Karavi		Lat: -4.326 045 Long: 152.239 148	Owens planted tree crops along the road & approximately 24 meter colorbond metal deck fence
14	Karavi		Lat: -4.321599 Long: 152-237486	Owens planted tree crops along the road
15	Karavi		Lat: -4.322214, Long: 152.238545	Owens planted tree crops along the road & a 24 meter chainmesh fence
16	Karavi		Lat: -4.320322 Long: 152.235160	Planted Tree Crops, Power Poles & Semi-permanent road side market
17	Balanatama n		Lat: -4.318499 Long: 152.233609	Owens planted tree crops along the road & a 22-meter chainmesh fence
18	Balanatama n		Lat: -4.317748 Long: 152.233329	Owens planted tree crops along the road with semi-permanent roadside market
19	Balanatama n		Lat: -4.317601 Long: 152.232883	Owens planted tree crops along the road with semi-permanent roadside market & Power Poles.

No .	Community	Images of persons interviewed/affected items	Coordinates	Remarks
20	Balanatama n		Lat: -4.317161, Long: 152.231976	Owens planted tree crops along the road & a roadside market
21	Balanatama n		Lat: -4.322097 Long: 152.238715	Owens planted tree crops along the road

Source: Prepared by JICA Survey Team



Source: Prepared by JICA Survey Team

**Figure 5.1-1 Culture Site that Requires Protection is the Biteailuga (Tree) Dukduk Rituals Parallel Downstream Flood Way at Ranguna Village**

### 5.1.3 General Comment on Socio-Economic Survey Data Analysis

- The survey covers only the 14 PAP's Household Heads. There were other observations, interactions and extracting references of existing socio-economic studies and data were used to extrapolate the overall socio-economic environment if the project area.
- The road upgrade and flood prevention civil works in this project will be on the existing acquired provincial Kokopo Rabaul Road.
- The land also traverses the Free Hold Agriculture lease land. The land title has been transferred to the East New Britain Provincial Government.
- Therefore, there is minimal concerns for land acquisition as per say, because, there were no human occupation along the RoW and the 2 main bridge construction.
- The RAP survey team from JICA has conducted comprehensive field surveys including public consultation and interviewing local people who live along the road corridor. Their concerns were noted, properties and assets were assessed and evaluated for compensation. This RAP Report discusses all relevant processes to ensure affected people are considered and appropriate remedial actions and monetary compensation packages are accorded.
- Thus, the RAP largely involves compensating to affected PAPs for loss of properties and assets and other opportunity cost for small SMEs and roadside market vendors.
- To avoid further confusions in some aspects of the RAP Guideline, the local contexts like land issues, customary perceptions should be considered to address the local standards and norms.

- The GAP Analysis and various matrixes and schedules shall guide the assessment and project consideration for funding.

#### **5.1.4 Specific Comments and Data Analysis of the Socio-Economic Survey Results**

- The people interviewed were predominantly Tolais, so there would be minimal ethnic clashes. They assume to be the original landowners of the current Freehold Land Lease area where this project traverse through.
- These community are matrilineal lineage, as evidence that the women folks are assuming head of the house hold. There is a good cash flow within the local communities unlike other parts of PNG. They benefit the Malapau Coconut and Cocoa plantation as workers and as block holders. The blocks have almost been sub-divided and sub - portioned and given to the occupants. There are tentative land portions pre-allocated by ENBPG and the KDDA.
- The respondents were all educated and are literate to levels that they could read and write, understand English but could not effectively respond to some of our questions. For example, the final responses where few important questions like Monthly and Annual Income figures were given without relevance and so confusing while analyzing the data.
- PNG rural lifestyle is similar to the people in the project area, who could not account well for cash income and expenditure. They depend on free agriculture subsistence lifestyle for their sustenance. The Melanesian lifestyle commits family members to live communities, sharing food with family members, other relatives and friends. This is a customary obligation.
- The team has collected other district and provincial data from various sources to account for the socio-economy status of the project area.
- Other data are straight forward.
- The general population have easy access to government services like health and education services, road access to business.
- On the whole the project when implement would assist with skills and capacity building in these unfortunate areas.

#### **5.1.5 Demographic Characteristics**

All participants were Tolai people, residing on their traditional land, which had since been incorporated into the Malapau Coconut Plantation. The community practices a matrilineal lineage system, and leadership roles within households are generally shared between spouses, consistent with Tolai cultural norms. Respondents were predominantly Christians, mostly married (with only two single adults), and all reported being healthy with no disabilities. Literacy levels were generally high across all interviewees, enabling effective communication of project impacts and benefits. These results indicate a healthy community and self-sufficient population who lack little in terms of basic social services for basic human survival.

#### **5.1.6 Livelihoods and Economic Activities**

Most respondents engage in subsistence farming as their primary livelihood. However, they also participate in a variety of income-generating rural village activities, including the cultivation of balsa, cocoa, coconut, as well as fishing for local markets. This indicates a robust and diversified village economy. Despite this, it was observed that some interviewees were unable or unwilling to provide accurate monetary values for their monthly or annual income and expenditure, which is common in largely subsistence-based rural communities. They are usually sufficient in their sustainable means of survival that they do not really care about financial accountability.

#### **5.1.7 Land, Housing, and Settlement Patterns**

Households interviewed own their land and garden areas, supporting a stable subsistence lifestyle. Housing types range from permanent to semi-permanent structures, reflecting moderate economic stability and access to building materials.

#### **5.1.8 Service Access and Social Organization**

The interviewed households belong to three communities that will be directly impacted by the road maintenance project. These communities have easy access to medical and educational facilities, as well as other socio-economic services in Kokopo and Rabaul. Medical service fees range from K2 to K5 for

registration, while treatment and medication are provided free of charge, subsidized by the National Government.

Community affairs are overseen by the Councilor or Ward Member, who chairs the local association. This forum provides mechanisms through which all socio-economic issues are discussed, managed, or resolved. Additionally, household heads and community members benefit from training and skills shared by Community Health Workers and NGOs, contributing to local capacity building.

### **5.1.9 Market Access**

The community enjoys consistent and easy access to markets in both Rabaul and Kokopo, enabling the sale of agricultural produce and the purchase of necessities. This accessibility supports both household income and food security, strengthening the overall socio-economic resilience of the area.

### **5.1.10 Views on the Proposed Project Development**

The public and the people interviewed have expressed appreciation and gratefulness for the proposed road maintenance work by PNG and Japanese Governments. The proposed project has been appreciated widely by the community, Kokopo District Administration, ENBPG and the National because it would sustain a very important strategic road link between Kokopo and Rabaul towns. These two towns are important business hubs for the ENBP and the country. The road was used for trade and business and delivery of goods and services for a wider population Rabaul and Kokopo. The road runs through important plantations that produce balsa, coconut, and cocoa. These crops are the mainstay cash crops generating millions of for ENBP and PNG.

The proposed road project will also reduce dusts generated by silt deposits during heavy rain and flooding; prevent landslides on flooding sites, prevent flooding through construction of structural earthworks and civil works.

## **5.2 Socio-Economic Baseline Characteristics of Project District**

The Project District is Kokopo. A summary of key demographic and socioeconomic characteristics of the project area is outlined below.

### **5.2.1 Location & Background**

The proposed project development is the upgrading and re-construction of a 2.4km section of the Kokopo-Rabaul Coastal Road. The main purpose is to prevent landslides, minimize flooding and sediment build up on the existing road.

The surrounding areas are predominantly covered with senile coconut plantation currently integrated with Balsa and cocoa, owned by 120 block holders of the Malapau Plantation on a "free hold state land" known as Lot 4 of Portion 227 (Milinch Kokopo- Fourmil Rabaul). The original plantation was owned by one private owner (Mildred Gray Costello who in 1969 transferred the land to the administration of the Territory of PNG and then to the Independent State of PNG. PNG economy was based on agriculture since the colonial era till present despite the recent economic boom in mining, energy, forestry and fisheries sectors.

### **5.2.2 Villages**

The 2.4 km road corridor traverses an area originally traditionally owned and occupied by four customary landowning groups; Vunanami, Karavi, Balanatanman and Ranguna.

These clans have long-established social and cultural ties to the land, which historically formed part of a larger Malapau Plantation area. Customary tenure remains central to identity, livelihood systems, and community governance within these groups.

To support planned development and improve land administration, the Government of Papua New Guinea, through the East New Britain Provincial Administration (ENBPA), the Kokopo District Administration, and the respective Local-Level Governments (LLGs), is currently undertaking a subdivision of the customary plantation land. This process aims to formalize land allocation by creating individual blocks for 120 block holders, who originate from the four customary landowning groups. The initiative supports orderly settlement, provides greater land security, and enables families to pursue socio-economic activities such as smallholder agriculture, semi-commercial farming, and household-based enterprises.

The road project directly serves communities represented by three ward councils: Karavi, Balanataman, and Ranguna. These wards host a mix of customary residents, block holders, and migrant settlers engaged largely in cocoa and copra farming, small-scale trade, and wage employment in Kokopo town and surrounding commercial centers. Improved road connectivity is expected to enhance market access, reduce transportation costs, enable easier movement of goods and services, and facilitate government service delivery. Socially, the upgraded road is anticipated to strengthen inter-village linkages, support education and health access, and contribute to overall community resilience and economic participation.

### 5.2.3 Demographic Characteristics

#### 5.2.3.1 Population Size and Distribution

The three Ward Council; Karavi, Balanataman and Ranguna have a mixed population consisting of customary landowners, block holders (120 blocks being formalized), and migrant settlers. However, the predominant ethnic group is the Tolais who are the traditional landowners. Settlements are dispersed but generally concentrated along the existing road and plantation blocks.

Household sizes typically range from 5-7members, consistent with East New Britain rural household averages.

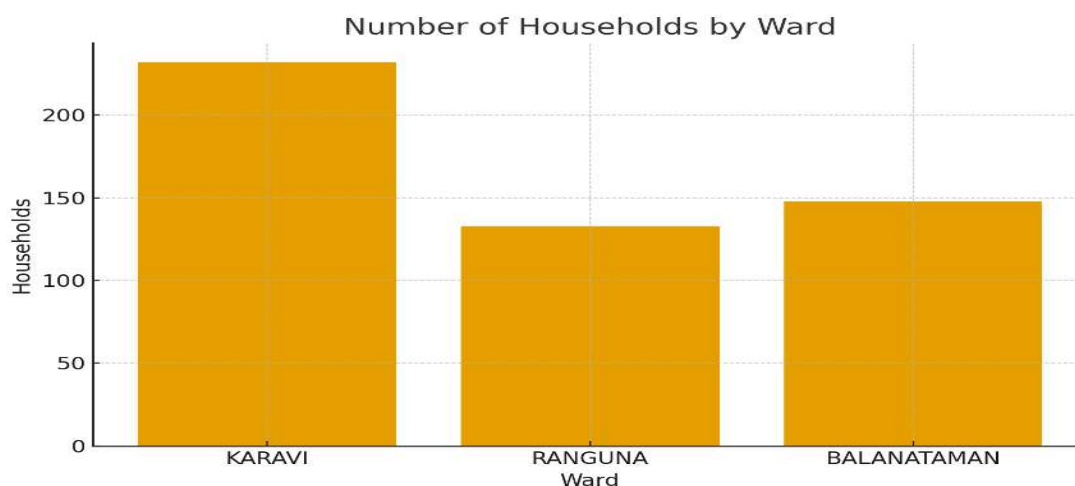
Following table and graphs shows the Presents Population and Household Summary by Wards of Karavi, Ranguna, and Balanataman (Kuradui).

**Table 5.2-1 Number of Household by Ward**

Ward Code	Ward Name	No. of Households	Male	Female	Total Population	PROJ. 2025
1	Karavi	232	722	698	1,420	2,136
08	Ranguna	133	436	410	846	1,272
19	Balanataman	148	442	420	862	1,296

Source: Prepared by JICA Survey Team

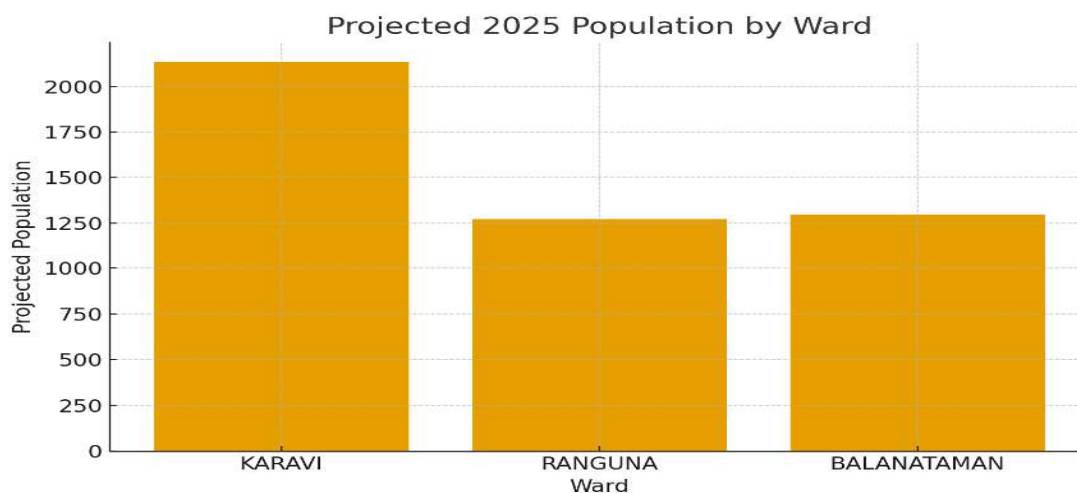
Note: Information or data collected from ENBP Census raw data.



Source: Prepared by JICA Survey Team

Note: Information or data collected from ENBP Census raw data.

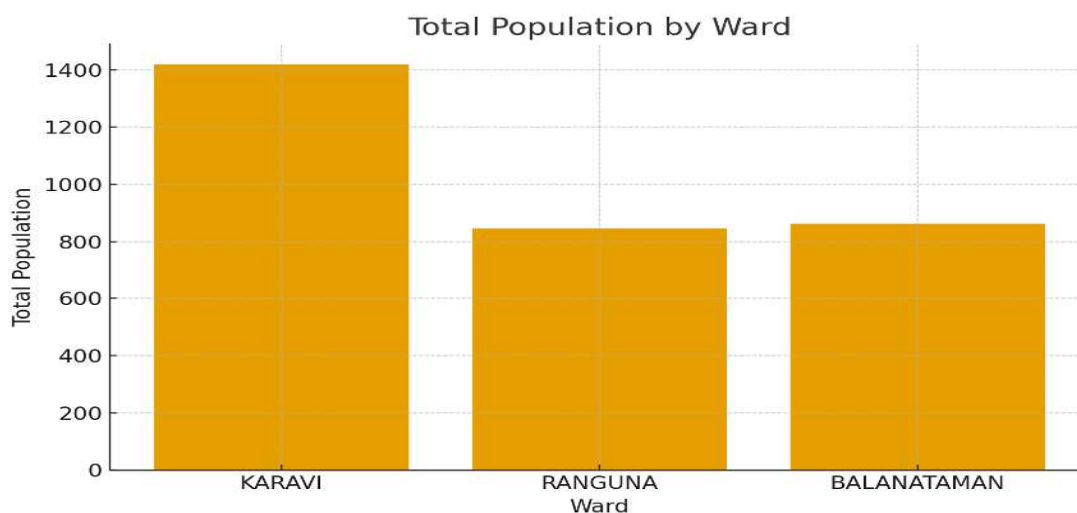
**Figure 5.2-1 Number of Households by Ward**



Source: Prepared by JICA Survey Team

Note: Information or data collected from ENBP Census raw data.

**Figure 5.2-2 Projected 2025 Population by Ward**



Source: Prepared by JICA Survey Team

**Figure 5.2-3 Total Population by Ward**

#### 5.2.4 Age Structure

The surveyed households exhibit a youth-skewed population structure, with 40% of residents under the age of 18. Such a demographic profile reflects high fertility levels and a growing young population typical of rural communities in Papua New Guinea. This youthful base represents the future labor force and provides long-term potential for community growth and productivity. However, it also implies a heavy reliance on adult household members for daily sustenance, schooling support, and social development, placing considerable pressure on limited household resources.

The working-age population, representing 55% of the total, forms the core of the community's economic productivity. These individuals are primarily responsible for agricultural work, informal income-generating activities, caregiving, and community participation. While this proportion suggests that the community currently has adequate labour capacity to sustain gardens, cash crop production, and subsistence activities, the high number of dependents dilutes the economic contribution of each working adult. As a result, adults often face competing demands on their time and labor, balancing subsistence farming, small-scale income activities, and meeting the needs of a young and dependent population.

The elderly (5%) form a relatively small segment of the population, which is consistent with national rural demographic patterns where life expectancy, health access, and traditional living conditions shape survival

rates. Although small in number, the elderly remain important custodians of cultural knowledge, land stewardship, and community decision-making. The overall demographic pattern—marked by high youth dependency and a modest working-age population—creates both opportunities (future workforce growth, continuity of cultural identity) and challenges (increased household economic vulnerability, pressure on education and health services). This structure underscores the need for targeted community development initiatives that enhance youth skills, strengthen household resilience, and support the productive population to maintain stable livelihoods

### **5.2.5 Gender Composition**

The gender distribution within the surveyed households is generally balanced, indicating a stable demographic structure in which both men and women contribute meaningfully to family and community life. This balance supports diversified labor roles in agriculture, social organization, and income generation. In Tolai communities, where matrilineal heritage influences land and lineage systems, both genders participate actively in decision-making processes, ensuring that household responsibilities and leadership roles are shared.

Women play particularly central roles in subsistence agriculture, which remains the foundation of household food security. They are responsible for daily garden work, collection and preparation of food, and the management of household resources. Beyond subsistence, women are also highly active in the marketing of produce in Kokopo and Rabaul markets, where they sell vegetables, fruits, cooked food, and small handicrafts. Their participation in social support networks—such as church groups, community associations, and informal savings groups—strengthens community cohesion and resilience, especially during periods of economic stress. Men, on the other hand, tend to engage more in cash-crop production such as cocoa, copra, and balsa, which form the primary source of household cash income. Many men also participate in small-scale enterprise activities or seek wage employment in nearby urban centers like Kokopo. Their mobility and access to broader markets complement the steady economic contributions made by women. Together, the distinct but complementary gender roles create a balanced socio-economic system in which livelihoods are diversified, risks are shared, and household well-being is collectively sustained.

#### **5.2.5.1 Ethnic and Cultural Identity**

The area is predominantly inhabited by four Tolai customary clans: Vunanami, Karavi, Balanatanman, and Ranguna. Social structure within these communities is organized around a matrilineal clan system, whereby lineage, land rights, and inheritance are traced through the mother’s line. This system plays a central role in shaping local governance and social relations. Decision-making concerning land use, resource allocation, and community affairs is strongly influenced by clan leadership and maternal kinship networks. As a result, understanding these matrilineal dynamics is essential for effective engagement, consultation, and negotiation with landowners and community representatives in the project area.

### **5.2.6 Education Levels**

Literacy rates are relatively high compared to national rural averages, reflecting East New Britain’s strong education sector. Most adults have primary-level education, with secondary and vocational access available in Kokopo. School attendance among children is high, but road conditions affect travel safety and punctuality.

This report presents population summary of student enrollment by village, gender & school level within Butuwin – Kuradui road improvement project area.

**Table 5.2-2 Education Levels of community levels within the project area**

<b>Ward</b>	<b>School Level/Name</b>	<b>No. of Male Students</b>	<b>No. of Female Students</b>	<b>Total</b>	<b>No. of Schools</b>
Karavi	Bitaiara Elementary School	22	18	40	1
	Bitapetep Primary School	8	5	13	2
	Kalamanagunan Primary School	9	11	18	
	Kokopo High/Secondary School	5	6	11	1
Balanataman	Vunaram Elementary School	23	19	42	1

	Bitapetep Primary School	8	7	15	1
	Kokopo High/Secondary School	4	7	11	1
Ranguna/Kuradui	Vunaram Elementary School	23	19	42	1
	Bitapetep Primary School	8	7	15	2
	Raluana Primary School	7	5	12	
	Kokopo High/Secondary School	4	7	11	1
		<b>121</b>	<b>111</b>	<b>232</b>	<b>11</b>

*Source: Prepared by JICA Survey Team*

The combined enrolment across the three wards—Karavi, Balanataman, and Ranguna/Kuradui—shows a total of 232 students, comprising 121 males and 111 females, indicating a balanced gender distribution with a slight male majority. Karavi records the highest student numbers (84), closely followed by Ranguna/Kuradui (80), while Balanataman has the smallest cohort (68). This distribution reflects the relative population sizes and school-age demographics within each ward and provides a useful baseline for understanding educational access along the Butuwin–Kuradui corridor.

Elementary schools account for the highest enrolment (124 students), representing more than half of all learners within the project area. This suggests a young population structure and highlights strong early-grade participation. Primary enrolment totals 73 students, spread across multiple schools including Bitapetep Primary—an institution serving all three wards and functioning as a central catchment school. Secondary enrolment is significantly smaller at 33 students, with all three wards relying on Kokopo High/Secondary School. The downward shift from primary to secondary enrolment indicates potential transition challenges, including distance to secondary schools, transport limitations, or household socioeconomic factors.

The student distribution patterns have important implications for the Butuwin–Kuradui Road Improvement Project. Improved road conditions are likely to enhance access to schools, particularly for students travelling to Bitapetep Primary, Raluana Primary, and Kokopo Secondary, thereby supporting higher attendance and reducing dropout risks. The concentration of students in early-grade levels highlights the need for long-term planning around school capacity, teacher distribution, and future demand as larger cohorts progress through the system. Overall, the dataset provides a valuable social baseline for assessing how improved mobility and connectivity may strengthen educational outcomes and community well-being across the project area.

### **5.2.7 Health and Vulnerability**

The villages primarily access health services in Butuwin Health Centre and hospitals and clinics in Kokopo Urban. These facilities provide essential outpatient care, maternal services, vaccinations, and basic emergency treatment. Proximity to these clinics ensures that most households can seek medical attention without significant travel burden, although accessibility may still be affected by transport costs, weather conditions, and clinic staffing levels. The reliance on these facilities highlights the community’s dependence on government-supported health systems for routine and preventive care.

Common health challenges reported in the area include respiratory infections, malaria, waterborne diseases, and maternal/child health concerns. Respiratory infections and malaria are typical in rural coastal settings, where environmental conditions favor disease transmission. Waterborne illnesses often arise from inconsistent access to clean drinking water and sanitation facilities, placing added strain on households and increasing healthcare demand. Maternal and child health issues remain a concern, particularly for young mothers and infants who rely heavily on regular antenatal and postnatal services. These recurring health issues underscore the need for strengthened public health outreach and improved water, sanitation, and hygiene (WASH) practices.

Several vulnerable groups within the community require additional support and targeted interventions. These include children, who are more susceptible to malnutrition and disease; the elderly, who may experience limited mobility and chronic health conditions; female-headed households, who often face economic constraints and heavier caregiving burdens; and persons with disabilities, who require accessible services and tailored support. Addressing the needs of these groups is essential for reducing health inequalities and building community resilience, particularly in the context of development activities that may temporarily disrupt local services or livelihoods.

### **5.2.8 Migration and Mobility**

There is moderate in-migration due to block allocations and proximity to Kokopo town. Many households maintain strong ties with next of kin in surrounding villages, resulting in high mobility for work, schooling and market access.

### **5.2.9 Livelihood Structure**

Households within the project area depend on a diversified livelihood system, combining subsistence, cash-crop production, informal activities, and limited wage employment. Subsistence gardening remains the backbone of household food security, with families cultivating staple crops such as taro, cassava, bananas, and vegetables for daily consumption. This reliance on traditional gardening provides resilience against market fluctuations but also limits income generation, particularly for larger households. Cocoa and copra farming supplement household livelihoods, although productivity is often constrained by ageing tree stock, fluctuating commodity prices, and challenges in transporting produce to buyers.

Small-scale informal businesses, such as roadside stalls, betelnut trade, cooked food sales, and home-based micro-enterprises, form a crucial secondary income stream, especially for women and youth. These activities help households meet essential needs like school fees, transport, and healthcare. Wage employment exists but is limited, often concentrated in Kokopo, where residents access opportunities in retail, security, construction, hospitality, and government services. However, travel constraints, high transport costs, and irregular public transport services restrict how frequently people can pursue regular wage work. These limitations contribute to household income instability and reduce economic mobility.

The Butuwin–Kuradui road improvement is expected to significantly expand economic opportunities and strengthen existing livelihood systems. Better road conditions will reduce travel time and transport costs, enabling farmers to move cocoa, copra, and garden produce more efficiently to Kokopo markets and buyers. This will improve the profitability of cash-crop farming and encourage greater market participation. Enhanced connectivity will also support the growth of informal businesses along the road corridor and make wage employment in Kokopo more accessible, particularly for youth and women. Over time, improved road access has the potential to diversify household income sources, stimulate micro-enterprise development, and contribute to broader socioeconomic development across the project area.

### **5.2.10 Loss of Business Income (Economic Loss)**

This study summarizes the results of a socio-economic survey conducted on roadside business operators (street vendors, temporary stores, permanent stores, etc.) and provides estimates and proposals for daily compensation for the businesses identified based on the economic loss survey list and for additional businesses (Nos. 2, 4, 5, 6, 7, 8, 9, 13, 14, and 15). The survey locations are shown in Table 5.2-3, Table 5.2-4 and Figure 5.2-4.

**Table 5.2-3 Business Income Loss Survey Locations**

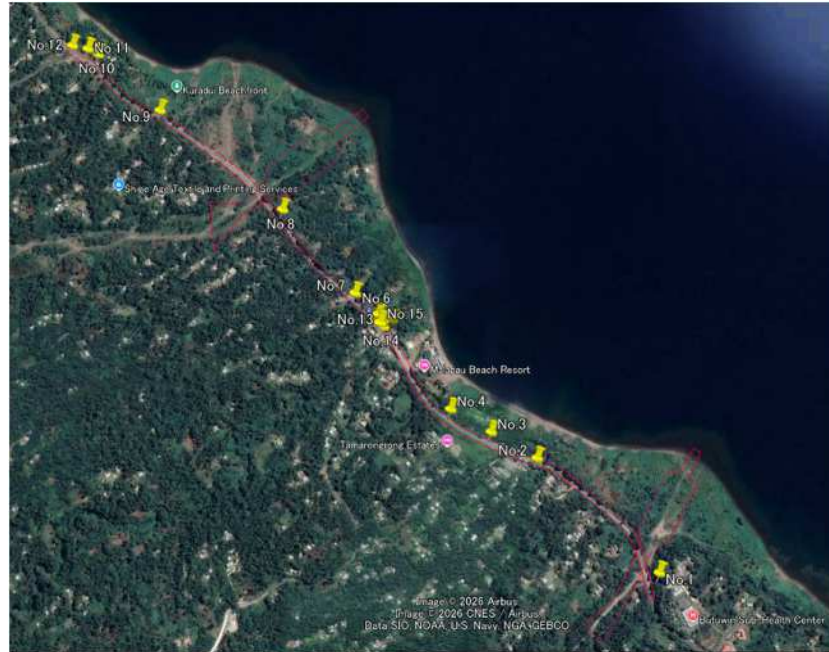
No.	Usage Status	Survey Conducted	Type	Remarks	Within PAA	Eligible for Compensation
1	-	-	Temporary	Not in use. Located near Karavi Bridge.	✓	-
2	✓	✓	Stall	Operated by 4 women.	✓	✓
3	-	-	Temporary	Not in use.	✓	-
4	✓	✓	Temporary	Operated by several men.	✓	✓
5	✓	✓	Temporary	Operated by 1–3 women.	✓	✓
6	✓	✓	Temporary	Operated by a woman. Appears to be infrequently used.	✓	✓
7	-	-	Temporary	Not in use.	✓	-
8	✓	✓	Temporary	Operated by 3 women. Located near Ranguna Bridge.	✓	✓
9	✓	✓	Open-air	Mobile stall under a large tree. Family operation (4 women, 2 men).	✓	✓
10	-	-	Temporary	Outside PAA. Concrete structure but no users.	-	-
11	-	-	Open-air	Outside PAA.	-	-
12	✓	✓	Open-air	Outside PAA.	-	-
13	✓	✓	Shop	Outside PAA. Individual operation.	-	-
14	✓	✓	Shop	Outside PAA. Individual operation.	-	-
15	✓	✓	Shop	Outside PAA. Individual operation.	-	-

*Source: Prepared by JICA Survey Team*

**Table 5.2-4 Business Income Loss Survey Locations**

		
NO.1	No.2	No.3
		
NO.4	No.5	No.6
		
NO.7	No.8	No.9
		
NO.10	No.11	No.12
		
NO.13	No.14	No.15

Source: Prepared by JICA Survey Team



Source: Prepared by JICA Survey Team

**Figure 5.2-4 Business Income Loss Survey Locations**

### 5.2.10.1 Overview of the Socio-Economic Survey on Roadside Retailers

The demographics, livelihoods, and attitudes toward road improvement projects are summarized below.

#### (1) Basic Demographics and Household Composition

Most of the survey participants were Tolai and Christian. Owned homes were the norm, with the majority residing in villages. While most households were headed by men, there were also cases, such as No. 2, where the household was headed by a woman.

#### (2) Economic Activities and Livelihoods

The economic activities of the survey participants were diverse.

- Street vendors and temporary shop owners (Nos. 2, 4, 5, 6, 8, 9, etc.): They primarily engaged in agriculture (cocoa, coconut, balsa, etc.) and fishing, and made a living by selling surplus produce along the road or in local markets. Declared income ranged from 450 PGK (No. 9) to 7,200 PGK (No. 6) per month.

- Permanent Shop/Business Owners (No. 13, 14, 15): No. 13 is a salaried worker, No. 14 is involved in agriculture and beer shop management, and No. 15 operates a cocoa buying point. Income levels are high, with No. 14 earning 30,000 PGK per month and No. 15 earning 10,000 PGK.

#### (3) Transportation and Attitudes Toward the Project

Public buses are the primary means of transportation to markets and public facilities. The majority of respondents rated road improvement projects as "positive," citing their reduced travel time, improved safety, and comfort. Concerns during construction included noise and dust. 5.2.10.2 Daily Compensation Amounts for Economic Loss Compensation Subjects

Based on socioeconomic survey data, we confirmed eligibility for compensation for each subject and calculated the daily compensation amount.

#### (4) Calculation Assumptions

- Number of Operating Days: Given the tendency for market visits to be "daily," we calculated the daily amount based on an assumed 30-day operation per month (monthly income divided by 30 days).

- Eligibility Determination: The top priority criteria were the descriptions of "Construction Impact" and

"Compensation Subjects" in the "Economic Loss Survey List."

**Table 5.2-5 Business Income Loss Survey**

No.	Type Operator /	Status	Monthly Income (PGK)	Daily Income (PGK)	Compensation Amount & Remarks
2	Temporary Stall (4 Women)	Active	2,400	80	<b>80 PGK:</b> Amount is consistent with operation scale. <b>Eligible.</b>
4	Temporary Stall (Multiple Men)	Active	4,000+	134	<b>134 PGK:</b> Household income is high; calculated based on individual income. <b>Eligible.</b>
5	Temporary Stall (3 Women)	Active	2,400	80	<b>80 PGK:</b> Similar scale to No. 2. <b>Eligible.</b>
6	Temporary Stall (1 Woman)	Low Activity	7,200	240	<b>To be verified (240 PGK):</b> Declared income is high despite low activity. Concern of over-declaration. <b>Eligible (pending verification).</b>
7	Temporary Stall (N/A)	Inactive	-	-	<b>0 PGK:</b> Explicitly marked as "Not eligible for compensation" in records. <b>Ineligible.</b>
8	Temporary Stall (3 Women)	Active	2,400	80	<b>80 PGK:</b> Similar scale to No. 2. <b>Eligible.</b>
9	Open-air Stall (Family)	Active	450	15	<b>15 PGK:</b> Reasonable amount for a small-scale open-air stall. <b>Eligible.</b>
13	Shop (Individual)	Closed	7,200	-	<b>0 PGK:</b> Outside the Project Affected Area (PAA). Currently closed. <b>Ineligible.</b>
14	Beer Shop	Open	30,000	-	<b>0 PGK:</b> Outside the Project Affected Area (PAA). <b>Ineligible.</b>
15	Cocoa Shop	Closed	10,000	-	<b>0 PGK:</b> Outside the Project Affected Area (PAA). Currently closed. <b>Ineligible.</b>

Source: Prepared by JICA Survey Team

**(5) Classification of Eligibility for Compensation:**

- **Eligible Assets/Operators: No. 2, 4, 5, 6, 8, and 9** are classified as "Affected by Construction" and are therefore **eligible for compensation**. In particular, **No. 2, No.5 and No. 8** (temporary stalls operated by women's groups) share very similar conditions; thus, the daily rate of **80 PGK** serves as a standard benchmark. Regarding **No. 6**, while the calculated daily rate (240 PGK) is three times higher than that of No. 2, field observations indicate "low activity/infrequent use." To ensure equity and fairness, it is recommended to either verify sales records or apply the standard rate of 80 PGK established for No. 2, No.5 and No. 8.
- **Ineligible Assets/Operators: No. 13, 14, and 15** involve relatively permanent structures or high income levels (e.g., 30,000 PGK for No. 14). However, as they are located **outside the Project Affected Area (PAA)**, they are excluded from the scope of compensation for economic displacement in this project.

## **CHAPTER 6. Resettlement and Compensation Strategy**

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### **6.1 Introduction to this Strategy**

This Resettlement Strategy (RS) has been prepared for the Karavi to Kuradui Road Improvement Project. This RS was developed during the initial design phase of the project and will be implemented in accordance with Government of PNG Laws on land acquisition and World Bank Operational Policy on Involuntary Resettlement (OP 4.12/ESS5) which is in compliance with JICA's ESC.

The Butuwin-Kuradui Road Improvement Project aims to enhance connectivity, economic opportunities, access to services, and climate - resilient transport infrastructure in East New Britain Province. The project may require temporary and permanent land use, clearance of vegetation, and relocation or compensation for affected persons. This Resettlement and Compensation Strategy provide a framework for identifying impacts, engaging affected communities, compensating losses, and restoring livelihoods in accordance with PNG laws and international standards.

### **6.2 Objectives of the Strategy**

The primary objective of this strategy is to ensure that all land acquisition, asset impacts, and livelihood disruptions resulting from the project are addressed in a responsible, fair, and culturally sensitive manner. The following specific objectives guide the approach: -

#### **6.2.1 Avoid or Minimize Displacement by Optimizing Engineering Designs**

The strategy seeks to prevent unnecessary disruption to communities by integrating social considerations into project planning and design. Through careful alignment of the road corridor, reduction of the construction footprint, and adoption of alternative engineering solutions where feasible, the project aims to reduce physical and economic displacement to the greatest extent possible.

#### **6.2.2 Ensure Fair, Transparent, and Culturally Appropriate Compensation for All Persons Affected by Land Acquisition or Asset Loss**

Compensation processes will adhere to national laws and international safeguards, ensuring that affected persons receive adequate and timely compensation for land, crops, structures, and other assets. All procedures will respect local customs and kinship structures, especially important in areas governed by customary land tenure systems. Transparency will be maintained through clear communication, documentation, and verification processes.

#### **6.2.3 Restore or Improve the Livelihoods of Project-Affected Persons (PAPs)**

The project commits not only to compensating losses but also to implementing measures that enable PAPs to maintain or enhance their standard of living. This may include livelihood restoration programs, agricultural support, skills training, and market access assistance to ensure long-term socio-economic stability.

#### **6.2.4 Promote Meaningful Consultation with Customary Landowners, Stakeholders, and Vulnerable Groups**

Effective engagement is essential for building trust, ensuring community ownership of decisions, and identifying social risks early. Consultations will be inclusive, gender-sensitive, and accessible to all community members, including women, youth, the elderly, and persons with disabilities. Feedback from these groups will inform project planning and safeguard implementation.

### **6.2.5 Establish Clear Institutional Responsibilities and Accessible Grievance Mechanisms**

The strategy defines roles and responsibilities for agencies involved in land acquisition, compensation, and social safeguard implementation. A transparent and culturally appropriate grievance redress mechanism (GRM) will be established, enabling individuals and groups to raise concerns and seek resolution without fear of retaliation. This system will help address issues promptly and strengthen community confidence in the project.

## **6.3 Legal and Policy Framework**

### **6.3.1 National Context**

#### **6.3.1.1 Land in PNG**

For the majority of the population of Papua New Guinea, land is a significant resource. Over ninety percent (99%) of land in Papua New Guinea is held under customary systems of land ownership. A very large proportion of the rural population depends on subsistence food production based on this land resource. With a high population growth rate, land is likely to become an increasingly scarce resource for many rural communities.

In the vast majority of cases, the sale of land represents the loss of the patrimony of future generations. Accordingly, future generations may be vigorous in their pursuit of redress of what they see as the inadequate land sales settlements of past generations. Moreover, the alienation of customary land from rural landowners, under Special Agricultural and Business Lease (SABL) arrangements has been a historically fraught issue in Papua New Guinea, resulting in lengthy court proceedings and NGO campaigns.

Land ownership in Papua New Guinea is culturally variable and is particularly complex due to number of inter-related factors, summarized below.

- Land acquisition implies a transaction that has no equivalent in customary title. For traditional landowners in PNG, the terms and conditions of sale may be subject to review by future generations, descendants of the original sellers, who may seek to renegotiate the sale and impose new conditions not envisaged by either the original sellers or buyers.
- Land ownership in PNG implies not only ownership of land but also ownership of plants and trees. Ownership of land is usually vested in a group while ownership of plants and trees may be vested in an individual or a group. The owner/s of plants and trees may not be the landowners.
- The existence of complex systems of usufruct rights. The details of customary land and of many generations of land use are an integral part of the memory of the land-owning group.
- Both patrilineal and matrilineal societies exist in PNG whereby land is passed down through the male line and female line respectively. Patrilineal societies make up about three-quarters of PNG.

Since the 1970s, Papua New Guinean legislation, covering many aspects of land use, compulsory purchase, customary land dealing, customary land group incorporation, land dispute mediation, land lease and land titles has been enacted. There are now well recognized legal and policy procedures in place that conform to the requirements of the Constitution of Papua New Guinea and respect customary law and customary rights in land. The policy consistently followed in land matters in Papua New Guinea is that all transactions relating to land should first be conducted within the framework of a custom based mediation. Land acquisition must begin with an inquiry which establishes the facts as they are understood by landowners in terms of their customary concepts of ownership and usage rights. After agreement has been reached the agreement may be ratified by a Land Court Magistrate and made an order of the court. Where agreement is not reached then the matter should be referred to the Provincial Lands Officer. In addition to the Land Mediators appointed by the Courts, each provincial administration has a Department of Lands and several customary lands officers.

### **6.3.2 PNG Legal Framework**

The legal framework in PNG provides adequate safeguards against misuse of land acquisition and the inappropriate use of force for resettlement purposes.

### **6.3.2.1 The Constitution of the Independent State of Papua New Guinea**

The GoPNG Constitution adopts the customary law as part of the underlying law of the country and recognizes the property rights attached to customary land. According to the 2000 Underlying Act, the customary law comprises the rules, rights and obligations pertaining to an individual or group by custom and tradition. The Constitution also guarantees the right of the citizens to protection from unjust deprivation of property. No land or interest in land may be acquired compulsorily by the government except as it is required for public purposes or other justifiable reasons. In the event of acquisition, just compensation must be paid.

### **6.3.2.2 The Land Act (1996)**

The Land Act deals with ownership and user rights of customary land and sets out the procedures the Government must follow to acquire customary land required for public purposes. The key provisions of the Act are:

- The Government may acquire land, including improvements on land. Land can be compulsorily acquired for public purposes.
- The Minister may acquire land compulsorily or by agreement with customary landowners and customary landowner may be compensated monetarily upon agreement or application.
- Usually, the Government negotiates with the customary landowners for purchase of required land, but it can also compulsorily acquire the land.
- The acquisition process involves several steps, including land survey, investigation report, determination of compensation value of land and improvements, payment of compensation, and transfer of title;

### **6.3.2.3 Land Disputes Settlements Act (2000)**

The Land Disputes Settlement Act sets out the procedures for resolution of disputes involving customary land. The Act provides for a land disputes committee at provincial level and land courts at local, district and provincial levels. The committee can appoint land mediators. The Act promotes resolution of disputes through mediation based on the principles of traditional dispute settlement. If mediation fails, it is followed by appeal to the courts.

### **6.3.2.4 Village Courts Act**

Provides for a system of Village Courts and Village Peace Officers, their jurisdiction, powers, duties, practice and procedure, and for other purposes.

### **6.3.2.5 Road Management and Fund Act 2020**

The Road Management and Fund Act 2020 supersede the National Road Authority Act 2003 and covers the management of public roads in PNG. The law outlines procedures for declaring, decommissioning and classification of roads; the register of public roads and regulating carrying out of works and associated activities on public roads.

Article 7 covers the Declaration of Public Roads and states that a public road can be declared over any land owned by a road authority and if land managed by a road authority is owned by a public authority or any other person, or unreserved state land, a declaration can only be made if consent in writing is given and/or acquired under the Land Act 1996. Land that is acquired under the Land Act 1996 or otherwise for the purpose of widening an existing public road becomes part of the public road without the need for any separate or additional declaration.

With regards to the road boundaries (or the 'established corridor') under the Act, the responsible road authority shall, after consulting the Minister, by notice published in the National Gazette, fix the boundaries of the public road. Where the land affected by fixing the boundary is not owned by the responsible road authority, the responsible road authority may only fix the boundaries of the public road after obtaining the

approval of the Secretary of the department responsible for land, after the Secretary has consulted with the office of the Surveyor General. The boundaries of a public road shall be fixed by inclusion in a declaration of the Minister under Section 7.

### **6.3.2.6 Protection of Transportation Infrastructure Act 2010**

The Protection of Transportation Infrastructure Act 2010 outlines provisions to manage damage to or encroachment on a road reserve and transport infrastructure.

### **6.3.3 Current Practices in Land Acquisition and Resettlement for Public Purposes in PNG**

In Papua New Guinea, the government's approach to land acquisition is generally one of negotiation and partnership with customary landowners. The preference is to reach voluntary agreements rather than resorting to compulsory acquisition, which the government uses mainly for long-term public utility projects. This includes essential infrastructure developments such as roads, airports, ports, and urban expansions, where land may be needed for an extended period.

Before an infrastructure project is launched, government agencies are required to submit detailed work plans for the upcoming fiscal year. These plans include budgets, feasibility studies, and assessments of environmental impacts. Projects necessitating land acquisition must receive approval from the relevant authorities, thus ensuring that developments align with national policies and community expectations. While current legislation does not explicitly require the minimization of land acquisition impact, government practices increasingly reflect international best practices emphasizing community involvement and respect for land rights.

In some cases, provincial government heads, such as administrators, have the authority under Section 73(2) of the Organic Law on Provincial and Local-Level Government Administrative Act (1997) to issue Certificates of Authorization for Occupancy (CAO). This allows state-owned enterprises or other inter-government agencies to occupy and use state lands or parts thereof for development purposes.

### **6.3.4 The Formal Process for Land Acquisition**

When land is earmarked for public projects, a systematic formal notification process is initiated to protect the rights of customary landowners and ensure transparency.

#### **1. Notice Issuance.**

The Minister for Lands and Physical Planning issues a written notice to both customary owners and interested third parties, stating the government's intent to acquire the land. This notice must be publicly displayed for at least 30 days, allowing sufficient time for community members to be informed and provide feedback.

#### **2. Objection Period**

During this 30-day period, community members and landowners are entitled to voice objections regarding the planned acquisition. After this period, the Minister examines the legitimacy of the objections and determines whether the land is appropriate for the intended public utility purpose.

#### **3. Land Valuation**

If the objections are resolved and the acquisition continues, the next step involves conducting a thorough land valuation. This assessment considers various criteria such as the type of lease (residential, agricultural, etc.), current market conditions, the physical characteristics of the land, and customary rights associated with it. The evaluation is carried out by the Office of the Valuer-General and must adhere to guidelines set forth in the Land Act (1996) and the Land Acquisition Act (1978).

#### **4. Compensation Processes**

The calculated compensation amounts are communicated to landowners, who maintain the right to dispute these valuations. The government bears responsibility for transparently disclosing all proposed valuations and ensuring that evaluation methods are clear and accessible to affected parties.

#### **5. Appeals**

Should landowners contest the compensation offered; they have the right to appeal the Minister's

decision through the Supreme Court. In cases involving traditional or customary land claims, the Land Court may be consulted to provide additional context and facilitate resolution.

### **6.3.5 Acquisition of Land/Structures**

Following the notice period and the resolution of any conflicts, the acquisition of land and structures can formally commence. The Department of Lands and Physical Planning oversees this process, which is monitored by the Ministry of Justice and Attorney General, or to Minister for State Enterprises ensure compliance with financial regulations and transparency.

The Ministries are responsible for addressing any disputes that may arise regarding the valuation process or the actual compensation amounts offered. In situations where conflicts remain unresolved, they may be escalated to local customary land tribunals or, if necessary, through the judicial system for formal resolution. This emphasis on a structured process is intended to ensure that all stakeholders receive fair treatment and that any inconveniences incurred as a result of land acquisition are appropriately addressed. Following is the step-by-step process.

#### **1. Negotiation in Land Acquisition**

The Land Acquisition Act (1978) and its amendments outline a clear protocol for the negotiation processes surrounding land acquisition, ensuring that the rights of customary landowners are respected, and that due process is followed.

#### **2. Notice of Acquisition.**

The government begins the process by issuing a 30-day notice detailing its intention to acquire specific land. This notice is widely disseminated in local languages through newspapers and public postings, ensuring that all stakeholders are adequately informed.

#### **3. Community Engagement**

The notice clearly states that any objections must be submitted to the land officer within the specified 30-day timeframe. In doing so, the government affirms the right of landowners to express their concerns and seek redress.

#### **4. Conflict Resolution**

Any disputes arising from ownership claims or objections are referred to local land tribunals for resolution. This process allows landowners to present their claims, and the tribunal ultimately makes a decision regarding rightful ownership, thus aiming for fairness and transparency.

#### **5. Compensation Proposals**

The acquiring officer engages in discussions with customary landowners regarding compensation. The proposed compensation package is expected to reflect real market values, account for damages caused by the acquisition process, and consider losses incurred due to displacement.

#### **6. Final Valuation and Appeal**

If there is a lack of agreement between landowners and government valuations, the final assessment provided by the Valuer-General serves as the official government valuation. Should landowners find this valuation unacceptable, they are entitled to appeal the decision in the Supreme Court, ensuring legal recourse is available.

#### **7. Final Decisions**

Once an agreement on compensation is finalized and no pending appeals exist, the outcome becomes official, culminating in a formal transfer of land rights as outlined by provisions in the Land Act.

### **6.4 Scoping and Risk Assessment of Land Acquisition and Resettlement Impacts**

There is a general view that: -

- No land acquisition for the project because, the project area traverses the Malapau Plantation which sits on a Free Hold State lease land. The ENBPG is the latest custodian of the land and its Title.

- No village, community or a settlement is found within the project impacted area that would be considered for resettlement during the construction phase. There is no human occupation on those areas except for scattered gardens and tree crops.
- The road project, drainage and the bridges are all within the existing RoW. However, there will be need for additional civil works near the bridges in Karavi and Ranguna. These areas will be re-assessed once the final project design is approved by the project sponsors, GoPNG (DoWH) and GoJ (JICA).

Thus, the upstream and downstream areas of the two bridges under consideration for reconstruction are primarily freehold land with pre-allocated block holders, the process requires both title-owner negotiations and block holder compensation. All steps must comply with the Land Act 1996, and acquisition must follow a fair, transparent, and consultative procedure. The current block holders in these affected areas are considered as land users until such time; a legally processed land Title is allocated to them by the ENBPA (Current Title owner).

## **6.5 Cut-Off Date and Eligibility for Compensation**

### **6.5.1 Cut-off Date**

The cut-off date is the date after which any new structures, trees, crops and other immovable assets will no longer be counted or measured for compensation purposes. This date is used to define the assets eligible for compensation and to provide the basis to limit opportunistic activity. Up to and including that date, immovable assets will be considered eligible for compensation. Immovable assets established after the cut-off date will not be considered eligible nor will persons occupying the Project area be eligible for compensation/resettlement assistance.

For this project, a cut-off date of 13rd October 2025 has been established, being the date of the 1st Public forum. PAPs who settle in the project corridor areas after this date will not be eligible for compensation, although they will be given sufficient notice to vacate premises and dismantle affected structures at no cost prior to the works. The cut-off date was declared to PAPs and project affected communities during the 1st public forum held at Karavi Community Centre on 13 October 2025. Further notification to the East New Britain Provincial Administration and the DoWH was undertaken.

As a proof for the cut-off date, we did the following: -

*Drone survey of the RoW and the Impacted areas and overlay and produced a Cadastral Maps. Please Refer to Source: ENBPA DoLPP*

1. Figure 13.7-8.
2. We made a public announcement during the field survey between the 13th and 16th October 2025 that October 13th 2025 is the Cut-Off Date and inform all PAPs.
3. The people we interviewed are made well aware of the Cut-Off Date.
4. The project area and areas of potential impact are relatively easily accessible and PAPs know each other through the Melanesian and the local Kokopo and ENBP culture.
5. Therefore, there would be minimal or nil conflicts over ownership of properties and no new developments after the Cut-Off Date.
6. The survey team also got videos, photos and coordinates of each block holder and property owner.

### **6.5.2 Eligibility Criteria**

The concept of eligibility is used with respect to the definition of PAPs and the criteria for determining their qualification for compensation and other resettlement assistance. In this project, any person who suffers loss of, or damage to an asset or loss of access to productive resources or restricted access (temporarily), as a result of the road will be considered eligible for compensation and/or resettlement assistance, provided the damage or loss is induced by the project and satisfies the conditions of eligibility including the cut-off date. Eligibility for resettlement entitlements is guided by the type of ownership or claim together with the severity of impact. This project considers the following three eligibility criteria for displaced persons in terms of land tenure:

1. Those who have formal legal rights to land (including customary and traditional rights recognized under the laws of the country);
2. Those who do not have formal legal rights to land at the time the census begins but have a claim to such land or assets – provided that such claims are recognized under the laws of the country or

become recognized through a process identified in the resettlement plan;

3. Those who have no recognizable legal rights or claim to the land they are occupying.

Per OP 4.12/ESS5, severity of impact ranges from minor to severe. Minor impact occurs when less than 10% of affected person’s productive assets are lost, with no physical relocation. Severe impact is when more than 10 percent of land (or resources) is taken, physical relocation occurs from one’s residence or place of business, or people suffer significant loss of livelihood and income.

### 6.5.3 Proof of Eligibility

This RAP considers various forms of evidence as proof of eligibility to cover:

1. Affected persons with formal legal rights, documents in the form of land title registration certificates, leasehold indentures, tenancy agreements, rent receipts, building and planning permits, business operating licenses, utility bills among others. Unprocessed/unregistered formal legal documents will not bar eligibility and procedures for confirming authenticity of such documents will be established in the RAP.
2. Affected persons with no formal or recognized legal rights - Criteria for establishing non-formal, undocumented or unrecognized claims to eligibility shall be established paying particular attention to each situation and its peculiarities. Category of displaced persons lacking formal rights include:
  - Residents claiming ownership of private land but lacking legal title
  - Tenants
  - Squatters on public lands
  - Squatters in public safety zones: drains, riverbeds, or rights-of-way
  - Owners of enterprises lacking licenses or property titles
  - Marketers
  - Mobile and itinerant vendors.
3. Alternative means of proof of eligibility will include:
  - Affidavit signed by landlords and tenants;
  - Witnessing or evidence by recognized traditional authority, customary heads, community elders, family heads and elders and the general community.

### 6.5.4 Entitlement Matrix

The entitlement matrix associates compensation entitlements to types of impacts and categories of affected persons. Table 6.5-1 presents the entitlement matrix that captures all affected parties, the characteristics of the impact, and the types of compensation/other assistance to which they will be entitled. It is worth noting that some PAPs may qualify for a series of entitlements.

Based on the assessment of likely impacts, types of PAPs may include:

1. Occupiers that lose temporary or permanent access (both licensed and squatters) within existing designated utility corridors along public roads;
2. Occupiers that temporarily lose agricultural land to new easements;
3. Owners and occupiers of residential and commercial land that lose access temporarily or permanently new easements across private properties.
4. Owners and occupiers of lands acquired for new substations and customer centers
5. Operators in markets and economic enclaves that will temporarily or permanently lose access to places to places of work to make way for new alignments and fixtures that would improve the road network.

An Entitlement Matrix which sets the measure for the payment for all losses or impacts is set out in Table 6.5-1 below. The entitlement matrix lists the unit of entitlement, type of loss, criteria for eligibility and defines entitlement

**Table 6.5-1 Entitlement Matrix**

No	Type of Impact/Loss	Category of Affected Persons	Entitlement (Compensation and Assistance)	Implementation Arrangements
1	Loss of registered land (for road widening, drainage, or realignment)	Private titleholders  *Not applicable to this project.	Compensation based on full replacement cost (market value + transaction costs, etc.)	Valuation verified by Provincial Lands Office/ Department of Lands and Physical Planning (DLPP) and Department of Works (DoWH).

No	Type of Impact/Loss	Category of Affected Persons	Entitlement (Compensation and Assistance)	Implementation Arrangements
2	Loss of structures (houses, fences, etc.)	Owners of affected structures (titled)	Compensation at full replacement cost "As If New", without depreciation.	Valuation and verification by Provincial lands Office/DLPP/DoWH.
3	Business operators (owners, tenants, or vendors)	Business operators (owners, tenants, or vendors)	Compensation at full replacement cost (market value + transaction costs, etc.).	Valuation and verification by Provincial lands Office/DLPP/DoWH.
4	Owners of affected trees or crops (private)	Owners of affected trees or crops (private)	Compensation based on Valuer General compensation schedule for trees and plants	Valuation and verification by Provincial lands Office/DLPP/DoWH.
5	Socially vulnerable groups	Elderly, people with disabilities, etc.  *Not applicable to this project.	Additional special allowances and livelihood restoration support.	Valuation and verification by Provincial lands Office/DLPP/DoWH.

Source: Prepared by JICA Survey Team

### 6.5.5 Vulnerability Assessment

The displaced poor and other marginal groups disproportionately affected by resettlement including, elderly, disabled and female headed households are termed as vulnerable. This project shall not resettle any persons or families. Thus, this assessment shall not be taken.

#### 6.5.5.1 Vulnerable PAPs/vendors - Factors Used in Assessment

Four (4) main indicators are applicable in assessing the vulnerability level of PAPs. The factors used to characterize PAPs as vulnerable are as follows:

1. Female-Headed Household: Female PAPs who are household heads (breadwinners) and are taking care of the household are considered vulnerable.
2. Disability: PAPs with disability; i.e., PAPs who have impediment in seeing (blindness), walking, hearing, etc.
3. Poverty: Households with incomes falling under the generally accepted indicator of poverty (Less than USD 1.9 per day).
4. Age: PAPs who are 71-100 years old and above are considered old and cannot work as they used to.

#### 6.5.5.2 Vulnerability Scale

PAPs who are affected by at least one (1) of the above four (4) indicators are classified as vulnerable whilst PAPs who are affected by two (2) of the indicators are classified as more vulnerable. PAPs who are affected by three (3) of the indicators are classified as most vulnerable whilst PAPs affected by all four (4) indicators are classified as critically vulnerable as displayed in Table 6.5-2.

**Table 6.5-2 Vulnerability Scale**

No	Scale	Number of Indicators	Rate for Vulnerability
1	Vulnerable	-	-
2	More Vulnerable	-	-
3	Most Vulnerable	-	-
4	Critically Vulnerable	-	-

Source: Prepared by JICA Survey Team

In order to be equitable, it is recommended that PAPs considered to be critically vulnerable are allocated higher consideration in terms of supplemental assistance followed by most vulnerable, more vulnerable and vulnerable.

## **6.6 Valuation of Affected Assets**

Compensation is calculated at “full replacement cost.” Full replacement cost is current market value plus transaction costs. In this study, the valuation exercise addressed structures, crops, as well as ancillary costs such as moving. The valuation for these categories is in accordance with the latest edge line of the Project Road based on outline design at the time of the asset survey. The compensation/cost rates applied were sourced from the Land Valuation Division. The market cost rates were analyzed and adjusted to account for the time differences; current market rates were derived through the analysis. The cost rates applied include building, external or civil works, crops, income and relocation cost rates. Details of the adopted cost rates are attached as Appendix 13.2. An interim valuation report (which has formed the basis for this RAP) has been prepared and attached (Appendix 13.2) for review, inspection and verification by the LVD. The valuation process and methodology for each type of affected asset is provided below.

## **6.7 Procedures For Compensation for Loss Assets**

Below is a clear and structured outline of procedures for compensation for loss of assets for the road improvement project between Karavi–Kuradui wards in the Town of Kokopo, East New Britain Province. This outline aligns with PNG laws, customary land practices, and standard safeguards used by government agencies (e.g., DOW, DLPP) and development partners (ADB/World Bank).

### **6.7.1 Project Awareness and Initial Consultations**

#### **6.7.1.1 Community Mobilization**

Government officers (DoWH), Provincial Administration, and LLG officials conduct public awareness in affected communities. Explain project scope, expected land/asset impacts, rights of affected persons (APs), and grievance procedures.

#### **6.7.1.2 Stakeholder Identification**

Identification of clans, land groups, individuals, businesses, roadside vendors, and other stakeholders likely to be affected.

#### **6.7.1.3 Information Disclosure**

Presentation of project maps, engineering designs, and likely land/asset impact zones. Provide accessible copies of the Land Acquisition and Resettlement Framework (LARF) or equivalent safeguard document.

### **6.7.2 Land and Asset Impact Assessment**

#### **6.7.2.1 Survey of Affected Land and Properties**

Technical team from ENB Provincial Lands marks the road corridor and work boundaries including survey of land, gardens, structures, trees, crops, fences, utilities, and other improvements. Team also marks the Right-of-Way (RoW) and determine all assets within the impact corridor.

#### **6.7.2.2 Inventory of Losses (IOL)**

Each asset along the road corridor is listed and geo-referenced. Photos and descriptions recorded. Owners or users are identified, distinguishing between Customary landholders, Informal users, Leaseholders or tenants including;

- Land (if required permanently)
- Structures (houses, fences)
- Cash crops and economic trees

- Gardens and food crops
- Business assets and loss of income
- Utilities/other improvements

### **6.7.2.3 Socioeconomic Survey**

Consultation with clan leaders, ward members, and Lands Officers. Confirm ownership status through customary validation and through a local social mapping. Document household characteristics, vulnerability status, and livelihood sources.

### **6.7.2.4 Verification Process**

Affected persons and clan representatives verify the accuracy of the records before formal valuation.

## **6.7.3 Valuation of Affected Assets**

### **6.7.3.1 Valuation Team**

Conducted by DLPP Valuation Division, Provincial Valuer, or an approved Independent Valuer.

### **6.7.3.2 Valuation Standards**

Compensation is calculated at “full replacement cost.” Full replacement cost is current market value plus transaction costs. In this study, the valuation exercise addressed structures, crops, as well as ancillary costs such as moving. The valuation for these categories is in accordance with the latest edge line of the Project Road based on outline design at the time of the asset survey. The compensation/cost rates applied were sourced from the Land Valuation Division. The market cost rates were analyzed and adjusted to account for the time differences; current market rates were derived through the analysis. The cost rates applied include building, external or civil works, crops, income and relocation cost rates. The valuation process and methodology for each type of affected asset is provided below.

## **6.7.4 Preparation of the Compensation Report**

### **6.7.4.1 Compilation of Valuation Results**

A detailed Compensation Schedule per household has been created and outlined including names, clan affiliations, asset details, and valuation amounts.

### **6.7.4.2 Review and Approval**

Asset inventory and valuation results will be validated by affected persons and compensation report will be reviewed and endorsed by the ENB Provincial Lands Office. After that a final report will be submitted to the funding agency or responsible department.

## **6.7.5 Disclosure and Agreement with Affected Persons**

### **6.7.5.1 Presentation of Compensation Offers**

A breakdown of assets and compensation amounts for each household will be received by the affected persons within the road corridor and this will include explanation of valuation methods and rights to appeal by the officers.

### **6.7.5.2 Signing of Compensation Agreements**

Formal compensation forms endorsed by the ENB Provincial Administration will be used which will include signatures from the affected persons or clan representative, ward Councilors, lands officer and project

representative.

## 6.7.6 Payment of Compensation

### 6.7.6.1 Payment Method

Payments will be made before the exact commencement of construction and most preferably processed through bank payments or verified cash disbursement. After that the acknowledgment forms and receipt will be signed.

## 6.7.7 Clearance of Site and Handover

### 6.7.7.1 Post-Payment Verification

Landowners will provide formal consent for entry and confirm that all compensated areas are now accessible for construction with an official clearance will be issued enabling works to begin.

## 6.7.8 Grievance Redress Mechanism (GRM)

### 6.7.8.1 Establishment of GRM Structure

A ward-level grievance desk will be established with Local Level Government and Provincial Lands mediation if its unresolved then it will escalate to Provincial Administration or lands tribunal.

### 6.7.8.2 Grievance Process

· Receive → Register → Investigate → Resolve → Document outcome.  
This will ensure decisions are timely and transparent.

## 6.7.9 Monitoring and Reporting

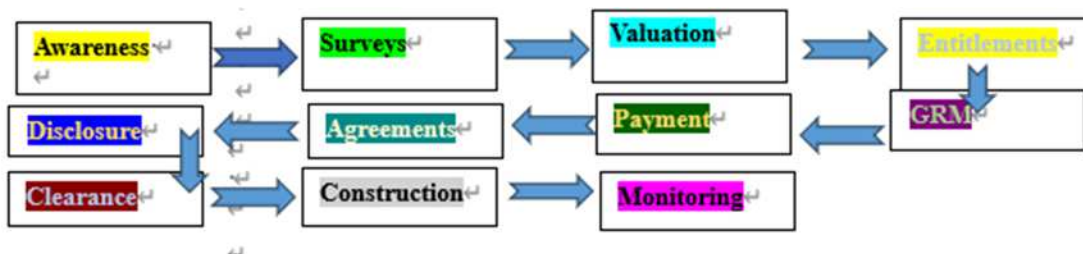
### 6.7.9.1 Internal Monitoring

Internal monitoring will include tracking of compensation payments, grievances, and community feedback for the whole project and maintain records for audits.

### 6.7.9.2 Post-Implementation Review

This will include check and balance if affected households restored their livelihoods and will pave way to prepare final report documenting compliance with safeguards and compensation procedures.

## 6.7.10 Summary Flowchart



Source: Prepared by JICA Survey Team

**Figure 6.7-1 Summary of the Flowchart**

## 6.8 Proposed Land Acquisition Framework and Schedule and Acquisition

**Table 6.8-1 Land Acquisition Framework and Schedule and Acquisition**

Stage	Activities Involved	Responsible Agencies / Stakeholders	Estimated Duration	Notes / Considerations
1. Project Awareness & Initial Consultations	Public awareness, community mobilization, meetings with clans, explanation of project impacts and GRM.	DoWH / Provincial Administration / LLG / Ward Councilors	2–3 weeks	Short corridor = fewer communities; consultations faster.
2. Social Mapping & Stakeholder Identification	Identify clans, land groups, roadside users, vendors, vulnerable persons. Confirm leadership structures.	Provincial Lands / LLG / Ward Councilors / Clan Leaders	1–2 weeks	Critical foundation for ensuring FPIC and accurate IOL.
3. Survey of Affected Land & Inventory of Losses (IOL)	Survey RoW, mark required land outside reserve, collect data on crops, trees, structures, market tables, fences.	Provincial Lands Survey Team / DoWH Engineers	3–4 weeks	2.4 km allows quick completion unless boundaries are disputed.
4. Verification of Land Ownership & Customary Claims	Clan validation, cross-check with elders, ward records, social mapping confirmation.	Provincial Lands / Clan Leaders / LLG	1–2 weeks	Prevents later disputes; essential for customary land.
5. Valuation of Land & Affected Assets	Valuation of land, crops, structures, economic trees, disruption losses, market income values.	DLPP Valuation Division / Provincial Valuer	2–3 weeks	Replacement cost principle applied as per Land Act & Valuation Act.
6. Preparation of Entitlements & Internal Review	Prepare entitlement matrix and compensation schedules for each AP. Internal review by Provincial Lands.	Provincial Lands / DOW Safeguards	1 week	Ensures AP categories match RAP requirements.
7. Disclosure of Entitlements & Valuation Results	One-on-one disclosure, public meetings, explanation of appeal options, GRM reminder.	DoWH / Provincial Lands / LLG	1–2 weeks	Transparency required to avoid later appeals.
8. Negotiation and Signing of Compensation Agreements	Clan negotiations (if customary), acceptance or dispute of valuation, signing of agreements and consent forms.	DLPP / Provincial Lands / Clan Leaders / APs	2–3 weeks	Customary land negotiations may need multiple meetings.
9. Statutory Notice Period (Land Act Requirement)	Minister issues Notice of Intention to Acquire; 30 days allowed for objections.	DLPP (Minister for Lands)	30 days (mandatory)	Cannot be shortened; applies even when impacts are small.
10. Resolution of Objections & Land Tribunal (if required)	Resolve disputes through ward-level mediation or Land Court.	LLG / Provincial Lands / Land Tribunal	1–3 weeks	Only applies if objections or ownership disputes arise.
11. Payment	Payment via Bank	Provincial Finance	2 weeks	All compensation

*Source: Prepared by JICA Survey Team*

All construction work will take place within the existing RoW. As such, new land take is expected to be minimal or no permanent land-take is envisaged. Nonetheless, where temporary land-take is expected especially around the two rivers in Karavi and Ranguna. The land shall be assessed using the comparative sales standards set by Lands Department.

Thus, there will be no land acquisition required on the road corridor between Karavi and Ranguna Wards. The section of road between Karavi and Kuradui are not new alignment. It is part of an existing public road that has been in continuous use for many years and has long been recognized by local communities and provincial authorities as a public right-of-way. No extension exercise into acquiring customary land, gardens, dwellings or other assets is proposed. However, consideration will be given to users and owners of the assets and crops planted along the corridor or the right of way as a way of compensation by agreement.

The road reserve has already been surveyed and legally defined. Survey plans for this section of road have previously been completed and formally recorded. These survey plans define the legal width of the road reserve, confirm the boundaries of the state-owned road corridor, and show that the alignment is already catered for within surveyed state land. This means the land required for the road including shoulders, drainage easements and the formation width—has already been legally secured in the past. The new works occur entirely inside the pre-established surveyed boundaries, with no need to acquire additional land from

customary or private owners.

## **6.8.1 Affected Structures**

### **6.8.1.1 Immovable Buildings**

Cost of Buildings - The valuation of structures on replacement cost value (as if new) was based on precise measurement and record of type, quality and measurement of materials. There was one building identified at Malapau that could be affected but land and property valuer with Lands Division of ENBPA has valued the property. Other than that, the survey team identified few temporary semi-permanent settlers and stalls also evaluated and assessed for compensation for lost of opportunities as they were either for church camping or road side market stalls.

Disturbance Allowance: - Allowance of the Market Value of affected assets is added as part of the compensation. Disturbance allowance compensates PAPs for the inconvenience associated with resettlement and to defray the expenses of a transition to a new locale, such as moving expenses and lost work days. Disturbance allowance of 10% of the replacement value of the affected asset is assessed for eligible PAPs.

### **6.8.1.2 Temporary Structures (Movable Properties)**

In estimating the compensation/resettlement cost for temporary structures, these factors were considered for valuation;

### **6.8.1.3 Public and Community Structures**

The reconstruction works will potentially affect public and civic structures such as power transmission line poles which have been referenced appropriately. For public infrastructure such as transmission lines, and poles. The ENBPG and the DoWH will coordinate with the respective utility service providers and shall deposit assessed relocation costs for relocating the utilities. Although the utilities relocation cost will be borne through the project civil works costs, however, to safeguard timely relocation and reinstallation of electric supplies and other utilities, the assessment is made to provide an indicative cost in the RAP budget. In case of the price valuation of the communal structures, the same assessment methodology is used as discussed under structures. The Land Act, provides guidelines on the disbursement of compensation relating to communal property.

## **6.8.2 Crops and Trees**

All crops and valuable tree found within the 20m road corridor have counted and accounted or enlisted for compensation using the Valer General's price list.

Businesses or Income Losses

There was no major business opportunity loss during the construction phase of the development.

## **CHAPTER 7. Grievance Procedures**

### **7.1 Overview**

This chapter outlines the grievance mechanism and procedures available to Project Affected Persons (PAPs) for the processing and resolution of complaints or claims related to the resettlement process.

The DoWH and Lands Department shall establish a GM to specifically address grievances resulting from resettlement activities; however, it will also combine with the overall Project grievance process so that both are streamlined. The grievance process will serve to:

1. Provide early warning of possible problems;
2. Involve all necessary stakeholders in the grievance management process, including representatives of PAPs;
3. Provide PAPs with accessible procedures for settlement of disputes;
4. Provide a consistent way to address, resolve and close grievances;
5. Identify and implement appropriate and mutually acceptable corrective actions to address complaints;
6. Contribute to building trust and good relationships with the PAPs, the host communities and other key stakeholders; and
7. Avoid, wherever possible, the need to resort to judicial proceedings.

### **7.2 Registration of Grievances**

It is inevitable that complaints and grievances will arise, especially given the emotive nature of displacement issues. In this report, a grievance is considered to be any complaint or concern raised by an individual or group within communities affected by project operations. Grievances are likely to peak during the verification of the valuation report by LVD, further negotiations, and finalization of compensation agreements. Grievances relevant to land tenure and resettlement need to be accommodated by the GM (database), taking cognizance of the various categorizations as shown in Table 7.2-1

**Table 7.2-1 Types of Grievances**

<b>Type of Grievance</b>	<b>Description</b>
Grievances/errors relating to additional asset inventory	Potential grievances may arise during additional asset inventories (Updating of this Report/RAP) that may be required, whereby the PAP does not agree with assets and values recorded.
Misidentification of owner/occupier of eligible property and assets	Valuers may misidentify the owner/occupier creating grievances or conflict between owners
Complaints regarding the eligibility and entitlements matrix/policy	Grievances may be raised regarding the eligibility and entitlements matrix and compensation provided to PAPs
Potential grievances following valuation	Grievances may arise following the public disclosure of the valuation report by the government. In particular these may include disagreement on asset valuation

*Source: Prepared by JICA Survey Team*

### **7.3 Structure of the GRM**

The GRM shall involve both formal and informal grievance resolution mechanisms, characterized by; multiple uptake points. Complainants shall be provided with multiple channels to submit their complaints including electronic messages, telephone, SMS, and personal delivery/walk-in. Detailed procedures are described below:

#### **7.3.1 Email**

Complaints can be submitted via email to a designated, publicly shared email address. A standard template will be available on the DoWH website to assist complainants in drafting their messages. Upon receipt of a

complaint, an automated acknowledgment email is sent immediately. The GRM team will review and categorize the complaint within 48 hours, assigning it to a responsible officer for resolution. Within five working days, the complainant will receive a follow-up email with either a resolution or a status update.

### **7.3.2 Telephone**

A project specific hotline will be established to enable complainants lodge their complaints. The hotline will be available from 9am to 3pm, Monday to Friday. A trained project staff member will assist with any inquiries and record complaints details and nature of the complaint using a standardized template. Each call will be logged, and the complainant will be given a unique case number for reference. Within 24 hours, the complaint will be reviewed, and if it requires further investigation, the complainant will be informed of the next steps and a follow-up date.

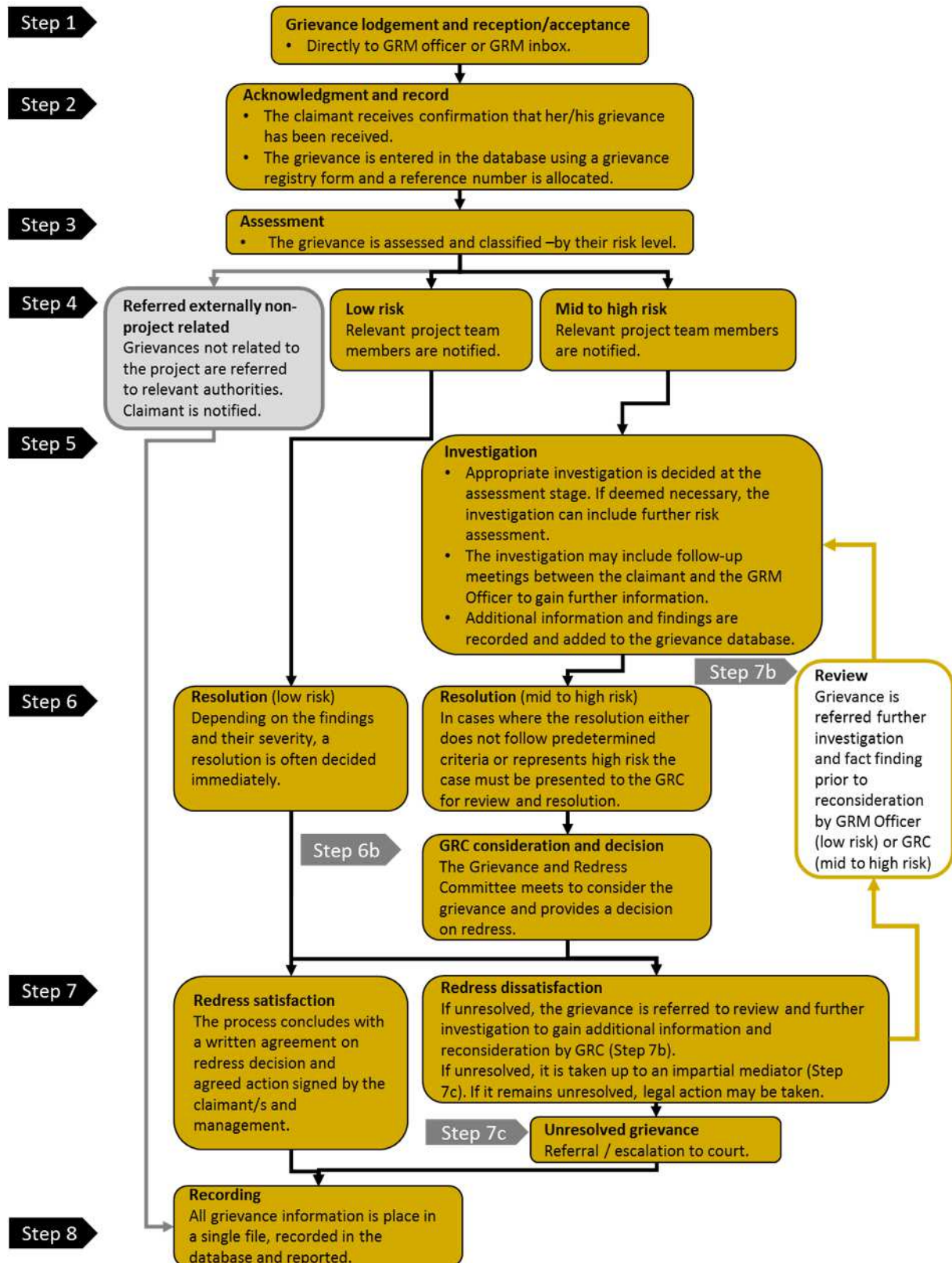
### **7.3.3 Walk-in Submissions**

Complaints may be submitted in person at the project office located at the Kokopo Works or the ENBP Lands Office. A designated grievance officer will record walk-in complaints, and complainants will complete a standard form and receive a case reference number. The grievance officer will outline the process and resolution timelines. Complaints will be addressed within seven days, and complainants can revisit the office or contact the officer via phone or email for updates.

The project will take advantage of the presence of local assembly members in each project community to receive/share complaints with project staff.

## **7.4 Procedures for Handling Grievances**

The following flowchart from the DoWH ESSD will be adopted and shows the Procedures for Handling Grievances.



Source: Prepared by JICA Survey Team

Figure 7.4-1 Flow Chart for Grievance Redress

## CHAPTER 8. Institutional Responsibilities

### 8.1 Institutional Responsibilities

The administrative and institutional framework governing the RPF for Road Sector Operations and as such this project provides information on organizational roles and responsibilities for administering land, information sharing and other resettlement related procedures. Table 8.1-1 summarizes the responsibilities of major institutions to the RAP activities under this project.

**Table 8.1-1 Responsibilities of Key Institutions to the RAP activities**

Institution	Responsibilities
Ministry of Works and Highways	<ul style="list-style-type: none"> <li>• Overall responsibility for the road sector: policy formulation, sector coordination and oversight, and sector performance monitoring and evaluation of road infrastructure development and maintenance, and road maintenance financing</li> <li>• Coordinates and guides implementing agencies under the Ministry</li> </ul>
Department of Works and Highways (DoWH)	<ul style="list-style-type: none"> <li>• The DoWH is responsible for the construction and maintenance of road and bridges PNG. The DoWH also covers planning, managing and updating the records of roads information systems.</li> <li>• Under this project it will be responsible for the oversight, operation and maintenance of the selected local roads to be rehabilitated.</li> </ul>
Ministry of Finance	Processes and releases compensation funds upon receipt of approval from the Lands Department.
Attorney General's Department	<ul style="list-style-type: none"> <li>• Resolution of dispute;</li> <li>• Advise on legal process;</li> <li>• Representation of State in court</li> </ul>
Department of Lands and Physical Planning	<ul style="list-style-type: none"> <li>• Reviews application for land acquisition (including feasibility, interim valuation, proof of ability to provide compensation, and stakeholder consultation records);</li> <li>• Defines the RoW; Valuer General provides compensation valuation, processes compensation claims related to land acquisition, and provides clearance for the acquiring agency for payment of compensation.</li> </ul>
Conservation and Environmental Protection Authority (CEPA)	<ul style="list-style-type: none"> <li>• Review and approval of all Project's environmental and social related documentation;</li> <li>• Provision of Project approval – Environmental Permit (conditional);</li> <li>• Approval of the RAP and monitoring of the resettlement operations.</li> </ul>
Department of Lands and Physical Planning	<ul style="list-style-type: none"> <li>• Regulates land use planning on a national level and through its decentralized structures at the district level</li> <li>• Provides standards to be applied in relation to land development and permitting for private projects</li> </ul>
Lands Division of the East New Britain Provincial Administration	<ul style="list-style-type: none"> <li>• Assist in the identification and the relocation of PAPs;</li> <li>• Regulate land use at the Municipal level;</li> <li>• Confirm the legality of documentation of PAPs;</li> <li>• Support grievance resolution;</li> <li>• Facilitate Project, RAP and related information dissemination</li> </ul>
PNG Power Limited	<ul style="list-style-type: none"> <li>• Relocation of utility infrastructure and services during project undertaking</li> <li>• Disconnection and reconnection of PAPs before and after resettlement.</li> </ul>

*Source: Prepared by JICA Survey Team*

### 8.2 Department of Works and Highways

The DoWH has total oversight of the road sector with the mandate for policy formulation, sector coordination and oversight, and sector performance monitoring and evaluation of the following broad areas: i) road infrastructure development and maintenance; and ii) road maintenance financing. The DoWH has the singular task of coordinating and guiding the activities of DoWH (the implementing agency of the road under this Project). The DoWH has a Road Safety, Environment and Social Officer under the Policy and Planning Directorate, who has direct responsibility to coordinate policy planning (including resettlement), related issues.

### **8.3 Department of Lands and Physical Planning (DoLPP)**

The Valuer General (VG) is the government agency mandated for the processing of compensation claims on compulsory acquisitions on government projects. VG reviews and verifies the final valuation report on affected persons and properties. This is to ensure that payments are made to all eligible PAPs at Full Replacement Cost, as required by the national laws and applicable international standards.

The certified compensation valuation list from the VG is forwarded to DoWH for processing of payment. After clearance being given by VG, DoWH will make provision for funds for compensation payment.

Where it becomes necessary to compulsorily acquire additional land for this project (although this is not envisaged), the Survey and Mapping Division will be responsible for this on behalf of DoWH. The Land Commission's role around compulsory acquisition is that it serves as a member or secretary to the Permanent Site Advisory Committee, a technical committee that considers requests for compulsory acquisition by state agencies and recommends its acceptance or otherwise. The proprietary plan covering the site to be acquired is plotted by the Commission in the government records. Also, endorsement of the acquisition is processed by the Commission for the approval of the Minister responsible for lands before an NEC decision would be issued and gazetted.

### **8.4 The Conservations and Environment Protection Authority (CEPA)**

The CEPA was established by the Environment Act 2000. The CEPA has the mandate to decide (and conduct) project screening, guide the conduct of any environmental assessment studies, and grant environmental approval for road sector projects to commence. Its mandate also covers monitoring the implementation phase of road projects to ensure compliance with approval conditions, mitigation measures, and other environmental commitments and quality standards. The Environmental Regulation, 2002, lists the development of a road network as one of the undertakings that require Environmental Impact Assessment (EIA) and the issuance of environmental permit before construction could be done. The CEPA will monitor the resettlement/rehabilitation operations.

### **8.5 Ministry of Finance**

The Ministry of Finance is the agency that manages the central government's budget. The Finance Ministry is responsible for releasing money to be paid to persons affected by projects undertaken by state agencies. Upon receipt of the approval of the compensation data, the Ministry, subject to the availability of funds, releases the total amount of compensation to the acquiring agency for subsequent payment to the affected people.

### **8.6 Attorney General's Department and Ministry of Justice**

The Attorney General's Department and the Ministry of Justice have redress mechanisms in place for aggrieved persons. The Attorney General encourages all individuals (PAPs) who will not be satisfied with resettlement packages/compensation offered to them to seek redress in a court of law as empowered by constitution. Within the grievance redress mechanism this will be a last resort after all parties have exhausted opportunities outlined by the grievance redress team established by the project.

### **8.7 Utility Service Agencies**

The utility company that are likely to play a role in the resettlement schemes is PNG Power Limited (PNGPL). This agency will, at the appropriate times, disconnect and reconnect PAPs to their services before and after relocation as the case may be.

### **8.8 Lands Division of the ENBPA (LDENBPA)**

The Lands Division of the ENBPA (LDENBPA) will play coordinating roles for the East New Britain Provincial Government Administration and DoWH on safeguards issues. The LDENBPA with DoWH will also coordinate and monitor the implementation of the proposed project at the regional level by ensuring prudent management of funds.

## **8.9 Land Use and Spatial Planning Section of LDENBPA**

The LDENBPA is the provincial entity solely responsible for land use and spatial planning in East New Britain Administration. LDENBPA is tasked with the preparation of a long term Provincial Spatial development strategy/framework for achieving defined social, economic and environmental policies.

## **8.10 Kokopo District Development Authority (KDDA)**

The affected district KDDA will play a part in the planning, implementation, and monitoring of resettlement activities in collaboration with LDENBPA. LDENBPA shall ensure that developments are done in an orderly manner and that land use is optimized. LDENBPA is responsible for the preparation of layouts for towns and cities. It also assesses and approves the layout by prospective developers (especially private estate developers) and specifies all reservations based on projected land use plans. It ensures that the RoW is established according to the approved design. KDDA will play a significant role in the implementation of resettlement schemes (where required) and serve as media for public education and community consultations. KDDA also witnesses the payment of compensation and supplemental assistance to PAPs.

### **8.11 Ward Council Member and Local Communities**

The Ward Member and the Local Community hold deep institutional relevance and command great respect in each of the communities in East New Britain Province and PNG where the traditional culture of the people is held in high esteem. These authorities play a particularly important role in land allocation and management, and in grievance resolution. PNG is quite unique in itself because more that 90% of the land is customarily owned by traditional landowners.

## CHAPTER 9. Implementation Schedule

### 9.1 Implementation Schedule

The implementation schedule starts with the approval and clearance of this RAP by the lenders and disclosure by DoWH. The RAP implementation activities, responsible agencies. Following is a proposed schedule for the RAP and Land Acquisition.

**Table 9.1-1 Land Acquisition Framework and Schedule**

Stage	Activities Involved	Responsible Agencies / Stakeholders	Estimated Duration	Notes / Considerations
1. Project Awareness & Initial Consultations	Public awareness, community mobilization, meetings with clans, explanation of project impacts and GRM.	DOW / Provincial Administration / LLG / Ward Councilors	2–3 weeks	Short corridor = fewer communities; consultations faster.
2. Social Mapping & Stakeholder Identification	Identify clans, land groups, roadside users, vendors, vulnerable persons. Confirm leadership structures.	Provincial Lands / LLG / Ward Councilors / Clan Leaders	1–2 weeks	Critical foundation for ensuring FPIC and accurate IOL.
3. Survey of Affected Land & Inventory of Losses (IOL)	Survey ROW, mark required land outside reserve, collect data on crops, trees, structures, market tables, fences.	Provincial Lands Survey Team / DOW Engineers	3–4 weeks	2.4 km allows quick completion unless boundaries are disputed.
4. Verification of Land Ownership & Customary Claims	Clan validation, cross-check with elders, ward records, social mapping confirmation.	Provincial Lands / Clan Leaders / LLG	1–2 weeks	Prevents later disputes; essential for customary land.
5. Valuation of Land & Affected Assets	Valuation of land, crops, structures, economic trees, disruption losses, market income values.	DLPP Valuation Division / Provincial Valuer	2–3 weeks	Replacement cost principle applied as per Land Act & Valuation Act.
6. Preparation of Entitlements & Internal Review	Prepare entitlement matrix and compensation schedules for each AP. Internal review by Provincial Lands.	Provincial Lands / DOW Safeguards	1 week	Ensures AP categories match RAP requirements.
7. Disclosure of Entitlements & Valuation Results	One-on-one disclosure, public meetings, explanation of appeal options, GRM reminder.	DOW / Provincial Lands / LLG	1–2 weeks	Transparency required to avoid later appeals.
8. Negotiation and Signing of Compensation Agreements	Clan negotiations (if customary), acceptance or dispute of valuation, signing of agreements and consent forms.	DLPP / Provincial Lands / Clan Leaders / APs	2–3 weeks	Customary land negotiations may need multiple meetings.
9. Statutory Notice Period (Land Act Requirement)	Minister issues Notice of Intention to Acquire; 30 days allowed for objections.	DLPP (Minister for Lands)	30 days (mandatory)	Cannot be shortened; applies even when impacts are small.
10. Resolution of Objections & Land Tribunal (if required)	Resolve disputes through ward-level mediation or Land Court.	LLG / Provincial Lands / Land Tribunal	1–3 weeks	Only applies if objections or ownership disputes arise.
11. Compensation Payment	Payment via bank transfer or verified cash; signing of receipts.	Provincial Finance / DOW / DLPP	2 weeks	All compensation must be settled before site handover.
12. Site Clearance & Handover to Contractor	Landowner consent to enter; issue official clearance certificate.	Provincial Lands / DOW	1 week	Marks completion of the land acquisition phase.



## CHAPTER 10. Budget and Funding

### 10.1 Budget and Funding

Government of Papua New Guinea (GoPNG), as the client, will provide all funding required for the resettlement compensation component, including compensation for affected assets, livelihood restoration support, and any associated statutory payments.

All RAP implementation costs, including planning, coordination, monitoring, community engagement, and administrative activities, will be financed directly by the project budget.

Clear financial arrangements between GoPNG and the project will ensure that sufficient resources are made available in a timely manner to meet all commitments under the RAP.

**Table 10.1-1 Indicative Rates used to determine indicative Compensation Budget Summary Interim Compensation Budget for The Butuwin Kuradui Road Improvement Project**

No.	Expenditure Description	Amount (PGK)	Total Amount (PGK)	Reference
<b>Impacted Existing Road Area</b>				
A-1	Cash Compensation			
1	Permanent Properties Affected Included	10,220		Table 10.1-3 Figure 10.1-1 Table 13.2-3
2	Temporary Structures	2,480		Table 10.1-4  Figure 10.1-2 Table 13.2-4
3	Economic Trees/Crops	16,868		Table 10.1-5 Figure 10.1-3 Table 13.2-5
4	Opportunity Costs (Roadside Markets)	174,720	<b>204,288</b>	Table 13.2-6
<b>Impacted Bridges &amp; Drainages Area</b>				
A-2	Cash Compensation			
1	Permanent Properties Affected ( <i>None</i> )	0		
2	Temporary Structures	500		Table 10.1-6 Figure 10.1-4 Table 13.2-7
3	Economic Trees/Crops	42,083	<b>42,583</b>	Table 10.1-7 Table 10.1-8 Figure 10.1-5 Figure 10.1-6 Table 13.2-8
<b>Total</b>				
A	<b>Sub total</b>		<b>246,871</b>	A-1 + A-2
B	Livelihood Training and Enhancement (10% of compensation cost)	-	-	A*10%
	<b>Sub total</b>		<b>246,871</b>	A+B
C	Monitoring and Evaluation Extra costs for Project Monitoring and Evaluation	24,687		(A+B)*10%
D	Administrative Charges @ 15% of Compensation Cost	37,030		A*15%
	<b>Sub total</b>		<b>61,717</b>	C+D
	<b>TOTAL</b>		<b>308,588</b>	A+B+C+D
E	RAP Completion Audit	30,858		(A+B+C+D)*10%
F	Contingency (20% of total cost) *1	61,717		(A+B+C+D)*20%
	<b>GRAND TOTAL</b>		<b>401,163</b>	A+B+C+D+E+F

Source: Prepared by JICA Survey Team

\*1: Includes costs for Survey & Pegging.

**NOTE:**

1. All detail information and identification of rightful property owners have been identified, consulted and well informed of the rap exercises.

2. There would be nil to minimal land resettlement or acquisition as the ROW is in an existing road alignment and also traverse the free hold lease land.

**Table 10.1-2 Indicative Rates**

Item	Indicative Rate (PGK)	Notes
Land (agricultural/customary)	PGK4,000 – 5,000 per ha	Based on rural land market in PNG; higher rates may apply near settlements or with good access
Relocation/transitional allowance for Power Poles	PGK 175	Approximate allowance for transport/move and hardware costs – costings adopted from local contractors and agents
Compensation for roadside permanent fencing	PGK 1,000 – K1,500	Approximate allowance for transport/move – costings adopted from local contractors and agents.
Compensation for roadside informal business stall (fixed structure)	PGK50 – K200 per day	For small temporary building/structure used for business/markets – Earnings adopted from local Socio-Economic Survey conducted.
Lost income for informal vendor (during disruption)	PGK 500 per month for up to 3 months	Depends on verified average earnings as per interview conducted with affected persons/owners.
Mature coconut tree	PGK46 each	Typical fruit-bearing tree adopted in the Valuer General Price List)
Mature Banana tree	PGK26 each	Indicative for long-term perennial crop adopted in the Valuer General Price List.
Temporary land access/occupation by contractor (per m <sup>2</sup> per month)	PGK 2 – 5	Rent for temporary use, plus restoration obligation.

Source: Prepared by JICA Survey Team

How to Use These Rates :







- Use as baseline figures; adjust upward based on location (e.g., proximity to road, settlement), size, accessibility, productivity of crops, or special considerations (e.g., cultural significance).
- All compensation must still adhere to the replacement cost principle's no depreciation, include transaction costs, and should be paid before disruption or demolition.

Note:

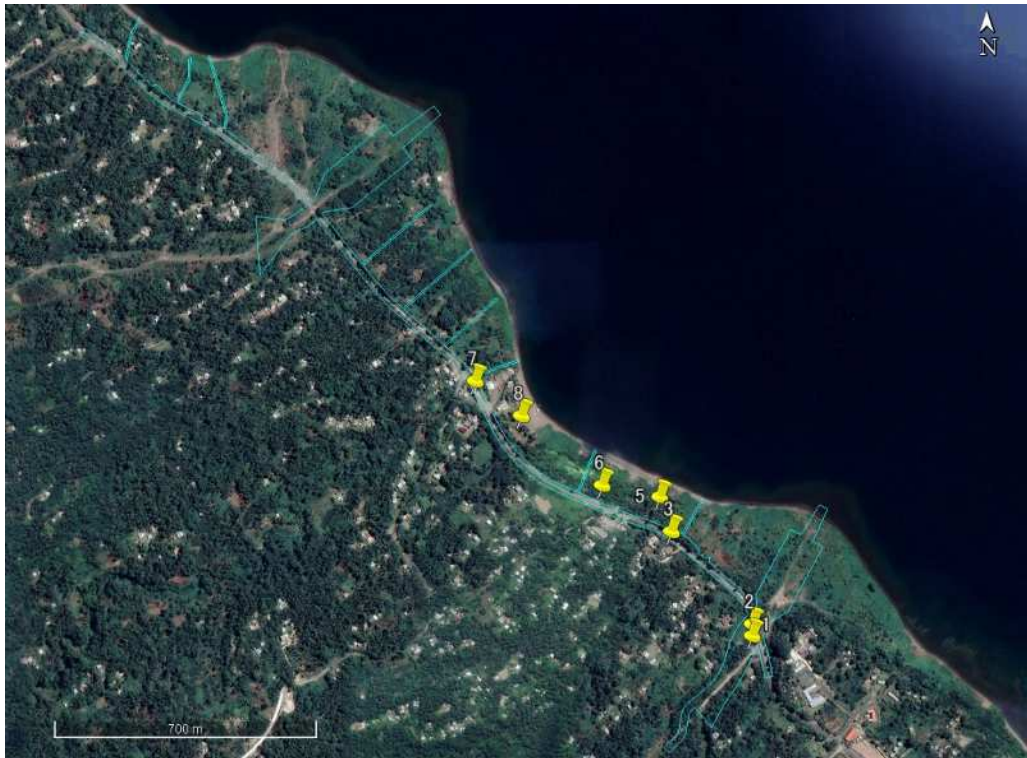
1. Costing besides Survey & Pegging of Flood plain (Bridge) areas are tentative and estimated costs only based on the temporary design of construction impact areas and are subject to review once approved and actual design is provided.
2. Costing besides Land Acquisition of Flood plain (Bridge) areas are tentative and estimated figures only based on the temporary design of construction impact areas and are subject to review once approved and actual design is provided.
3. Rates for trees/crops should consider age, productivity and future yield - the values above for coconut/banana are adopted from PNG Valuer General Price List 2013.
4. For land, the rate per m<sup>2</sup> is indicative; if large parcels or custom tenure apply, negotiations might yield higher values or land for land options.

**Table 10.1-3 Permanent Properties within the Road Area**

No.	Name of Person being Interviewed	Community	Images of affected Temporary & Permanent Structures	Coordinates	Descriptions
1	[REDACTED]	Karavi		Latitude-15214.25 Longitude-41929.00	1 x 1 meter permanent church sign board – constructed on a metal iron sheet supported with steel corrugated posts

No.	Name of Person being Interviewed	Community	Images of affected Temporary & Permanent Structures	Coordinates	Descriptions
2	[REDACTED]	Karavi		Latitude 15214.25 Longitude -41928.00	2 x 10 meters power poles – reinforced on concrete base with corrugated galvanized steel poles.
3	[REDACTED]	Karavi		Latitude 15214.18 Longitude -41920.00	1 x 24 meters corrugated galvanized metal deck fence supported with steel posts.
5	[REDACTED]	Karavi		Latitude 15214.17 Longitude -41917.00	1 x 24 meters chainmesh fence supported with corrugated galvanized steel posts
6	[REDACTED]	Karavi		Latitude 15214.12 Longitude -41916.00	4 x 10 meters power poles – reinforced on concrete base with corrugated galvanized steel poles.
7	[REDACTED]	Balanataman		Latitude 152.1401 Longitude -4.190700	1 x 22 meters chainmesh fence supported with corrugated galvanized steel posts
8	[REDACTED]			Latitude 15214.05 Longitude -41910.00	2 x 10 meters power poles – reinforced on concrete base with corrugated galvanized steel poles.



Source: Prepared by JICA Survey Team



Source: Prepared by JICA Survey Team

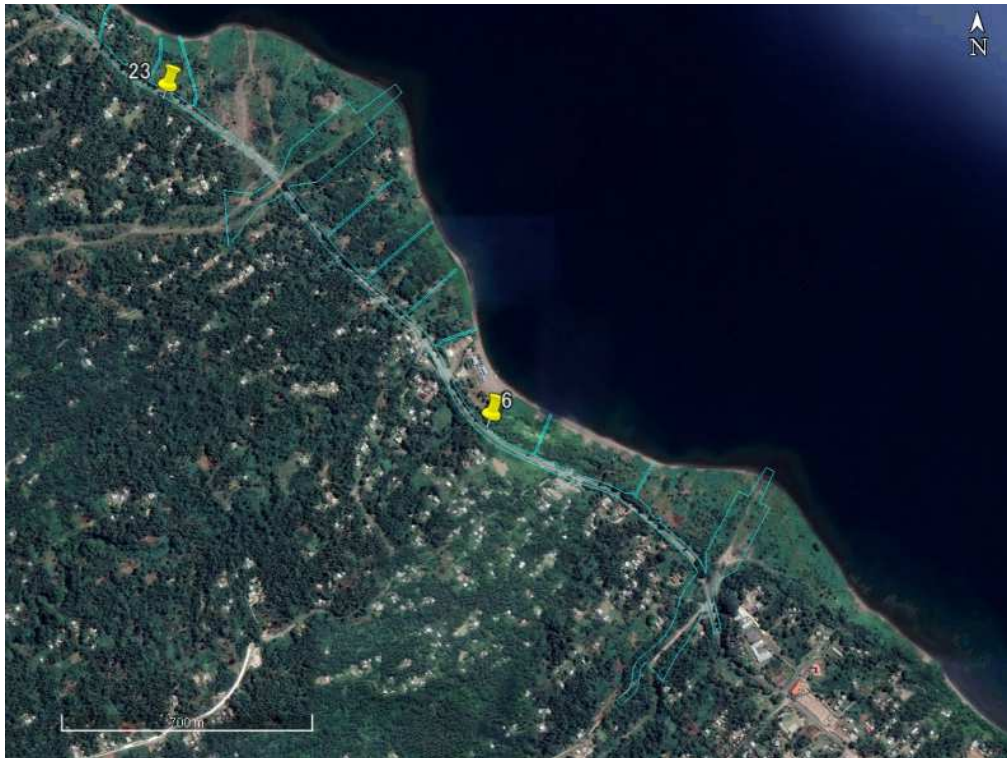
Figure 10.1-1 Location of Permanent Properties within the Road Area

Table 10.1-4 Temporary Structures within the Road Area

No.	Name of Person being Interviewed	Community	Images of affected Temporary & Permanent Structures	Coordinates	Descriptions
6	Community Area	Karavi		Latitude 15214.06 Longitude- 41913.00	1 x Bush Material Semi-permanent roadside market – constructed on ground floor with timber frames and walls with corrugated galvanized iron roof
23	[Redacted] operate this Ficus Market *1	Kuradui		Lat: - 4.311864 Long: 152.236832	

Source: Prepared by JICA Survey Team

\*1 No compensation will be paid as it is a mobile local market.









Source: Prepared by JICA Survey Team

**Figure 10.1-2 Location of Temporary Structures within the Road Area**

**Table 10.1-5 Economic Trees/Crops within the Road Area**

No.	Name of Person being Interviewed	Community	Images of persons interviewed/affected items	Coordinates	Remarks
1	[REDACTED]	Karavi		Lat: -4.325 397 Long: 152.239 947	Owens planted tree crops along the road
2	[REDACTED]	Karavi		Lat: -4.326 668 Long: 152.239 51	Owens planted tree crops along the road
3	[REDACTED]	Karavi		Lat: -4.326 045 Long: 152.239 148	Owens planted tree crops along the road & approximately 24 meter colorbond metal deck fence
4	[REDACTED]	Karavi		Lat: -4.321599 Long: 152-237486	Owens planted tree crops along the road
5	[REDACTED]	Karavi		Lat: -4.322214, Long: 152.238545	Owens planted tree crops along the road & a 24 meter chainmesh fence
6	[REDACTED]	Karavi		Lat: -4.320322 Long: 152.235160	Planted Tree Crops, Power Poles & Semi-permanent road side market

No.	Name of Person being Interviewed	Community	Images of persons interviewed/affected items	Coordinates	Remarks
7	[REDACTED]	Balanataman		Lat: -4.318499 Long: 152.233609	Owens planted tree crops along the road & a 22-meter chainmesh fence
8	[REDACTED]	Balanataman		Lat: -4.317748 Long: 152.233329	Owens planted tree crops along the road with semi-permanent roadside market
9	[REDACTED]	Balanataman		Lat: -4.317601 Long: 152.232883	Owens planted tree crops along the road with semi-permanent roadside market & Power Poles.
10	[REDACTED]	Balanataman		Lat: -4.317161, Long: 152.231976	Owens planted tree crops along the road & a roadside market
12	[REDACTED]	Kuradui		Lat: 4.310556 Long: 152.225000	6 balsa 7 banana
15	[REDACTED]	Kuradui		Lat: -4.316096 Long: 152.230015	Ficus Tree Market Private family market
17	[REDACTED]	Kuradui		Lat: -4.314429 Long: 152.226843	Mabo and guava near water pump

No.	Name of Person being Interviewed	Community	Images of persons interviewed/affected items	Coordinates	Remarks
19	[REDACTED]	Ranguna		Lat: -4.315949 Long: 152.229766	Banana and coconut
20	[REDACTED]	Ranguna		Lat: -4.314520 Long: 152.229845	Owns tree crops along the road 3 coconut and banana
21	[REDACTED]	Ranguna		Lat: -4.315681 Long: 152.230798	Owns tree crops banana 37 along the road
22	[REDACTED]	Ranguna		Lat: 4.316300 Long: 152.231405	
24	[REDACTED]	Ranguna		Lat: -4.314964 Long: 152.230191	Ranguna Community Market under the mango trees. Coconut and banana
25	[REDACTED]	Balanataman		Lat: -4.322097 Long: 152.238715	Owns planted tree crops along the road

Source: Prepared by JICA Survey Team



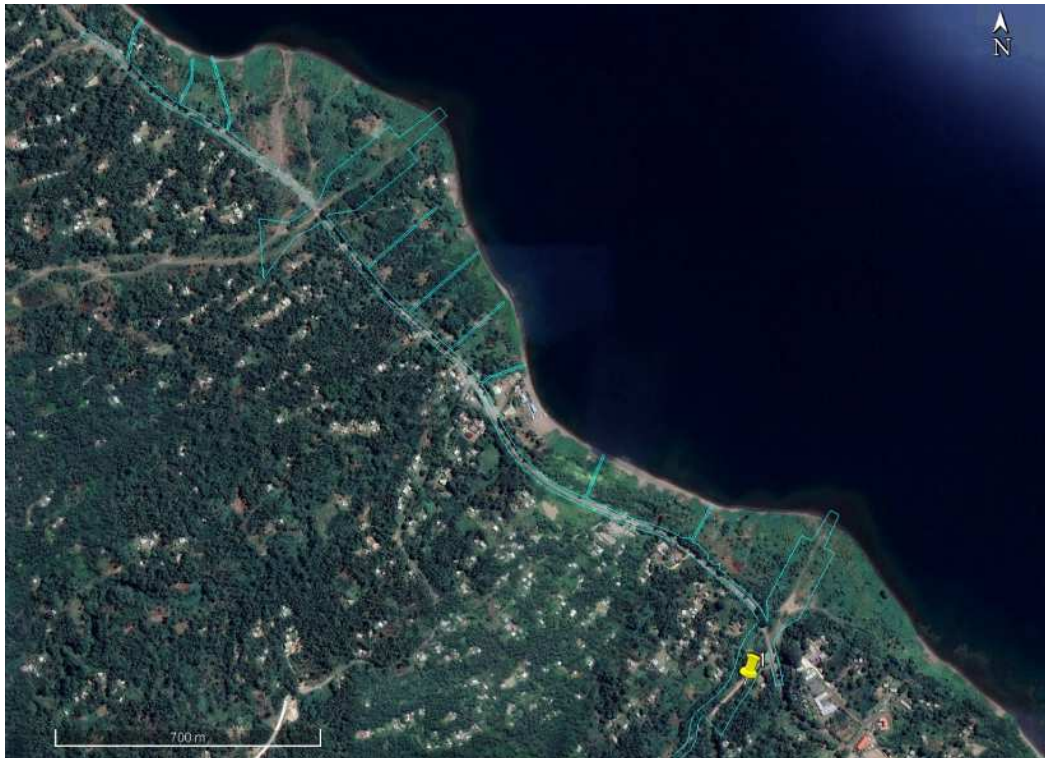
Source: Prepared by JICA Survey Team

**Figure 10.1-3 Location of Economic Trees/Crops within the Road Area (Including Representative Points)**

**Table 10.1-6 Temporary Structures within the Bridges & Drainages Area**

No.	Name of Owner	Images of affected Temporary Structures	Coordinates	Remarks
1	[REDACTED]		Lat: -4.325 397 Long: 152.239 947	1 Bush Material Shelter




Source: Prepared by JICA Survey Team
















Source: Prepared by JICA Survey Team




Figure 10.1-4 Location of Temporary Structures within the Bridges & Drainages Area

Table 10.1-7 Economic Trees/Crops within the Bridges Area

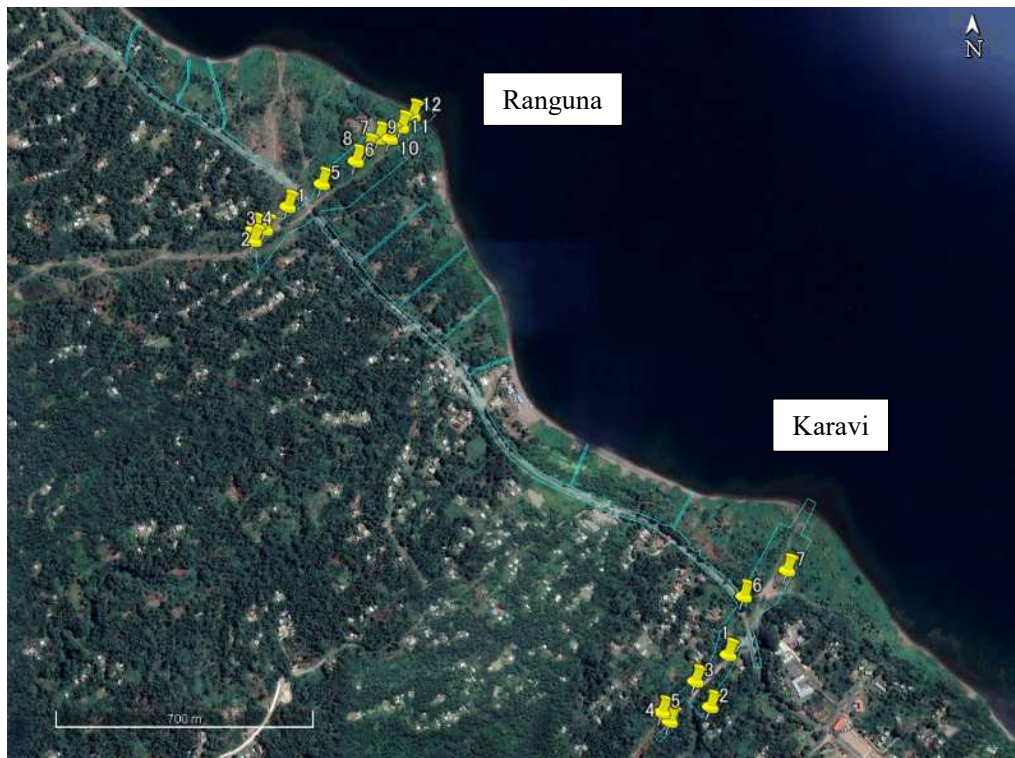
No.	Name of Owner	Images of affected site crops/trees	Coordinates	Remarks
KARAVI WARD – BRIDGE IMPACTED SITES (UPSTREAM)				
1	[REDACTED]		Lat: -4.325 397 Long: 152.239 947	4 Coconut Palm Trees 13 Flower Plants 1 Mango Tree 10 Pawpaw Tree 11 Valangur Plants 10 Breadfruit (Kapiak) 10 Banana Plants 1 Hardwood (Ton) 3 Bamboo Plants 10 other Trees
2	[REDACTED]		Lat: -4.326 668 Long: 152.239 51	35 Coconut Palm Trees 20 Coconut Palm Trees 30 Banana Plants 30 other Trees 15 Ton Tree 1 Breadfruit (Kapiak) Tree 1 Galip Tree 1 Mango Tree
3	[REDACTED]		Lat: -4.326 045 Long: 152.239 148	30 Coconut Palm Trees 25 Coconut Palm Trees 15 Banana Plants 3 Bamboo Plants 5 Hardwood (Ton) 5 Galip Nut Trees 20 Other Trees

No.	Name of Owner	Images of affected site crops/trees	Coordinates	Remarks
4	[REDACTED]		Lat: -4.327 025 Long: 152.238 518	5 Coconut Palm Trees 5 Banana Plants 20 Other Trees
5	[REDACTED]		Lat: -4.326 804 Long: 152.238 327	75 Coconut Palm Trees 75 Coconut Palm Trees 54 Banana Plants 30 Kumu Mosong 5 Betel Nut Plant
6	[REDACTED]		Lat: -4.323 971 Long: 152.240 328	25 Banana Plants 25 Coconut Palm Tree 1 Ton Tree 10 Bamboo Plant 7 Other Trees
7	[REDACTED]		Lat: -4.19°24''S Long: 152.14°29'E 947	20 Coconut Palm Trees 20 Banana Plants 20 Bamboo Plants 20 Other Trees
<b>RANGUNA WARD – BRIDGE IMPACT SITES (UPSTREAM)</b>				
1	[REDACTED]		Lat: -4.18°52''S Long: 152.13°45'E	8 Coconut Palm Trees 3 Coconut Palm Trees 2 Mango Trees 12 Banana Plants 1 Breadfruit (Kapiak) 1 Hardwood 1 Guava Plant 15 Corns 15 Pumpkin 25 Cassava (Tapiok)
2	[REDACTED]		Lat: -4.18°54''S Long: 152.13°43'E	12 Coconut Palm Trees 10 Banana Plants 6 Bamboo Plants 10 Cassava Plant 3 Other Trees

No.	Name of Owner	Images of affected site crops/trees	Coordinates	Remarks
3	[REDACTED]		Lat: -4.18'55''S Long: 152.13'42'E	15 Coconut Palm Trees 20 Banana Plants 15 Balsa Trees 5 Bamboo Plants 5 Guava Plant 7 other trees
4	[REDACTED]		Lat: -4.18'54''S Long: 152.13'42'E	40 Banana Plants 25 Cassava (Tapiok)
<b>RANGUNA WARD – BRIDGE IMPACT AREAS (DOWN STREAM)</b>				
5	[REDACTED]		Lat: -4.18'50''S Long: 152.13'48'E	15 Banana Plants 10 Coconut Palm Tree 5 Bamboo Plants 20 Other Trees
6	[REDACTED]		Lat: -4.18'48''S Long: 152.13'51'E	50 Banana Plants
7	[REDACTED]		Lat: -4.18'47''S Long: 152.13'52'' E	65 Banana Plants 1 Bamboo Trees 1 Other Tree
8	[REDACTED]		Lat: -4.18'47''S Long: 152.13'52'' E	50 Banana Plants
9	[REDACTED]		Lat: -4.18'46''S Long: 152.13'53'' E	30 Banana Plants

No.	Name of Owner	Images of affected site crops/trees	Coordinates	Remarks
10	[REDACTED]		Lat: -4.18°46''S Long: 152.13°54'' E	35 Banana Plants
11	[REDACTED]		Lat: -4.18°45''S Long: 152.13°55'' E	40 Banana Plants
12	[REDACTED]		Lat: -4.18°44''S Long: 152.13°56'' E	40 Banana Plants






Source: Prepared by JICA Survey Team







Source: Prepared by JICA Survey Team

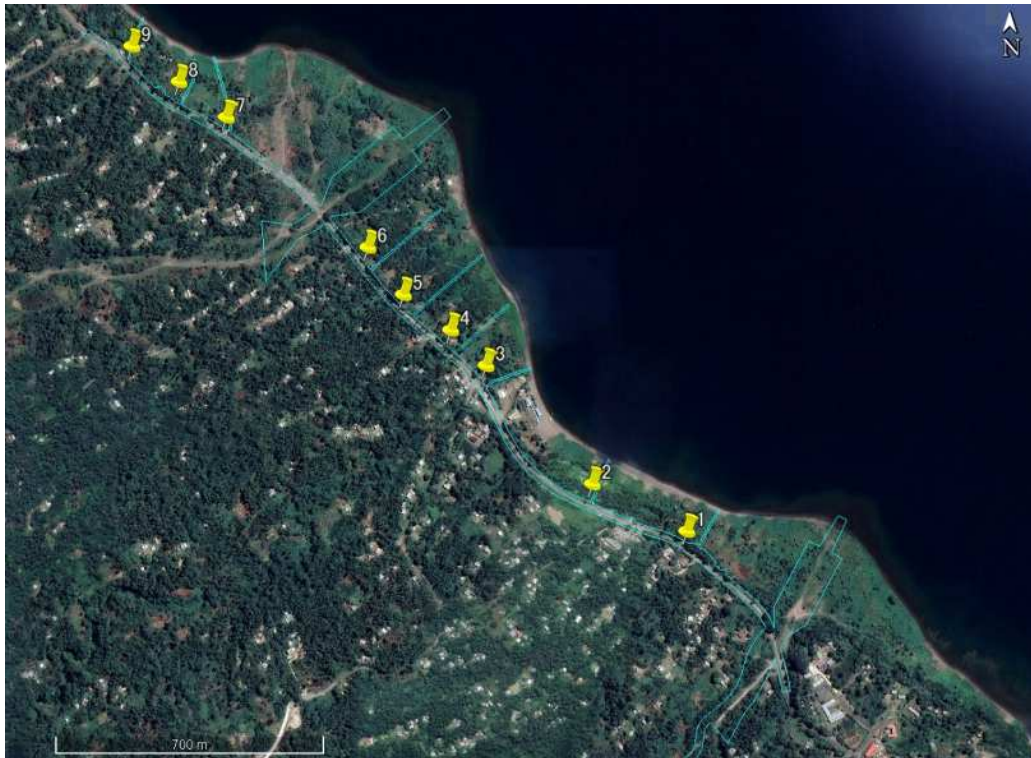
**Figure 10.1-5 Location of Economic Trees/Crops within the Bridges Area**

**Table 10.1-8 Economic Trees/Crops within the Drainages Area**

No.	Name of Owner	Village	Images of affected site crops/trees	Coordinates	Remarks
<b>KARAVI WARD – DRAINAGE AREAS</b>					
1	[REDACTED]	Karavi		4° 19'19" S 152°14'18"E	10 Banana Plants 10 Coconut Palm Trees
2	[REDACTED]	Karavi		4°19'15" S, 152°14'10" E	5 Balsa Trees 10 Banana Plants 5 Coconut Palm Trees
<b>KARAVI WARD – DRAINAGE AREAS</b>					
3	[REDACTED]	Balanataman		4°19'05" S 152°14'01" E	10 Coconut Palm Trees
4	[REDACTED]	Balanataman		4°19'02" S 152°13'58" E	3 Mango Trees 20 Banana Plants
5	[REDACTED]	Balanataman		4°18'59" S 152° 13'54" E	20 Banana Plants 5 Bamboo Plants
<b>RANGUNA WARD – DRAINAGE AREAS</b>					

No.	Name of Owner	Village	Images of affected site crops/trees	Coordinates	Remarks
<b>KARAVI WARD – DRAINAGE AREAS</b>					
6		Ranguna		4°18'55" S 152°13'51" E	20 Banana Plants 5 Breadfruits (Kapiak)
<b>KURADUI WARD – DRAINAGE AREAS</b>					
7.		Kuradui		4°18'44" S 152°13'39" E	30 Banana Plants 5 Coconut Palm Trees
8		Kuradui		4°18'41" S 152°13'35" E	3 Mango Trees 15 Coconut Palm Trees
9.		Kuradui		4°18'38" S 152°13'31" E	15 Banana Plants 5 Coconut Palm Trees

Source: Prepared by JICA Survey Team



Source: Prepared by JICA Survey Team

**Figure 10.1-6 Location of Economic Trees/Crops within the Drainage Area**

## **CHAPTER 11. Monitoring and Evaluation**

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### **11.1 Introduction**

Monitoring and Evaluation (M&E) play a pivotal role in ensuring the success of any resettlement project by assessing the implementation of the Resettlement Action Plan (RAP) and the effectiveness of livelihood restoration efforts. M&E activities serve to furnish project stakeholders, Project Affected Persons (PAPs), and relevant authorities with valuable insights into the extent to which resettlement activities align with the objectives. Additionally, M&E facilitates the early identification of any challenges or shortcomings in implementation, allowing for timely adjustments to be made. This chapter offers comprehensive guidance for both internal and external monitoring of the RAP activities, thereby enhancing the project's accountability and ensuring its alignment with the needs and expectations of all stakeholders involved.

### **11.2 Internal Monitoring**

Internal monitoring entails the ongoing assessment of implementation activities to ensure their alignment with the RAP. This process involves daily tracking of various RAP planning and implementation activities, such as progress in compensation payments, consultation efforts, community feedback initiatives, and the implementation of resettlement, rehabilitation, and income restoration measures. Additionally, internal monitoring involves the identification and resolution of community concerns and grievances, as well as the implementation of corrective actions to address any deviations or shortcomings in the implementation process. By conducting internal monitoring, project authorities can promptly address issues and ensure that the RAP is being implemented effectively and in accordance with established guidelines and objectives.

#### **11.2.1 Performance Monitoring**

Internal monitoring of the resettlement operations focused on performance, will be undertaken by the DoWH. Resident Engineers will oversee day-to-day field supervision, documenting their observations in monthly and quarterly progress reports for review by the DoWH.

Internal performance monitoring will encompass several key areas including:

1. compliance with the agreed policies and procedures for land acquisition, where required;
2. grievance redress procedures in place and functioning
3. prompt approval, allocation and disbursement of compensation payments to PAPs, including, if necessary, supplemental compensation for additional and/or unforeseen losses ; and,
4. remedial actions, as required.
5. Identification of emerging issues and potential problems that need to be managed.

#### **11.2.2 Impact Monitoring**

Impact monitoring will play a pivotal role in assessing the long-term effects of RAP policies on the overall welfare of affected populations. It will involve tracking indicators related to the living standards and livelihoods of Project Affected Persons (PAPs) and host communities, comparing them against the socio-economic baseline established during the census and survey.

The impact monitoring process should encompass various outcomes for PAPs, including:

1. Being satisfied with their compensation/resettlement packages
2. Accessing adequate agricultural land
3. Securing employment
4. Having reinstated profitable businesses

A quarterly impact and performance monitoring report will be compiled and assessed until physically displaced persons are adequately compensated or resettled as appropriate. These reports will serve as a mechanism to identify key lessons learned and rectify any deviations from the principles and objectives outlined in the RAP.

Once physically displaced persons have been compensated or resettled, the frequency of monitoring will transition to bi-annual assessments until the completion audit is conducted. This phased approach ensures ongoing evaluation and adjustment of the RAP implementation to mitigate potential negative impacts and maximize positive outcomes for affected communities.

Indicators are as follows:

\* Indicator 1: Compensation Procedures = Percentage of households that have received full compensation (Target: 100%)

\* Indicator 2: Grievance Redress Mechanism (GRM) = Number of grievances recorded and the percentage of grievances resolved within the stipulated period (%)

\* Indicator 3: Information Disclosure = Number of community consultations conducted and the number of participants (disaggregated by gender)

### **11.3 External Monitoring**

The objective of external monitoring is to assess the attainment of compensation and other Project initiatives aimed at enhancing the living standards and livelihoods of Project Affected Persons (PAPs). It is also to evaluate the performance of the RAP implementation team.

The CEPA oversee external monitoring activities. However, CEPA will work closely with DoWH's Environment and Social Safeguard Branch to facilitate external monitoring of the RAP implementation.

The methodology for external monitoring will encompass the following:

1. Review of pre-project (before displacement) baseline data on PAPs
2. Verify the progress of the implementation of RAP based on the records available
3. Advise on safeguard compliance issues if significant involuntary resettlement issues are identified, prepare a corrective action plan to address such issues
4. Identify an appropriate set of indicators to gather and analyses information on resettlement impacts
5. Use of various formal and informal methods for impact analysis
6. Assessment of resettlement efficiency, effectiveness, impact and sustainability
7. Provide guidelines for future resettlement policy-making and planning based on the lessons learned.

The external monitor, whether the CEPA or Environment and Social Safeguard Branch of DoWH will systematically document monitoring findings, identifying any significant non-compliance issues, and incorporating them into a corrective action plan. This plan will outline essential steps to rectify any deficiencies detected during monitoring activities. It will be the responsibility of the implementing agency (the DoWH) to develop and implement this corrective action plan.

On a quarterly basis, the DoWH will review compliance with the action plan established in the previous quarter. Monitoring efforts will focus on determining whether PAPs have been able to maintain or enhance their standard of living.

External evaluation will occur annually throughout the RAP implementation period, continuing until a completion audit confirms the successful resolution of resettlement and livelihood restoration activities.

### **11.4 Evaluation**

The DoWH will coordinate project completion workshops involving government agencies, NGOs, and representatives of PAPs following the conclusion of compensation operations and before the project's closure. The purpose of these workshops is to evaluate the progress of executed operations, recommend corrective measures where necessary, and address any outstanding issues.

The findings from these workshops and the accompanying survey will be compiled into a Project Completion Report, to be presented by the DoWH. This process aligns with the World Bank Operational Policies (OP 4.12/ESS5), which stipulates that upon project completion, an assessment of the RAP must be conducted to determine whether the objectives of the resettlement instrument have been met.

### **11.5 Completion Audit**

An audit will be conducted to assess the effectiveness of efforts aimed at restoring the living standards of the affected population. This completion audit will verify the proper design and execution of measures outlined in the RAP, ensuring that all physical inputs and services outlined have been delivered as planned. Additionally, the audit will evaluate the effectiveness of mitigation actions prescribed in the RAP.

To gauge the impact of the compensation or resettlement, the completion audit will compare the baseline conditions of affected parties before relocation with their socio-economic status afterwards. This audit will take place after all RAP activities have been finalized, including development initiatives. However, it will occur before the financial commitments to the program are concluded. This approach allows for greater

flexibility to implement any remedial actions recommended by the auditors before the project is officially completed.

A completion audit will be conducted using the following indicator:

Indicator 1: Compensation Procedures = Percentage of households that have received full compensation  
(Target: 100%)

## **CHAPTER 12. Stakeholder and Public Consultations**

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### **12.1 Introduction**

Stakeholder and public consultations are a critical component of the RAP. This process ensures that the affected populations are actively involved in decision-making, fostering a sense of ownership and cooperation. Effective participation enhances the planning and implementation phases and mitigates potential conflicts, to achieve sustainable and equitable resettlement outcomes. This chapter outlines the strategy and methods adopted for community participation and stakeholder engagements towards the successful implementation of the RAP. They include stakeholder consultations conducted through meetings, public forum, Focus Group Discussions (FGD) and Key Informant Interviews (KII). Two (2) public forums were held during the preparation of the RAP. The 1st public forum was held on 13th October 2025 while the 2nd forum was held on between 8th to the 9th of December 2025. These processes were done in line with the national regulatory and legislative frameworks, the World Bank's Safeguards Policy and JICA Guidelines for Environmental and Social considerations.

### **12.2 Rationale**

The improvement of the Kokopo- Rabaul Coastal Road Upgrade and Landslide Prevention Project anticipates socio-economic impacts and resettlement of project-affected persons. It is therefore crucial to priorities community participation and public consultations in the planning and implementation processes to facilitate the identification of specific needs, concerns and unique perspectives. This enhances the effectiveness of resettlement efforts, mitigates potential conflicts, and promotes social cohesion. Additionally, it ensures that project activities align with local cultural norms and preferences, leading to more sustainable and equitable outcomes.

### **12.3 Objectives, Strategy and Methods**

#### **12.3.1 Objectives**

Community participation and public consultations were conducted to achieve the following objectives:

1. To ensure that all affected individuals and communities are actively involved in the decision-making processes related to resettlement, providing them with a voice in shaping the outcomes that impact their lives.
2. To foster a sense of ownership and buy-in among the affected individuals and communities by involving them in planning and implementation, thereby enhancing the acceptance and success of the resettlement process.
3. Minimize potential conflicts and grievances by establishing open communication channels and promoting transparency throughout the resettlement process.

#### **12.3.2 Strategy and Methods**

The following systematic approaches were adopted to ensure the successful implementation of the resettlement process while minimizing risks and optimizing project success:

1. Stakeholder identification and analysis to identify and analyze all relevant stakeholders and mapping them based on influence and interest.
2. Development of stakeholder engagement and communication plan to effectively communicate project information and obtain stakeholder concerns and feedback through different channels of engagement such as public forum, meetings, socio-economic survey and census, information vans, focus group discussions and key informant interviews.
3. Stakeholder consultations to ensure the inclusion of the opinions, interests, and apprehensions of all pertinent stakeholders. This is done to facilitate well-informed decision-making, build trust among the involved parties and foster a sense of shared ownership in the project implementation and resettlement process.
4. Introducing grievance mechanisms to ensure continuous engagement and redress of conflicts or concerns.
5. Record keeping and continuous monitoring and evaluation to ensure accountability and compliance

with standards.

### 12.3.2.1 Stakeholder Notification Processes

#### (1) Statutory Agencies and Local Government Authority (ENBPA)

Statutory agencies and ENBPA were notified about consultation activities through official correspondence (letters and emails). Follow-up phone calls were made to secure consultation appointments.

	
<p>Consultation with CEPA's ██████████ (JICA) ██████████ (ENRD) 12th/05/2025 (ENRD)</p>	<p>Meeting with DoWH Provincial Works Manager ██████████, Kokopo, ██████████ 16th May 2025</p>
	
<p>Consultative Meeting with the ENBP Administration (Administrator, the 2 Deputy Administrators, Director - Lands and Physical Planning, Prof. ██████████) 19th May 2025</p>	
	
<p>Meeting with Regional (DoWH - NGI) Works Manager Messrs ██████████ (7th /11/2025)</p>	<p>Meeting with ██████████ Safeguard Social Principal Coordinator (08th Nov.2025)</p>



Source: Prepared by JICA Survey Team

**Figure 12.3-1 Stakeholder Consultations for the IEE and RAP commenced in May 2025 through to December 9th 2025**

## (2) PAPs, Communities and Traditional Authorities

As part of community entry procedures, the traditional authorities along the Project corridor were visited on 13th October 2025 to initiate contact and secure the leadership's interest in the Project. The leadership was also notified of the scheduled public forums to secure their participation.





Source: Prepared by JICA Survey Team

**Figure 12.3-2 Photos of Community Entry/Traditional Authority Notification Activities.**

### (3) PAPs, Communities and Traditional Authorities

As part of community entry procedures, the traditional authorities along the Project corridor were visited on 13th October 2025 to initiate contact and secure the leadership's interest in the Project. This was the first RAP Public Consultation at Karavi Bridge meeting place. The leadership were also notified of the scheduled public forums to secure their participation. The meetings schedules were announced through Radio East New Britain and copied messages to the Ward members of Karavi, Balatanaman and Ranguna council Wards. The public was also notified about the two (2) forums through dissemination of public notices and information. The public notices were posted at conspicuous locations along the project corridor and communities.

#### 12.3.3 Stakeholder Identification and Analysis

In PNG, it is a lot easier to identify the relevant stakeholders, because traditional ownerships issues are transparent, the entire community knows, who owns what property. There is hardly no confusion identifying stakeholders. This entails systematically identifying and analyzing the various individuals, groups, and institutions that have a stake or interest in the project and its outcomes. This process ensures that all relevant stakeholders are recognized and engaged appropriately, laying the foundation for effective communication, collaboration, and partnership throughout the implementation of the RAP. Table 12.3-1 below provides an overview of identified stakeholders relevant to this RAP.

**Table 12.3-1 Stakeholder Matrix**

Category	Stakeholder	Interests/Influences
The New Guinea Island Regional Works Office (DoWH)	Department of Works and Highways (DoWH)	DoWH coordinates and manages the resettlement activities to ensure they are integrated with the road development. This involves identifying and assessing the impact on project-affected persons (PAPs), facilitating consultations with affected communities, and ensuring that fair compensation and support measures are provided.
	Lands Commission and Department of Lands and Physical Planning	The Lands Commission is responsible for ensuring that all land-related aspects of the resettlement process are handled accurately and legally. This includes verifying land ownership and tenure status, facilitating the acquisition of land for the road project, and ensuring that compensation for land acquisition is fair and just.
	PNG Power Limited	PNG Power Ltd is responsible for whose infrastructure lie within the project Right-of-Way (RoW) as necessary to ensure the seamless relocation and protection of their assets, minimizing service disruptions and facilitating the progress of the road project.
	Conservation and Environment Protection Authority (CEPA)	CEPA is keenly interested in ensuring compliance with environmental laws, regulations, and providing guidelines for mitigating adverse environmental impacts.

Category	Stakeholder	Interests/Influences
Local Government Authority	East New Britain Provincial Administration	The ENBPA has a significant interest in the successful implementation of the road development project as it impacts Provincial Planning, economic development, and infrastructure improvement between Kokopo and Rabaul District As a key stakeholder in the RAP, they play a vital role in overseeing and facilitating the lawful and ethical execution of the resettlement process. Responsibilities include ensuring compliance with relevant laws, fostering community engagement, providing essential infrastructure and services, supporting social and economic integration, resolving conflicts, and actively monitoring and evaluating the implementation of the RAP.
Project-Affected Persons (PAP)	Local Communities and Entities. These are Karavi, Balatanaman and Rangua Wards or Communities	Project-Affected Persons (PAPs) involvement is essential in ensuring that the PNG Government ensure that compensation and support measures are fair and adequate, facilitating a smoother transition to new living or working environments.

Source: Prepared by JICA Survey Team

## 12.4 Stakeholder Engagements

In accordance with national legislations and international best practices, a series of stakeholder engagements were held; the 1st Stakeholder meeting was on the 13th October 2025 and the 2nd Meeting will be on the 9th of December 2025. During this period, relevant government institutions were engaged through a series of meetings, while project-affected communities and entities were engaged through courtesy visits to government agencies, public forums, focus group discussions and key informant interviews.

### 12.4.1 Institutional stakeholder engagements

Five (5) relevant government institutions and offices were engaged in the preparation of the RAP to integrate diverse perspectives, technical expertise, and resources into the resettlement planning process. These institutions provided essential insights on regulatory compliance, environmental management, social impacts, and infrastructure development. Their involvement helped identify and address potential challenges, coordinate efforts across different sectors, and enhance the overall effectiveness and sustainability of the resettlement activities. Table 12.4-1 details out the institutions engaged followed by photos presented.

Table 12.4-1 provides a summary of the issues discussed at meetings with the respective institutions.

**Table 12.4-1 Institutional Stakeholder Engagement Matrix**

No.	Institution	Date	Venue	No. of participants
1.	Department of Works and Highways (DoWH)	7 Nov 2025	DoWH NGI Regional Office, Port Moresby. (We also met earlier in met with Mr. Kingford and Mr Buna earlier	2
		08 Nov.2025	DoWH Head Office, Environment and Social Safeguard Branch Mr. Julius Wandu	2
2.	East New Britain Provincial Administration (ENBPA)	19 May 2025	Provincial Administrator's Office.	7
3.	Conservation and Environment Protection Authority (CEPA)	12 May 2025	CEPA Office, Port Moresby	3
4.	East New Britain Provincial Division of Lands Commission (LC)	23 May 2025	Office of the Director ENBP Lands and Physical Planning Division	6
5.	East New Britain Provincial Works Division	16 May 2025	ENBPA Works Division	4

Source: Prepared by JICA Survey Team

### 12.4.2 Engagement with Project-affected communities and entities.

Communities and entities affected by the project were engaged in a public forum, Key Informant Interviews (KIIs) and Focus Group Discussions (FGDs) to ensure their active participation in the RAP. The engagement aimed to gather their input, address their concerns, and incorporate their needs and preferences into the planning process. Involving these stakeholders directly enables the project to develop more effective and culturally appropriate resettlement strategies, foster a sense of ownership among the affected populations, and ensure that the RAP is both equitable and responsive to the specific impacts experienced. The project-affected communities in the Kokopo District include Karavi, Balanatanman, Ranguna and Kuradui communities.

Public forums

#### 12.4.2.1 1st Public Forum

The 1st public forum was held on 13 October 2025 at the Karavi Bridge site. Summary of discussions from the community forum can be found in Appendix .

#### 12.4.2.2 2nd Public Forum

Refer to Appendix. Meeting Minutes with all details of the meeting outcome.

#### 12.4.2.3 Focus Group Discussions (FGDs)

FGDs were organized as part of the 1st public forum held on 13th October 2025. The FGDs were intended to interact with specific PAPs in order to gather detailed insights and address particular concerns related to the RAP. Table 12.4-2 discusses the summarized issues observed from the stakeholder consultations

**Table 12.4-2 Stakeholder Consultation and Engagement Plan**

Stakeholder	Themes	Concerns Raised/ Information Received
Department of Works and Highways, (DoWH) Head Office & NGI Regional Office	<ol style="list-style-type: none"> <li>1. Clarification on project scope</li> <li>2. Coordination with ENBPA Lands Division</li> <li>3. Asset inventory and Compensation</li> <li>4. Project Impact considerations</li> </ol>	<ol style="list-style-type: none"> <li>1. DoWH clarified all relevant aspects of the project by accurately defining project boundaries. The Regional Director clarified that the RAP survey should be confined to the 20m project footprint (from the center of the road) of the project design with additional consideration for buffers.</li> <li>2. DoWH emphasized the need to involve the Land Use and Valuation in the asset inventory process to ensure accuracy, and also to speed up verification to avoid delays in the project timelines.</li> <li>3. DoWH indicated that the RAP survey will inventory both permanent and temporary structures as well as businesses along the project corridor and compensations shall be the responsibility of the DoWH</li> <li>4. Discussions also highlighted the need CEPA guidelines and obligations.</li> <li>5. DoWH advised JICA to continue the Preliminary IEE and RAP studies on the negative impacts and the project design.</li> </ol>
Conservation and Environment Protection Authority	<ol style="list-style-type: none"> <li>1. Resettlement of PAPs</li> <li>2. Water quality and waste discharge.</li> <li>3. Cultural and social considerations.</li> <li>4. Public consultations</li> </ol>	<ol style="list-style-type: none"> <li>1. Comply with Environment Regulation and Environment Act 2000.</li> <li>2. The project proponent shall prepare an Environmental Permit Application the Level 2B to be submitted to CEPA Approval and Administrations.</li> <li>3. Mitigation measures must be included in the Environmental Management Plan (EMP) with monitoring systems to ensure compliance. CEPA will ensure that waste management processes adhere to CEPA standards to prevent environmental pollution.</li> </ol>
Kokopo DDA and ENBPA and Lands Division of ENBPA.	<ol style="list-style-type: none"> <li>1. RoW</li> <li>2. Tree and Grass planting and public awareness</li> <li>3. Compensation of PAPs Compliance to relevant legal and policy provisions</li> </ol>	<ol style="list-style-type: none"> <li>1. Assist and facilitate RAP and IEE studies and survey. Facilitate community awareness advise land title, acquisition and compensation of PAPS. The project should allocate funds for replacing any trees removed during construction.</li> <li>2. The project should consider how it could promote the livelihoods of the local residents especially to the community through local employment and also ensure adequate compensation or resettlement of PAPs.</li> <li>3.</li> </ol>

Source: Prepared by JICA Survey Team

## **12.5 Disclosure of RAP Documentation**

The Disclosure and Consultation Plan outlines how project information for the Butuwin–Kuradui Road Improvement Project will be communicated to affected communities and stakeholders. Its main objective is to ensure transparent, timely, and accessible flow of information regarding project scope, expected benefits, construction activities, potential impacts, and mitigation measures. The plan emphasizes that all information will be provided in simple formats, using both English and Tok Pisin, and delivered through channels that ensure women, youth, and vulnerable groups can equally access and understand the project details.

The plan adopts a participatory consultation strategy involving a mix of communication methods such as community meetings, village noticeboards, and radio broadcasts. Consultations will be inclusive and culturally appropriate, with targeted meetings for women, youth, elders, and vulnerable households. Feedback received from consultations will be documented and used to refine project implementation, mitigation measures, and community engagement strategies throughout the project cycle.

Clear roles and responsibilities are defined for the contractor, DoWH safeguards team, Provincial Department of Lands and Physical Planning, NNBPA and LLG leaders in managing disclosure and consultation activities. All engagement activities will be recorded through attendance sheets, minutes, photos, and communication materials, and these records will feed into monthly safeguards reporting. The plan is closely linked to the Grievance Redress Mechanism, ensuring communities know how to raise concerns and receive timely responses. Ongoing monitoring will assess whether information reaches target groups, whether consultations are effective, and whether stakeholders remain informed and engaged, ultimately supporting smooth project delivery and stronger community trust.

## **12.6 Approval**

The approval process for the Resettlement Action Plan (RAP) begins with the Environment and Social Safeguard Branch (DoWH) completing assessment of the draft document based on field surveys, consultations, valuation, and the inventory of losses. The draft undergoes an internal technical review to ensure accuracy, completeness, and compliance with national laws and donor safeguards. This stage confirms that eligibility criteria, compensation measures, livelihood restoration, and institutional responsibilities are clearly defined and supported by a realistic budget.

Once internally cleared, the RAP is submitted to the Implementing Agency (DOWH-ESSB) for official review. The agency examines the RAP for alignment with government procedures and sectoral policy requirements, providing comments for refinement. If the project is funded by JICA so the RAP is also reviewed by JICA to confirm compliance with safeguard standards. All feedback is incorporated by the PMU, after which the finalized RAP is formally endorsed by the head of the Implementing Agency or designated authority.

Following endorsement, the RAP is submitted for official approval, which authorizes the PMU to disclose the document to affected communities and stakeholders. Prior to disclosure, the PMU verifies that readiness conditions are in place, including a functioning grievance mechanism, translation of key information into accessible formats, identification of focal persons, and preparation of the disclosure schedule.

Once these checks are completed, the RAP proceeds to public disclosure through community meetings, noticeboards, digital platforms, and distribution of summary materials.

## **CHAPTER 13. Reference**

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1. Conservation and Environment Protection Authority (CEPA) (2000) Environmental Code of Practice for Road and Bridge Works. Port Moresby: Government of Papua New Guinea.
2. Conservation and Environment Protection Authority (CEPA) (2000) Environmental Impact Assessment Guidelines. Port Moresby: Government of Papua New Guinea.
3. Department of Transport (2013) National Transport Strategy 2013–2030. Port Moresby: Government of Papua New Guinea.
4. Department of Works and Highways (DoWH) (2019) National Road Network Strategy. Port Moresby: Government of Papua New Guinea.
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## Appendix

### 13.1 Socio-Economic Survey Questionnaires and Responds

#### **Purpose of the Survey:**

To collect baseline socio-economic data in three villages covered along the 2.4km road section from Butuwin to Ranguna along the Kokopo Rabaul Coast Road. This road section (2.4km) is covered in the proposed Kokopo Rabaul Coastal Road Landslide Prevention Project. The questionnaires formulated in this survey sheets are to collect socio-economic data of the local community's members who will be affected by the road maintenance and upgrading project.

The data collected shall assist in the RAP guidelines of JICA and the Government of PNG. The land investigating team shall ensure that all respondent's answers are written on the blanks provided under each question so that the fundamental rules in conducting surveys including freedom of expression and respect for the opinions of the Respondents are considered when gathering data. Their views are of great help for the implementation of the project and please don't forget to express your great appreciation for their time and effort after the interview.

Please translate the questions in Tok Pidgin and English to ensure that they understand well the questions before their response on the questionnaires are written down.

**Table 13.1-1 Baseline Socio-Economic data for Road Corridor Impacted PAPS**

WARD/COMMUNITY: KARAVI

No.	Questions/Queries	Respond
#1		
1.	Name	#1 (Tentative Portion # 699)
2.	Gender	Female
3.	Age	59
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	Divorcee
8.	Health Status	Normal, Under daughter's health insurance
9.	Physical Condition	Healthy
10.	Length of stay in the village	Always live there
11.	Primary Occupation	No Job
12.	Second occupation	NGO part time
13.	Monthly Income	Nil
14.	Education Level	Vocational School
15.	Resident /House (rented/ owned)	Owner, rent out 2 rooms
16.	Family Population	8 = 3males and 5female
17.	Total household members (F) or	8
18.	How stable is the household income stable	Yes
19.	Household's monthly income (after deduction)	K1000
20.	Estimated yearly expenditure of household?	K7000
21.	Is your household expenditure stable through a year?	Yes
23.	How many houses do the family own?	1
24.	House classification If they have more than 1	Permanent
25.	Type of Land/ Properties	Residential
26.	What crops are farmed in the farmland	Nil
27.	Where do you sell your crops	Local market
28.	Any livestock farming	None
29.	Gender Roles of House works	Both husband and wife
30.	Decision Making (who makes the decision)	both
31.	Who represent community meetings	both
32.	View on women equality in employment.	no
33.	Any assisted by NGO/Health program	Health and Sanitation
34.	Do you live with any AIDS victims?	yes

No.	Questions/Queries	Respond
35.	Type of the health facilities that available in/ around your commune/ village	Butuwin Health Centre. Full health services and Close walking distance. 300m walk
36.	Who takes you to the hospital	alone
37.	Which travel mode do you use for going to the nearest health facility?	PMV Vehicle/taxi at K20 round trip
38.	In average, how much money have you paid for round trip?	K20
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41.	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	
45.	Which Market do you go most	Kokopo town market
46.	How often do you visit the market at average?	3-4times a week
47.	Why do you visit the market?	To buy market products, share information and meet people
48.	How do you go to them market?	vehicle
49.	Are you involved in any group activity in your village	nil
50.	What kind of group you involved with	nil
51.	Is the group aimed at income generation?	nil
52.	What is your position in the organization?	nil
53.	What motivated you to participate in the group	NA
54.	How many years have you involved with this group?	NA
55.	Do you have work experience in construction / maintenance work?	NIL
56.	NGO presence in the village and responsibilities	Nil
57.	What do your family members use this road for	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	No travel
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Nil
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Visit relatives
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	Yes
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	Very inconvenient
66.	During work and maintenance, do you think that it will cause local people inconvenience	yes
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	No
68.	What do you think is uncomfortable during work and maintenance?	Dusts
69.	During work and maintenance, do you think that the accident will be increased more than current	no
70.	Are social and cultural events held regularly every year in your resident area	yes
71.	If yes, how often do you attend the social and cultural events?	normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Yes
73.	If you think that this project will be helpful, describe the reason what you think	It will save travel time and cost
74.	What is your perception? Positive, Negative Comment	Positive
<b>No.#2</b>		
<b>Information On The Household Head/Respondent</b>		
1.	Name	#2 (Tentative Portion # 7013)
2.	Gender	Female

No.	Questions/Queries	Respond
3.	Age	30
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	married
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	>10yrs
11:	Primary Occupation	Fishing and gardening
12.	Second occupation	nil
13.	Monthly Income	K100
14.	Education Level	Primary School
15.	Resident /House (rented/ owned)	Owner
16	Family Population	6 = 4males and 2female
17.	Total household members (F)	6
18.	How stable is the household income stable	Yes
19.	Household's monthly income (after deduction)	K200
20	Estimated yearly expenditure of household?	K2000
21	Is your household expenditure stable through a year?	Yes
<b>Composition Of The Respondent's Household Assets</b>		
23	How many houses do the family own?	1
24	House classification If they have more than 1	Semi Permanent
25	Type of Land/ Properties	Residential
26	What crops are farmed in the farmland	Cocoa, coconut
27	Where do you sell your crops	Local market
28	Any livestock farming	None
<b>Gender Role And Decision Making</b>		
29	Gender Roles of House works	Both husband and wife plus elder child
30.	Decision Making (who makes the decision)	Father/Husband
31.	Who represent community meetings	both
32.	View on women equality in employment.	no
33.	Any assisted by NGO/Health program	nil
34.	Do you live with any AIDS victims?	no
<b>Accessibility to Medical/Health Facilities</b>		
35.	Type of the health facilities that available in/ around your commune/ village	Butuwin Health Centre. Full health services and Close walking distance. 300m walk
36.	Who takes you to the hospital	Alone or sometimes with husband, depending on the seriousness of the illness
37.	Which travel mode do you use for going to the nearest health facility?	PMV Vehicle/taxi at K50 round trip
38.	In average, how much money have you paid for round trip?	K50
<b>Accessibility to Education Facilities</b>		
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot
<b>Access to Markets In/Outside the Village</b>		
45.	Which Market do you go most	Kokopo town market
46.	How often do you visit the market at average?	Regularly, like 5 times a week
47.	Why do you visit the market?	To sell and buy market products, share information and meet people
48.	How do you go to them market?	Vehicle or PMV
<b>Participation in Community Activities and Organizations in the Village</b>		
49	Are you involved in any group activity in your village	yes
50.	What kind of group you involved with	Women Association
51.	Is the group aimed at income generation?	no
52.	What is your position in the organization?	member
53.	What motivated you to participate in the group	Just having interest in its activities

No.	Questions/Queries	Respond
54.	How many years have you involved with this group?	3yrs
55.	Do you have work experience in construction / maintenance work?	yes
56.	NGO presence in the village and responsibilities	Nil
<b>Road Uses and Traffic Accidents H1. Road Uses</b>		
57.	What do your family members use this road for	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	6 places with 3 other people
<b>Traffic Accidents</b>		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Nil
<b>The Impact of This Project on the Local Community</b>		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, Visit relatives
<b>Impact of economic activity and social processes by this project</b>		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	no
<b>Detail Impact of the Works and Maintenance to be expected</b>		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	normal
66.	During work and maintenance, do you think that it will cause local people inconvenience	no
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	No
68.	What do you think is uncomfortable during work and maintenance?	Dusts
69.	During work and maintenance, do you think that the accident will be increased more than current	No
<b>Impact on the development of local social, culture and economy during and after the project</b>		
70.	Are social and cultural events held regularly every year in your resident area	yes
71.	If yes, how often do you attend the social and cultural events?	Normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Yes
73.	If you think that this project will be helpful, describe the reason what you think	It will save travel time and cost
<b>Perception of Project</b>		
74.	What is your perception? Positive, Negative Comment	Positive
<b>N0#3</b>		
<b>Information On The Household Head/Respondent</b>		
1.	Name	#3 (Tentative Portion #7014)
2.	Gender	Female
3.	Age	65
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	married
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	Always lived
11.	Primary Occupation	No job
12.	Second occupation	nil
13.	Monthly Income	K4000
14.	Education Level	University of UPNG
15.	Resident /House (rented/ owned)	Owner
16.	Family Population	No data
17.	Total household members (F)	No data

No.	Questions/Queries	Respond
18.	How stable is the household income stable	Yes
19.	Household's monthly income (after deduction)	K10,000
20	Estimated yearly expenditure of household?	K8,280
21	Is your household expenditure stable through a year?	almost
<b>Composition Of The Respondent's Household Assets</b>		
23	How many houses do the family own?	2
24	House classification If they have more than 1	Permanent
25	Type of Land/ Properties	Residential
26	What crops are farmed in the farmland	nil
27	Where do you sell your crops	Local market
28	Any livestock farming	None
<b>Gender Role And Decision Making</b>		
29	Gender Roles of House works	wife
30.	Decision Making (who makes the decision)	Father
31.	Who represent community meetings	both
32.	View on women equality in employment.	yes
33.	Any assisted by NGO/Health program	Health and sanitation
34.	Do you live with any AIDS victims?	no
<b>Accessibility to Medical/Health Facilities</b>		
35.	Type of the health facilities that available in/ around your commune/ village	3 x health Centers. Readily available health services own vehicle
36.	Who takes you to the hospital	Male member of the family
37.	Which travel mode do you use for going to the nearest health facility?	Owned vehicle
38.	In average, how much money have you paid for round trip?	K1000
<b>Accessibility to Education Facilities</b>		
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	PMV
<b>Access to Markets In/Outside the Village</b>		
45.	Which Market do you go most	Kokopo town market
46.	How often do you visit the market at average?	Once a week
47.	Why do you visit the market?	To buy market products, share information and meet people
48.	How do you go to them market?	Own vehicle
<b>Participation in Community Activities and Organizations in the Village</b>		
49	Are you involved in any group activity in your village	nil
50.	What kind of group you involved with	nil
51.	Is the group aimed at income generation?	nil
52.	What is your position in the organization?	nil
53.	What motivated you to participate in the group	na
54.	How many years have you involved with this group?	na
55.	Do you have work experience in construction / maintenance work?	yes
56.	NGO presence in the village and responsibilities	Nil
<b>Road Uses and Traffic Accidents H1. Road Uses</b>		
57	What do your family members use this road for	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	1 trip 3km only
<b>Traffic Accidents</b>		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Nil
<b>The Impact of This Project on the Local Community</b>		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, Visit relatives
<b>Impact of economic activity and social processes by this project</b>		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Yes
62.	After the completion of this project, what do you think that this project will	Very helpful

No.	Questions/Queries	Respond
	help to revitalize the region's economy by reducing travel time and traffic costs?	
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	yes
<b>Detail Impact of the Works and Maintenance to be expected</b>		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	Inconvenient, but temporary
66.	During work and maintenance, do you think that it will cause local people inconvenience	yes
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	No
68.	What do you think is uncomfortable during work and maintenance?	Dusts, noise and traffic,
69.	During work and maintenance, do you think that the accident will be increased more than current	No
<b>Impact on the development of local social, culture and economy during and after the project</b>		
70	Are social and cultural events held regularly every year in your resident area	yes
71	If yes, how often do you attend the social and cultural events?	Normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Yes
73.	If you think that this project will be helpful, describe the reason what you think	It will save travel time and cost
<b>Perception of Project</b>		
	What is your perception? Positive, Negative Comment	Positive
<b>N0#4</b>		
<b>Information On The Household Head/Respondent</b>		
1.	Name	#4 (Tentative Portion# 6988)
2.	Gender	Male
3.	Age	50
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	married
8.	Health Status	Normal, Company Health Insurance Policy covered
9.	Physical Condition	Healthy
10.	Length of stay in the village	Always lived there
11:	Primary Occupation	Wage earner Private sector
12.	Second occupation	nil
13.	Monthly Income	K1200
14.	Education Level	High school Completed
15.	Resident /House (rented/ owned)	Owned
16	Family Population	8 = 5males and 3female
17.	Total household members	8
18.	How stable is the household income stable	Yes
19.	Household's monthly income (after deduction)	K3,200
20	Estimated yearly expenditure of household?	K7,800
21	Is your household expenditure stable through a year?	Yes, almost
<b>Composition Of The Respondent's Household Assets</b>		
23	How many houses do the family own?	2
24	House classification If they have more than 1	Permanent
25	Type of Land/ Properties	Residential
26	What crops are farmed in the farmland	nil
27	Where do you sell your crops	nil
28	Any livestock farming	None
<b>Gender Role And Decision Making</b>		
29	Gender Roles of House works	Husband
30.	Decision Making (who makes the decision)	Husband
31.	Who represent community meetings	wife
32.	View on women equality in employment.	yes
33.	Any assisted by NGO/Health program	nil

No.	Questions/Queries	Respond
34.	Do you live with any AIDS victims?	no
<b>Accessibility to Medical/Health Facilities</b>		
35.	Type of the health facilities that available in/ around your commune/ village	3 x Health Centre. Full health services and Close walking distance. 300m to 3km
36.	Who takes you to the hospital	Alone or sometimes with husband, depending on the seriousness of the illness
37.	Which travel mode do you use for going to the nearest health facility?	Foot and taxi at K30 round trip
38.	In average, how much money have you paid for round trip?	K30
<b>Accessibility to Education Facilities</b>		
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41.	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot/ and PMV
<b>Access to Markets In/Outside the Village</b>		
45.	Which Market do you go most	Kokopo town market
46.	How often do you visit the market at average?	Regularly, like 5 times a week
47.	Why do you visit the market?	To sell and buy market products, share information and meet people
48.	How do you go to them market?	vehicle
<b>Participation in Community Activities and Organizations in the Village</b>		
49.	Are you involved in any group activity in your village	no
50.	What kind of group you involved with	nil
51.	Is the group aimed at income generation?	no
52.	What is your position in the organization?	nil
53.	What motivated you to participate in the group	na
54.	How many years have you involved with this group?	na
55.	Do you have work experience in construction / maintenance work?	nil
56.	NGO presence in the village and responsibilities	Nil
<b>Road Uses and Traffic Accidents H1. Road Uses</b>		
57.	What do your family members use this road for?	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	4 places with 3 other people
<b>Traffic Accidents</b>		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Nil
<b>The Impact of This Project on the Local Community</b>		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, Visit relatives
<b>Impact of economic activity and social processes by this project</b>		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	yes
<b>Detail Impact of the Works and Maintenance to be expected</b>		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	normal
66.	During work and maintenance, do you think that it will cause local people inconvenience	yes
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	no
68.	What do you think is uncomfortable during work and maintenance?	Dusts
69.	During work and maintenance, do you think that the accident will be increased more than current	No

No.	Questions/Queries	Respond
<b>Impact on the development of local social, culture and economy during and after the project</b>		
70	Are social and cultural events held regularly every year in your resident area	yes
71	If yes, how often do you attend the social and cultural events?	Normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Yes
73.	If you think that this project will be helpful, describe the reason what you think	It will save travel time and cost
<b>Perception of Project</b>		
74	What is your perception? Positive, Negative Comment	Positive
<b>N0#5</b>		
<b>Information on The Household Head/Respondent</b>		
1.	Name	#5 (Tentative Portion# 7012)
2.	Gender	Male
3.	Age	40
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	married
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	Always lived there
11:	Primary Occupation	No job, self-employed (mechanic)
12.	Second occupation	nil
13.	Monthly Income	K2000
14.	Education Level	Lower Secondary
15.	Resident /House (rented/ owned)	Owner
16	Family Population	6 = 3males and 3female
17.	Total household members (F)	6
18.	How stable is the household income stable	-
19.	Household's monthly income (after deduction)	-
20	Estimated yearly expenditure of household?	-
21	Is your household expenditure stable through a year?	almost
<b>Composition Of The Respondent's Household Assets</b>		
23	How many houses do the family own?	3
24	House classification If they have more than 1	Permanent
25	Type of Land/ Properties	Residential
26	What crops are farmed in the farmland	nil
27	Where do you sell your crops	Local market
28	Any livestock farming	None
<b>Gender Role And Decision Making</b>		
29	Gender Roles of House works	wife
30.	Decision Making (who makes the decision)	wife
31.	Who represent community meetings	both
32.	View on women equality in employment.	yes
33.	Any assisted by NGO/Health program	nil
34.	Do you live with any AIDS victims?	no
<b>Accessibility to Medical/Health Facilities</b>		
35.	Type of the health facilities that available in/ around your commune/ village	Butuwin Health Centre. Full health services and Close walking distance. 300m walk
36.	Who takes you to the hospital	Female member of the house
37.	Which travel mode do you use for going to the nearest health facility?	Foot walk and PMV
38.	In average, how much money have you paid for round trip?	K30
<b>Accessibility to Education Facilities</b>		
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot
<b>Access to Markets In/Outside the Village</b>		

No.	Questions/Queries	Respond
45.	Which Market do you go most	Kokopo town market
46.	How often do you visit the market at average?	Regularly, like 5 times a week
47.	Why do you visit the market?	To sell and buy market products, share information and meet people
48.	How do you go to them market?	vehicle
<b>Participation in Community Activities and Organizations in the Village</b>		
49.	Are you involved in any group activity in your village	nil
50.	What kind of group you involved with	nil
51.	Is the group aimed at income generation?	no
52.	What is your position in the organization?	na
53.	What motivated you to participate in the group	na
54.	How many years have you involved with this group?	na
55.	Do you have work experience in construction / maintenance work?	yes
56.	NGO presence in the village and responsibilities	Nil
<b>Road Uses and Traffic Accidents H1. Road Uses</b>		
57.	What do your family members use this road for?	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	4 places
<b>Traffic Accidents</b>		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Nil
<b>The Impact of This Project on the Local Community</b>		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, Visit relatives
<b>Impact of economic activity and social processes by this project</b>		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	yes
<b>Detail Impact of the Works and Maintenance to be expected</b>		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	Very convenient
66.	During work and maintenance, do you think that it will cause local people inconvenience	yes
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	No
68.	What do you think is uncomfortable during work and maintenance?	Dusts, noise, Social etc..
69.	During work and maintenance, do you think that the accident will be increased more than current	No
<b>Impact on the development of local social, culture and economy during and after the project</b>		
70.	Are social and cultural events held regularly every year in your resident area	yes
71.	If yes, how often do you attend the social and cultural events?	Normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Yes
73.	If you think that this project will be helpful, describe the reason what you think	It will save travel time and cost
<b>Perception of Project</b>		
74.	What is your perception? Positive, Negative Comment	Positive
<b>Ward / Community: Balanatanman</b>		
<b>N0#6</b>		
<b>Information on The Household Head/Respondent</b>		
1.	Name	#6 (Tentative Portion#7138)
2.	Gender	Female
3.	Age	58
4.	Position (Family)	Sister of the HH (Karatete Pulung)
5.	Ethnic Origin	Tolai

No.	Questions/Queries	Respond
6.	Religion	Christian
7.	Marital Status	married
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	Live there all the time
11.	Primary Occupation	Gardening
12.	Second occupation	Farming
13.	Monthly Income	K400
14.	Education Level	High School
15.	Resident /House (rented/ owned)	Owner
16.	Family Population	7 = 3males and 4female
17.	Total household members (F)	7
18.	How stable is the household income stable	Yes
19.	Household's monthly income (after deduction)	K7, 000
20.	Estimated yearly expenditure of household?	K84,000
21.	Is your household expenditure stable through a year?	Yes
<b>Composition Of The Respondent's Household Assets</b>		
23.	How many houses do the family own?	12
24.	House classification If they have more than 1	Semi - Permanent
25.	Type of Land/ Properties	Residential
26.	What crops are farmed in the farmland	Cocoa, coconut and Balsa
27.	Where do you sell your crops	Local market and road side
28.	Any livestock farming	None
<b>Gender Role And Decision Making</b>		
29.	Gender Roles of House works	Both husband and wife plus elder child
30.	Decision Making (who makes the decision)	Both husband and wife
31.	Who represent community meetings	both
32.	View on women equality in employment.	Yes
33.	Any assisted by NGO/Health program	nil
34.	Do you live with any AIDS victims?	no
<b>Accessibility to Medical/Health Facilities</b>		
35.	Type of the health facilities that available in/ around your commune/ village	3 Health Centre. Full health services and Close walking distance. 1km walk
36.	Who takes you to the hospital	Any member of the family, depending on the seriousness of the illness
37.	Which travel mode do you use for going to the nearest health facility?	PMV Vehicle/taxi at round trip and foot walk
38.	In average, how much money have you paid for round trip?	K100
<b>Accessibility to Education Facilities</b>		
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41.	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot/PMV
<b>Access to Markets In/Outside the Village</b>		
45.	Which Market do you go most	Kokopo town market
46.	How often do you visit the market at average?	Regularly, like 5 times a week
47.	Why do you visit the market?	To sell and buy market products, share information and meet people
48.	How do you go to them market?	Vehicle, PMV
<b>Participation in Community Activities and Organizations in the Village</b>		
49.	Are you involved in any group activity in your village	yes
50.	What kind of group you involved with	Women Association
51.	Is the group aimed at income generation?	no
52.	What is your position in the organization?	member
53.	What motivated you to participate in the group	Just having interest in its activities and committed to group activities
54.	How many years have you involved with this group?	Committed member since inception.

No.	Questions/Queries	Respond
55.	Do you have work experience in construction / maintenance work?	No
56.	NGO presence in the village and responsibilities	Nil
<b>Road Uses and Traffic Accidents H1. Road Uses</b>		
57.	What do your family members use this road for?	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	1 places with 3 other people
<b>Traffic Accidents</b>		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Nil
<b>The Impact of This Project on the Local Community</b>		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, Visit relatives
<b>Impact of economic activity and social processes by this project</b>		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	Yes
<b>Detail Impact of the Works and Maintenance to be expected</b>		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	Convenient
66.	During work and maintenance, do you think that it will cause local people inconvenience	Yes
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	No
68.	What do you think is uncomfortable during work and maintenance?	Dusts
69.	During work and maintenance, do you think that the accident will be increased more than current	No
<b>Impact on the development of local social, culture and economy during and after the project</b>		
70.	Are social and cultural events held regularly every year in your resident area	yes
71.	If yes, how often do you attend the social and cultural events?	Normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Yes
73.	If you think that this project will be helpful, describe the reason what you think	It will save travel time and cost
<b>Perception of Project</b>		
74.	What is your perception? Positive, Negative Comment	Positive and negative
<b>N0#7</b>		
<b>Information on The Household Head/Respondent</b>		
1.	Name	#7 (Tentative Portion#7141)
2.	Gender	Female
3.	Age	Not stated
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	Married
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	Have always lived there
11.	Primary Occupation	No work
12.	Second occupation	Farming and gardening
13.	Monthly Income	K1000
14.	Education Level	Primar School Completed
15.	Resident /House (rented/ owned)	Owned
16.	Family Population	5 = 4males and 1females
17.	Total household members (F)	5
18.	How stable is the household income stable	Almost yes, ok

No.	Questions/Queries	Respond
19.	Household's monthly income (after deduction)	K5,000
20	Estimated yearly expenditure of household?	-
21	Is your household expenditure stable through a year?	Almost Yes
23	How many houses do the family own?	6
24	House classification If they have more than 1	Permanent and semi-permanent houses
25	Type of Land/ Properties	Residential land,
26	What crops are farmed in the farmland	Not indicated
27	Where do you sell your crops	In local market
28	Any livestock farming	None
29	Gender Roles of House works	wife
30.	Decision Making (who makes the decision)	wife
31.	Who represent community meetings	wife
32.	View on women equality in employment.	yes
33.	Any assisted by NGO/Health program	nil
34.	Do you live with any AIDS victims?	No
35.	Type of the health facilities that available in/ around your commune/ village	3 health centres
36.	Who takes you to the hospital	alone
37.	Which travel mode do you use for going to the nearest health facility?	PMV
38.	In average, how much money have you paid for round trip?	K30
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot
45.	Which Market do you go most	Kokopo
46.	How often do you visit the market at average?	3-4 times a week
47.	Why do you visit the market?	Buy food and commodities for own use and meet other people
48.	How do you go to them market?	Van
49	Are you involved in any group activity in your village	no
50.	What kind of group you involved with	Not indicated
51.	Is the group aimed at income generation?	Nil
52.	What is your position in the organization?	nil
53.	What motivated you to participate in the group	nil
54.	How many years have you involved with this group?	Not indicated
55.	Do you have work experience in construction / maintenance work?	no
56.	NGO presence in the village and responsibilities	Not indicated
57	What do your family members use this road for	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	3 travels
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Yes No explanation
<b>The Impact of This Project on the Local Community</b>		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, commune council and religious group
<b>Impact of economic activity and social processes by this project</b>		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	yes
<b>Detail Impact of the Works and Maintenance to be expected</b>		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	Very inconvenient
66.	During work and maintenance, do you think that it will cause local people inconvenience	yes

No.	Questions/Queries	Respond
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	no
68.	What do you think is uncomfortable during work and maintenance?	Noise, dusts, social issues, traffic jam
69.	During work and maintenance, do you think that the accident will be increased more than current	No
<b>Impact on the development of local social, culture and economy during and after the project</b>		
70	Are social and cultural events held regularly every year in your resident area	yes
71	If yes, how often do you attend the social and cultural events?	normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	yes
73.	If you think that this project will be helpful, describe the reason what you think	Save travel time, safer road, and comfortable
<b>Perception of Project</b>		
74	What is your perception? Positive, Negative Comment	Positive
<b>N0#8</b>		
<b>Information on The Household Head/Respondent</b>		
1.	Name	#8 (Tentative Portion# 7142)
2.	Gender	Female
3.	Age	58
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	Single Mother
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	5years
11:	Primary Occupation	Gardener
12.	Second occupation	nil
13.	Monthly Income	K500
14.	Education Level	Primary School
15.	Resident /House (rented/ owned)	Owner
16	Family Population	4 female
17.	Total household members (F)	4
18.	How stable is the household income stable	Yes
19.	Household's monthly income (after deduction)	K500
20	Estimated yearly expenditure of household?	K6,000
21	Is your household expenditure stable through a year?	Yes
<b>Composition Of The Respondent's Household Assets</b>		
23	How many houses do the family own?	1
24	House classification If they have more than 1	Semi-Permanent
25	Type of Land/ Properties	Residential
26	What crops are farmed in the farmland	Cocoa, coconut and balsa
27	Where do you sell your crops	Local market
28	Any livestock farming	None
<b>Gender Role And Decision Making</b>		
29	Gender Roles of House works	Both husband and wife plus elder child
30.	Decision Making (who makes the decision)	wife
31.	Who represent community meetings	wife
32.	View on women equality in employment.	no
33.	Any assisted by NGO/Health program	nil
34.	Do you live with any AIDS victims?	no
<b>Accessibility to Medical/Health Facilities</b>		
35.	Type of the health facilities that available in/ around your commune/ village	Butuwin Health Centre. Full health services and Close walking distance. 1km walk/PMV
36.	Who takes you to the hospital	Alone or sometimes with female member of the family
37.	Which travel mode do you use for going to the nearest health facility?	PMV Vehicle/taxi at K100 round trip
38.	In average, how much money have you paid for round trip?	K100
<b>Accessibility to Education Facilities</b>		

No.	Questions/Queries	Respond
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41.	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot
Access to Markets In/Outside the Village		
45.	Which Market do you go most	Kokopo town market
46.	How often do you visit the market at average?	once a week
47.	Why do you visit the market?	To buy market products, share information and meet people
48.	How do you go to them market?	Vehicle/PMV
Participation in Community Activities and Organizations in the Village		
49.	Are you involved in any group activity in your village	No
50.	What kind of group you involved with	no
51.	Is the group aimed at income generation?	no
52.	What is your position in the organization?	nil
53.	What motivated you to participate in the group	nil
54.	How many years have you involved with this group?	na
55.	Do you have work experience in construction / maintenance work?	no
56.	NGO presence in the village and responsibilities	Nil
Road Uses and Traffic Accidents H1. Road Uses		
57.	What do your family members use this road for?	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	1 place with 1 other people
Traffic Accidents		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Nil
The Impact of This Project on the Local Community		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, Visit relatives
Impact of economic activity and social processes by this project		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	Yes
Detail Impact of the Works and Maintenance to be expected		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	normal
66.	During work and maintenance, do you think that it will cause local people inconvenience	no
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	No
68.	What do you think is uncomfortable during work and maintenance?	Dusts
69.	During work and maintenance, do you think that the accident will be increased more than current	No
Impact on the development of local social, culture and economy during and after the project		
70.	Are social and cultural events held regularly every year in your resident area	yes
71.	If yes, how often do you attend the social and cultural events?	Normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Yes
73.	If you think that this project will be helpful, describe the reason what you think	It will save travel time and cost
Perception of Project		
74.	What is your perception? Positive, Negative Comment	Positive

Ward/Community: Ranguna

No.	Questions/Queries	Respond
N0#9		
Information on The Household Head/Respondent		
1.	Name	#9 (Yet to be Allocated Tentative Portion#)
2.	Gender	Male
3.	Age	78
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	Married but single
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	Living there always
11:	Primary Occupation	Fishing and Former P/Teacher
12.	Second occupation	farming
13.	Monthly Income	No indicated
14.	Education Level	University
15.	Resident /House (rented/ owned)	Owner
16	Family Population	4 = 2males and 2female
17.	Total household members (F)	4
18.	How stable is the household income stable	Yes
19.	Household's monthly income (after deduction)	Not indicated
20	Estimated yearly expenditure of household?	Not indicated
21	Is your household expenditure stable through a year?	Yes
Composition Of The Respondent's Household Assets		
23	How many houses do the family own?	1
24	House classification If they have more than 1	Semi-Permanent
25	Type of Land/ Properties	Residential
26	What crops are farmed in the farmland	nil
27	Where do you sell your crops	Local market / Road side
28	Any livestock farming	None
Gender Role And Decision Making		
29	Gender Roles of House works	Both husband and wife
30.	Decision Making (who makes the decision)	Both
31.	Who represent community meetings	-
32.	View on women equality in employment.	No
33.	Any assisted by NGO/Health program	Nil
34.	Do you live with any AIDS victims?	No
Accessibility to Medical/Health Facilities		
35.	Type of the health facilities that available in/ around your commune/ village	Butuwin Health Centre. Full health services and close walking distance. 2km walk
36.	Who takes you to the hospital	Alone or sometimes with husband, depending on the seriousness of the illness
37.	Which travel mode do you use for going to the nearest health facility?	Not indicated
38.	In average, how much money have you paid for round trip?	Not indicated
Accessibility to Education Facilities		
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot
Access to Markets In/Outside the Village		
45.	Which Market do you go most	Kokopo town market
46.	How often do you visit the market at average?	Occasionally
47.	Why do you visit the market?	To buy market products, share information and meet people
48.	How do you go to them market?	vehicle
Participation in Community Activities and Organizations in the Village		

No.	Questions/Queries	Respond
49	Are you involved in any group activity in your village	Yes
50.	What kind of group you involved with	Temple Committee
51.	Is the group aimed at income generation?	No
52.	What is your position in the organization?	Leader/Layman
53.	What motivated you to participate in the group	conviction
54.	How many years have you involved with this group?	Not indicated
55.	Do you have work experience in construction / maintenance work?	yes
56.	NGO presence in the village and responsibilities	na
<b>Road Uses and Traffic Accidents H1. Road Uses</b>		
57	What do your family members use this road for	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	Not indicated
<b>Traffic Accidents</b>		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Nil
<b>The Impact of This Project on the Local Community</b>		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, Visit relatives
<b>Impact of economic activity and social processes by this project</b>		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	no
<b>Detail Impact of the Works and Maintenance to be expected</b>		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	normal
66.	During work and maintenance, do you think that it will cause local people inconvenience	no
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	No
68.	What do you think is uncomfortable during work and maintenance?	Dusts
69.	During work and maintenance, do you think that the accident will be increased more than current	No
<b>Impact on the development of local social, culture and economy during and after the project</b>		
70	Are social and cultural events held regularly every year in your resident area	yes
71	If yes, how often do you attend the social and cultural events?	Normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Yes
73.	If you think that this project will be helpful, describe the reason what you think	It will save travel time and cost
<b>Perception of Project</b>		
74	What is your perception? Positive, Negative Comment	Positive
<b>N0#10</b>		
<b>Information on The Household Head/Respondent</b>		
1.	Name	#10 (Yet to be Allocated Tentative Portion#)
2.	Gender	Female
3.	Age	49
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	Single Parent
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	Living there always

No.	Questions/Queries	Respond
11.	Primary Occupation	gardener
12.	Second occupation	farming
13.	Monthly Income	K200
14.	Education Level	Vocational School
15.	Resident /House (rented/ owned)	Owner
16.	Family Population	5 = 2males and 3female
17.	Total household members (F)	5
18.	How stable is the household income	Variable with market and prices.
19.	Household's monthly income (after deduction)	Not indicated
20.	Estimated yearly expenditure of household?	Not indicated
21.	Is your household expenditure stable through a year?	Not indicated
<b>Composition Of The Respondent's Household Assets</b>		
23.	How many houses do the family own?	1
24.	House classification If they have more than 1	Semi-Permanent
25.	Type of Land/ Properties	Residential
26.	What crops are farmed in the farmland	Mango, banana and betelnut
27.	Where do you sell your crops	Road side
28.	Any livestock farming	None
<b>Gender Role And Decision Making</b>		
<b>Accessibility to Medical/Health Facilities</b>		
35.	Type of the health facilities that available in/ around your commune/ village	4 public health centers. Full health services and close walking distance. 2km walk
36.	Who takes you to the hospital	Alone but depends on the seriousness of the illness
37.	Which travel mode do you use for going to the nearest health facility?	PMV
38.	In average, how much money have you paid for round trip?	K14
<b>Accessibility to Education Facilities</b>		
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41.	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot
<b>Access to Markets In/Outside the Village</b>		
45.	Which Market do you go most	Kokopo town market
46.	How often do you visit the market at average?	Occasionally
47.	Why do you visit the market?	To sell and buy market products, share information and meet people
48.	How do you go to the market?	vehicle
<b>Participation in Community Activities and Organizations in the Village</b>		
49.	Are you involved in any group activity in your village	No
50.	What kind of group you involved with	Nil
51.	Is the group aimed at income generation?	No
52.	What is your position in the organization?	No
53.	What motivated you to participate in the group	no
54.	How many years have you involved with this group?	No
55.	Do you have work experience in construction / maintenance work?	No
56.	NGO presence in the village and responsibilities	na
<b>Road Uses and Traffic Accidents H1. Road Uses</b>		
57.	What do your family members use this road for	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	3
<b>Traffic Accidents</b>		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Yes, 1 injury on the road side
<b>The Impact of This Project on the Local Community</b>		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, Visit relatives
<b>Impact of economic activity and social processes by this project</b>		
61.	After the completion of this project, do you think that this project will	Yes

No.	Questions/Queries	Respond
	develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	no
Detail Impact of the Works and Maintenance to be expected		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	normal
66.	During work and maintenance, do you think that it will cause local people inconvenience	no
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	No
68.	What do you think is uncomfortable during work and maintenance?	Dusts
69.	During work and maintenance, do you think that the accident will be increased more than current	No
Impact on the development of local social, culture and economy during and after the project		
70	Are social and cultural events held regularly every year in your resident area	yes
71	If yes, how often do you attend the social and cultural events?	Normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Yes
73.	If you think that this project will be helpful, describe the reason what you think	It will save travel time and cost
Perception of Project		
74	What is your perception? Positive, Negative Comment	Positive
#11		
Information on The Household Head/Respondent		
1.	Name	#11 (Yet to be Allocated Tentative Portion#)
2.	Gender	Female
3.	Age	32
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	Married
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	Living there always
11:	Primary Occupation	Farming
12.	Second occupation	Farming
13.	Monthly Income	K200
14.	Education Level	High school
15.	Resident /House (rented/ owned)	Owner
16	Family Population	9 = 3males and 6 female
17.	Total household members (F)	6
18.	How stable is the household income	Yes
19.	Household's monthly income (after deduction)	K100
20	Estimated yearly expenditure of household?	K100
21	Is your household expenditure stable through a year?	Yes
Composition Of The Respondent's Household Assets		
23	How many houses do the family own?	2
24	House classification If they have more than 1	Permanent
25	Type of Land/ Properties	Residential
26	What crops are farmed in the farmland	nil
27	Where do you sell your crops	Local market / Road side
28	Any livestock farming	None
Gender Role And Decision Making		
29	Gender Roles of House works	Both husband and wife
30.	Decision Making (who makes the decision)	Both

No.	Questions/Queries	Respond
31.	Who represent community meetings	wife
32.	View on women equality in employment.	yes
33.	Any assisted by NGO/Health program	Health and Sanitation Seminar
34.	Do you live with any AIDS victims?	No
<b>Accessibility to Medical/Health Facilities</b>		
35.	Type of the health facilities that available in/ around your commune/ village	Butuwini Health Centre. Full health services and close walking distance. 2km walk
36.	Who takes you to the hospital	Alone or sometimes with husband, depending on the seriousness of the illness
37.	Which travel mode do you use for going to the nearest health facility?	PMV
38.	In average, how much money have you paid for round trip?	Not sure indicate
<b>Accessibility to Education Facilities</b>		
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41.	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot
<b>Access to Markets In/Outside the Village</b>		
45.	Which Market do you go most	Kokopo town market
46.	How often do you visit the market at average?	Once a week
47.	Why do you visit the market?	To buy market products, share information and meet people
48.	How do you go to them market?	Vehicle/ PMV
<b>Participation in Community Activities and Organizations in the Village</b>		
49.	Are you involved in any group activity in your village	Yes
50.	What kind of group you involved with	Temple Committee
51.	Is the group aimed at income generation?	No
52.	What is your position in the organization?	member
53.	What motivated you to participate in the group	conviction
54.	How many years have you involved with this group?	Not indicated
55.	Do you have work experience in construction / maintenance work?	yes
56.	NGO presence in the village and responsibilities	na
<b>Road Uses and Traffic Accidents H1. Road Uses</b>		
57.	What do your family members use this road for	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	Not indicated
<b>Traffic Accidents</b>		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Nil
<b>The Impact of This Project on the Local Community</b>		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, Visit relatives
<b>Impact of economic activity and social processes by this project</b>		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	no
<b>Detail Impact of the Works and Maintenance to be expected</b>		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	normal
66.	During work and maintenance, do you think that it will cause local people inconvenience	no
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	No

No.	Questions/Queries	Respond
68.	What do you think is uncomfortable during work and maintenance?	Dusts
69.	During work and maintenance, do you think that the accident will be increased more than current	No
Impact on the development of local social, culture and economy during and after the project		
70	Are social and cultural events held regularly every year in your resident area	yes
71	If yes, how often do you attend the social and cultural events?	Normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Yes
73.	If you think that this project will be helpful, describe the reason what you think	It will save travel time and cost
Perception of Project		
74	What is your perception? Positive, Negative Comment	Positive
#12		
Information on The Household Head/Respondent		
1.	Name	#12 (Yet to be Allocated Tentative Portion# )
2.	Gender	Male
3.	Age	44
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	Married
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	Living there always
11:	Primary Occupation	Farming, fishing and casual work
12.	Second occupation	Farming
13.	Monthly Income	K400
14.	Education Level	Primary School
15.	Resident /House (rented/ owned)	Owner
16	Family Population	4 = 3males and 1female
17.	Total household members (F)	4
18.	How stable is the household income stable	Yes
19.	Household's monthly income (after deduction)	Not indicated
20	Estimated yearly expenditure of household?	Not indicated
21	Is your household expenditure stable through a year?	Yes
Composition Of The Respondent's Household Assets		
23	How many houses do the family own?	1
24	House classification If they have more than 1	Semi-Permanent
25	Type of Land/ Properties	Residential
26	What crops are farmed in the farmland	Cocoa, coconut and balsa, banana
27	Where do you sell your crops	Local market / Road side
28	Any livestock farming	Pig and chicken
Gender Role And Decision Making		
29	Gender Roles of House works	Both husband and wife
30.	Decision Making (who makes the decision)	Both
31.	Who represent community meetings	both
32.	View on women equality in employment.	No
33.	Any assisted by NGO/Health program	Nil
34.	Do you live with any AIDS victims?	No
Accessibility to Medical/Health Facilities		
35.	Type of the health facilities that available in/ around your commune/ village	Butuwin Health Centre. Full health services and close walking distance. 2km walk
36.	Who takes you to the hospital	Alone or sometimes with husband, depending on the seriousness of the illness
37.	Which travel mode do you use for going to the nearest health facility?	Not indicated
38.	In average, how much money have you paid for round trip?	Not indicate
Accessibility to Education Facilities		

No.	Questions/Queries	Respond
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41.	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot
<b>Access to Markets In/Outside the Village</b>		
45.	Which Market do you go most	Kokopo town market
46.	How often do you visit the market at average?	Occasionally
47.	Why do you visit the market?	To buy market products, share information and meet people
48.	How do you go to them market?	Vehicle, PMV
<b>Participation in Community Activities and Organizations in the Village</b>		
49.	Are you involved in any group activity in your village	Community Council
50.	What kind of group you involved with	Community meeting
51.	Is the group aimed at income generation?	Yes
52.	What is your position in the organization?	Member
53.	What motivated you to participate in the group	Out of interest
54.	How many years have you involved with this group?	Not indicated
55.	Do you have work experience in construction / maintenance work?	Yes
56.	NGO presence in the village and responsibilities	Na
<b>Road Uses and Traffic Accidents H1. Road Uses</b>		
57.	What do your family members use this road for	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	Not indicated
<b>Traffic Accidents</b>		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Nil
<b>The Impact of This Project on the Local Community</b>		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, Visit relatives
<b>Impact of economic activity and social processes by this project</b>		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	yes
<b>Detail Impact of the Works and Maintenance to be expected</b>		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	normal
66.	During work and maintenance, do you think that it will cause local people inconvenience	no
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	No
68.	What do you think is uncomfortable during work and maintenance?	Dusts
69.	During work and maintenance, do you think that the accident will be increased more than current	No
<b>Impact on the development of local social, culture and economy during and after the project</b>		
70.	Are social and cultural events held regularly every year in your resident area	yes
71.	If yes, how often do you attend the social and cultural events?	Normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Yes
73.	If you think that this project will be helpful, describe the reason what you think	It will save travel time and cost
<b>Perception of Project</b>		
74.	What is your perception? Positive, Negative Comment	Positive
#13		

No.	Questions/Queries	Respond
<b>Information on The Household Head/Respondent</b>		
1.	Name	#13 (Yet to be Allocated Tentative Portion# )
2.	Gender	Male
3.	Age	65
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	Married
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	Living there always
11:	Primary Occupation	Fishing and Farming
12.	Second occupation	Farming, fishing and Ward Member
13.	Monthly Income	Not indicated
14.	Education Level	Primary school completed
15.	Resident /House (rented/ owned)	Owner
16	Family Population	12 = 6males and 6female
17.	Total household members (F)	2
18.	How stable is the household income stable	Not indicated
19.	Household's monthly income (after deduction)	Not indicated
20	Estimated yearly expenditure of household?	Not indicated
21	Is your household expenditure stable through a year?	Not indicated
23	How many houses do the family own?	6
24	House classification If they have more than 1	Semi-Permanent
25	Type of Land/ Properties	Residential
26	What crops are farmed in the farmland	Coconut and cocoa
27	Where do you sell your crops	Local market / Road side
28	Any livestock farming	None
<b>Gender Role And Decision Making</b>		
29	Gender Roles of House works	Elder children
30.	Decision Making (who makes the decision)	Not indicated
31.	Who represent community meetings	Not indicated
32.	View on women equality in employment.	No
33.	Any assisted by NGO/Health program	Nil
34.	Do you live with any AIDS victims?	No
<b>Accessibility to Medical/Health Facilities</b>		
35.	Type of the health facilities that available in/ around your commune/ village	Not indicated
36.	Who takes you to the hospital	Not indicated
37.	Which travel mode do you use for going to the nearest health facility?	Not indicated
38.	In average, how much money have you paid for round trip?	Not indicate
<b>Accessibility to Education Facilities</b>		
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot
<b>Access to Markets In/Outside the Village</b>		
45.	Which Market do you go most	Not indicated
46.	How often do you visit the market at average?	3-4 times a week
47.	Why do you visit the market?	To buy market products, share information and meet people
48.	How do you go to the market?	PMV
<b>Participation in Community Activities and Organizations in the Village</b>		
49	Are you involved in any group activity in your village	Not indicated
50.	What kind of group you involved with	Not inicated
51.	Is the group aimed at income generation?	Not indicated
52.	What is your position in the organization?	Leader
53.	What motivated you to participate in the group	Not indicated
54.	How many years have you involved with this group?	Not indicated

No.	Questions/Queries	Respond
55.	Do you have work experience in construction / maintenance work?	Not indicated
56.	NGO presence in the village and responsibilities	no
<b>Road Uses and Traffic Accidents H1. Road Uses</b>		
57.	What do your family members use this road for	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	Not indicated
<b>Traffic Accidents</b>		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Nil
<b>The Impact of This Project on the Local Community</b>		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, Visit relatives
<b>Impact of economic activity and social processes by this project</b>		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	Not indicated
<b>Detail Impact of the Works and Maintenance to be expected</b>		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	Not indicated
66.	During work and maintenance, do you think that it will cause local people inconvenience	Not indicated
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	Not indicated
68.	What do you think is uncomfortable during work and maintenance?	Dusts
69.	During work and maintenance, do you think that the accident will be increased more than current	No
<b>Impact on the development of local social, culture and economy during and after the project</b>		
70.	Are social and cultural events held regularly every year in your resident area	Not indicated
71.	If yes, how often do you attend the social and cultural events?	nil
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	yes
73.	If you think that this project will be helpful, describe the reason what you think	It will save travel time and cost
<b>Perception of Project</b>		
74.	What is your perception? Positive, Negative Comment	Positive
<b>#14-1</b>		
<b>Information on The Household Head/Respondent</b>		
1.	Name	#14-1(Yet to be Allocated Tentative Portion# )
2.	Gender	male
3.	Age	65
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	Married
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	Not indicated
11:	Primary Occupation	Casual work
12.	Second occupation	farming
13.	Monthly Income	K200
14.	Education Level	Lower secondary complete
15.	Resident /House (rented/ owned)	Owner
16	Family Population	8 = 3males and 5females
17.	Total household members (F)	8

No.	Questions/Queries	Respond
18.	How stable is the household income stable	Yes
19.	Household's monthly income (after deduction)	Not indicated
20.	Estimated yearly expenditure of household?	K2000
21.	Is your household expenditure stable through a year?	Yes
<b>Composition Of The Respondent's Household Assets</b>		
23.	How many houses do the family own?	4 houses
24.	House classification If they have more than 1	Not indicated
25.	Type of Land/ Properties	Residential land,270mete square
26.	What crops are farmed in the farmland	Cocoa, coconut and balsa
27.	Where do you sell your crops	Not indicated
28.	Any livestock farming	None
<b>Gender Role And Decision Making</b>		
29.	Gender Roles of House works	Elder children
30.	Decision Making (who makes the decision)	Both husband and wife
31.	Who represent community meetings	-not indicated
32.	View on women equality in employment.	No
33.	Any assisted by NGO/Health program	Yes, Health and sanitation seminar
34.	Do you live with any AIDS victims?	No
<b>Accessibility to Medical/Health Facilities</b>		
35.	Type of the health facilities that available in/ around your commune/ village	nil
36.	Who takes you to the hospital	Not indicated
37.	Which travel mode do you use for going to the nearest health facility?	Not indicated
38.	In average, how much money have you paid for round trip?	Not indicated
<b>Accessibility to Education Facilities</b>		
39.	Is there any Primary School in your village?	Nil
40.	Secondary in your village	Nil
41.	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot
<b>Access to Markets In/Outside the Village</b>		
45.	Which Market do you go most	Not indicated
46.	How often do you visit the market at average?	Not indicated
47.	Why do you visit the market?	Not indicated
48.	How do you go to them market?	Not indicated
<b>Participation in Community Activities and Organizations in the Village</b>		
49.	Are you involved in any group activity in your village	Yes
50.	What kind of group you involved with	Not indicated
51.	Is the group aimed at income generation?	Nil
52.	What is your position in the organization?	nil
53.	What motivated you to participate in the group	nil
54.	How many years have you involved with this group?	Not indicated
55.	Do you have work experience in construction / maintenance work?	yes
56.	NGO presence in the village and responsibilities	Yes, lives mar
<b>Road Uses and Traffic Accidents H1. Road Uses</b>		
57.	What do your family members use this road for	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	Not indicated
<b>Traffic Accidents</b>		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Nil
<b>The Impact of This Project on the Local Community</b>		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, but not indicated
<b>Impact of economic activity and social processes by this project</b>		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	Not indicated
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful

No.	Questions/Queries	Respond
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	Not indicated
Detail Impact of the Works and Maintenance to be expected		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	Not indicated
Impact on the development of local social, culture and economy during and after the project		
70	Are social and cultural events held regularly every year in your resident area	Not indicated
71	If yes, how often do you attend the social and cultural events?	Not indicated
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	Not indicated
73.	If you think that this project will be helpful, describe the reason what you think	Not indicated
Perception of Project		
74.	What is your perception? Positive, Negative Comment	Positive
#14-2		
Information on The Household Head/Respondent		
1.	Name	#14-2
2.	Gender	Female
3.	Age	Not stated
4.	Position (Family)	HH
5.	Ethnic Origin	Tolai
6.	Religion	Christian
7.	Marital Status	Married
8.	Health Status	Normal
9.	Physical Condition	Healthy
10.	Length of stay in the village	Have always lived there
11:	Primary Occupation	No work
12.	Second occupation	Farming and gardening
13.	Monthly Income	K1000
14.	Education Level	Primar School Completed
15.	Resident /House (rented/ owned)	Owned
16	Family Population	5 = 4males and 1females
17.	Total household members (F)	5
18.	How stable is the household income stable	Almost yes, ok
19.	Household's monthly income (after deduction)	K5,000
20	Estimated yearly expenditure of household?	Not indicated
21	Is your household expenditure stable through a year?	Almost Yes
Composition Of The Respondent's Household Assets		
23	How many houses do the family own?	6
24	House classification If they have more than 1	Permanent and semi-permanent houses
25	Type of Land/ Properties	Residential land,
26	What crops are farmed in the farmland	Not indicated
27	Where do you sell your crops	In local market
28	Any livestock farming	None
Gender Role And Decision Making		
29	Gender Roles of House works	wife
30.	Decision Making (who makes the decision)	wife
31.	Who represent community meetings	wife
32.	View on women equality in employment.	yes
33.	Any assisted by NGO/Health program	nil
34.	Do you live with any AIDS victims?	No
Accessibility to Medical/Health Facilities		
35.	Type of the health facilities that available in/ around your commune/ village	3 health centres
36.	Who takes you to the hospital	alone
37.	Which travel mode do you use for going to the nearest health facility?	PMV
38.	In average, how much money have you paid for round trip?	K30
Accessibility to Education Facilities		
39.	Is there any Primary School in your village?	Nil

No.	Questions/Queries	Respond
40.	Secondary in your village	Nil
41	High School in your village	Nil
42.	Vocational School in the village	Nil
43.	Colleges & Universities in the village	Nil
44.	Travel mode to school	Walk on foot
Access to Markets In/Outside the Village		
45.	Which Market do you go most	Kokopo
46.	How often do you visit the market at average?	3-4 times a week
47.	Why do you visit the market?	Buy food and commodities for own use and meet other people
48.	How do you go to them market?	Van
Participation in Community Activities and Organizations in the Village		
49	Are you involved in any group activity in your village	no
50.	What kind of group you involved with	Not indicated
51.	Is the group aimed at income generation?	Nil
52.	What is your position in the organization?	nil
53.	What motivated you to participate in the group	nil
54.	How many years have you involved with this group?	Not indicated
55.	Do you have work experience in construction / maintenance work?	no
56.	NGO presence in the village and responsibilities	Not indicated
Road Uses and Traffic Accidents H1. Road Uses		
57	What do your family members use this road for	Market, School, hospital, work and every other business
58.	During the last seven days, can you describe where you and HH members have travelled?	3 travels
Traffic Accidents		
59.	Have your family members been killed or injured by vehicle accident? If Yes, Indicate	Yes No explanation
The Impact of This Project on the Local Community		
60.	After the completion of this project, do you think that interactions of individuals and groups will be more than current? If yes Indicate what kind.	Yes, commune council and religious group
Impact of economic activity and social processes by this project		
61.	After the completion of this project, do you think that this project will develop local economy due to more economic activities (visiting market, running your own store and business, etc.) and house income than current	yes
62.	After the completion of this project, what do you think that this project will help to revitalize the region's economy by reducing travel time and traffic costs?	Very helpful
63.	Do you think that this project will save travel time after completion of this project?	Yes
64.	Do you think that this project will reduce the travel cost after this project is completed	yes
Detail Impact of the Works and Maintenance to be expected		
65.	How do you feel about the inconveniences of traveling NR 1 or NR 6 these days?	Very inconvenient
66.	During work and maintenance, do you think that it will cause local people inconvenience	yes
67.	If you feel inconvenient during work and maintenance, do you think it is reasonable not to proceed with this project?	no
68.	What do you think is uncomfortable during work and maintenance?	Noise, dusts, social issues, traffic jam
69.	During work and maintenance, do you think that the accident will be increased more than current	No
Impact on the development of local social, culture and economy during and after the project		
70	Are social and cultural events held regularly every year in your resident area	yes
71	If yes, how often do you attend the social and cultural events?	normal
72.	After the completion of this work, do you think that this project will be more helpful to revitalize the social and cultural events than current?	yes
73.	If you think that this project will be helpful, describe the reason what you think	Save travel time, safer road, and comfortable
Perception of Project		
74	What is your perception? Positive/Negative	Positive

Source: Prepared by JICA Survey Team

### 13.2 Inventory for Planted & Structure Losses for Compensation

**Table 13.2-1 Compensation Budget within the Road Area**

No.	Quantity	Unit Rate (K)	Improvements	Values (K)	Total Value(K)	
1	5	46	Matured Coconut Palm Trees	230		
	15	4	Matured Flower Plants	60		
	2	24	Matured Mango Tree	48		
	11	4	Matured Frangipani Trees	44		
	10	12	Matured Palm Trees	120		
	1	200	1 Meter Sign Board with 2 steel post	200	702	
2	1	26	Matured Bamboo Plant	26		
	3	26	Matured Banana Plants	78		
	5	2.6	Matured Cassava Plants	13		
	15	4	Matured other Trees	60		
	1	4	Matured Pao Tree	4		
	1	26	Matured Taun Tree	26	207	
3	13	46	Matured Coconut Palm Trees	598		
	5	26	Matured Banana Plants	130		
	20	4	Matured Frangipani Plants	80		
	1	60	24 Meters Corrugated galvanized fence (trim Deck)	1,440.00		
	8	50	Round Steel Post	400		
	4	20	Cement builder mix (bag)	80		
	2	60	Deformed bar (12mm x 12mtr)	120	2,848	
4	3	46	Matured Coconut Palm Trees	138		
	1	3.3	Matured Pawpaw Plant	3.3		
	3	24	Matured Mango Trees	72		
	5	26	Matured Banana Plants	130	343.3	
5	2	24	Matured Mango Trees	48		
	1	26	Matured Bamboo Plant	26		
	5	13	Medium Banana Plants	65		
	1	300	24 Meter Chainmesh Fence 12m roll x 2	600		
		100	tire wire @ K100	100		
	8	50	Round Steel Post	400		
	4	20	Cement Bag x4	80	1,319	
6	3	13	Medium Banana Plants	39		
	1	24	Matured Mango Tree	24		
	1	13	Medium Taun Tree	13		
	3	520	10 meters Steel Power Poles	1,560.00		
	3	450	Solar light funnel and hook	1,350.00		
	1	800	Bush Material Roadside Stall	800	3,786	
7	8	46	Matured Coconut Palm Trees	368		
	6	4	Matured Pao Trees	24		
	5	26	Matured Betelnut Plants	130		
	1	24	Matured Mango Tree	24		
	3	4	Matured Frangipani Plants	12		
	3	10	Matured Guava Plant	30		
	5	2.5	Small Palm Trees	12.5		
	1	300	22 Meter Chainmesh Fence	400		
	1	100	tire wire	100		
	8	50	Round Steel Post	400		
	4	20	Cement Bag	80	1,580.5	
	8	10	46	Matured Coconut Palm Trees	460	
		3	24	Matured Mango Trees	72	
7		2	Medium Frangipani Plants	14		
3		4	Matured Flower/Croton Plants	12		
10		2.5	Small Palm Trees	25		
2		240	Bush Material Roadside Stall	480		
3		520	10 Meters Steel Power Poles	1,560.00		
3		450	Solar light funnel and hook	1,350.00		
1			Semi-permanent Bus stop Shelter		3,973	

No.	Quantity	Unit Rate (K)	Improvements	Values (K)	Total Value(K)
			(Public Community)*1		
9	1	600	Bush Material Roadside Stall	600	
	5	2	Medium Flower Plants	10	
	5	46	Matured Coconut Palm Trees	230	
	3	24	Matured Mango Trees	72	
	6	2.5	Small Palm Trees	15	
	5	2	Medium Frangipani Plants	10	937
10	5	2	Medium Flower Plants	10	
	5	46	Matured Coconut Palm Trees	230	
	2	70	Medium Balsa Trees (0.5m <sup>2</sup> ) Commercial Rate - Approximate value	140	
	1	4	Matured other tree	4	
	1	26	Matured Hardwood Tree	26	
	1	26	Matured Bamboo Plant	26	
	3	2.5	Small Palm Trees	7.5	
	1	600	Bush Material Roadside stall	600	
11	5	15	Matured Softwood Trees	75	1,043.5
	10	46	Matured Coconut Palm Trees	460	
	3	9	Small Coconut Palm Trees	27	
	5	26	Matured Banana Plants	130	
	1	24	Matured Mango Tree	24	
	2	26	Matured Kapiak Trees	52	
	2	4	Matured Other Trees	8	776
12	8	26	Matured Banana Plants	208	
	1	46	Matured Coconut Palm Tree	46	
	1	24	Matured Mango Tree	24	
	5	40	Matured Balsa Trees	200	478
13	32	26	Matured Banana Plants	832	
	12	46	Matured Coconut Palm Trees	552	
	5	24	Matured Mango Trees	120	1,504
14	7	26	Matured Banana Plants	182	
	6	46	Matured Coconut Palm Trees	276	
	1	24	Matured Mango Tree	24	482
15	110	26	Matured Banana Plants	2,860.00	
	3	46	Matured Coconut Palm Trees	138	
	3	26	Matured Betelnut Plants	78	
	5	50	Matured Balsa Trees	250	3,326
16	20	26	Matured Banana Plants	520	
	4	46	Matured Coconut Palm Trees	184	
	3	24	Matured Mango Trees	72	776
17	2	46	Matured Coconut Palm Trees	92	
	1	24	Matured Mango Tree	24	
	4	50	Matured Balsa Trees	200	
	2	26	Hardwood Trees	52	368
18	2	26	Matured Banana Plants	52	
	3	46	Matured Coconut Palm Trees	138	190
19	9	46	Matured Coconut Palm Trees	414	
	2	10	Matured Guava Plants	20	
	1	26	Matured Breadfruit Tree	26	460
20	55	26	Matured Banana Plants	1,430.00	
	3	46	Matured Coconut Palm Trees	138	
	1	24	Matured Mango Tree	24	
	1	26	Matured Betelnut Plant	26	
	3	26	Other Trees (Teak)	78	1,696
21	25	26	Matured Banana Plants	650	
	1	24	Matured Mango Tree	24	
	1	26	Matured Taun Tree	26	700
22	59	26	Matured Banana Plants	1,534	
	7	46	Matured Coconut Palm Trees	322	
	1	13	Matured Galip Nut Tree	13	
	2	33	Matured Cocoa Tree	66	1,935

No.	Quantity	Unit Rate (K)	Improvements	Values (K)	Total Value(K)
23	3	46	Matured Coconut Palm Trees	138	138
TOTAL					29568.3

Source: Prepared by JICA Survey Team

\*1 No compensation is required as it is public property.

**Table 13.2-2 Compensation Budget within the Bridges & Drainages Area**

No.	Quantity	Unit Rate (K)	Improvements	Values (K)	Total Value(K)
<b>KARAVI WARD – BRIDGE IMPACT AREAS</b>					
1	4	46	Matured Coconut Palm Trees	184	
	13	4	Matured Flower Plants	52	
	1	24	Matured Mango Tree	24	
	10	3.3	Matured Pawpaw Tree	33	
	11	3	Matured Valangur Plants	33	
	10	26	Matured Breadfruit (Kapiak) Trees	260	
	10	26	Matured Banana Plants	260	
	1	26	Hardwood (Taun) Trees	26	
	3	26	Bamboo Plants	78	
	1	500	Bush Material Shelter	500	
	10	4	Matured other Trees	40	<b>1,490</b>
2.	35	46	Mature Coconut Palm Trees	1,610	
	20	22.5	Medium Coconut Palm Trees	450	
	30	26	Matured Banana Plants	780	
	30	4	Matured other Trees	120	
	15	26	Matured Ton Tree	390	
	1	26	Matured Breadfruit (Kapiak) Tree	26	
	1	13	Matured Galip Tree	13	
	1	24	Matured Mango Tree	24	<b>3,413</b>
3	30	46	Matured Coconut Palm Trees	1,380	
	25	22.5	Medium Coconut Palm Trees	562.50	
	15	26	Matured Banana Plants	390	
	3	26	Matured Bamboo Plants	78	
	5	26	Medium Hardwood (Taun) Trees	130	
	5	13	Matured Galip Nut Trees	65	
	20	4	Matured Other Trees	80	<b>2,685.5</b>
4	5	46	Matured Coconut Palm Trees	230	
	5	26	Matured Banana Plants	130	
	20	4	Matured Other Trees	80	<b>440</b>
5	75	46	Matured Coconut Palm Trees	3,450	
	75	22.5	Medium Coconut Palm Trees	1,687.50	
	54	26	Matured Banana Plants	1,404	
	30	4	Matured Kumu Mosong	120	
	5	13	Medium Betel Nut Plant	65	<b>6,726.5</b>
6	25	13	Medium Banana Plants	325	
	25	46	Matured Coconut Palm Tree	1,150	
	1	26	Matured Ton Tree	26	
	10	26	Matured Bamboo Plant	260	
	7	4	Matured Other Trees	28	<b>1,789</b>
7	20	46	Matured Coconut Palm Trees	920	
	20	26	Matured Banana Plants	520	
	20	26	Matured Bamboo Plants	520	
	20	4	Matured Other Trees	80	<b>2,040</b>
Sub-Total					<b>18,584</b>
<b>RANGUNA WARD – BRIDGE IMPACT AREAS</b>					
1	8	46	Matured Coconut Palm Trees	368	
	3	22.5	Small Coconut Palm Trees	67.50	
	2	24	Matured Mango Trees	48	
	12	26	Matured Banana Plants	312	
	1	26	Matured Breadfruit (Kapiak) Tree	26	
	1	26	Matured Hardwood (Kumarere) Tree	26	
	1	10	Matured Guava Plant	10	
	15	0.65	Medium Corns	9.75	
	15	1.3	Medium Pumpkin	19.5	

No.	Quantity	Unit Rate (K)	Improvements	Values (K)	Total Value(K)
2	25	1.3	Medium Cassava (Tapiok)	32.5	<b>919.25</b>
	12	46	Matured Coconut Palm Trees	552	
	10	26	Matured Banana Plants	260	
	6	26	Matured Bamboo Plants	156	
	10	1.3	Medium Cassava Plant	13	
	3	4	Matured Other Trees	12	
3	15	46	Matured Coconut Palm Trees	690	<b>2,018</b>
	20	26	Matured Banana Plants	520	
	15	40	Matured Balsa Trees	600	
	5	26	Matured Bamboo Plants	130	
	5	10	Matured Guava Plant	50	
	7	4	Matured other trees	28	
4	40	26	Matured Banana Plants	1,040	<b>1,072.5</b>
	25	1.3	Medium Cassava (Tapiok)	32.5	
5	15	26	Matured Banana Plants	390	<b>1,060</b>
	10	46	Matured Coconut Palm Tree	460	
	5	26	Matured Bamboo Plants	130	
	20	4	Matured Other Trees	80	
6	50	26	Matured Banana Plants	1,300	<b>1,300</b>
7	65	26	Matured Banana Plants	1,690	<b>1,720</b>
	1	26	Matured Mamboo Trees	26	
	1	4	Matured Other Tree	4	
8	50	26	Matured Banana Plants	1,300	<b>1,300</b>
9	30	26	Matured Banana Plants	780	<b>780</b>
10	35	26	Matured Banana Plants	910	<b>910</b>
11	40	26	Matured Banana Plants	1,040	<b>1,040</b>
12	40	26	Matured Coconut Banana Plants	1,040	<b>1,040</b>
13	40	26	Matured Banana Plants	1,040	<b>1,040</b>
14	35	26	Matured Banana Plants	910	<b>910</b>
15	37	26	Matured Banana Plants	962	<b>962</b>
16	30	26	Matured Banana Plants	780	<b>780</b>
Sub-Total					<b>17844.75</b>
<b>KARAVI WARD – DRAINAGE AREAS</b>					
1	10	26	Matured Banana Plants	260	<b>720</b>
	10	46	Matured Coconut Palm Trees	460	
2	5	40	Matured Balsa Trees	200	<b>690</b>
	10	26	Matured Banana Plants	260	
	5	46	Matured Coconut Palm Trees	230	
Sub-Total					<b>1,410</b>
<b>BALANATAMAN WARD – DRAINAGE AREAS</b>					
3	10	46	Matured Coconut Palm Trees	460	<b>460</b>
4	3	24	Matured Mango Trees	72	<b>592</b>
	20	26	Matured Banana Plants	520	
5	20	26	Matured Banana Plants	520	<b>650</b>
	5	26	Matured Bamboo Plants	130	
Sub-Total					<b>1,702</b>
<b>RANGUNA WARD – DRAINAGE AREAS</b>					
6	20	26	Matured Banana Plants	520	<b>650</b>
	5	26	Matured Breadfruit (Kapiak) Tree	130	
Sub-Total					<b>650</b>
<b>KURADUI WARD – DRAINAGE AREAS</b>					
7	30	26	Matured Banana Plants	780	<b>1,010</b>
	5	46	Matured Coconut Palm Trees	230	
8	3	24	Matured Mango Plants	72	<b>762</b>
	15	46	Matured Coconut Palm Trees	690	
9	15	26	Matured Banana Plants	390	<b>620</b>
	5	46	Coconut Palm Trees	230	
Sub-Total					<b>2,392</b>
Total Values (K)					<b>42,582.75</b>

Source: Prepared by JICA Survey Team

Remarks:

The rates of assessed individual crops are adopted from the Valuer General's Compensation Schedule for Trees and Plants for Compensation Purposes.

All rates adopted are from the Price List of August 2013(Which has been updated and is currently being used.)

**Table 13.2-3 Compensation Budget for Permanent Properties within the Road Area**

No.	Lot#	Quantity	Unit Rate	Improvements	Values (K)
1	6	1	200	1 Meter Sign Board with 2 steel post	200
3	4	24	60	Corrugated galvanized fence (trim Deck) 24m	1,440
	5	8	50	Round Steel Post	400
	6	4	20	Cement builder mix (bag)	80
	7	2	60	Deformed bar (12mm x 12mtr)	120
5	4	2	300	"24 Meter Chainmesh Fence - 12m roll x 2"	600
	5	1	100	tire wire @ K100	100
	6	8	50	Round Steel Post	400
	7	4	20	Cement Bag	80
6	4	3	520	10 meters Steel Power Poles	1,560
	5	3	450	Solar light funnel and hook	1,350
7	8	1	400	22 Meter Chainmesh Fence	400
	9	1	100	tire wire @ K100	100
	10	8	50	Round Steel Post x 8	400
	11	4	20	Cement Bag x4	80
8	7	3	520	10 Meters Steel Power Poles	1,560
	8	3	450	Solar light funnel and hook	1,350
	9	1		Semi-permanent Bus stop Shelter (Public Community)	0
<b>Total</b>					<b>10,220</b>

**Table 13.2-4 Compensation Budget for Temporary Structures within the Road Area**

No.	Lot#	Quantity	Unit Rate	Improvements	Values (K)
6	6	1	800	Bush Material Roadside Stall	800
8	6	2	240	Bush Material Roadside Stall	480
9	1	1	600	Bush Material Roadside Stall	600
10	8	1	600	Bush Material Roadside stall	600
<b>Total</b>					<b>2,480</b>

Source: Prepared by JICA Survey Team

**Table 13.2-5 Compensation Budget for Economic Trees/Crops within the Road Area**

No.	Lot#	Quantity	Unit Rate	Improvements	Values (K)
1	1	5	46	Matured Coconut Palm Trees	230
	2	15	4	Matured Flower Plants	60
	3	2	24	Matured Mango Tree	48
	4	11	4	Matured Frangipani Trees	44
	5	10	12	Matured Palm Trees	120
2	1	1	26	Matured Bamboo Plant	26
	2	3	26	Matured Banana Plants	78
	3	5	2.6	Matured Cassava Plants	13
	4	15	4	Matured other Trees	60
	5	1	4	Matured Pao Tree	4
	6	1	26	Matured Taun Tree	26
3	1	13	46	Matured Coconut Palm Trees	598
	2	5	26	Matured Banana Plants	130
	3	20	4	Matured Frangipani Plants	80
4	1	3	46	Matured Coconut Palm Trees	138
	2	1	3.3	Matured Pawpaw Plant	3.3
	3	3	24	Matured Mango Trees	72
	4	5	26	Matured Banana Plants	130
5	1	2	24	Matured Mango Trees	48
	2	1	26	Matured Bamboo Plant	26
	3	5	13	Medium Banana Plants	65
6	1	3	13	Medium Banana Plants	39
	2	1	24	Matured Mango Tree	24
	3	1	13	Medium Taun Tree	13

No.	Lot#	Quantity	Unit Rate	Improvements	Values (K)
7	1	8	46	Matured Coconut Palm Trees	368
	2	6	4	Matured Pao Trees	24
	3	5	26	Matured Betelnut Plants	130
	4	1	24	Matured Mango Tree	24
	5	3	4	Matured Frangipani Plants	12
	6	3	10	Matured Guava Plant	30
	7	5	2.5	Small Palm Trees	12.5
8	1	10	46	Matured Coconut Palm Trees	460
	2	3	24	Matured Mango Trees	72
	3	7	2	Medium Frangipani Plants	14
	4	3	4	Matured Flower/Croton Plants	12
	5	10	2.5	Small Palm Trees	25
9	2	5	2	Medium Flower Plants	10
	3	5	46	Matured Coconut Palm Trees	230
	4	3	24	Matured Mango Trees	72
	5	6	2.5	Small Palm Trees	15
	6	5	2	Medium Frangipani Plants	10
	10	1	5	2	Medium Flower Plants
2		5	46	Matured Coconut Palm Trees	230
3		2	70	Medium Balsa Trees (0.5m <sup>2</sup> )	140
4		1	4	Matured other tree	4
5		1	26	Matured Hardwood Tree	26
6		1	26	Matured Bamboo Plant	26
7		3	2.5	Small Palm Trees	7.5
11	1	5	15	Matured Softwood Trees	75
	2	10	46	Matured Coconut Palm Trees	460
	3	3	9	Small Coconut Palm Trees	27
	4	5	26	Matured Banana Plants	130
	5	1	24	Matured Mango Tree	24
	6	2	26	Matured Kapiak Trees	52
	7	2	4	Matured Other Trees	8
12	1	8	26	Matured Banana Plants	208
	2	1	46	Matured Coconut Palm Tree	46
	3	1	24	Matured Mango Tree	24
	4	5	40	Matured Balsa Trees	200
13	1	32	26	Matured Banana Plants	832
	2	12	46	Matured Coconut Palm Trees	552
	3	5	24	Matured Mango Trees	120
14	1	7	26	Matured Banana Plants	182
	2	6	46	Matured Coconut Palm Trees	276
	3	1	24	Matured Mango Tree	24
15	1	110	26	Matured Banana Plants	2,860
	2	3	46	Matured Coconut Palm Trees	138
	3	3	26	Matured Betelnut Plants	78
	4	5	50	Matured Balsa Trees	250
16	1	20	26	Matured Banana Plants	520
	2	4	46	Matured Coconut Palm Trees	184
	3	3	24	Matured Mango Trees	72
17	1	2	46	Matured Coconut Palm Trees	92
	2	1	24	Matured Mango Tree	24
	3	4	50	Matured Balsa Trees	200
	4	2	26	Hardwood Trees	52
18	1	2	26	Matured Banana Plants	52
	2	3	46	Matured Coconut Palm Trees	138
19	1	9	46	Matured Coconut Palm Trees	414
	2	2	10	Matured Guava Plants	20
	3	1	26	Matured Breadfruit Tree	26
20	1	55	26	Matured Banana Plants	1,430
	2	3	46	Matured Coconut Palm Trees	138
	3	1	24	Matured Mango Tree	24
	4	1	26	Matured Betelnut Plant	26
	5	3	26	Other Trees (Teak)	78
21	1	25	26	Matured Banana Plants	650

No.	Lot#	Quantity	Unit Rate	Improvements	Values (K)
	2	1	24	Matured Mango Tree	24
	3	1	26	Matured Taun Tree	26
22	1	59	26	Matured Banana Plants	1,534
	2	7	46	Matured Coconut Palm Trees	322
	3	1	13	Matured Galip Nut Tree	13
	4	2	33	Matured Cocoa Tree	66
23	1	3	46	Matured Coconut Palm Trees	138
Total					16,868

Source: Prepared by JICA Survey Team

**Table 13.2-6 Compensation Budget for Opportunity Costs (Roadside Markets) within the Road Area**

Average revenue (PGK/day)	Average number of street vendors	Weekly business days	Number of weeks per year	Compensation amount (PGK)
80	7	6	52	174,720

Source: Prepared by JICA Survey Team

**Table 13.2-7 Compensation Budget for Temporary Structures within the Bridges & Drainages Area**

No.	Lot#	Quantity	Unit Rate	Improvements	Values (K)
1	10	1	500	Bush Material Shelter	500
Total					500

**Table 13.2-8 Compensation Budget for Economic Trees/Crops within the Bridges & Drainages Area**

No.	Lot#	Quantity	Unit Rate	Improvements	Values (K)
1	1	4	46	Matured Coconut Palm Trees	184
	2	13	4	Matured Flower Plants	52
	3	1	24	Matured Mango Tree	24
	4	10	3.3	Matured Pawpaw Tree	33
	5	11	3	Matured Valangur Plants	33
	6	10	26	Matured Breadfruit (Kapiak) Trees	260
	7	10	26	Matured Banana Plants	260
	8	1	26	Hardwood (Ton) Trees	26
	9	3	26	Bamboo Plants	78
	11	10	4	Matured other Trees	40
	2	1	35	46	Mature Coconut Palm Trees
2		20	22.5	Medium Coconut Palm Trees	450
3		30	26	Matured Banana Plants	780
4		30	4	Matured other Trees	120
5		15	26	Matured Ton Tree	390
6		1	26	Matured Breadfruit (Kapiak) Tree	26
7		1	13	Matured Galip Tree	13
8		1	24	Matured Mango Tree	24
3	1	30	46	Matured Coconut Palm Trees	1380
	2	25	22.5	Medium Coconut Palm Trees	562.5
	3	15	26	Matured Banana Plants	390
	4	3	26	Matured Bamboo Plants	78
	5	5	26	Medium Hardwood (Ton) Trees	130
	6	5	13	Matured Galip Nut Trees	65
	7	20	4	Matured Other Trees	80
4	1	5	46	Matured Coconut Palm Trees	230
	2	5	26	Matured Banana Plants	130
	3	20	4	Matured Other Trees	80
5	1	75	46	Matured Coconut Palm Trees	3450
	2	75	22.5	Medium Coconut Palm Trees	1687.5
	3	54	26	Matured Banana Plants	1404
	4	30	4	Matured Kumu Mosong	120
	5	5	13	Medium Betel Nut Plant	65
6	1	25	13	Medium Banana Plants	325

	2	25	46	Matured Coconut Palm Tree	1150
	3	1	26	Matured Ton Tree	26
	4	10	26	Matured Bamboo Plant	260
	5	7	4	Matured Other Trees	28
7	1	20	46	Matured Coconut Palm Trees	920
	2	20	26	Matured Banana Plants	520
	3	20	26	Matured Bamboo Plants	520
	4	20	4	Matured Other Trees	80
<b>RANGUNA WARD – BRIDGE IMPACT AREAS</b>					
1	1	8	46	Matured Coconut Palm Trees	368
	2	3	22.5	Small Coconut Palm Trees	67.5
	3	2	24	Matured Mango Trees	48
	4	12	26	Matured Banana Plants	312
	5	1	26	Matured Breadfruit (Kapiak) Tree	26
	6	1	26	Matured Hardwood (Kumarere) Tree	26
	7	1	10	Matured Guava Plant	10
	8	15	0.65	Medium Corns	9.75
	9	15	1.3	Medium Pumpkin	19.5
	10	25	1.3	Medium Cassava (Tapiok)	32.5
2	1	12	46	Matured Coconut Palm Trees	552
	2	10	26	Matured Banana Plants	260
	3	6	26	Matured Bamboo Plants	156
	4	10	1.3	Medium Cassava Plant	13
	5	3	4	Matured Other Trees	12
3	1	15	46	Matured Coconut Palm Trees	690
	2	20	26	Matured Banana Plants	520
	3	15	40	Matured Balsa Trees (APPROX. 3m <sup>2</sup> )	600
	4	5	26	Matured Bamboo Plants	130
	5	5	10	Matured Guava Plant	50
	6	7	4	Matured other trees	28
4	1	40	26	Matured Banana Plants	1040
	2	25	1.3	Medium Cassava (Tapiok)	32.5
5	1	15	26	Matured Banana Plants	390
	2	10	46	Matured Coconut Palm Tree	460
	3	5	26	Matured Bamboo Plants	130
	4	20	4	Matured Other Trees	80
6	1	50	26	Matured Banana Plants	1300
7	1	65	26	Matured Banana Plants	1690
	2	1	26	Matured Bamboo Trees	26
	3	1	4	Matured Other Tree	4
8	1	50	26	Matured Banana Plants	1300
9	1	30	26	Matured Banana Plants	780
10	1	35	26	Matured Banana Plants	910
11	1	40	26	Matured Banana Plants	1040
12	1	40	26	Matured Banana Plants	1040
13	1	40	26	Matured Banana Plants	1040
14	1	35	26	Matured Banana Plants	910
15	1	37	26	Matured Banana Plants	962
16	1	30	26	Matured Banana Plants	780
<b>KARAVI WARD – DRAINAGE AREAS</b>					
1	1	10	26	Matured Banana Plants	260
	2	10	46	Matured Coconut Palm Trees	460
2	1	5	40	Matured Balsa Trees	200
	2	10	26	Matured Banana Plants	260
	3	5	46	Matured Coconut Palm Trees	230
<b>BALANATAMAN WARD – DRAINAGE AREAS</b>					
3	1	10	46	Matured Coconut Palm Trees	460
4	1	3	24	Matured Mango Trees	72
	2	20	26	Matured Banana Plants	520
5	1	20	26	Matured Banana Plants	520
	2	5	26	Matured Bamboo Plants	130
<b>RANGUNA WARD – DRAINAGE AREAS</b>					
6	1	20	26	Matured Banana Plants	520
	2	5	26	Matured Breadfruit (Kapiak) Tree	130

<b>KURADUI WARD – DRAINAGE AREAS</b>					
7	1	30	26	Matured Banana Plants	780
	2	5	46	Matured Coconut Palm Trees	230
8	1	3	24	Matured Mango Plants	72
	2	15	46	Matured Coconut Palm Trees	690
9	1	15	26	Matured Banana Plants	390
	2	5	46	Coconut Palm Trees	230
	Total				42,083

Source: Prepared by JICA Survey Team

### 13.3 Public Notices and Letters

Copy of Letter to Environment and Social Safeguard Branch

ENRD Systems Management Services Limited  
P. O. Box 2041, PORT MORESBY, N.C.D, PNG  
Mobile: (+675) 72127734, (+675) 81860487 email address: lmandeakali@gmail.com

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Date: 13th November 2025

The Assistant Secretary  
Environment and Social Safeguard Branch  
Department of Works and Highways  
P. O. Box 1108, Boroko 111, NCD, PNG

Attention: Mr. Kenneth Yamu

Dear Sir,

SUBJECT: REQUEST FOR STANDARD ENVIRONMENT AND SOCIAL ASSESSMENT FORMS – SOCIAL IMPACT ASSESSMENT, KOKOPO- RABAU COASTAL ROAD MAINTENANCE AND LANDSLIDE PREVENTION PROJECT, ENBP, PNG

I am, Mr. Leo Mandeakali of ENRD Systems Management Services Limited, a local company engaged as a sub-consultant to Oriental Consultants Global Ltd contracted by JICA to carry out preliminary field survey, data collection and analysis for the proposed Kokopo – Rabaul Coastal Road Upgrade and Landslide Prevention Project, Kokopo District, ENBP.

We have carried out the Initial Environment Examination (IEE) and currently working on the Resettlement Action Plan (RAP) and Socio-Economic Safeguard and Entitlement Matrix relating to the Land Reclamation and resettlement Program.

I had an appointment with your Principal Social Safeguard Coordinator, Mr. Julius Wandi yesterday morning. Through the very comprehensive discussions with Mr. Wandi, I discovered that your Branch is the appropriate contact point in this RAP survey tasks and that you also administer the approval of the RAP report, based on that, compensation and resettlement are made prior to project execution.

We therefore request your Branch to assist us with your Standard Environment and Social Assessment Forms, Social and Environmental Safeguard, guidance on Entitlement Matrix relating to the Land Reclamation and resettlement Program for the Kokopo-Rabaul Coastal Road upgrade project. Your assistance and delegation of Mr. Wandi or any officer to guide us in this endeavor would be highly appreciated.

Yours Sincerely



Leo Mandeakali  
Sub-Consultant

Cc: Mr. Julius Wandi (Principal Social Safeguard Coordinator, DoWH)

## 13.4 Meeting Minutes

### 13.4.1 Minutes of Meeting 1st Consultation Meeting at Karavi Bridge

**Table 13.4-1 Minutes of Meetings Form-1st Public Consultation Meeting**

Date and Location	Major Participants		
	Organisation	Designation	Name
<b>Date:</b> 26 <sup>TH</sup> May 2025  <b>Location:</b> Karavi Bridge	Karavi	Ward Member	
	Ranguna	Ward Member	
	East New Britain Provincial Administration (ENBPA) Div Lands & Physical Planning (DLPP)	Advisor	
	ENBPA Div Lands & Physical	Acquisition	
	Kokopo/Vunamamai LLG	Town Planner	
	ENBPA DLPP	Assessment Planner	
	ENBPA DLPP	Valuer	
	ENBPA DLPP	Cartographer	
	Kokopo-Open	Member of Parliament	
	Raluana LLG	LLG Manager	
	DoWH	Provincial Civil Engineer	
	ENBPA	Deputy Provincial Administrator (Corporate Services)	
	JICA SURVEY TEAM(JST)(OCG)	Deputy Team Leader	
	JST (OCG)	Environment & Social Consideration Specialist	
	JST (OCG)	Project Assistant	
	JST (APISAI GEOSPATIAL)	Topographical Specialist	
JST (ENRD)	Environmental Specialist		
Number of Total Participants	Total No: 249 (Males=147, Females= 102)		
<b>Agenda</b>			
<ul style="list-style-type: none"> <li>✓ Opening Remarks (Community Leader)</li> <li>✓ Opening Player - Pastor / Priest</li> <li>✓ Opening Remarks (DOWH)</li> <li>✓ Presentation of Project Outline (DOWH)</li> <li>✓ Presentation of IEE /RRA(ARAP) Survey (JICA Survey Team /ENRD)</li> <li>✓ Lands Departments (Valuer / Provincial Office)</li> <li>✓ Provincial Affairs (LLG President / Ward Councillor)</li> <li>✓ Exchange Opinions, Public Views, Questions and Answers</li> <li>✓ Focus Group Discussion for Women (Gender)</li> <li>✓ Closing Remarks (DOWH)</li> <li>✓ Closing Player - Pastor / Priest</li> </ul>			
<b>Major Opinion and Summary of Discussions</b>			
<p>The Public consultation meeting was held at the Karavi Bridge which included the Ward Members of Karavi and Ranguna Wards. Other leaders were involved including Member of Kokopo [REDACTED] [REDACTED] Advisor of Division of Lands and Physical Planning and MOC of the program welcomed everyone and few good remarks on the project. Ward member of both Karavi and Ranguna explained more to their respective villagers on how JICA Consulting Agent were there for local knowledge and comments from everyone. Mr. Leo JST talked mainly about villagers who own and live alongside the roadside kindly warning them of their gardens and plants could be affected by when construction begins. [REDACTED] JST explained that he was deputy Team leader and was happy to be back in PNG and be part of another great Project. [REDACTED], DOWH, firstly thanked the community and everyone and later continued to explaining the Tokua road construction was different from JICA Project just so community understood. Additionally, he mentioned such Public Consultation initiated and organized by JICA is very good so there is no problem like what Tokua road is now facing. [REDACTED] made mentioned that this project will benefit the entire ENBP and that the project was 2.4km most likely to move further by 1km and at a later stage, the road can continue all the way to Malaguna, 24km. He recalled road was constructed by Curtain Brothers back and ever since nothing much has been done apart from clearing flood remains. More explanation about land</p>			

border and customary and state land, whereas such project will then create also job opportunities and that community members must take ownership of the project.  
There was over-whelming support for the project to go ahead and appreciated JICA to realize their longtime dream.

**Table 13.4-2 Meeting Interactions and Views**

No.	Major Opinion and Answer				Reaction of questioner
	Question /Comment		Answer		
	Name/Position	Question	Name/Position	Answer	
1	Karavi Village Ward Member	<b>Comments:</b> The project is good for the province, district and the community. There is an economical project and also will help the affected communities. He said past road maintenances carried out by the government have not effectively solved the silt deposition during heavy rain that has flooded the village gardens, houses, road and bridges.	-	-	-
		<b>Suggestion:</b> JICA can consider a flyover bridge structure to allow natural water flow carrying the silt and sediment load downstream than settling the sediment load on the road and bridge causing road block and other social issues.	DOWH/JST	DOWH/JST will conduct a hydrological and hydraulic analysis to set the appropriate road height, ensuring natural water flow and minimizing the risk of sediment accumulation on the road.	Accepted the answer
2.	Malapau Village Ward Member	<b>Comment:</b> Appreciated the project. Request JICA if they could go in 1km upstream to do landslide prevention civil works on two of the major flood prone rivers mitigate the spread of the flooding.	DOWH/JST	DOWH and JST will carefully consider the request and examine the appropriate extent of upstream intervention, focusing mainly on river channel improvement and the installation of sedimentation basins as part of the overall project planning.	Accepted the answer
3	President Raluana LLG	<b>Comment:</b> For project to be extended all the way to Kuradui Junction and if JICA would consider constructing footpath on one side of the road, towards the mountain	DOWH/JST	DOWH/JST will review the proposed extension to Kuradui Junction and the possibility of constructing a footpath on one side of the road, and confirm the scope accordingly.	Accepted the answer
4.	Malapau Resident	<b>Comment:</b> Concerned that the floodings have affected Malapau area as well, not only the 2 river areas. The project should cover the entire 2.4km road alignment.	DOWH/JST	DOWH/JST will review the existing drainage conditions along the entire 2.4 km alignment, including the Malapau area, and will plan appropriate road drainage measures accordingly.	Accepted the answer
5	Karavi village As plantation in Malapau	<b>Comment:</b> She said all their roadside small	DOWH/JST	DOWH/JST respond that upstream construction will be considered.	Accepted the answer

No.	Major Opinion and Answer				
	Question /Comment		Answer		Reaction of questioner
	Name/Position	Question	Name/Position	Answer	
		<p>economic activities, gardens and markets have been devastated by the increased sediment load caused by the flood over the years. They could not go to the garden and market to sell their products.</p> <p>She requests wholistic development including; landslide prevention upstream drainage and construct side foot pathways along the road.</p>		Acknowledged the existence of two little drainages also causing flood. This also need to be considered during the construction.	
6	Villager	<p><b>Comment:</b> The project should also consider upgrading the village feeder road into Karavi about 1km so that they could also use it when there is flood, because when it floods, they do not use those roads anymore, the sediment load and silt cover those roads as well.</p>	DOWH/JST	DOWH/JST understand the concerns regarding the village feeder road to Karavi, this project is primarily focused on strengthening the resilience of the national road. However, DOWH/JST will take note of your concerns for future coordination with relevant authorities.	Accepted the answer
7	Villager	<p><b>Question:</b> Can the project also assist walking tracks that have been affected by the flood?</p>	DOWH/JST	While the primary scope is focused on the main road, the installation of footpaths on the bridge may be considered depending on the final road design.	Accepted the answer
8	Community Leader Karavi	<p><b>Comment:</b> Commented on alternative water supply to affected people.</p>	ENBPA	ENBPA has acknowledged the concern regarding alternative water supply to the affected people.	Accepted the answer
9	Villager	<p><b>Comment:</b> 1.Preserving soil after digging, meaning cover it up and plant grasses over any dug-out pits. The soil is loose sandy loam, can be washed away easily by surface runoff during rainfall.  2. Challenged the youth folks to support the JICA team, provide security, maintain amicable solutions to disputes of ownership of crop trees and assets during the road construction.</p>	DOWH/JST	DOWH/JST will consider the possibility of vegetation works to preserve the soil. Additionally, if necessary, a social survey related to compensation will be conducted.	Accepted the answer
10.	Ward Member Balanataman	<p><b>Comment:</b> If the road level can be raised from Butuwin through to the Ranguna.</p>	-	-	-

No.	Major Opinion and Answer				
	Question /Comment		Answer		Reaction of questioner
	Name/Position	Question	Name/Position	Answer	
		Local people were requested to support the JICA team and provide security.			
11.	Villager	<b>Comment:</b> Thank you and appreciate to JICA for the project	-	-	-
10	Villager	<b>Comment:</b> Appreciate and thank you to JICA for the project Also advised to youths and community to help team when on site survey and guaranteed JICA safety while on site	-	-	-



Source: Prepared by JICA Survey Team

**Figure 13.4-1 Captions of Public Meeting/Consultation at Karavi Bridge**




*Source: Prepared by JICA Survey Team*

**Figure 13.4-2 Status of notice on bulletin board at Karavi Community Hall**

**Preparatory Survey for the Project for Landslide Risk Reduction on the Kokopo-Rabaul Coastal Trunk Road**  
**1st Public Consultation Meeting**

Date & Time: 26th May 2025, 10 AM - 12 PM  
Location: Malapau Beach Resort



No.	Name	Organization Village Name	Designation - Position Occupation	Phone/Contact Number	Signatures	Male, Female Please ✓ either.
1	[Redacted]	ENBPA	DA - LS	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
2	[Redacted]	Bank for Kokopo		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
3	[Redacted]	ENBPA	PCE	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
4	[Redacted]	ENBPA - Lands	ADVISOR	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
5	[Redacted]	ENBPA - Lands	ADVISOR	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
6	[Redacted]	✓	Cartographer	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
7	[Redacted]	✓	Trainee	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
8	[Redacted]	A KARAVI ward		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
9	[Redacted]	odi Karavi ward		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
10	[Redacted]	Densus		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
11	[Redacted]	Gov. Supreme MOC		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
12	[Redacted]	OCC	Envi	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
13	[Redacted]	"	"	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
14	[Redacted]	OCC		[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
15	[Redacted]			[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input type="checkbox"/> Female
16	[Redacted]			[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input type="checkbox"/> Female
17	[Redacted]			[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input type="checkbox"/> Female
18						<input type="checkbox"/> Male, <input type="checkbox"/> Female
19						<input type="checkbox"/> Male, <input type="checkbox"/> Female
20						<input type="checkbox"/> Male, <input type="checkbox"/> Female
21						<input type="checkbox"/> Male, <input type="checkbox"/> Female
22						<input type="checkbox"/> Male, <input type="checkbox"/> Female
23						<input type="checkbox"/> Male, <input type="checkbox"/> Female
24						<input type="checkbox"/> Male, <input type="checkbox"/> Female
25						<input type="checkbox"/> Male, <input type="checkbox"/> Female
26						<input type="checkbox"/> Male, <input type="checkbox"/> Female
27						<input type="checkbox"/> Male, <input type="checkbox"/> Female
28						<input type="checkbox"/> Male, <input type="checkbox"/> Female
29						<input type="checkbox"/> Male, <input type="checkbox"/> Female
30						<input type="checkbox"/> Male, <input type="checkbox"/> Female


7/20 (C)

Source: Prepared by JICA Survey Team

Figure 13.4-3 Attendance Sheets No.1

Preparatory Survey for the Project for Landslide Risk Reduction on the Kokopo-Rabaul Coastal Trunk Road  
1st Public Consultation Meeting

Date & Time 26th May 2025, 10 AM - 12 PM  
Location Malapau Beach Resort



	Name	Organization Village Name	Designation - Position Occupation	Phone/Contact Number	Signature	Male, Female Please ✓ either.
1		Ringuna				Male, <input type="checkbox"/> Female
2		RANGUNA				Male, <input type="checkbox"/> Female
3		Ringuna				Male, <input type="checkbox"/> Female
4		MALAPAU	BALAN			Male, <input type="checkbox"/> Female
5		Regi	Ranguna			Male, <input type="checkbox"/> Female
6		Malapau				Male, <input type="checkbox"/> Female
7		BUR KARAVI				Male, <input type="checkbox"/> Female
8		KARAVI				Male, <input type="checkbox"/> Female
9		KARAVI				Male, <input type="checkbox"/> Female
10		KARAVI				Male, <input type="checkbox"/> Female
11		KARAVI				Male, <input type="checkbox"/> Female
12		KARAVI				Male, <input type="checkbox"/> Female
13		KARAVI	SELF EMPLOYE			Male, <input type="checkbox"/> Female
14		✓	✓			Male, <input type="checkbox"/> Female
15		BALANA TAMAM				Male, <input type="checkbox"/> Female
16		BALANA TAMAM				Male, <input type="checkbox"/> Female
17		KARAVI	BUS OWNER			Male, <input type="checkbox"/> Female
18						<input type="checkbox"/> Male, <input type="checkbox"/> Female
19						<input type="checkbox"/> Male, <input type="checkbox"/> Female
20						<input type="checkbox"/> Male, <input type="checkbox"/> Female
21						<input type="checkbox"/> Male, <input type="checkbox"/> Female
22						<input type="checkbox"/> Male, <input type="checkbox"/> Female
23						<input type="checkbox"/> Male, <input type="checkbox"/> Female
24						<input type="checkbox"/> Male, <input type="checkbox"/> Female
25						<input type="checkbox"/> Male, <input type="checkbox"/> Female
26						<input type="checkbox"/> Male, <input type="checkbox"/> Female
27						<input type="checkbox"/> Male, <input type="checkbox"/> Female
28						<input type="checkbox"/> Male, <input type="checkbox"/> Female
29						<input type="checkbox"/> Male, <input type="checkbox"/> Female
30						<input type="checkbox"/> Male, <input type="checkbox"/> Female


M/202

Source: Prepared by JICA Survey Team

Figure 13.4-4 Attendance Sheets No.2

**Preparatory Survey for the Project for Landslide Risk Reduction on the Kokopo-Rabaul Coastal Trunk Road**  
**1st Public Consultation Meeting**

Date & Time 26th May 2025, 10 AM -12 PM  
Location Malapau Beach Resort



	Name	Organization Village Name	Designation - Position Occupation	Phone/Contact Number	Signature	Male, Female Please v either.
1		KANINI	Welder			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
2		KANINI	Mechanic			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
3		HOLDE	Sub-Farmer			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
4		PENNIE	Sub Farmer			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
5		Malapau				<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
6		ENBPA	JOURNALIST			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
7		NG RANGUM	PASTOR			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
8		ROBERT				<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
9		KIKIL	Welder			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
10		KANINI	IT			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
11		AUSD Rabaul	LLG Manager			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
12		TEH SERVICES	Civil works Supervisor			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
13		RAUMAKUB	INHA DIV. OFFICER			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
14		HOSEA	KARAVI			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
15		MARTIN	KARAVI			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
16		ACKROY	Cooperatives Operator			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
17		TANGAK	Security			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
18		KARAVI	FARMER			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
19		VUNAMAMI	SELF EMPLOYED			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
20						<input type="checkbox"/> Male, <input type="checkbox"/> Female
21						<input type="checkbox"/> Male, <input type="checkbox"/> Female
22						<input type="checkbox"/> Male, <input type="checkbox"/> Female
23						<input type="checkbox"/> Male, <input type="checkbox"/> Female
24						<input type="checkbox"/> Male, <input type="checkbox"/> Female
25						<input type="checkbox"/> Male, <input type="checkbox"/> Female
26						<input type="checkbox"/> Male, <input type="checkbox"/> Female
27						<input type="checkbox"/> Male, <input type="checkbox"/> Female
28						<input type="checkbox"/> Male, <input type="checkbox"/> Female
29						<input type="checkbox"/> Male, <input type="checkbox"/> Female
30						<input type="checkbox"/> Male, <input type="checkbox"/> Female


2/20 (3)

Source: Prepared by JICA Survey Team

Figure 13.4-5 Attendance Sheets No.3

**Preparatory Survey for the Project for Landslide Risk Reduction on the Kokopo-Rabaul Coastal Trunk Road**  
**1st Public Consultation Meeting**

Date & Time: 26th May 2025, 10 AM - 12 PM  
Location: Malapau Beach Resort



Name	Organization Village Name	Designation - Position Occupation	Phone/Contact Number	Signature	Male, Female Please ✓ either.
[Redacted]	Balanataman	S/Employed	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Balanataman	S/Employed	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Balanataman	S/Employed	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Balanataman	S/Employed	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	KARAVI	S/Employed	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	KARAVI	S/Employed	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Ranguna	Layman	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Balanataman	W/Member	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	<del>Balanataman</del>		[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Karavi	W/Committee	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Karavi	W/Committee	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]			[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	President Balanataman		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Ward Member		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	BALANATAMAN		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	ULUATAMAN		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	BALANATAMAN MALAPAU	S/EMPLOYEE	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Balanataman	Committee	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Balanataman	✓	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Karavi	Elder	[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Karavi		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	RANGUNA		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	MALAPAU		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	MALAPA		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	RANGUNA		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	BALANATAMAN		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Balanataman		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	Malapau		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	MAKAP		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	<del>S...</del>		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
[Redacted]	KARAVI		[Redacted]	[Redacted]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female


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Source: Prepared by JICA Survey Team

Figure 13.4-6 Attendance Sheets No.4

**Preparatory Survey for the Project for Landslide Risk Reduction on the Kokopo-Rabaul Coastal Trunk Road**  
**1st Public Consultation Meeting**

Date & Time: 26th May 2025, 10 AM - 12 PM  
Location: Malapau Beach Resort



Name	Organization Village Name	Designation - Position Occupation	Phone/Contact Number	Signature	Male, Female Please ✓ either.
	Karavi	Sub-farmer			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	KARAVI	DRIVER			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	BALANATAMAN	OPERATOR			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	BALANATAMAN	DRIVER			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	BALANATAMAN	Sub-farmer			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	BALANATAMAN	SUB-FARMER			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	BALANATAMAN	DRIVER			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	BALANATAMAN	SUB-FARMER			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	NIXA BALATAMAN				<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	KUNA BALANATAMAN				<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	BALANATAMAN	TEACHER			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	BALANATAMAN	CARPENTER			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	BALANATAMAN	FARMER			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	BALANATAMAN				<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	RANGUNIR	FISHERMAN			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	KARAVI	CARPENTER/BUILDER			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	KARAVI	FARMER			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	KARAVI	MAGISTRATE			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	BALANATAMAN				<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	RANGUNA				<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	RANGUNA				<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	KARAVI				<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	TONGKAK	KARAVI			<input type="checkbox"/> Male, <input type="checkbox"/> Female
	MINALOM	MALAPAU			<input type="checkbox"/> Male, <input type="checkbox"/> Female
	KARAVI	Mechanic			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	KARAVI	LINE MARKING OPERATOR			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	KARAVI	MECHANIC			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	UNAMAMI	CITIZEN			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	KARAVI	CITIZEN			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	KARAVI	SECURITY			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	KARAVI	NIL			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
	KARAVI	SECURITY			<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female


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Source: Prepared by JICA Survey Team

Figure 13.4-7 Attendance Sheets No.5

Preparatory Survey for the Project for Landslide Risk Reduction on the Kokopo-Rabaul Coastal Trunk Road  
1st Public Consultation Meeting

Date & Time 26th May 2025, 10 AM - 12 PM  
Location Malapau Beach Resort



Name	Organization Village Name	Designation - Position Occupation	Phone/Contact Number	Signature	Male, Female Please ✓ either.
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	MALAPAU				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	BALWAN				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	BALANATAN				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	BALANATAN				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	MALAPAU				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	MALAPAU				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	MALAPAU				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	VUNAMAMI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	VUNAMAMI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	VUNAMAMI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	VUNAMAMI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	BUTUWIN				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	BUTUWIN				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
	KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female

(6)  
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Source: Prepared by JICA Survey Team

Figure 13.4-8 Attendance Sheets No.6

**Preparatory Survey for the Project for Landslide Risk Reduction on the Kokopo-Rabaul Coastal Trunk Road**

**1st Public Consultation Meeting**

Date & Time: 26th May 2025, 10 AM - 12 PM  
Location: Malapau Beach Resort


	Name	Organisation Village Name	Designation / Position Occupation	Phone/Contact Number	Signature	Male/Female Please ✓ either.
1		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
2		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
3		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
4		TINGANAL				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
5		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
6		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
7		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
8		LUGAT "				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
9		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
10		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
11		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
12		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
13		BU KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
14		BALANATANA				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
15		BALANATANA				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
16		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
17		BALANATANA				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
18		BALANATANA				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
19		MALAPAU				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
20		BALANATANA				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
21		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
22		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
23		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
24		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
25		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
26		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
27		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
28		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
29		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
30		KARAVI				<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female

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Source: Prepared by JICA Survey Team

Figure 13.4-9 Attendance Sheets No.7

**Preparatory Survey for the Project for Landslide Risk Reduction on the Kokopo-Rabaul Coastal Trunk Road**  
**1st Public Consultation Meeting**  
 Date & Time 26th May 2025, 10 AM - 12 PM  
 Location Malapau Beach Resort



No.	Name	Organization Village Name	Designation - Position Occupation	Phone/Contact Number	Signature	Male, Female Please ✓ either
1	[Redacted]	Karavi	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
2	[Redacted]	Karavi	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
3	[Redacted]	Karavi	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
4	[Redacted]	Karavi	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
5	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
6	[Redacted]	Karavi	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
7	[Redacted]	Karavi	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
8	[Redacted]	SAKAR	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
9	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
10	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
11	[Redacted]	MALAPAU	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female ✓
12	[Redacted]	MALAPAU	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
13	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
14	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
15	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
16	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
17	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
18	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
19	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
20	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
21	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
22	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
23	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
24	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
25	[Redacted]	KARAVI	[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input checked="" type="checkbox"/> Female
26	[Redacted]		[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input type="checkbox"/> Female
27	[Redacted]		[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input type="checkbox"/> Female
28	[Redacted]		[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input type="checkbox"/> Female
29	[Redacted]		[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input type="checkbox"/> Female
30	[Redacted]		[Redacted]	[Redacted]	[Redacted]	<input type="checkbox"/> Male, <input type="checkbox"/> Female

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Source: Prepared by JICA Survey Team

Figure 13.4-10 Attendance Sheets No.8



**Preparatory Survey for the Project for Landslide Risk Reduction on the Kokopo-Rabaul Coastal Trunk Road**  
**1st Public Consultation Meeting**

Date & Time: 26th May 2025, 10 AM - 12 PM  
Location: Malapau Beach Resort



No.	Name	Organization Village Name	Designation - Position Occupation	Phone/Contact Number	Signature	Male, Female Present - with:
1	[REDACTED]	KALICARAVI	DRIVER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
2	[REDACTED]	OM RANGUNA	Carpenter	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
3	[REDACTED]	BET KARAVI	DRIVER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
4	[REDACTED]	UA KARAVI	DRIVER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
5	[REDACTED]	git KARAVI	DRIVER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
6	[REDACTED]	Y KARAVI		[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
7	[REDACTED]	TAMAI KARAVI		[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
8	[REDACTED]	DOHTA- KARAVI	WAPENTER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
9	[REDACTED]	KARAVI	(MYM) Nacton	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
10	[REDACTED]	BALANATAMAN	SELF EMPLOYE	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
11	[REDACTED]	TUAE KARAVI		[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
12	[REDACTED]	KARAVI	KAPENTER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
13	[REDACTED]	BALANATAMAN	FARMER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
14	[REDACTED]	[REDACTED]	DRIVER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
15	[REDACTED]	LONG KARAVI	GAILICEE	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
16	[REDACTED]	[REDACTED]	DRIVER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
17	[REDACTED]	[REDACTED]	DRIVER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
18	[REDACTED]	KARAVI	WELDER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
19	[REDACTED]	UKUBUR	KARAVI	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
20	[REDACTED]	GIL KARAVI	DRIVER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
21	[REDACTED]	KUKUP.	DRIVER.	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
22	[REDACTED]	KARAVI	DRIVER	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
23	[REDACTED]	RITA KARAVI	S/EMPLOY	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
24	[REDACTED]	SACK		[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
25	[REDACTED]	KANINI		[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
26	[REDACTED]	ETE	KARAVI	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
27	[REDACTED]	MAIAP	KARAVI	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
28	[REDACTED]	ARISA	KARAVI	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male, <input type="checkbox"/> Female
29						<input type="checkbox"/> Male, <input type="checkbox"/> Female
30						<input type="checkbox"/> Male, <input type="checkbox"/> Female

Source: Prepared by JICA Survey Team

Figure 13.4-12 Attendance Sheets No.10

### 13.4.1 Minutes of Meeting RAP Consultation Meeting at Karavi Bridge

**Table 13.4-3 Meeting Minutes**


Date and Location	Major Participants			
	Organization	Designation	Name	
<b>Date:</b> 13 <sup>th</sup> October 2025  <b>Location:</b> Karavi Bridge	East New Britain Provincial Administration (ENBPA) Division of Lands & Physical Planning (DLPP)	Advisor		
	ENBPA-DLPP	Valuer		
	ENBPA-DLPP	Surveyor		
	JST (OCG)	Environmental & Social Consideration Specialist		
	JST (OCG)	Project Assistant		
	JST (ENRD)	Environmental Specialist		
	Land & Property Administrator	Land Administration Specialist		
	Balanataman	Affected people		
Number of Total Participants	Total: 48			
Agenda				
✓ Opening Remarks ( ) ✓ Opening Prayer – (JST ENRD) ✓ Opening Remarks - (JST ENRD) Closing Prayer – (JST ENRD)				
Major Opinion and Summary of Discussion				
<p>This was a second consultative meeting held at the Karavi bridge following the first held on the 26<sup>th</sup> of May 2025. The community leaders like the ward members were not present at this second meeting despite being advised of it. Of the three or four communities (Karavi, Balanataman, Ranguna and Kuradui) that will be affected by this project only Balanataman attended. [redacted] advisor of Division of Lands &amp; Physical Planning welcomed everyone and made few good remarks regarding the project and made an introduction of the members of the team which comprises of two JICA officials ([redacted]), her team from lands Division and [redacted] as well as [redacted]. She highlighted the purpose of the meeting and stressed that the meeting was just a repetition of the earlier or the last meeting held on the 26<sup>th</sup> of May 2025. She did emphasize the importance of the project and what JICA's desire is when it comes to the actual construction phase of the project. The highlight of the discussion as stated by [redacted] is the compensation component of the project which is the main purpose or subject of the meeting or gathering at Karavi.</p> <p>Leo JST Shared the same sentiments as [redacted] that the meeting is an awareness similar to the first meeting held in the same place on the 26<sup>th</sup> of May 2025. That the main issue of discussion is compensation and that Department of Work &amp; Highways (DoWH) has made a PIP submission for the government to allocate some funding for the administration of properties that will be affected during the road construction phase.</p> <p>[redacted] emphasized that continuous inhaling of dust particles generated by the sand sediments on the road has and will have an adverse effect on the health of everyone living along the road corridor therefore this project should not be stalled by any means. Appreciated and was grateful for the communities' support and understanding unlike in some other parts of the country where the desire for money supersedes the benefits to be gained in the long run of any particular service, eg. Schools, health facilities and roads. Reiterated the PIP submission by DoWH to address the compensation issue and that it will take effect next year 2026 and will depend again on the data that the team will gather and upon compilation and submission of the final report by 25<sup>th</sup> October 2025.</p>				
No.	Major Opinion and Answer			Reaction of questionnaire
	Question/Comment		Answer	
	Name/ Position	Question	Name/ Position Answer	
1	Community Leader of Balanataman	<b>Comments:</b> Raised an issue of additional planting or erection of road side markets or any other improvements after learning of the governments compensation towards those that will be affected by	[redacted] As of the 13 <sup>th</sup> until the 25 <sup>th</sup> October 2025 whatever data/information the team can gather will be processed for compensation and anything after this specified date will not be considered or processed.	

		the construction of the section of the road.		Requested for honesty from the local community and that they should refrain from planting or putting up new structures as of the date of the meeting.	
	Community Leader			Everyone should act responsibly for the good of all parties and fore most the project which will benefit the local community  This road is the economic lifeline of the Kokopo people. All goods supplied by stores and market are transported through this road and it is paramount that the rehabilitation of the road must proceed as planned.	
	Community Leader (Male)	<b>Suggestion:</b> That everyone including those further in from the road side should also be consulted. Excluding them might cause some confusion that can affect the project.	JST	There is no need to include those further in unless they are also going to be affected	Accepted the answer
2	Community Leader (female)	<b>Suggestion:</b> The attendance shows the reluctance of those who do not want to attend as the project will not directly affect them and suggested that any future meetings should involve only	ENBPA Lands Advisor	The officers are there to do whatever is required of them as government officers. Any negativity expressed by any parties is not healthy for such a project and it does not affect the officers in executing their job and that the officers are only assisting the JICA team and the consultant in disseminating the information to whoever is going to be affected by the project. Concurred with the woman leader on her suggestion and mention that any future meetings will exclude those who are not going to be affected.	The woman leader accepted the response.

Source: Prepared by JICA Survey Team

Note:

Preparatory Survey for the Project of Landslide Risk Reduction on the Kokopo-Rabaul Coastal Trunk Road  
Public Consultation Meeting for Resettlement Action Plan (RAP) Survey  
Date & Time: 06 October 2025  
Location:




No.	Name	Organization/Village Area	Designation	Place/Contact Number	Signature
1	[REDACTED]				
2	[REDACTED]	BALANATAMAN KARAWI	villager		
3	[REDACTED]	Balanataman	villager	●	
4	[REDACTED]	Balanataman	villager	●	
5	[REDACTED]	"	villager	●	
6	[REDACTED]	"	"	●	
7	[REDACTED]	"	"	●	
8	[REDACTED]	"	"	●	
9	[REDACTED]	"	"	●	
10	[REDACTED]	MALI BAY BELI (ILPA)	"	●	
11	[REDACTED]	"	"	●	
12	[REDACTED]	"	"	●	
13	[REDACTED]	"	"	●	
14	[REDACTED]	"	"	●	
15	[REDACTED]	"	"	●	
16	[REDACTED]	"	"	●	
17	[REDACTED]	BAJANATAMAN	"	●	
18	[REDACTED]	"	"	●	
19	[REDACTED]	BAI	"	●	
20	[REDACTED]	Community leader			
21	[REDACTED]	Lands Division	Surveyor		
22	[REDACTED]	Lands Division	VALUER		
23	[REDACTED]	Balanataman	villager		
24	[REDACTED]	Ranguna	Villager		
25	[REDACTED]	Balanataman	Villager		
26	[REDACTED]	Balanataman	"	●	
27	[REDACTED]	Balanataman	"	●	

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Source: Prepared by JICA Survey Team

Figure 13.4-13 Name list for the RAP Public Meeting attendees at Karavi Community Market

Preparatory Survey for the Project for Landslide Risk Reduction on the Kokopo-Rabaul Coastal Trunk Road  
Public Consultation Meeting for Resettlement Action Plan (RAP) Survey  
Date & Time: 01 October 2020  
Location :



No.	Name	Organization/Village Name	Designation	Phone/Contact Number	Signature
1		BALUNAN		●	
2		BALUNAN		●	
3		BALANATAMAN		●	
4		BALANATAMAN		●	
5		BALANATAMAN		●	
6		BALANATAMAN		●	
7		BALANATAMAN		●	
8		BALANATAMAN		●	
9		MON RANGUNA		●	
10		BALANATAMAN		●	
11		BALANATAMAN		●	
12		BALANATAMAN		●	
13		EN BALANATAMAN		●	
14		UE BALANATAMAN		●	
15		DEL BALANATAMAN		●	
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					

Page No. 2

Source: Prepared by JICA Survey Team

Figure 13.4-14 The RAP Public Meeting at Karavi Community Market



Source: Prepared by JICA Survey Team

Figure 13.4-15 The RAP Public Meeting at Karavi Community Market

### 13.4.2 Minutes of Meetings -2nd Public Consultation Meeting for IEE and RAP Survey Report Update and Consideration

**Background**

1. Refer to Attached Meeting Notice and Agenda Items
2. Initial Schedule for this Public Consultation and Presentation was proposed for the 8th of December 2025. Due to heavy rain and project site community programs the scheduled meeting was postponed to the 9th of December 2025.
3. However, the JICA team, local consultant and the Karavi Ward Member made a courtesy visit to [REDACTED] Member for Kokopo who was at his village resort at Malapau beach front. The brief visit turned out to be a very significant meeting and issues discussed with the [REDACTED] Member are incorporated in this meeting minutes.
4. The rain continued through to the 9th December meeting was conducted in two (2) separate locations due to Kokopo District and the province's the continuous rain

**Table 13.4-4 Minutes of Meetings -2nd Public Consultation Meeting for IEE and RAP Survey Report Update and Consideration**

Date and Location	Major Participants		
	Organisation	Designation	Name
<b>Date:</b> 8 <sup>th</sup> December 2025  <b>Location:</b> Malapau Beach Resort	Kokopo District Development Authority (KDDA)	Kokopo Open Member MP and Chairman - KDDA	[REDACTED]
	Karavi Ward	Member	[REDACTED]
	JST (OCG)	Environment & Social Consideration Specialist	[REDACTED]
	JST (OCG)	Project Assistant	[REDACTED]
	JST (ENRD)	Environmental Specialist	[REDACTED]
<b>Major Opinion and Answer</b>			
Discussions highlighted below are the summarized views and comments of the Member for Kokopo Open Electorate in which this project falls in. [REDACTED] after a short introduction gave a short brief on the IEE and RAP survey and field examination of the project.			
<ol style="list-style-type: none"> <li>1. The JICA team and the Karavi Ward member paid a courtesy visit to brief the [REDACTED] for Kokopo of the RAP and IEE Report being completed.</li> <li>2. [REDACTED] welcomed us and was very pleased with the IEE and RAP preparation and survey work.</li> <li>3. He said, the project is a very important for his electorate, the ENB Province and PNG as a whole because, it links up with Kokopo and Rabaul for trade and eases access to Simpson Harbor (Rabaul Port) for export and importation of agriculture products and general merchandizing.</li> <li>4. He said his district and the province has a long history with the people of Japan especially participating in the 2<sup>nd</sup> world War in then 1942. It is pleasing it to see Japan involve with technical and funding support in the development of Kokopo District and ENBP.</li> <li>5. He would seek more understanding with JICA and the Japanese government to develop Tourism opportunities with Kokopo City sister city with a one of the Japanese Cities in the future.</li> <li>6. The [REDACTED] Member stressed that the 2.4km road project traverses through a Free Hold State Lease land. The rights of the original traditional land owners were acquired from the forefathers for large scale plantation development, currently known as Malapau Plantation.</li> <li>7. He said there is no customary land within the 2.4km road. Thus, there should be no issue relating to land acquisition as the land is now a State Land.</li> <li>8. Any form of community consultations shall be with the land users who have a user right over a parcel of land that they dwell and have carried out some land use development.</li> <li>9. Kokopo District Development Authority and the ENBPG with the Lands Department are currently working on the Free Hold Lease land, subdividing the plantation land into blocks, register the blocks of land, issue titles to the subdivisions and give it to the identified block holder.</li> <li>10. Thus, for the purpose of this project, the approach has been made plainly clear that, the developments are carried out in a State Land (Free Hold Lease Land).</li> </ol>			
<b>Participants of the Meeting No# 2 9<sup>th</sup> December 2025</b>			
Date and Location	Major Participants		
	Organization	Designation	Name
<b>Meeting Venue:</b>	Karavi Ward	Member	[REDACTED]

Karavi Community Hall	JST (OCG)	Environment & Social Consideration Specialist	[REDACTED]
	JST (OCG)	Project Assistant	[REDACTED]
	JST (ENRD)	Environmental Specialist	[REDACTED]
		PAP	[REDACTED]
		PAP	[REDACTED]
		PAP	[REDACTED]
		PAP	[REDACTED]
		PAP	[REDACTED]
		DoWH	[REDACTED]
		Land Use Officer- Lands ENBPA	[REDACTED]
Number of Total Participants	Total No: 12 (Males=7, Females= 5)		
<b>Agenda Items, Discussions and the Views of the PAPs and communities that attended.</b>			
<ul style="list-style-type: none"> <li>✓ Due the heavy rain, the public community turn was restricted to only people who would be directly affected during the project implementation phase. Thus, it was agreed between the Ward Member and Messrs [REDACTED] that we can talk with each affected persons and household regarding the impacts and compensation assessment and consideration based on JICA teams field survey and initial environment and social examinations.</li> <li>✓ Apparently, the JICA team and the relevant statutory authorities like DoWH and ENBPA have conducted a few Public Consultation Meetings in last few months. The local communities being adequately educated have received the various concerns and project implications to the communities. They have supported the project technical teams with the various studies and field surveys. The technical team has held several talks with the affected PAPs. In this meeting the JICA team shared the RAP and IEE report and concerns one on one explaining the community concerns, inform them of their properties and assets being evaluated and assessed for compensation payments.</li> <li>✓ The community members and the PAPs were very happy and the general comment was that the project is important to them. They stressed that whatever arrangement in terms of compensating them for the loss of properties and structure is well appreciated. They pledged support to the project and appropriate civil works to solve the dust and flooding issues that has affected the communities for a long time.</li> <li>✓ The community members also acknowledge that the road traverses through the state freehold lease plantation land. They also appreciate the efforts put in by the Kokopo District Development Authority, the ENBPA, the Lands and Survey Division and the DoWH for the current project proposal and the allocation of the plantation into family blocks and the processing of the land title.</li> <li>✓ The JICA Team, the ENBPA and DoWH have introduced and inform the local communities regarding the focal point to address further queries and clarification including the expression of grievances for the project. The Focal Points were:  [REDACTED]</li> </ul> <p>The PAPs also shared their contacts and WhatsApp numbers with Messrs. [REDACTED]</p> <p>However, it was stressed that DoWH being the custodian of all road projects in PNG, DoWH Safeguard Branch shall address all concerns relating to project management and monitoring.</p> <p style="text-align: center;">The RAP and IEE Report and Presentation at Karavi ended at around 10:15am.</p>			
<b>Participants of the Meeting No# 3 9<sup>th</sup> December 2025</b>			
<b>Date and Location</b>	<b>Major Participants</b>		
	<b>Organization</b>	<b>Designation</b>	<b>Name</b>
<b>Meeting Venue:</b> [REDACTED] residential area within the Ranguna Community	Ranguna Ward	Former Member	[REDACTED]
	JST (OCG)	Environment & Social Consideration Specialist	[REDACTED]
	JST (OCG)	Project Assistant	[REDACTED]
	JST (ENRD)	Environmental Specialist	[REDACTED]
	DoWH	Provincial Engineer	[REDACTED]
	Lands ENBPA	Land Use Officer-	[REDACTED]
		PAP	[REDACTED]
		PAP	[REDACTED]
		PAP	[REDACTED]
		PAP	[REDACTED]



2. There were no conflicting issues with traditional landowners and the Free Hold State Lease.
3. The local community and block holders are living on the plantation land as users until such time, the land is formally reverted back to the traditional landowners and block owners, subdivide the land into blocks with portion titles.
4. There would be no further expansion on the road width along the existing road corridor and the RoW.
5. The only concern for any form of land clearance that would require full land acquisition would be identified near the two Karavi and Ranguna bridge. The land acquisition plan would await the final engineering design. Once the final engineering is appropriated, the land surveyor will carry out the land survey for acquisition with the Kokopo District Development Authority (KDDA) and the ENBPA.
6. The identified PAPs whose land developments, improvement and properties have been assessed and evaluated for compensation payments. The full assessment report and compensation payment schedules are described and included in the RAP Reports.
7. The PAPs and the community at large are fully in support of the Road Upgrade Project. They pledged not to sabotage the project with unnecessary demands and complaints. They appreciated JICA, DoWH, KDDA and the ENBPA for the RAP survey and social considerations and appreciating the existing land developments like gardens, tree crops and structures that have been identified for compensation before the execution of the project.
8. They would contact the focal point contacts in Messrs [REDACTED] (JICA), [REDACTED] (ENBPA) and DoWH (Social and Environment Safeguard) for further queries.
9. The important people to deal with in this project are the community leaders and the Ward members. Every member of the community, they adhere to the leadership provided by the community leaders.



Source: Prepared by JICA Survey Team

**Figure 13.4-16 Photos from Meeting # 1. Malapau Beach Resort (08th Dec 2025)**





Source: Prepared by JICA Survey Team

**Figure 13.4-19 Meeting # 3 Ranguna Village (Mr. Uralom Roro - Residential Area) and Attendance Lists**

**13.4.3 Minutes of Meetings -Protocol Visit and Update Meeting with the new Ranguna Ward Member-**

**2nd RAP MEETING MINUTES**

Date: 16TH December 2025

Venue: [Redacted]'s Residence, Ranguna Community, Raluana LLG, Kokopo District, ENBP

Time: 14:00pm

Attendees: [Redacted]

[Redacted]

8. Community and Household Members

Agendas

1. Protocol Visit to [REDACTED]

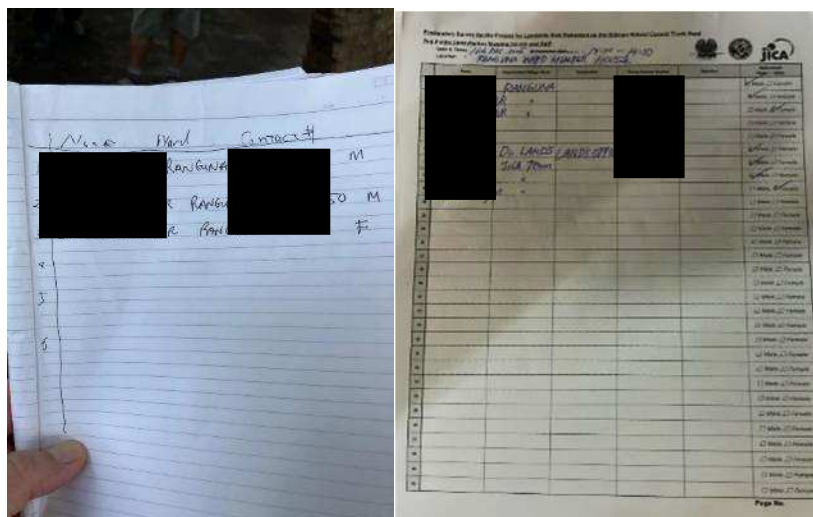
Meeting Minutes

2. Inform and Update of the JICA team's RAP Survey Work carried in Ranguna and the project area. This outline of activities was shared with him because he was elected Ward Member in the recent Ward Council Election in late November and early December 2025.
3. After a brief introduction and greeting we wasted no time to but clear out an allegation by [REDACTED] that the rap survey was not carried out properly because he missed identifying his tree crops from his block and also the new Ward member was not involved in the RAP meeting.
4. [REDACTED] explained the process and steps taken to account for all properties and gardens crops and fruits tree for proper compensation before the project starts. Apparently, the former Ward Member who participated heavily and the new elect- ward member are biological brothers. Making reference to consideration and accountability provided earlier by the former member [REDACTED], that every landowner who has right of ownership over the properties and assets were all counted.
5. [REDACTED] appreciated the work and thanked the JICA and Provincial Lands Team for a good work to improve the current road condition. There was no further issue relating to the earlier allegation by [REDACTED] because [REDACTED] explained that the former Ward member ensure the approach taken were transparent and considered every PAPs in this endeavor. The investigations were carried out visibly and audibly, making the field survey and data collection very were transparent and evidence base.
6. The meeting came to a stop at 14:30pm.



Source: Prepared by JICA Survey Team

**Figure 13.4-20** Photos of Participants at Ranguna Village (2nd RAP Consultation 4th with [REDACTED] and their attendance list



Source: Prepared by JICA Survey Team

Figure 13.4-21 Names list for meeting participants at Ranguna Community with [REDACTED]

#### 13.4.4 Invitation to 2nd Public Consultation Meeting

The Government of Papua New Guinea through the Department of Works and Highways (DOWH) proposes to undertake the Project for Landslide Risk Reduction on the Kokopo-Rabaul Coastal Trunk Road with funding from the Government of Japan (Japanese Grant).

In this regard, the Government of Japan has commissioned the Japan International Cooperation Agency (JICA) to conduct two specific Preparatory Survey for appraisal of the Project. The first preparatory survey was the Initial Environmental Examination (IEE) or a preliminary Environment Impact Assessment and the second survey was the Resettlement Action Plan (RAP) covering the Socio-Economic aspect and implication like land acquisition, compensation and land evaluation issues.

JICA team with support from DoWH and Lands Division, ENBPA have conducted the first Public Consultation for the IEE on the 26th of May 2025 while RAP survey was conducted on the 13th of October 2025, both meetings were at Karavi Bridge, Kokopo.

Presently, the JICA consulting team has conducted respective feasibility studies and surveys and have produced their first drafts. As part of the preparatory survey activities and JICA Guidelines and processes, the 2nd public consultation meeting will be held again on the 09th of December 2025.

The Purpose of the Public Consultation: -

- To inform the public on the IEE and RAP reports and its respective implications.
- PAPS considerations and discussions of the two reports on issues pertaining to the environmental and social -economic considerations for the project.
- To elicit feedback to inform project design and implementation

The public consultation meeting will be facilitated by the Department of Works and Highways (DOWH) (the Project Proponent), Division of Lands and Physical Planning, JICA Survey Team, and ENRD Systems Management Services Limited (local environmental consultant).

This meeting is the 2nd of the two meetings to be conducted during the preparatory survey.

#### Agenda and Program

Project: The Landslide Risk Reduction and Upgrade on the Kokopo-Rabaul Coastal Trunk Road

Date: 09th December 2025

Venue: Karavi Community Hall, Karavi Villages

Time: 8:00am to 10:00pm for the IEE Report Presentation  
10:30am to 2:00pm for the RAP Presentation

Time Item

08:00-8:25am Registration

- 8:25 -8:45am Opening Remarks (KDDA, DOWH & LANDS ENBPA) 5 minutes each speaker
- 8:40 - 9:00am Presentation of Project Outline (DOWH)
- 9:00 -9:30am Presentation of IEE Survey (JICA Survey Team)
- 9:30 - 10:00am Exchange Opinions, Questions and Answers

**BREAK**

- 10:30 – 11:30am Presentation of the RAP Survey (JICA Survey Team)
- 11:30 - 1:30pm Exchange Opinions, Questions and Answers
- 1:30 - 2:00pm Closing Remarks (ENBPA, KDDA, DOWH)

For Enquires:

Contact Person [REDACTED]

### **13.5 Land Acquisition Process**

Process involved with Acquiring hold Lease Land in PNG – UPSTREAM OF BRIDGE IMPACTED AREA Karavi–Kuradui

The upstream areas of Karavi and Ranguna rivers are freehold land with pre-allocated block holders, the process requires both title-owner negotiations and block holder compensation. All steps must comply with the Land Act 1996, and acquisition must follow a fair, transparent, and consultative procedure.

1. Preliminary Assessment & Confirmation of Need
  1. Engineering Assessment  
Project engineers confirm whether upstream land is required to support road and bridge design, drainage, erosion control, flood mitigation, or realignment needs.
  2. Impact Mapping  
Produce maps showing the exact parcels affected in Karavi and Ranguna.
  3. Land Status Verification  
Confirm that the area is freehold land and identify all official block holders and title owners.
2. Legal & Administrative Verification
  1. Title Search (DLPP / Provincial Lands Office)  
Verify land title details, current legal owners, boundaries, and encumbrances.
  2. Check Subdivision Approval  
Ensure that block allocations are formally recognized by the Lands Department.
  3. Determine Applicable Laws  
Acquisition will follow the Land Act 1996 (as amended), particularly provisions for acquisition of freehold land for public purpose.
3. Stakeholder Identification & Notification
  - Identify Key Stakeholders
    - Freehold land title owner(s)
    - Block holders/settlers
    - Clan or community representatives (if customary claims exist)
    - Provincial Lands, District Administration, and LLG
  - 1. Formal Notification  
Issue written notifications of the project's intention to conduct assessments or possible acquisition.
  - 2. Community Awareness Meeting and Explain:
    - nature of the project
    - reason for possible land acquisition
    - rights of landowners and block holders
    - compensation principles
    - survey and valuation timelines
4. Land Survey & Boundary Confirmation
  1. Physical Survey of Impact Area o Licensed surveyor conducts boundary marking, GPS pickups, and establishes the exact area required.
  2. Demarcation of Affected Blocks

- Identify which blocks (or portions) will be impacted and the extent of the impact.
3. Survey Plan Preparation  
Prepare a cadastral survey plan for submission to the Surveyor General.
  5. Valuation of Land & Improvements
    1. Market Valuation o PNG Valuer-General or accredited valuer assesses:  
land value  
crops, structures, and improvements  
economic trees and gardens
    2. Assessment for Disturbance Compensation  
For block holders:  
relocation cost  
loss of use  
disturbance allowance (where eligible)
  6. Negotiation with Landowners & Block Holders
    1. Negotiation with Freehold Title Owner  
o Agree on purchase price or compensation.
    2. Consultation with Block Holders  
Determine: -  
compensation for improvements  
relocation support  
alternative land arrangements (if available)
    3. Mediation (if needed)  
Provincial Lands Office facilitates mediation if disputes arise.
  7. Finalization of Acquisition
    1. Formal Offer & Acceptance  
Government issues a formal offer for land purchase.  
Landowner signs acceptance, witnessed by Provincial Lands.
    2. Execution of Transfer Instruments  
Completion of, Transfer of Title, Deed of Sale, Land Purchase Agreement
    3. Registration  
Instruments lodged with the Registrar of Titles to officially transfer land to the State.
  8. Payment of Compensation
    1. Payments to Land Title Owner  
Lump-sum payment as per valuation and agreed compensation.
    2. Payments to Block Holders  
Compensation for structures, crops, and other improvements.
    3. Relocation Assistance  
If required, provide reasonable relocation support and grace period for vacating.
  9. Handover of the Land to the Project
    1. Land Clearance o Ensure all compensated settlers have vacated.
    2. Handover Certificate o Provincial Lands and Project Management issue a site handover certificate.
    3. Construction Access Granted o Contractor receives authorization to proceed with works.

### **13.5.1 Extract from the Section 52 of the Lands Act 1996, interpreting why Reserve.**

Special Purpose Lease to be Granted over Reserve Land

s. 51.

*Land 1996*

**51. INCORPORATION OF TRUSTEES.**

Trustees appointed under Section 50—

- (a) are a corporation; and
- (b) have perpetual succession; and
- (c) shall have a common seal; and
- (d) are capable of suing and being sued in their corporate name.

**52. SPECIAL PURPOSES LEASE TO BE GRANTED OVER RESERVED LAND.**

Where Government land is reserved from lease, the land shall not be granted on application or tender, and a special purposes lease over the land shall be issued and registered in the name of the Independent State of Papua New Guinea.

Lands Act 1996

Section 52. SPECIAL PURPOSE LEASE TO BE GRANTED OVER RESERVE LAND

Where Government land is reserved from lease, the land shall not be granted on application or tender or a special purpose lease over the land shall be issued and registered in the name of the Independent State of Papua New Guinea

### **13.6 Draft Consent Agreement Form**

#### **Draft Consent Agreement Form**

Karavi Ward to Kuradui Ward Road Improvement Project Kokopo District, East New Britain Province

#### **PARTIES TO THIS AGREEMENT**

This Consent, Compensation and Agreement Letter is made and entered into on this \_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_, between:

##### **A. Ward Members and Block Holders**

Representing landowners, settlers, and block holders within Karavi Ward and Kuradui Ward, whose lands, assets, or livelihoods may be affected by the Karavi–Kuradui Road Improvement Project (hereinafter referred to as “the Landholders”).

AND

##### **B. Implementing Authority / Project Proponent**

The authority responsible for the Karavi–Kuradui Road Improvement Project (hereinafter referred to as “the Project”).

##### **WITH C. Witness**

ENBP Advisor Lands, East New Britain Provincial Administration, acting as an independent witness and technical advisor on land and compensation matters.

#### **PURPOSE OF THIS AGREEMENT**

The purpose of this Agreement is to:

Confirm the free, prior and informed consent of ward members and block holders for the implementation of the Karavi–Kuradui Road Improvement Project;

Record the agreement on compensation for land, structures, crops, trees, and any other assets affected by the Project; and

Establish mutual understanding and cooperation between the Landholders and the Project Proponent to ensure smooth project implementation.

#### **DESCRIPTION OF THE PROJECT**

The Project involves the improvement, upgrading and associated works along the road corridor from Karavi Ward to Kuradui Ward, including but not limited to:

Road widening and upgrading;

Bridge and drainage works;

Ancillary works such as culverts, embankments, and safety features.

#### **CONSENT BY LANDHOLDERS**

We, the undersigned Ward Members and Block Holders, hereby:

Acknowledge that the Project has been explained to us in a clear and understandable manner;

Confirm that consultations and awareness have been conducted within our wards and blocks;

Give our full consent for the Project to proceed through our respective lands, subject to the terms of this Agreement; and

Agree to allow access to the Project area for surveys, construction, and supervision works.

#### **COMPENSATION AGREEMENT**

The Project Proponent agrees to provide fair and agreed compensation for all affected land, crops, trees, structures, and other assets in accordance with:

Applicable laws of Papua New Guinea; o Provincial and district guidelines; and

Valuation and assessment reports.

Compensation shall be:

Assessed transparently; o Paid to the rightful block holders or affected persons; and o Completed prior to or during construction as agreed.

Acceptance of compensation shall not affect the rights of landholders to raise concerns through agreed grievance mechanisms.

#### **ROLES AND RESPONSIBILITIES**

Landholders agree to:

Cooperate with the Project implementation;

Avoid obstruction or interference with construction activities once compensation is settled.

Project Proponent agrees to:

Respect land ownership and customary/freehold rights;

Minimize impacts where possible; and

Honor all compensation commitments.

**DISPUTE RESOLUTION**

Any disputes arising from this Agreement shall be addressed through:

Ward-level consultation and mediation;

District and Provincial Lands Offices; and

Other lawful mechanisms if unresolved.

**VALIDITY OF AGREEMENT**

This Agreement shall take effect from the date of signing and shall remain valid for the duration of the Karavi–Kuradui Road Improvement Project.

**SIGNATURES**

By signing below, the parties confirm that they understand and agree to the terms of this Consent, Compensation and Agreement.

**A. WARD MEMBERS / BLOCK HOLDERS**

Name	Ward / Block	Signature	Date

**B. PROJECT PROPONENT / IMPLEMENTING AUTHORITY**

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Signature: \_\_\_\_\_

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

**C. WITNESS**

ENBP Advisor Lands

East New Britain Provincial Administration

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

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

This document is executed in good faith as evidence of consent and agreement for the Karavi to Kuradui Road Improvement Project.

**13.6.1 Consent Form to enter the village communities to carry out the project questionnaires and interactions with the communities.**

**The Kokopo Rabaul Coastal Road  
CONSENT FORM**

Village/Community: **Ranguna** District: **Kokopo**  
Ward # **8** LLG: **Raluana** Province: **East New Britain**

I, the Ward Councilor/Member: [Redacted]


**Give Consent to:**

7. Government Officers, JICA Consultants and their sub-Consultants involved with the Kokopo Rabaul Coastal Road Landslide Prevent and Road Up-Grade Project to investigate and evaluate the current status of the land, account for the area's demography, and assess the socio-economic environment of the inhabitants within the 20metre road width that stretches for 2.4km, starting from Butuwin and terminates at Kuradui. Refer to the Satellite Imagery marked road alignment.

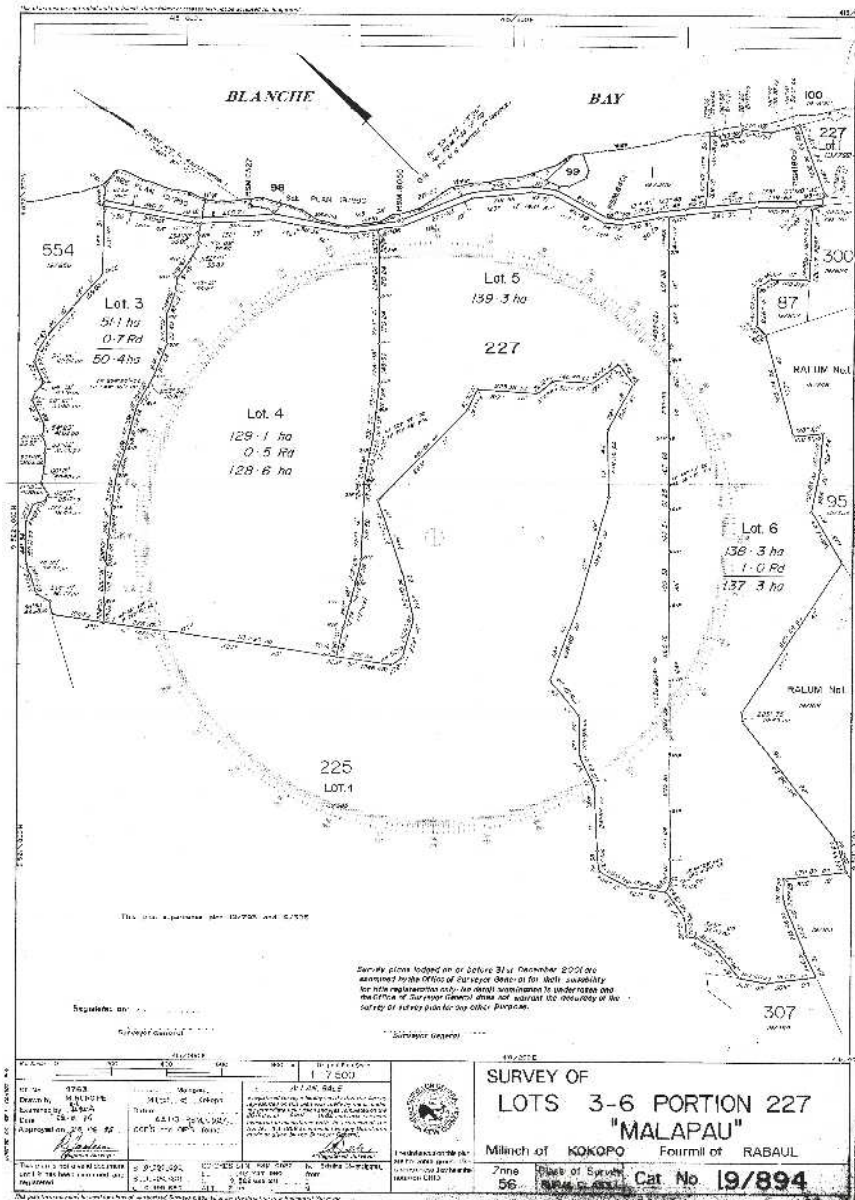
8. People who occupy or live along these sections of the Kokopo Rabaul Road shall be at liberty to be interviewed and provide true and accurate information to the Land Investigation Team led by Leo Mandeakali, the sub-Local Consultant for the RAP exercise sponsored by JICA with collaboration from Department of Works and Highways (GoPNG):

Block Land Representative being interviewed is: **Paulo Woron**  
from the ... **Kulpipi**.....Clan, Block #: .....

Witnessed by: ..... Dated: -15<sup>th</sup> October 2025  
[Redacted]  
Director – Division of Lands  
East New Britain Province

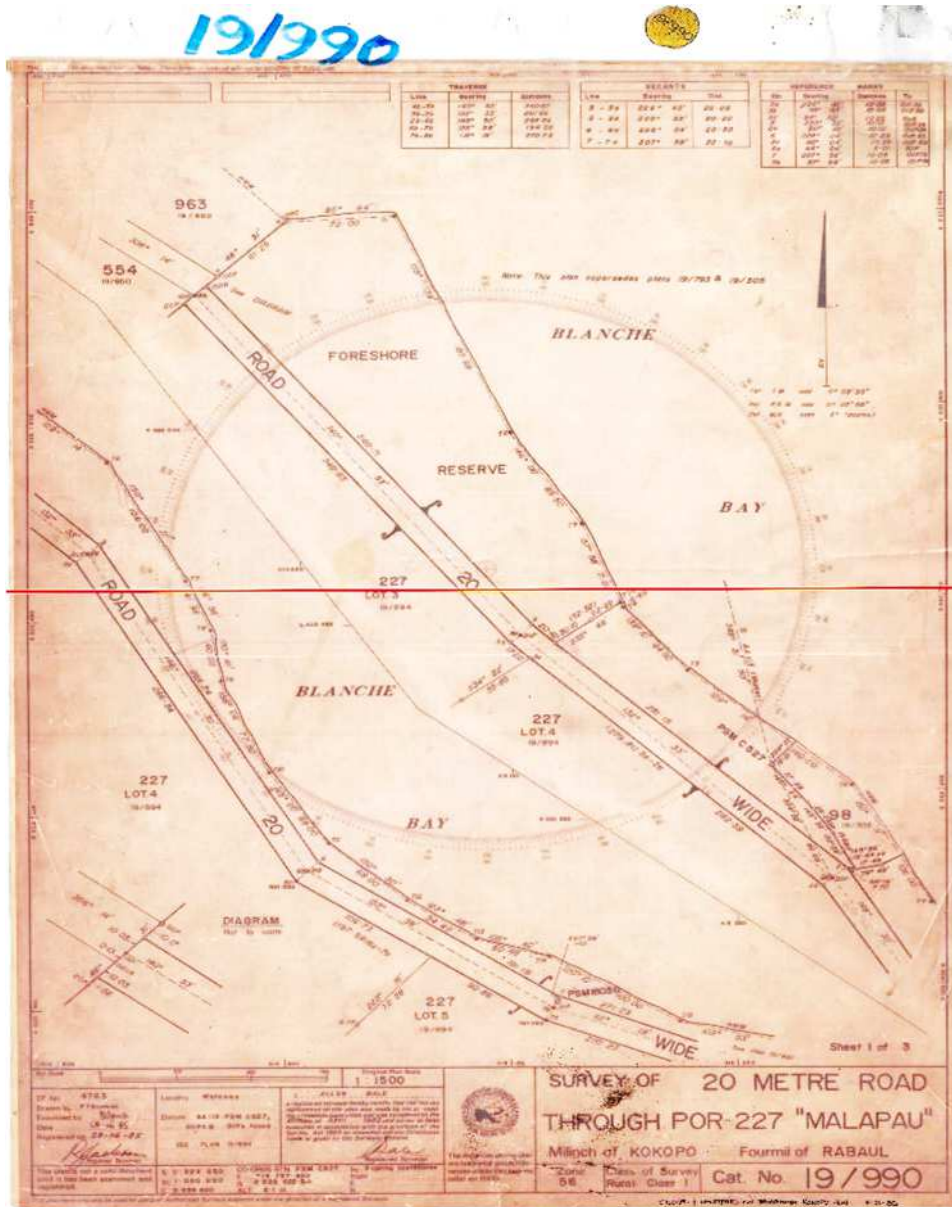


13.7 Project Title Map and Cadastral Maps



Source: ENBPA DoLPP

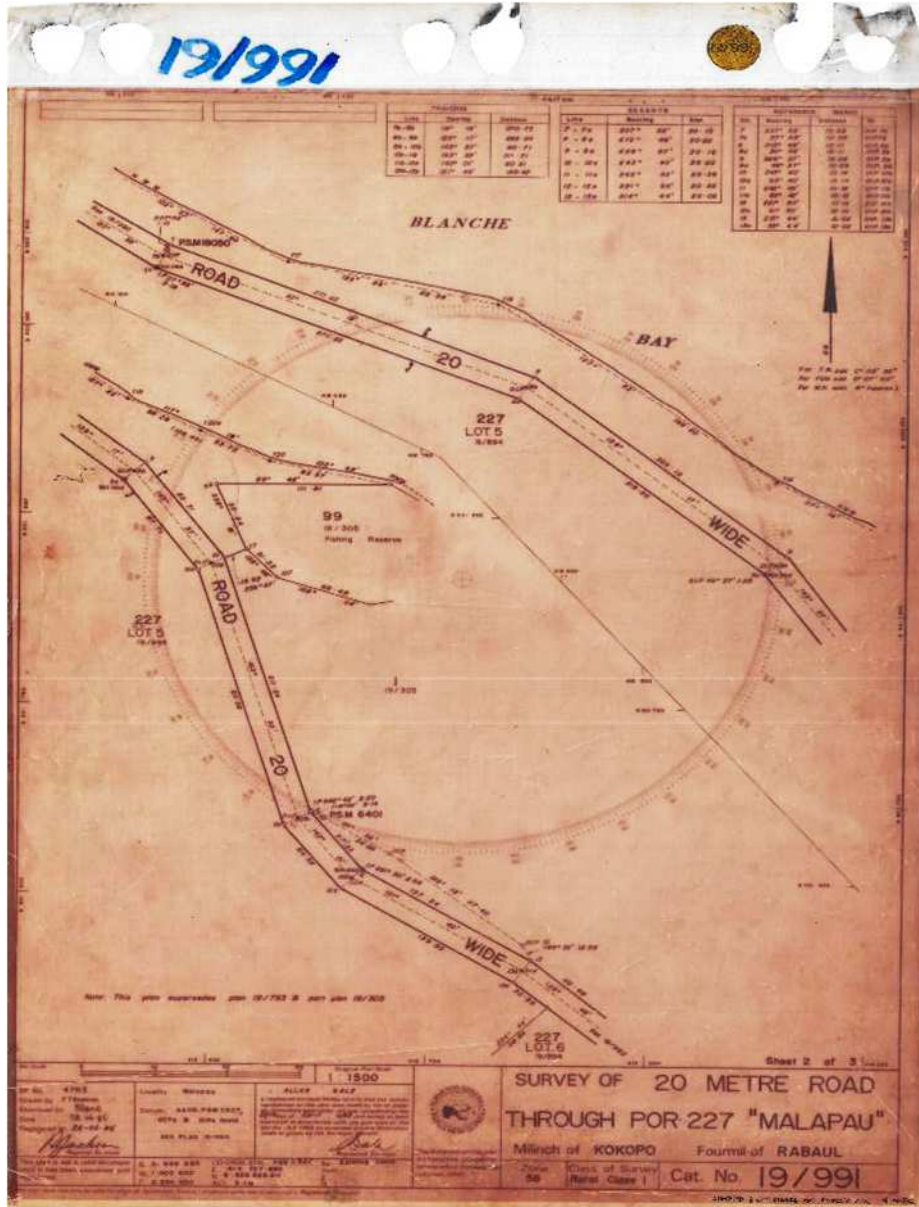
Figure 13.7-1 Original Survey Map of the Project Site and the Freehold Land Lease to Malapau Plantation



Source: ENBPA DoLPP

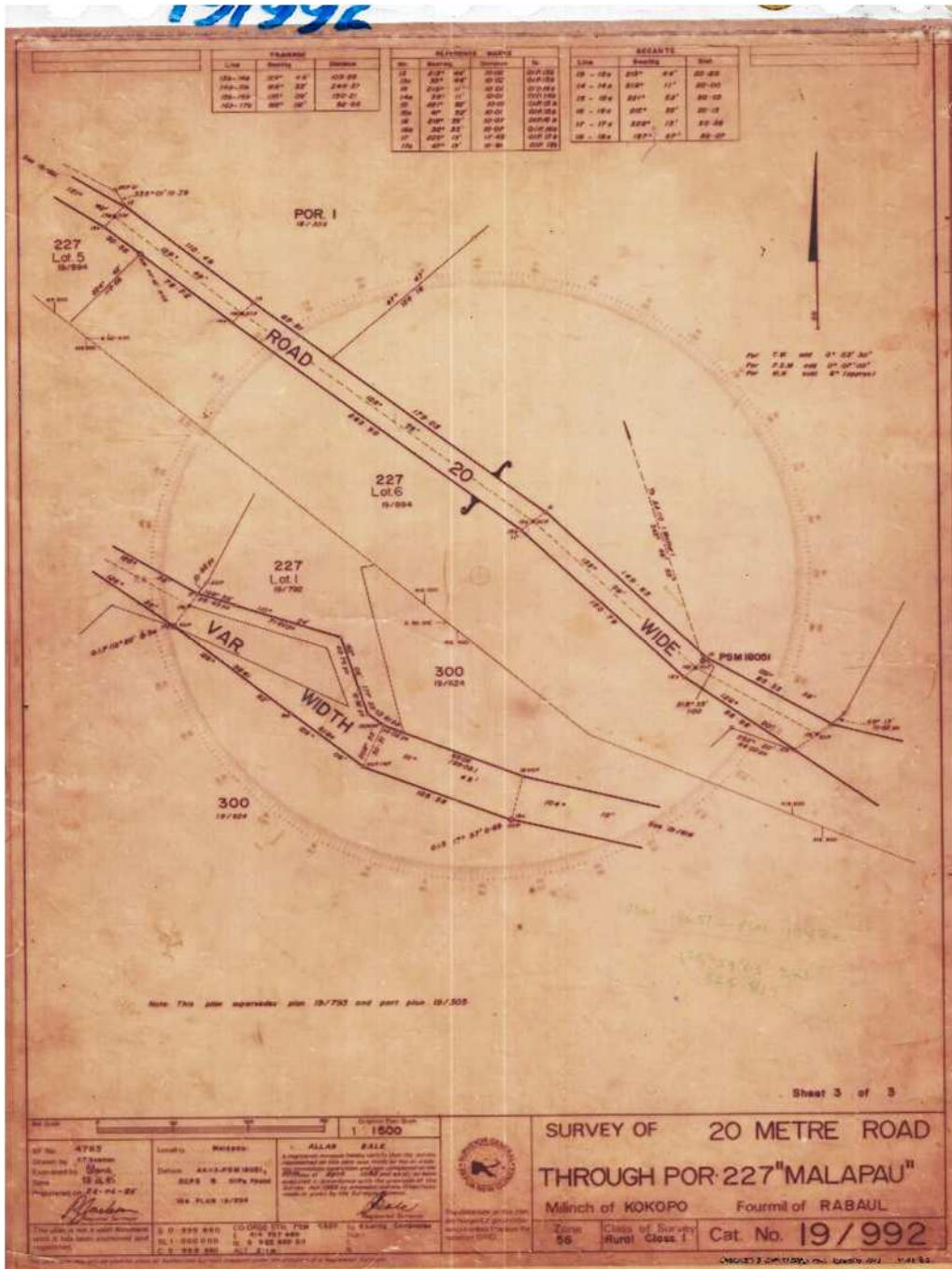
Figure 13.7-2 The original copy of the exiting road survey map and the 20m road corridor

Note: There is no need for a new road survey to be carried out in this project



Source: ENBPA DoLPP

Figure 13.7-3 The original copy of the exiting road survey map and the 20m road corridor



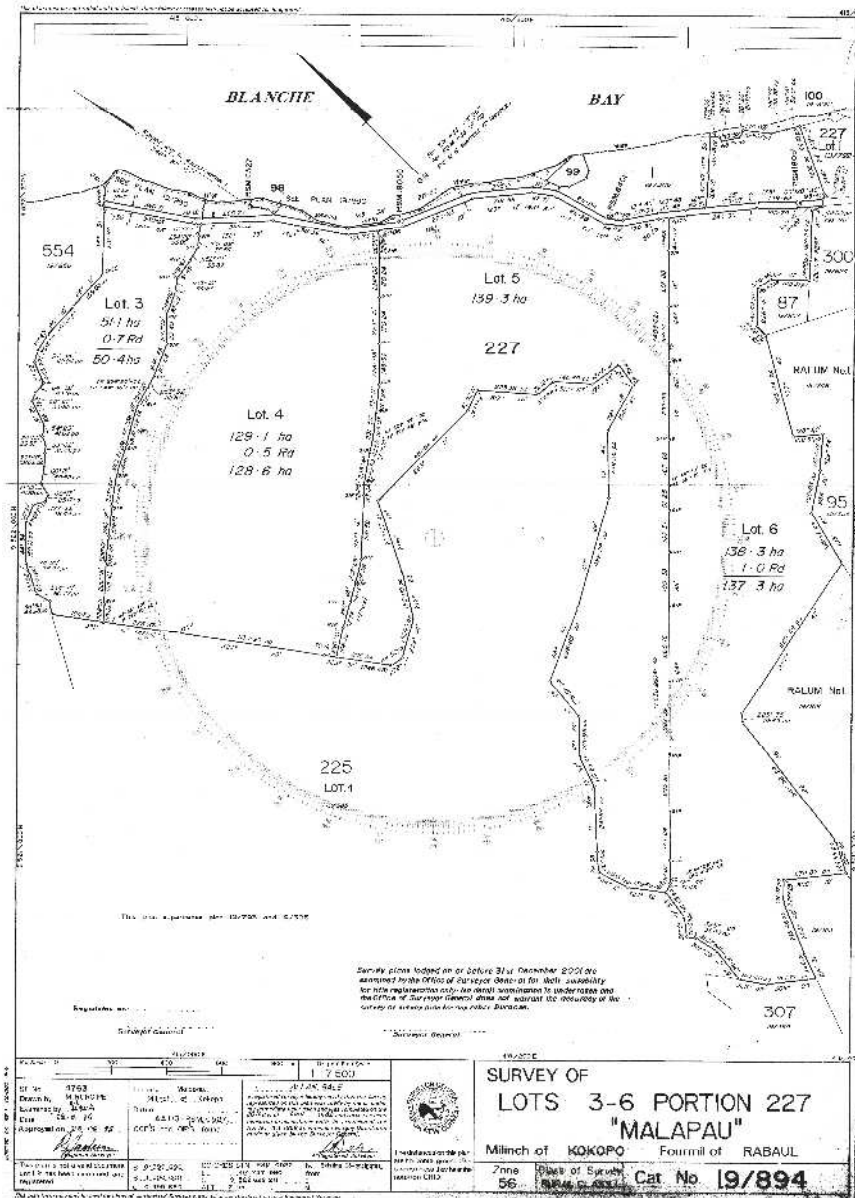
Source: ENBPA DoLPP

Figure 13.7-4 The original copy of the exiting road survey map and the 20m road corridor



Source: ENBPA DoLPP

Figure 13.7-5 The original copy of the exiting road survey map and the 20m road corridor

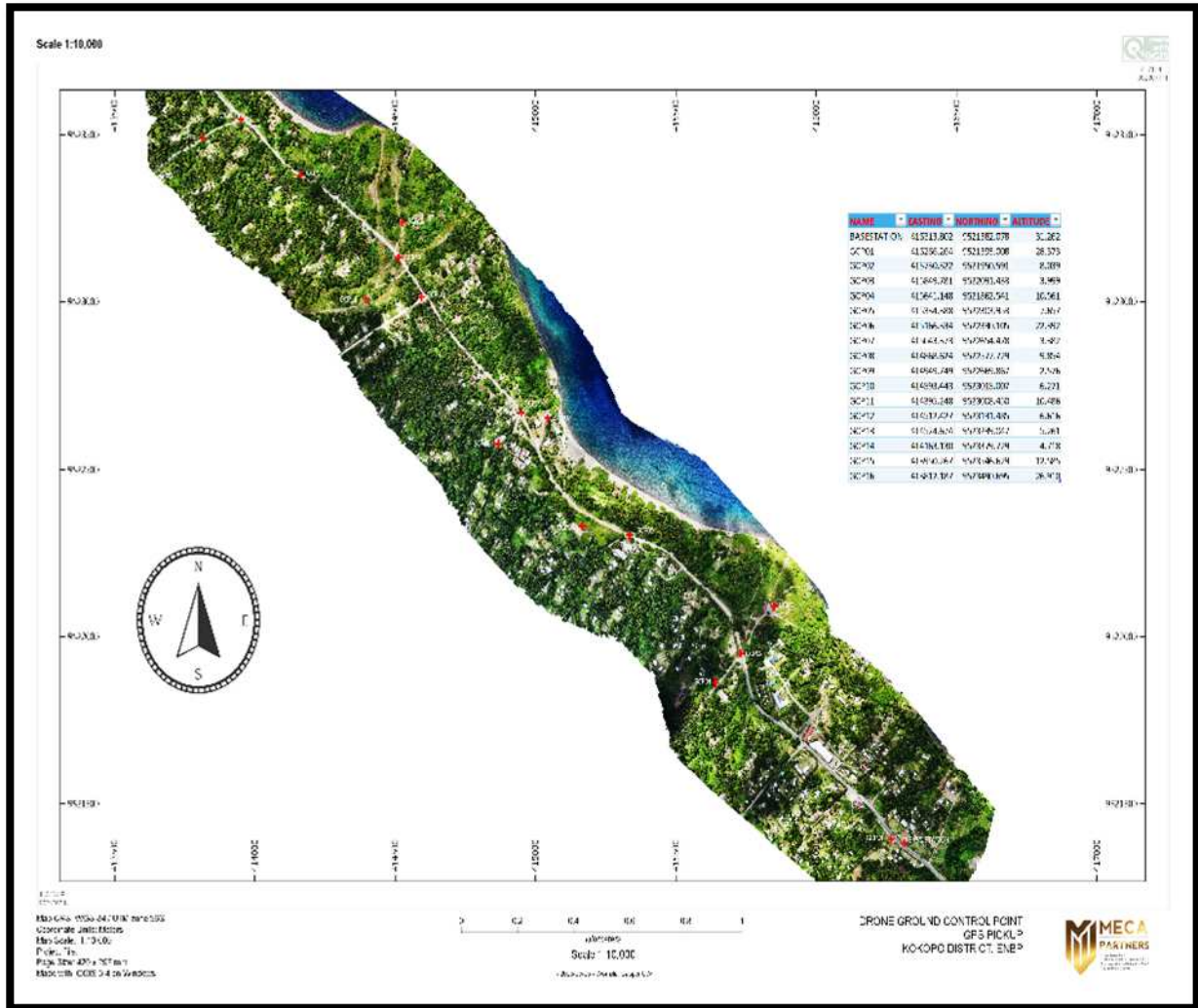


Noted: The Project traverse through the Lots 3-6 of Portion 227 of Malapau Plantation. There is no customary land owned by the original local Tolai people.

Source: ENBPA DoLPP

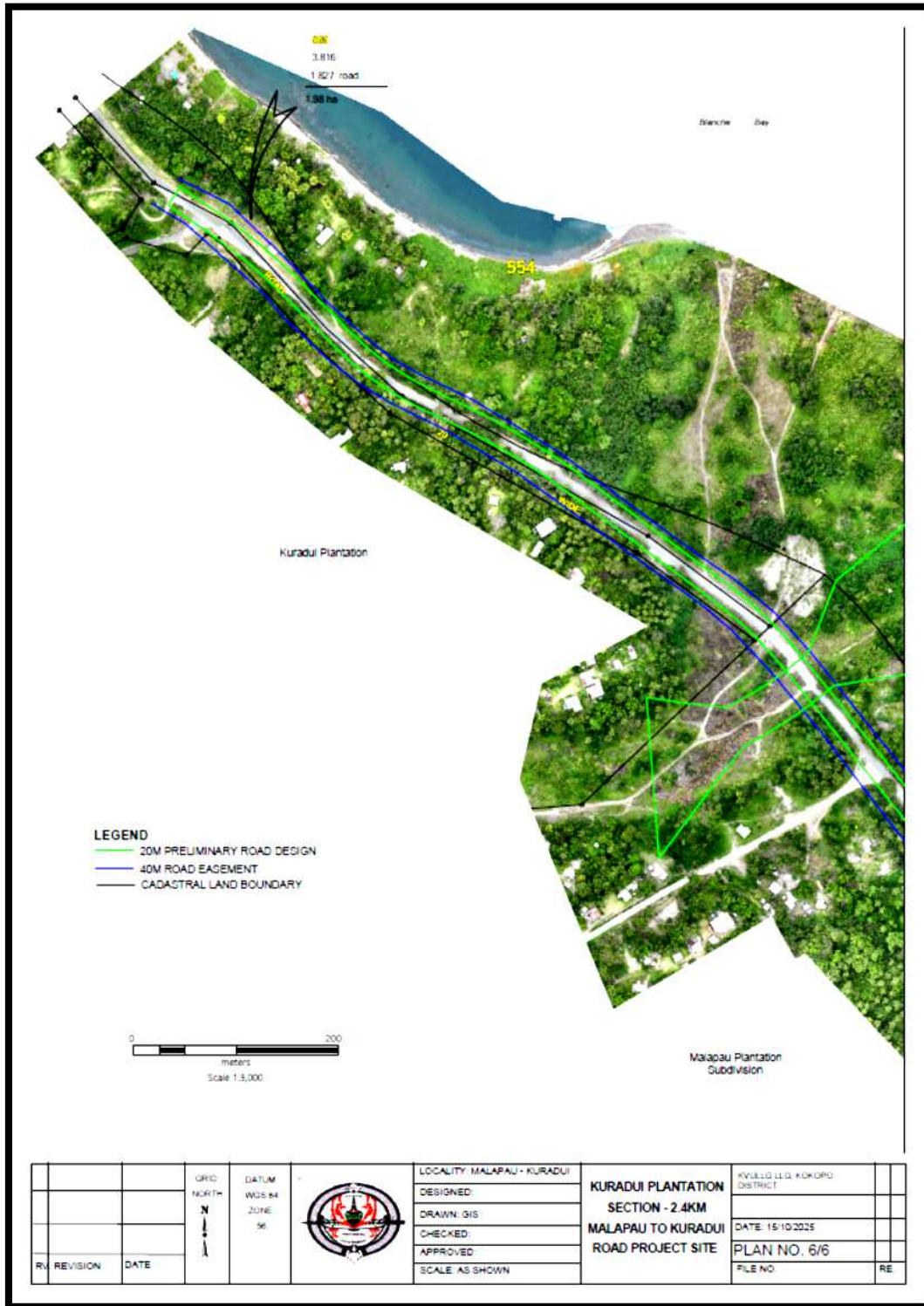
Figure 13.7-6 Original Survey Map of the Project Site and the Freehold Land Lease to Malapau Plantation

This Drone Map would identify all coordinates spotted in the social survey areas, properties and special sites.



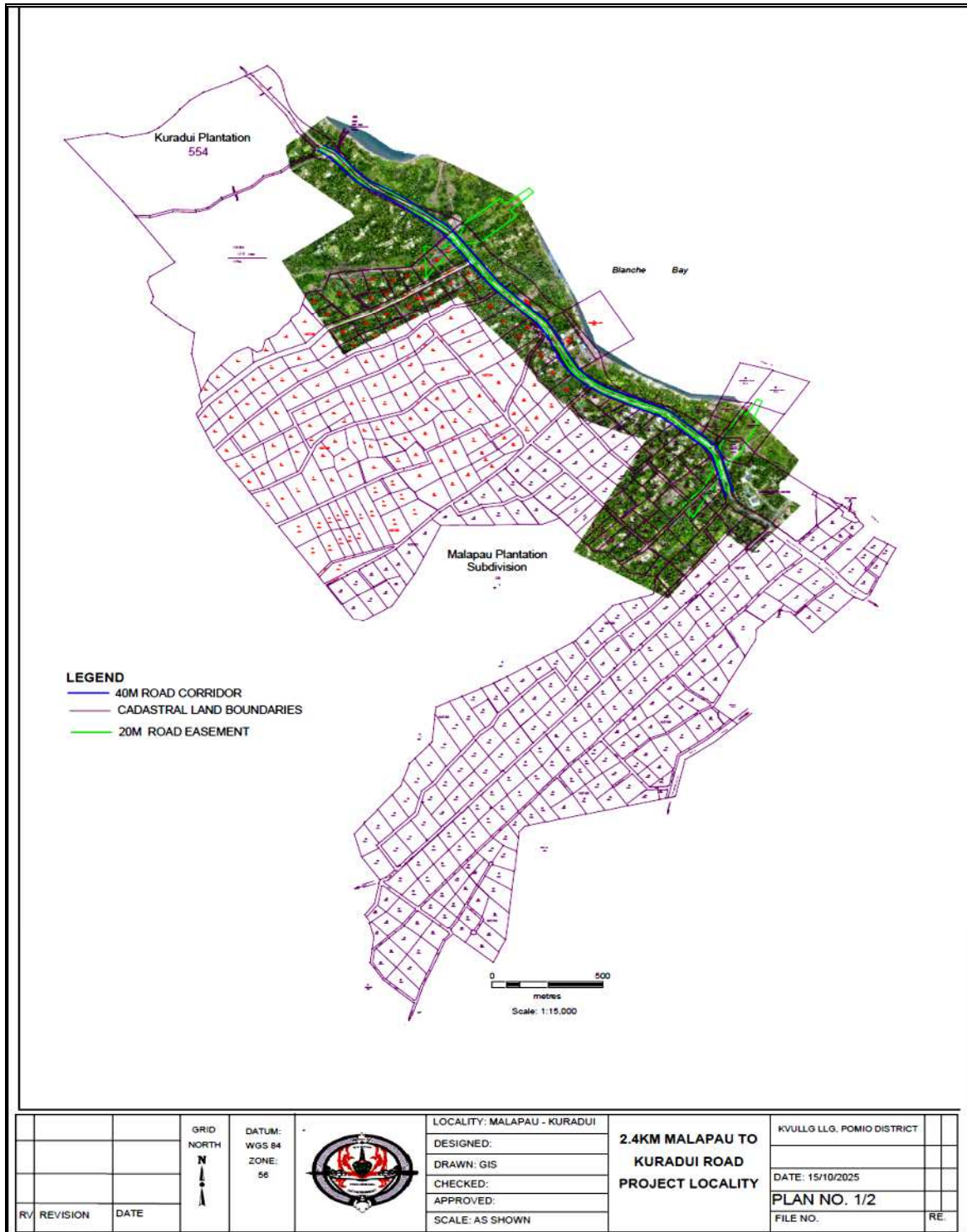
Source: ENBPA DoLPP

Figure 13.7-7 Drone Ground Control Point, GPS Pick up for the project area (2.4km) Road Corridor from Butuwin to Kuradui.



Source: ENBPA DoLPP

**Figure 13.7-8 Drone Ground Control Point Land Boundary Map, 20m Road RoW over the Kuradui and Ranguna Plantations**



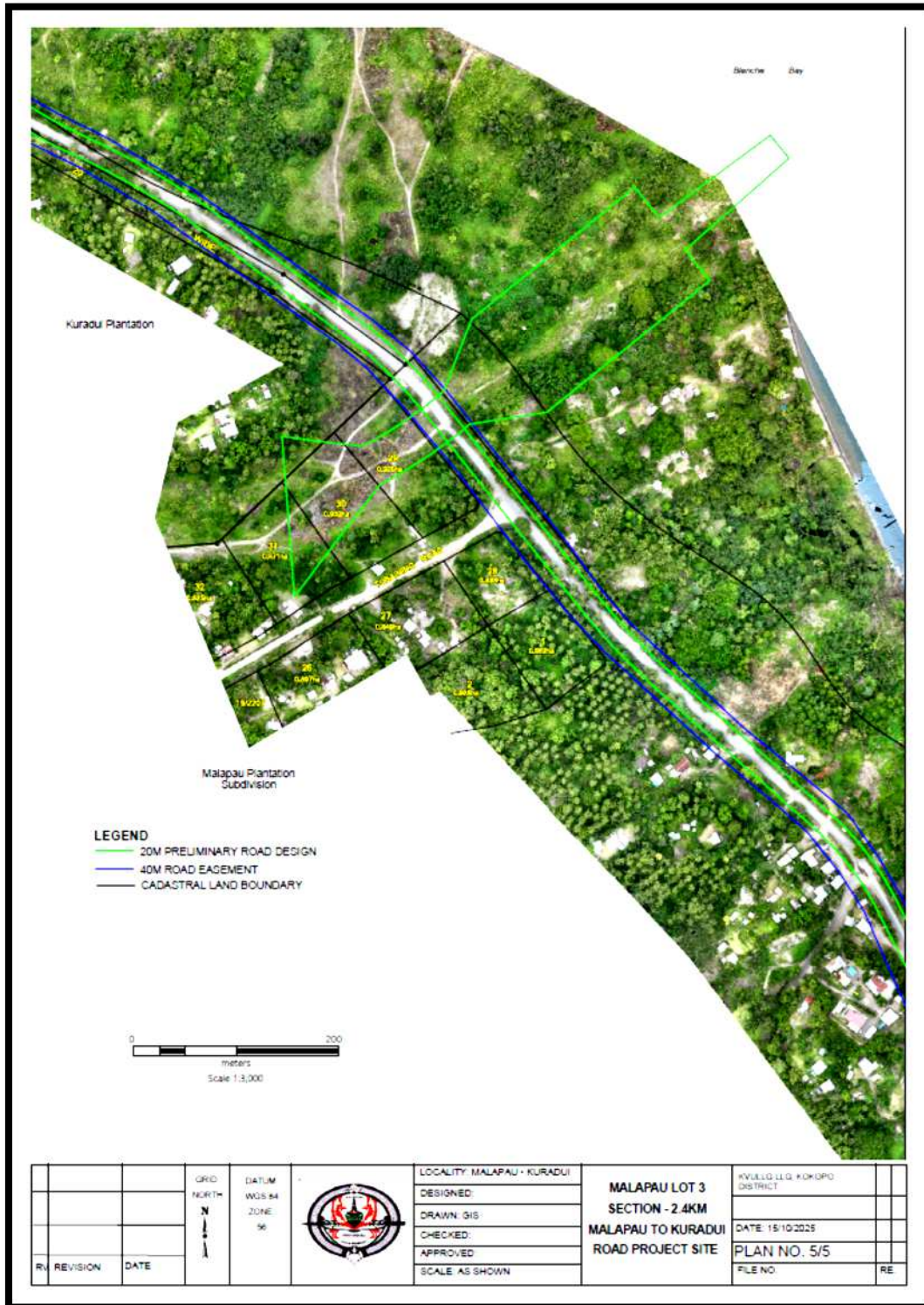
Source: ENBPA DoLPP

**Figure 13.7-9 Drone Ground Control Point Land Boundary Map, 20m Road RoW and the land portions or blocks pre-allocated to plantation workers and traditional local landowners of the entire Malapau Plantation Free hold Lease land. Portion 227 Malapau**



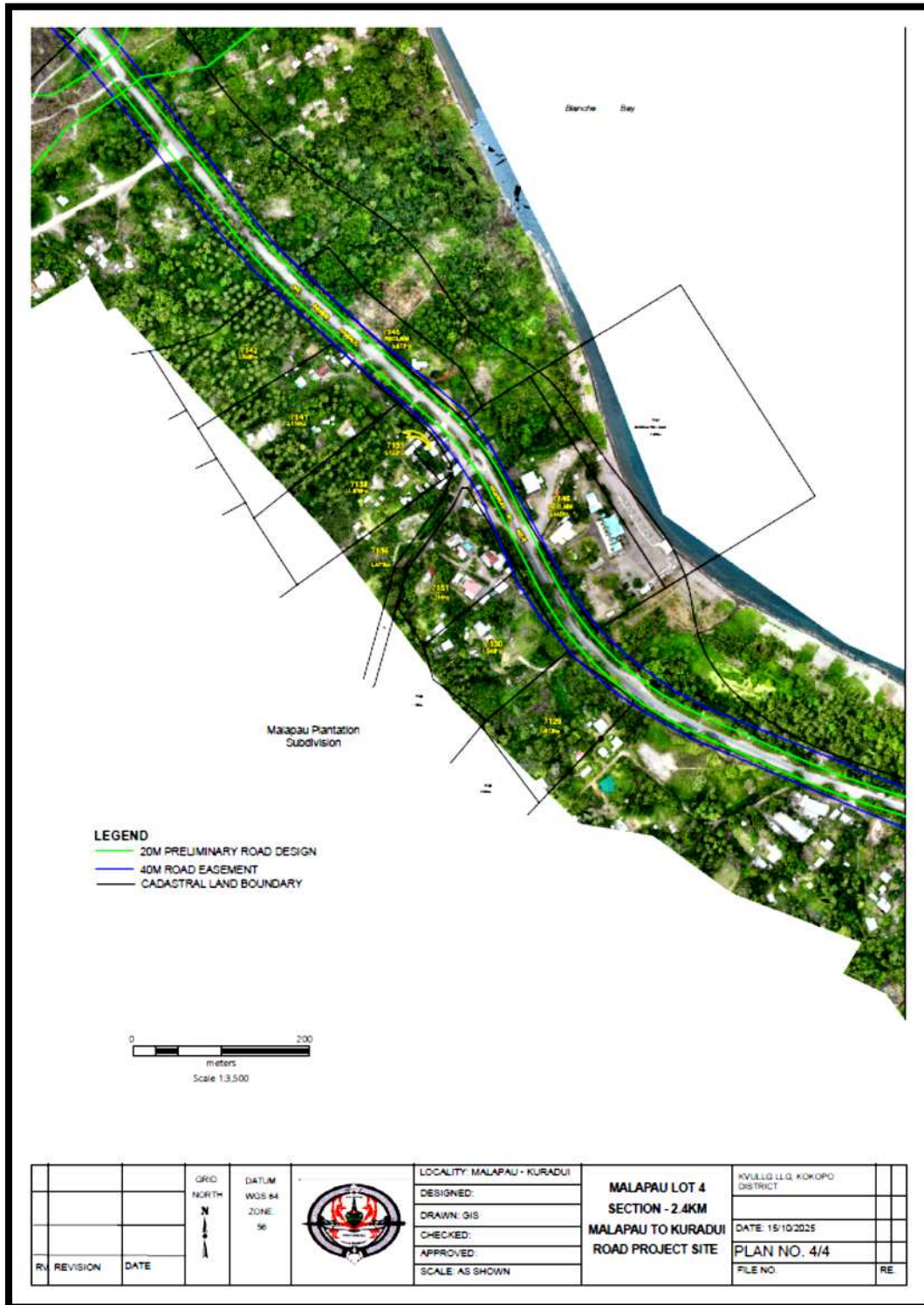
Source: ENBPA DoLPP

**Figure 13.7-10 Drone Ground Control Point Land Boundary Map, 20m Road RoW from Butuwin to Kuradui, the 2.4km road corridor.**



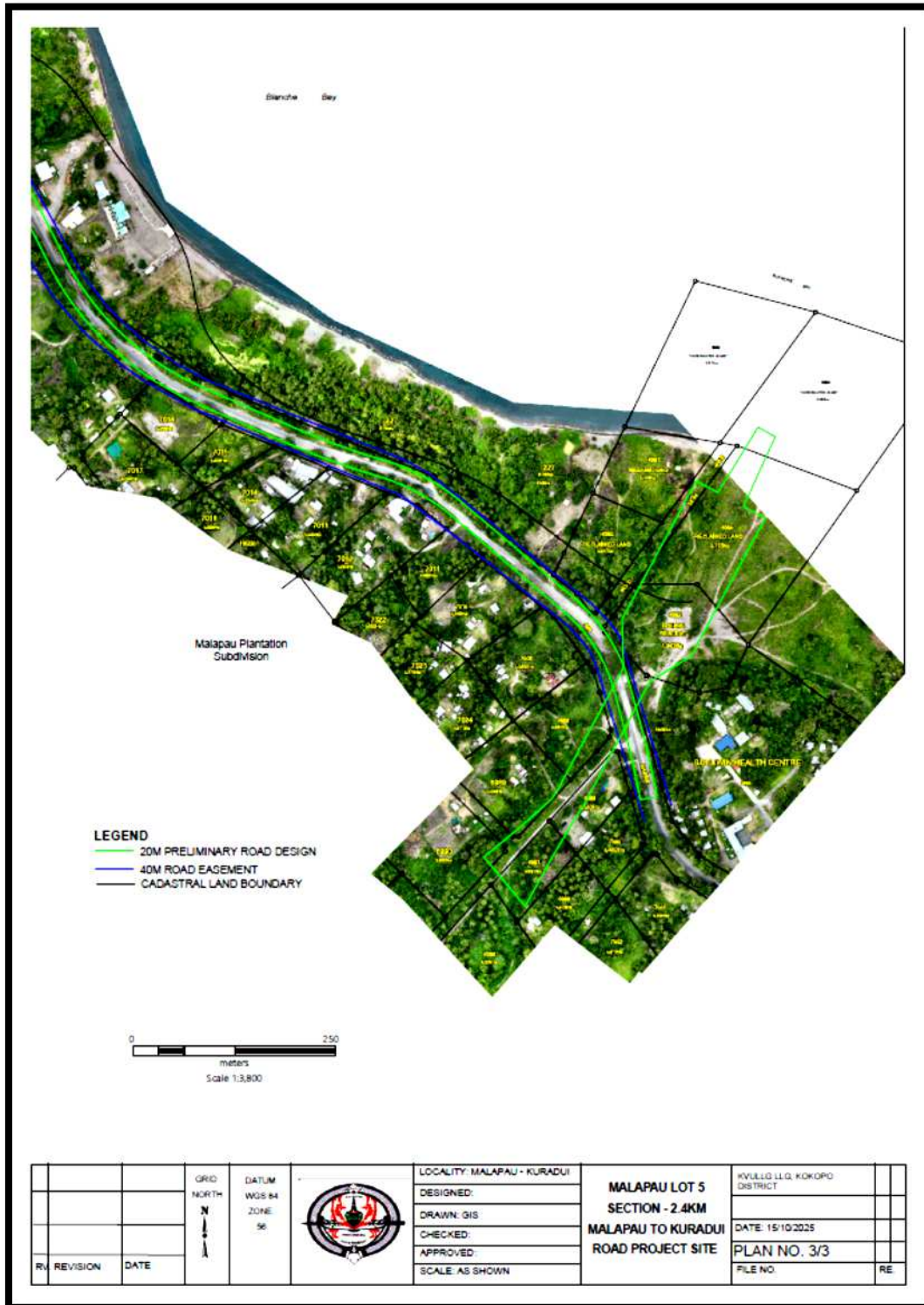
Source: ENBPA DoLPP

Figure 13.7-11 Drone Ground Control Point Land Boundary Map, 20m Road RoW over the Kuradui and Ranguna Plantations



Source: ENBPA DoLPP

**Figure 13.7-12 Drone Ground Control Point Land Boundary Map, 20m Road RoW over the Malapau and Ranguna Plantations and communities, in relation to the preempted block allotments.**



Source: ENBPA DoLPP

**Figure 13.7-13 Drone Ground Control Point Land Boundary Map, 20m Road RoW over the Malapau and the Karavi Plantations, covering the upstream and the downstream of Karavi river, drainage impacted areas.**

This drone aerial view serves to identify any new developments after the cut-off date for the RAP exercise. This drone view also assists with actual GPS reading and coordinates for assessing the properties and tree crop's locations.



Source: ENBPA DoLPP

**Figure 13.7-14 Drone Ground Control Point Land Boundary Map, 20m Road RoW over the Ranguna section of the road**

### 13.8 PNG Valuer-General Rates 2013



## VALUER-GENERAL

### COMPENSATION SCHEDULE FOR TREES AND PLANTS, ALL REGIONS

August 2013

Supported and endorsed by the  
PNG Chamber of Mines and Petroleum



#### DEPARTMENT OF LANDS AND PHYSICAL PLANNING

OFFICE OF THE VALUER-GENERAL

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AOPI CENTRE, TOWER 2, LEVEL 2

WAIGANI DRIVE

20. BOX 5665

BOROKO  
PAPUA NEW GUINEA

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Source: ENBPA DoLPP

## VALUER-GENERAL

### COMPENSATION SCHEDULE FOR TREES AND PLANTS, ALL REGIONS

August 2013

#### INTRODUCTION

The rates in this part of the schedule should be used as a guideline for paying compensation for the value of trees and plants destroyed or damaged when using the land.

The schedule provides guidelines for paying compensation before a formal compensation agreement is put in place and, similarly, for setting the rates in such compensation agreements.

When using the schedule, field officers should exercise care when collecting and collating data to ensure fairness to all parties. Any person or group aggrieved by a specific rate in the schedule should write to the Valuer-General giving reasons why the rate is contested.

These guidelines are reviewed in consultation with relevant government organisations and the resources industry. The CPI and other economic indicators are used as a reference when a review of rates is undertaken.

The values and prices in this schedule are to be considered as guidelines for general use as local conditions and scarcity/abundance will affect the value of a particular item.

If it is agreed by all parties concerned, then evaluation of trees and plants over large areas can be simplified by performing sample counts in defined areas and then extrapolating these to establish an acquisition rate on a per hectare basis.

In relation to the mining and petroleum sectors, Section 154(3) of the Mining Act 1992 and Section 1 18(6) of the Oil and Gas Act 1 998 require that the Valuer-General's schedule be used as a reference when determining compensation payable for economic trees and plants.

#### CLASSIFICATION OF TREES BY SIZE

Trees are categorised into three groups as follows:

Forest and Other Large Trees (Refer to Category D)

For all naturally occurring trees that normally grow to a large size, the maturity will be determined by measurement of trunk diameter at a height of 2.00 metres above ground level as follows:

- (a) Trees with a diameter 6 centimetres to 15 centimetres shall be deemed to be small trees, and
- (b) Trees with a diameter 15 centimetres to 60 centimetres shall be deemed to be medium trees, and
- (c) Trees with a diameter greater than 60 centimetres shall be deemed to be mature trees.

Trees that do not reach a height of 2.00 metres shall not be the subject of compensation claims.

**Tree Crops (Refer to Categories A and C)**

Tree crops such as citrus trees, coffee, cocoa, coconut palms, oil palms and rubber (which does not bear fruit but at a certain age is tapped) shall be assessed as follows:

- (a) Trees less than 1 year old, or less than 6 centimetres diameter 1.00 metre above ground level, shall be deemed to be seedlings, and
- (b) Trees past seedling stage up to 2 years old shall be deemed to be small trees, and
- (c) Trees over the age of 2 years up to bearing stage shall be deemed to be medium trees, and
- (d) Trees that are fully grown and bearing fruit shall be deemed to be mature trees.
- (e) Coconut palm trees from 1 year up to 5 years shall be deemed to be small trees, and
- (f) Coconut palm trees over 5 years to bearing stage shall be deemed to be medium trees, and
- (g) Coconut palm trees that are fully grown and bearing shall be deemed to be mature trees.
- (h) Oil palm trees from 1 year up to 3 years shall be deemed to be small trees, and
  - (i) Oil palm trees over 3 years up to bearing stage shall be deemed to be medium trees, and
- (j) Oil palm trees that are fully grown and bearing (over 7 years old) shall be deemed to be mature trees.

Values stated relate to trees that are completely destroyed. Where a commercial tree is damaged resulting in loss of production, payment will be by mutual agreement. For trees past full bearing stage the price may be reduced by mutual agreement.

**Other Trees (Refer to Categories A and C)**

Other trees in Categories A and C shall be assessed by mutual agreement between the parties concerned using the following guidelines:

- (a) Seedlings: planted or tended seedlings up to 6 months old.
- (b) Small trees: those trees between seedling and bearing stage.
- (c) Medium trees: those trees that have commenced to bear but are not fully mature.
- (d) Mature trees: those trees in full bearing.

## CATEGORIES OF PLANTS AND TREES

### Category A - Edible Fruits and Nuts

Edible fruits and nuts are trees and plants cultivated in specific areas for the purpose of cash income (commercial crops) or for consumption.

	Kina			
	Seedling	Small	Medium	Mature
Avocado (butter)	2.00	8.00	15.00	20.00
Banana (all species)	0.40	2.00	5.50	10.50
Banana (clumps) <sup>ii</sup>	4.00	6.50	13.00	26.00
Betel Nut (Areca) Palm	2.60	6.50	13.00	26.00
Betel Nut (Highlands)	1.00	1.50	3.00	5.00
Betel Pepper (Daka plant - Highlands)	0.50	1.00	1.50	3.00
Betel Pepper (Daka plant - Lowlands)	0.00	0.70	2.00	4.00
Breadfruit Tree (edible fruit)	2.60	9.00	19.50	26.00
Breadfruit Tree (Kapiak - edible leaves)	1.30	4.00	8.00	12.00
Cashew Nut Tree (kidney shape edible nut)	1.00	5.00	8.00	15.50
Cherry Tree (small soft round stone-fruit)	0.30	0.70	1.10	2.60
Chestnut Tree (glossy hard brown edible fruit)	0.40	1.60	2.60	4.00
Citrus Tree (Lemon)	0.40	1.60	4.00	10.50
Citrus Tree (Mandarin)	0.80	2.60	8.00	16.00
Citrus Tree (Orange)	0.80	2.60	8.00	16.00
Citrus Tree (Pomelo)	0.40	1.60	4.00	8.00
Custard Apple	0.15	0.20	0.80	2.60
Fig Tree	1.00	4.00	7.00	10.00
Five Corner Fruit	0.10	0.40	1.00	2.60
Galip Nut Tree	0.80	2.60	6.50	13.00
Guava Fruit	1.00	4.00	7.00	10.00
Malay Apple Tree (Laulau)	1.30	4.00	5.00	10.50
Mango Tree (edible fruit)	1.30	4.00	9.00	24.00
Mon Tree (small round edible fruit)	0.25	0.70	1.60	4.00
Nutmeg	0.80	4.00	7.00	10.00
Okari Tree (edible nut)	0.80	5.50	7.00	13.00
Pandanus Palm (Karuka edible nut) Coastal	0.80	2.60	5.00	8.00
Pandanus Palm (Karuka edible nut) Highlands	2.60	9.00	19.00	26.00
Pandanus Palm (Marita edible nut)	0.50	2.00	5.00	18.00
Pao (Barringtonia species edible nut)	0.30	0.70	1.60	4.00
Rambutan Fruit	1.30	2.60	5.20	9.00
Soursop Fruit	0.70	2.20		8.00
Tamarillo (tree tomato)	1.30	2.60	5.20	9.00

Notes: Seedlings are only to be counted if hand planted or tended.

<sup>ii</sup>Seedling, small, medium and mature refers to the size of the clump.

Source: ENBPA DoLPP

Category B — Garden Plants

	Kina			
	Seedling	Small	Medium	Mature
Aibika (edible leaves - greens)	0.00	0.65	1.30	2.60
Bean (all species)	0.00	0.25	0.65	1.30
Black Kumu (edible greens)	0.00	0.15	0.40	0.65
Broccoli	0.00	0.65	1.30	2.60
Cabbage (Chinese)	0.00	0.40	0.65	1.30
Cabbage (round)	0.00	0.65	1.30	2.60
Capsicum (bell pepper)	0.00	0.25	0.65	1.30
Carrots	0.00	0.25	0.65	1.30
Cassava (clump, edible)	0.00	0.40	1.30	2.60
Cauliflower	0.00	0.65	1.30	2.60
Chilli (birds eye)	0.00	0.25	0.65	1.30
Choko (vine)	0.00	0.65	2.00	4.00
Cinnamon	0.80	2.00	4.50	10.00
Corn (maize)	0.00	0.25	0.65	1.30
Cucumber (vine)	0.00	0.25	1.05	2.00
Egg Plant	0.00	0.25	1.05	2.00
English Potato	0.00	1.30	2.60	5.20 (large)
Fern Plant (edible leaves)	0.15	0.65	1.30	2.60 (large)
Ginger (Clump)	0.00	0.15	0.40	0.65
Green Vegetables (mixed)				2.00/r-m
Kumu Mosong Tree (edible leaves)		0.65	2.00	4.00
Lemon Grass				1.30/clump
Lettuce	0.00	0.65	1.05	2.00
Oenanthe				0.60/m <sup>2</sup>
Onion (round)	0.00	0.65	1.05	1.30
Onion (spring)	0.00	0.15	0.40	0.65
Passionfruit/ Sugarfruit (vine)	0.00	0.25	0.65	1.30
Pawpaw	0.15	0.40	1.30	3.30
Peanut	0.00	0.15	0.40	0.65
Pineapple	0.00	0.65	2.60	4.00
Pitpit	0.00	1.05	2.00	4.00 (large)
Pitpit (Highlands)	0.00	0.65	1.30	2.60 (large)
Pitpit (wild)	0.00	0.15	0.25	0.40 (large)
Pumpkin (vine)	0.00	0.40	1.30	2.60
Radish (edible root)	0.00	0.25	0.65	1.30
Rice				0.20/m <sup>2</sup>
Rungia	0.00	0.25	0.40	0.70

Source: ENBPA DoLPP

	Kina			
	Seedling	Small	Medium	Mature
Sorghum				0.20/m <sup>2</sup>
Soya Bean	0.00	0.25	0.40	0.70
Strawberry (Pulpy Red Berry)	0.00	0.25	0.65	1.30
Sugarcane	0.00	3.30	6.50	13.00 (large)
Sweet Potato	0.00	1.30	5.25	10.50 (large)
Taro	0.00	0.65	3.30	6.60
Taro (Kongkong)	0.00	0.50	2.60	5.25
Tomato	0.00	0.25	0.65	1.30
Watermelon (vine)	0.00	0.80	2.60	5.25
Watercress (including similar creeping crops, eg Kangkong)				3.15/m <sup>2</sup>
Wheat				0.20/m <sup>2</sup>
Yam				4.60/clump

Notes: Where plants grow as clumps or vines the small, medium and large categories refer to the size of the clump or vine growth. Small, medium and large refer to the diameter of the mound:

Small: <0.75m, Medium: 0.75 - 1.50m, Large: >1.50m

	Kina			
	Seedling	Small	Medium	Mature
Bamboo (edible)	0.00	4.50	9.00	19.50 (large)
Bamboo (used as building material)	0.00	6.50	13.00	26.00 (large)
Bamboo (used as cooking pots)	0.00	4.60	9.00	19.50 (large)
Bamboo (wild - scrambling or small clump)"	0.00	0.00	0.00	13.00/hectare
Black Palm (Limbu)	0.80	2.50	6.00	12.00
Cardamon (split)	0.80	2.50	6.50	13.00
Castanopsis	1.00	3.00	10.00	20.00
Casuarina Tree	1.30	4.00	10.50	21.00
Cocoa Tree (conventional)	2.00	5.25	10.50	23.50
Cocoa Tree (hybrid)	2.60	6.50	15.50	31.50
Cocoa Tree (budded)	4.00	8.00	16.00	33.00
Coconut Palm (conventional)	2.60	6.50	15.50	31.50
Coconut Palm (hybrid)	4.00	9.00	22.50	46.00
Coffee (Arabica)	1.50	3.50	7.00	14.00
Coffee (Robusta)	1.00	2.50	5.50	11.00
Fern Tree (edible leaves)	0.00	0.70	1.30	2.60
Flax (Sisal - rope making)	0.15	0.40	1.30	2.60
Kapok Tree	0.25	0.65	1.30	4.00

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Source: ENBPA DoLPP

Category C — Other Economic Plants

Laportia (Salat leaf used as traditional remedy for pain relief)	0.00	0.15	0.25	0.40 (large)
Mangrove Tree (used as building material)	0.40	1.30	4.00	6.50
Mat Weaving Plant				0.10/m <sup>2</sup>
Mumu Leaves (used for wrapping food, roofing etc.)	0.00	1.30	2.60	4.00 (large)
Nipa Palm (large)	0.25	0.70	2.00	4.00
Nipa Palm (small)	0.15	0.40	1.00	2.00
Noni Tree	2.00	5.00	10.00	20.00
Oil Palm	2.00	5.00	13.00	26.00
Orchid Plants (cultivated)	0.25	0.70	2.00	
Pandanus Palm (non edible)	0.40	1.30	3.30	5.20
Poison Roots (vines)	0.15	0.25	0.70	1.30
Putty (glucy juice)	0.15	0.25	0.70	1.30
Pyrethrum	0.40	1.30	2.60	6.50
Rattan Cane	0.00	1.30	3.30	6.50 (large)
Rubber Tree	0.00	4.00	8.00	19.50
Sago (edible)	0.00	9.20	19.50	40.00 (large)
Sago (non edible)	0.00	6.50	13.00	26.00 (large)
Sago (wild or sago covering large area)				160.00/ hectare
Seaweed/ Sea grass				0.20/m <sup>2</sup>
Tanget	0.00	0.40	0.80	1.60 (large)
Tapa Cloth (used for blanket)	0.25	0.70	2.00	4.00
Tapa Cloth (used for clothing)	0.25	0.40	1.30	2.60
Tea	0.40	1.30	3.30	6.50
Tobacco (Brus)	0.25	0.70	1.30	2.60
Tulip (edible leaves)	0.40	0.70	1.30	4.00
Valangur (Polyscias grandiflora)	0.30	0.70	1.30	3.00
Vanilla <sup>4</sup>	2.00	5.25	10.50	19.50
Vine Juice (used as local medicine)	0.25	0.70	1.30	2.60

Notes: Where plants grow as clumps or vines the small, medium and large categories refer to the size of the clump or vine growth.

① Where wild scrambling bamboo covers an area greater than 1 hectare, the value may be assessed on a kina per hectare basis.

② Kava is planted as cuttings.

③ Excludes stinging trees.

④ Vanilla is planted as cuttings. The other size categories for vanilla are defined as follows:

Small: A plant that has climbed its host tree (shade tree) to the first branch.

Medium: A plant that has been pruned and is at a flowering stage. Mature: A plant at

bearing stage.

Category D - Forest Trees

	Seedling	Small	Kina	
			Medium	Mature
Hardwood (all species except Ebony and Kwila)	0.00	6.50	13.00	26.00
Hardwood (Ebony)	0.00	40.00	80.00	160.00
Hardwood (Kwila)	0.00	10.00	40.00	80.00
Semi-Hardwood (all species)	0.00	4.00	8.00	15.50
Lesser Known Useful Species	0.00	2.00	5.00	10.50
All Other Trees	0.00	0.70	2.00	4.00
Tree	0.00	6.50	26.00	60.00
Sandalwood	0.00	10.00	40.00	80.00
Eaglewood (containing	0.00	1000	40.00	80.00
Canoe Tree	0.00	13.00	80.00	160.00
Garamut Tree	0.00	6.50	26.00	60.00

Notes: Ordinary Eaglewood trees should be considered under "All Other Trees".

A canoe tree must be a tree customarily used as the principal timber for the construction of canoes within the area concerned. Any specific canoe tree must be within a realistic distance of the water body where the canoe is to be launched.

## MISCELLANEOUS

Where there is a disagreement over the authenticity, importance, or extent of any sacred site the matter should be referred to the Valuer-General, who may in turn refer the matter to a qualified person or organisation for adjudication.

	Kina		
	Small	Medium	Mature
Wild Fowl (nesting mound)	3.00	7.00	10.00
Man Made Fish Pond	3.50/m <sup>2</sup>		
Ceremonial Grounds (1 - 5 hectares)	1,700/hectare		
Ceremonial Grounds (Over 5 hectares)	1,000/hectare		
Sacred Site (eg. major ritual site)	900/hectare		
Grave Site (unmarked)"	130/grave site		
Grave Site (permanently marked)	330/grave site		
Grave Site (with permanent features including concrete cross/headstone or tombstone, fence and house covering the whole grave site)	1,300/grave site		

Notes: An unmarked grave site covers a single grave or multiple graves together, Valuer-General