

# PRIORITIZED ROAD INVESTMENT AND MANAGEMENT ENHANCEMENTS (PRIME) PROJECT

Federated States of Micronesia

## STAKEHOLDER ENGAGEMENT PLAN

FINAL

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## ABBREVIATIONS

AOI	Area of Interest
CBO	Community Based Organisation
CIU	DoFA Central Implementation Unit
CRRS	Climate Resilient Road Strategy
DoFA	Department of Finance and Administration
DoTC&I	Department of Transportation, Communications and Infrastructure
E&S	Environmental and Social
ESA	Environmental and Social Assessment
ESCP	Environmental and Social Commitment Plan
ESF	World Bank Environmental and Social Framework
ESMF	PRIME Environmental and Social Management Framework
ESMP	Environmental and Social Management Plan
ESS	World Bank Environmental and Social Standards
FSM	Federated States of Micronesia
FPIC	Free, Prior and Informed Consent
GIS	Geographic Information Systems
GoFSM	Government of FSM
GM	Grievance Mechanism
IOL	Inventory of Loss
NGO	Non-Governmental Organisation
OHS	Occupational Health and Safety
PAP	Project Affected Person
PIU	PRIME Project Implementation Unit
PMU	DoTC&I Project Management Unit
PRIME	Prioritized Road Investment and Management Enhancements Project
PSC	Project Steering Committee
RF	PRIME Resettlement Framework
SEP	PRIME Stakeholder Engagement Plan (this document)
SIDS	Small Island Developing States
TOR	Terms of Reference
VA	Vulnerability Assessment
WB	World Bank
WHO	World Health Organization

## GLOSSARY

Cut-off date	The eligibility cut-off date is the date of completion of the inventory of loss (IOL) for Project works under Component 2. Assets located within the Component 2 works footprint after this date will not be eligible for entitlements or associated assistance.
Gender Mainstreaming	The process of ensuring that gender concerns and women’s needs and perspectives are explicitly considered in Projects and programs, and that women participate in the decision-making processes associated with development-based activities.
Indigenous Persons	WB ESS7: Referring exclusively to a distinct social and cultural group possessing the following characteristics in varying degrees: (i) self-identification as members of a distinct indigenous social and cultural group and recognition of this identity by others; and (ii) collective attachment to geographically distinct habitats, ancestral territories or areas of seasonal use or occupation, as well as to the natural resources in these areas; and (iii) customary cultural, economic, social, or political institutions that are distinct or separate from those of the mainstream society or culture; and (iv) a distinct language or dialect, often different from the official language or languages of the country or region in which they reside.
Meaningful Consultation	WB ESF / ESS10: a two-way process that (a) begins early in the a project planning process to gather initial views on the project proposal an inform project design; (b) encourages stakeholder feedback, particularly as a way of informing project design and engagement by stakeholders ion the identification and mitigation of environmental and social risks and impacts; (c) continues on an ongoing basis, as risks and impacts arise; (d) is based on the prior disclosure and dissemination of relevant, transparent, objective, meaningful and easily accessible information in a timeframe that enables meaningful consultations with stakeholders, in a culturally appropriate format, in relevant local language(s) and in understandable to stakeholders; € considers and responds to feedback; (f) supports active and inclusive engagement with project-affected parties; (g) is free of external manipulation, interference, coercion, discrimination, and intimidation; and (h) is documented and disclosed by the Borrower.
PRIME Roads	Roads that will be assessed as part of Technical Assistance (TA) aspects of the PRIME Project, including the Vulnerability Assessment (VA), Climate Resilient Road Strategy (CRRS) and Environmental and Social Assessment (ESA studies, which include the majority of the existing ‘primary roads’ on the main islands of each FSM State, and some additional secondary roads that are considered to be of strategic and/or economic importance by DoTC&I. Only the primary roads identified will be funded under Component 2 of the PRIME Project. Any recommended improvements identified by the VA/CRRS on the secondary roads will not be considered for funding under Component 2 of PRIME, however they may form part of recommended future investment needs for FSM’s road network.

Project Persons	Affected	Includes any person, households, entity, organizations, firms or private institutions who, on account of changes that result from the Project will have their (i) standard of living adversely affected, (ii) right, title, or interest in any house, land (including residential, commercial, agricultural, forest, plantations, grazing, and/organizing land), water resources, communal fishing grounds, annual or perennial crops and trees, or any other moveable or fixed assets acquired, possessed, restricted, or otherwise adversely affected, in full or in part, permanently or temporarily; and/or (iii) business, occupation, place of work or residence, or habitat adversely affected, permanently or temporarily, with or without displacement.
Vulnerable Road Users		Road users who are more vulnerable to harm because they are not in a vehicle, including pedestrians, motorcyclists, cyclists, and those on animals or animal drawn carts.

# 1. Introduction

## 1.1 Environmental and Social Assessment Overview

The Government of Federated States of Micronesia (GoFSM) has applied for financing from the World Bank (WB) for the Prioritized Road Investment and Management Enhancements (PRIME) Project to improve the climate resilience of FSM's road network. Part of the PRIME Project includes the assessment of environmental and social risks including:

- (i) Environmental and Social Assessment (ESA);
- (ii) Preparation of environmental and social instruments in accordance with the WB Environmental and Social Framework (ESF);
- (iii) Support stakeholder consultation activities; and
- (iv) Provision of technical environmental and social advice as required to the GoFSM as part of Project preparation.

The ESA Consultant was engaged by the GoFSM through the Department of Transportation, Communications and Infrastructure (DoTC&I) to undertake the ESA and prepare instruments required for WB appraisal including development of a Stakeholder Engagement Plan (SEP) for the PRIME Project.

## 1.2 Stakeholder Engagement Plan

### 1.2.1 Purpose and Scope of the Stakeholder Engagement Plan

This SEP presents and describes the stakeholder engagement activities (primarily information acquisition, disclosure and consultations, dissemination of key issues/results and participatory design approaches) proposed for the PRIME Project. Well-planned and executed stakeholder engagement assists in building strong relationships with stakeholders based on mutual respect and trust and increases the likelihood that Projects are well-designed and responsibly implemented. This SEP draws on both the experience of previous stakeholder engagement and an understanding of stakeholder concerns that DoTC&I has gained in relation to the road network within FSM.

The SEP is aligned with the provisions of the World Bank (WB) *Environmental and Social Standard (ESS) 10: Stakeholder Engagement and Information Disclosure (WB, 2017)*<sup>1</sup>, as well as other national and international standards (refer Section 3).

Key stakeholders are identified that are to be consulted throughout the duration of the Project including relevant Government authorities, traditional authorities, local community, landowners and key road users.

This SEP should be considered a dynamic document that DoTC&I will periodically examine and update where relevant with regard to its performance and in relation to the specific annual Project work plans. Works specific or technical assistance (TA) specific Stakeholder Engagement Plans may be prepared based on specific activity or stakeholder needs.

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<sup>1</sup> WB, 2017. "World Bank Environmental and Social Framework". World Bank, Washington

### 1.2.1.1 Covid-19 Pandemic

On March 11, 2020, the World Health Organization (WHO) declared a global pandemic in response to the global spread of the severely infectious 2019 Novel Coronavirus (SARS-CoV-2, or 'Covid-19').

FSM is particularly vulnerable to the risk of Covid-19 due to its economic reliance on international travel of residents, tourists, and trade. Although no cases have been reported in the FSM to date (as at 1 December 2020) both international and domestic (i.e. inter-State) travel restrictions have been in place in FSM since March 2020 with strict quarantine requirements for travellers.

As a result the core internationally-based ESA consultant team was not able to travel to FSM as part of the preparation of the PRIME Project ESA, instead engaged locally based sub-consultants in each State to undertake the baseline data collection, field survey and stakeholder consultation activities under the direction of the internationally based environmental and social experts.

Consultation meetings were facilitated by the State-based ESA consultant team members. While initial efforts were made to allow relevant members of the international ESA consultant team to call into larger meetings via online video conferencing, internet connection was not reliable enough for this approach to be successful in most cases.

The FSM-based team was provided with training and consultation material (including presentation, Project Summary, agenda, meeting minutes template and attendee lists) by the international ESA consultant team members prior to consultation meetings. This was undertaken to ensure consistency in the messages being communicated to stakeholders across all four States, to ensure valuable feedback was provided and to manage stakeholder expectations. An internal debrief meeting was then held after the meeting to discuss any issues raised by the stakeholders and learnings from the process.

### 1.2.2 SEP Objectives

The SEP seeks to define a technically and culturally appropriate approach to consultation and disclosure. The goal of this SEP is to improve and facilitate decision making and create an atmosphere of understanding that actively involves Project -affected people and other stakeholders in a timely manner and that these groups are provided sufficient opportunity to voice their opinions and concerns that may influence Project decisions. The SEP is a useful tool for managing communications between DoTC&I and its stakeholders.

The key objectives of the SEP for this Project are as follows:

- Provide guidance for stakeholder engagement such that it meets the standards of International Best Practice, including adhering to WB ESS10 and ESS7;
- Identify key Project stakeholders within each State, including indigenous persons;
- Identify the most effective methods and structures through which to disseminate Project information, and to ensure regular, accessible, transparent and appropriate consultation;
- Guide DoTC&I to build mutually respectful, beneficial and lasting relationships with stakeholders;
- Develop a stakeholder engagement process that provides stakeholders with an opportunity to influence Project planning and design;

- Outline the Grievance Mechanism (GM) for implementation of the PRIME Project;
- Identify roles and responsibilities for implementation of the SEP.
- Describe means of reporting and disclosure of key information and instruments in a manner that can be readily understood by all key stakeholders (including the community and vulnerable groups); and
- Potential communications challenges (e.g. over consultation, confusion with other Projects, etc) and opportunities (e.g. synergies with other consultation activities and facilitators known to the community) will be identified.

## 2. Project Description

### 2.1 Overview of the 'PRIME' Project

The *Prioritized Road Investment and Management Enhancements (PRIME) Project* will provide funds for technical assistance and institutional strengthening to improve the management of the road network in relation to potential climate change impacts for the FSM. In addition, the Project will fund the feasibility, design and construction of physical works on priority road assets to improve resilience to climate-related hazards or events.

FSM's transport network is of critical importance to the country's economy and economic development through supporting trade and promoting commercial activity by facilitating the movement of goods and services, and providing safe and efficient access to social services including schools and health facilities. Critical climate resilient road, bridge or drainage improvement works to be implemented urgently to maintain a basic level of land transport connectivity in each state will be identified as part of the PRIME Project. The extent of these works are described and shown in the ESMF<sup>2</sup>.

While some initial road works have been identified as requiring urgent works (refer Component 2, Section 2.2.2), the design of the required works has not yet been undertaken and the full extent of impacts are not yet known. The additional works that will form the PRIME Project will be identified as part of the VA and CRRS studies. As part of these studies a multi-criteria assessment will be undertaken to prioritize the urgency of works and works that will be funded by PRIME. Environmental and social risk screening will be part of the multi-criteria analysis.

A summary of key PRIME Project components are outlined below. Further detail on the scope of the PRIME Project activities is outlined in the ESMF.

### 2.2 'PRIME' Investments and Activities

Project activities will primarily take place within existing primary road corridors, or immediately adjacent to the road to improve erosion protection, drainage or safety features. Some additional secondary roads that are considered to be of strategic and/or economic importance will also form part of the 'PRIME Roads', and be assessed under Component 1 below, but recommended improvements on these secondary roads will not be considered for funding under Component 2. The extent of these roads including a definition of 'PRIME Roads' in each State are presented in the ESMF.

The three key components of the PRIME Project are outlined below.

#### 2.2.1 PRIME Component 1: Spatial and Sector Planning Tools

This Component involves technical assistance that will improve the way that climate change is addressed in FSM's road sector to enable policymakers to make informed decisions based on the most accurate and up-to-date information available. The following activities are proposed under Component 1:

- a) **Vulnerability Assessment (VA) and Climate Resilient Road Strategy (CRRS).**  
Preparation and implementation of a VA and CRRS to assess levels of vulnerability to climate change and severe weather events (e.g. sea-level rise, extreme rainfall, landslide, storm surge, etc.) across FSM's existing primary road corridors and

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<sup>2</sup> Prioritized Road Investment and Management Enhancements (PRIME) Project, FSM: Environmental and Social Management Framework', Report prepared for Department of Transportation, Communication and Infrastructure.

GoFSM-selected existing strategic secondary road corridors. The VA and CRRS will also identify measures to enhance resilience and prioritize investments to balance vulnerability reduction against cost implication. Training will be provided to relevant national and state officials in the use of VA and CRRS tools.

- b) **Climate-informed road asset management systems.** Provision of hardware, software and ancillary tools to establish climate-informed road asset management systems to be used by DoTC&I and State Road Authorities. Training will be provided to relevant National and State officials in the use of these systems.

## 2.2.2 PRIME Component 2: Climate Resilient Infrastructure Solutions

This Component involves feasibility studies, design and construction of identified priority road assets to improve their resilience to climate-related hazards. The integration of climate change considerations into infrastructure activities will help strengthen the resilience of assets and improve functionality of the road network. Component 2 is split into two parts:

- a) **Urgent Priority Works** (including design and supervision). Critical climate resilient road, bridge, causeway or drainage improvement works that should be implemented urgently to maintain a basic level of road connectivity in each state. Urgent works proposed for financing under the PRIME Project include:
  - (i) Improving the narrow, low-level Lelu causeway in Kosrae;
  - (ii) Replacing the 12 m Awak bridge in Pohnpei;
  - (iii) Improving the 2.5 km airport to Pou Bay bridge road in Chuuk; and
  - (iv) Replacing two short-span (6 m long) steel and concrete composite bridges in Yap.
- b) **Works informed by the VA and CRRS** (including design and supervision). In addition to the urgent priorities under Sub-component 2a, a selection of near, medium and long-term road works would be financed to enhance the resilience of the network in each state to climate change impacts and natural hazards, in accordance with the recommendations from the VA and CRRS undertaken as part of Component 1. Works will be restricted to road networks within the existing primary road corridors.

Interventions are expected to include measures to strengthen network resilience, including but not necessarily limited to:

- (i) **Pavement and surface strengthening** – periodic maintenance, repairs, rehabilitation or reconstruction of existing road pavement layers and/or surfacing, including provision of sealed shoulders and raising road levels;
- (ii) **Drainage improvements** – provision, reinstatement and/or lining of longitudinal drainage, replacement and/or increasing capacity of cross drainage culverts, improving open or covered outfalls, provision of subsoil drainage and cut-off drains;
- (iii) **Spot slope stabilization** – widening and/or reducing slope of cuttings and fill embankments to reduce landslide risk, soil bioengineering and biotechnical stabilization techniques, and anchoring of unstable rock slopes;

- (iv) **Rock wall revetment strengthening** – for protection of coastal road sections;
- (v) **Improvements to causeways and bridges** – repairs or reconstruction of existing crossings and/or provision of new crossings to provide safe, all weather access for vehicles and pedestrians;
- (vi) **Road safety improvements** – traffic calming measures, provision of guardrails, line marking and minor realignments to improve sight distance.

### 2.2.3 PRIME Component 3: Strengthening the Enabling Environment

This Component will provide funding to support institutional and regulatory reforms for road sector asset management and maintenance, including measures to strengthen local capacity and to increase the sustainability of climate resilient road sector investments. In addition, this Component will help to strengthen coordination among relevant institutions, will look at ways in which road sector management can be improved, and will address any emerging priority issues that can help support GoFSM in addressing climate change risks. Proposed Sub-components include:

- a) **Institutional and Governance Review.** A review of institutional arrangements, key policies, regulations, legislation and roles and responsibilities of principle stakeholders involved in the road sector with recommendations to strengthen such arrangements.
- b) **Project Management.** Establishment and maintenance of a Project Implementation Unit (PIU) to support the implementation of the PRIME Project. In addition, this includes operating costs for PRIME-related travel and communications costs.
- c) **Road Safety Program.** Provision of technical assistance activities to improve road safety.
- d) **Capacity Building Initiatives.** Assess current preventive maintenance techniques and industry capacity. Provide technical trainings to sector agencies and local consultants and contractors to better operate and regulate a more climate resilient road network.
- e) **Gender-informed Driver Licensing Pilot.** A pilot program to study and implement activities that address gaps in the possession of a driver's license.
- f) **Emerging Priority Issues.** Providing technical assistance to strengthen the Recipient's capacity to address emerging priority issues that could have an impact on the Recipient's ability to manage a climate resilient road network.

## 3. Stakeholder Engagement Objectives and Principles

### 3.1 Definition of ‘Stakeholder’ in ESS10

World Bank's definition of ‘Stakeholders’, as stated in the ESS10, refers to:

*“...individuals or groups who:*

- a) Are affected or likely to be affected by the Project (Project -affected parties); and*
- b) May have an interest in the Project (other interested parties).”*

The ESS10 guidance note document provides further definitions for these groups, including:

- **Project Affected Persons** – *“includes those likely to be affected by the Project because of actual impacts or potential risks to their physical environment, health, security, cultural practices, well-being, or livelihoods. These stakeholders may include individuals or groups, including local communities”.*
- **Other Interested Parties** – *“refers to individuals, groups, or organizations with an interest in the Project, which may be because of the Project location, its characteristics, its impacts, or matters related to public interest. For example, these parties may include regulators, government officials, the private sector, the scientific community, academics, unions, women’s organizations, other civil society organizations, and cultural groups”.*

ESS10 also states that for both groups *“special consideration should be given to stakeholders that may be disadvantaged or vulnerable”.*

### 3.2 Stakeholder Engagement Objectives

ESS 10 states that the objectives of stakeholder engagement are as follows:

- To establish a systematic approach to stakeholder engagement that will help Borrowers identify stakeholders and build and maintain a constructive relationship with them, in particular Project affected parties.
- To assess the level of stakeholder interest and support for the Project and to enable stakeholders’ views to be taken into account in Project design and environmental and social performance.
- To promote and provide means for effective and inclusive engagement with Project -affected parties throughout the Project life cycle on issues that could potentially affect them.
- To ensure that appropriate Project information on environmental and social risks and impacts is disclosed to stakeholders in a timely, understandable, accessible, and appropriate manner and format.
- To provide Project -affected parties with accessible and inclusive means to raise issues and grievances, and allow Borrowers to respond to and manage such grievances.

The operational objectives of stakeholder engagement for the PRIME Project are:

- Acquire information from key stakeholders to assist in environmental and social risk screening, and the preparation of land procedure documents for the PRIME Project (as described in Section 5);
- Ensuring that stakeholders have an understanding of how they might be affected and their potential role in PRIME Project implementation and impact management;
- Implementation of a ‘participatory design approach’, whereby between Project designers, respective landowners, road users and communities undertake detailed consultations throughout the design process in order to minimize impacts on land and people;
- Provision of opportunities for stakeholders to express their opinions and concerns in relation to the PRIME Project, and for these opinions and concerns to be taken into account in the development of works land access documents and E&S management plans; and
- Ensuring that stakeholders understand the PIU’s and the WB’s operational aims and requirements with respects to PRIME Project, and have confidence in the PIU’s ability to manage environmental and social risks in a responsible and transparent manner.

Early and ongoing engagement with land owners, local communities, vulnerable groups and their traditional or local leaders will be critical for all stages of the PRIME Project.

The design of road improvements will prioritize works within the corridors of existing primary roads and minimize the loss of private property, where technically feasible. There will be an emphasis on ‘participatory design approach’ whereby local communities and affected land owners participate in the decisions related to the design of road improvements that affect them.

### 3.3 Key Principles of Effective Engagement

ESS10 states that stakeholder engagement is:

*“an inclusive process conducted throughout the Project life cycle. Where properly designed and implemented, it supports the development of strong, constructive, and responsive relationships that are important for successful management of a Project’s environmental and social risks. Stakeholder engagement is most effective when initiated at an early stage of the Project development process, and is an integral part of early Project decisions and the assessment, management, and monitoring of the Project’s environmental and social risks and impacts.”*

Stakeholder engagement is usually informed by a set of principles defining core values underpinning interactions with stakeholders. Common principles based on International Best Practice<sup>3</sup> include the following:

- **Commitment** is demonstrated when the need to understand, engage and identify the community is recognised and acted upon early in the process;
- **Integrity** occurs when engagement is conducted in a manner that fosters mutual respect and trust;

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<sup>3</sup>IFC, 2007, Stakeholder Engagement: A Good Practice Handbook for Companies Doing Business in Emerging Markets.

- **Respect** is created when the rights, cultural beliefs, values and interests of stakeholders and affected communities are recognised;
- **Transparency** is demonstrated when community concerns are responded to in a timely, open and effective manner;
- **Inclusiveness** is achieved when broad participation is encouraged and supported by appropriate participation opportunities; and
- **Trust** is achieved through open and meaningful dialogue that respects and upholds a community's beliefs, values and opinions.

### 3.4 Stakeholder Engagement Considerations

The stakeholder engagement process will be inclusive, participatory and transparent to ensure multiple opportunities for learning about the Project for all affected or interested stakeholder groups. Ensuring informed participation and consultations creating an atmosphere for open dialogue, ensuring the vulnerable are empowered and facilitated to participate and transparency are the principles in the approach to stakeholder engagement.

The following considerations will be made when planning for stakeholder engagement<sup>4</sup>:

- **Time and Resources:** It takes time to develop and build trust-based relationships with stakeholders. The consensus from practitioners is that from the outset relationships with stakeholders should develop and grow, and that these relationships should be nurtured and not fostered to fade.

Additional stakeholders might be identified that also want to be engaged. No willing stakeholder should be excluded from the process of engagement. Some stakeholders will need to be educated about the concept of engagement itself, as well as on the complex issues requiring specialised and technical knowledge. These demands can increase the cost of consultation required to meet external expectations and often this occurs at a time when a Project lacks the internal capacity and resources to implement a broad engagement strategy.

- **Raises Expectations:** Stakeholders can have unrealistically high expectations of benefits that may accrue to them from a Project. As such, DoTC&I as Project proponents must be clear on what they can and cannot do, establishing a clear understanding of their roles and responsibilities. Managing expectations especially from land owners and communities affected will be handled at the outset of the Project.

In FSM, the engagement processes should provide DoTC&I with an opportunity to develop relationships with stakeholders and potential Project partners who can assist with implementing corporate social responsibility Projects.

- **Securing Stakeholder Participation:** Cultural norms and values can prevent stakeholders from freely participating in meetings. Often there are conflicting demands within a community and it can be challenging for a Project to identify stakeholders who are representative of common interests. The inclusion of women and vulnerable groups to ensure gender participation and the consideration of the needs and priorities of all sectors of the community will be addressed. An awareness

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<sup>4</sup> Based on: "Stakeholder Research Associates Canada Inc, 2005, The Stakeholder Engagement Manual Volume 1: The Guide to Practitioners' Perspectives on Stakeholder Engagement, [www.StakeholderResearch.com](http://www.StakeholderResearch.com)."

of the local context and implementing structures to support and foster effective stakeholder engagement, will be important. Employing Project State Focal Points (refer Section 8) who are sensitive to local communication (including traditional) structures and power dynamics will assist in fostering effective stakeholder engagement.

- **Consultation Fatigue:** Moreover evidence suggests that stakeholders can easily tire of consultation processes especially when promises are unfulfilled, and their opinions and concerns are not taken into consideration. Often stakeholders feel their lives are not improving as a result of a Project and this can lead to consultation meetings being used as an area to voice complaints and grievances about the lack of development. This might be avoided by coordinating stakeholder engagement during an assessment process and by ensuring practitioners do not make promises to stakeholders but rather use the public consultation process as an opportunity to manage expectations, challenge misconceptions, disseminate accurate Project information and gather stakeholder opinions which are feedback to the client and other Project specialists.
- **Use of Participatory Approaches:** Participatory appraisal tools will be used during consultations to ensure the engagement of all sectors of the community. Participatory tools such as the use of seasonal calendars, time use surveys and ranking of resources used for both income and subsistence livelihoods will address gender, age, traditional barriers and allow everyone to participate. The 'participatory design approach' will also be applied to the Project to involve land owners and community in the design and prioritization process to minimize impacts, and resolve uncertainties regarding easement extents.
- **Information and Communication Access:** Information and communication needs of various groups and individuals especially those more disadvantaged or vulnerable including consideration of use of local languages, accessible means of communication, physical accessibility challenges and accessible feedback. To ensure broad participation, consultations are to be undertaken at venues, times and in languages that do not disadvantage any particular groups (e.g. women, or vulnerable households).
- **Culturally Approach Engagement:** It is critical that engagement is inclusive and culturally appropriate, especially in terms of Project Affected Persons (PAPs) and/or communities and indigenous peoples. This could include appropriate forms meeting type, venues, locations, times, language used, materials presented, means of disclosure and involvement of traditional leaders.
- **Language:** Engagement is to be undertaken in a language appropriate for the broadest comprehension by stakeholders possible. While English is widely understood (both written and spoken) throughout FSM (being the official language of FSM), each State has an indigenous culture and their own official languages (e.g. Kosraean, Mehn Pohnpei, Chuukese and Yapese as well as English), which may be more likely to be better understood amongst community stakeholders. Literacy levels amongst stakeholders should also be considered when undertaking engagement.

The remaining chapters of this report outline considerations that will assist in overcoming issues with stakeholder engagement and attaining the overarching goal of free, prior and informed consultation.

### **3.4.1 Barriers to Participation**

#### **3.4.1.1 Disadvantaged or vulnerable groups**

Some Project impacts may disproportionately fall on disadvantaged or vulnerable individuals or groups who often do not have a voice to express concerns or understand the impacts of a Project. Some road users may also be more vulnerable to harm because they are not in a vehicle including pedestrians, motorcyclists, cyclists, and those on animals or animal drawn carts.

The Project will identify vulnerable or disadvantaged individuals or groups and the limitations they may have in participating and/or in understanding the Project information on an ongoing basis.

Currently identified representatives of vulnerable people and groups that require engagement as part of the Project are outlined in Section 4.1.3. The list will be expanded and updated as new groups are identified.

#### **3.4.1.2 Gender, Sexual Exploitation and Abuse (SEA) and Sexual Harassment (SH)**

Micronesian societies are matrilineal and inheritance of land and other assets is traditionally through women even though the senior male of the lineage, often a woman's older brother, is generally the manager of landed estate and males exercise most political and economic power.

However, gender-based violence (GBV) rates are high in FSM and women are vulnerable to trafficking, illegal sex work, unwanted pregnancies, harassment and violence. Imported and transient workforces such as those required for the construction industry are known to contribute to these issues. For women in FSM there are multiple barriers to having equal opportunities as well as a life free from violence and coercion. Priority areas of the GoFSM national gender planning include addressing female unemployment and a gender-stratified labor market, teenage pregnancy, violence against women and girls and limited access to justice and protection for women.

Participation of women at the highest levels of decision making remains very limited and women continue to be highly under-represented at the legislative and executive levels of government. In addition, FSM is one of only three countries worldwide that has zero women in the National Legislature.

Sexual Exploitation and Abuse (SEA) and Sexual Harassment (SH) is prevalent in FSM with approximately one in three women (32.8%) having experienced physical and/or sexual violence by an intimate partner in their lifetime.

The PRIME Project aims at achieve gender mainstreaming in its design, management and implementation. Early and continuing stakeholder engagement under ESS10 is vital to addressing gender gaps, and gender mainstreaming will ensure that barriers to participation of women are taken into account. Additionally a specific SEA and SH Grievance Mechanism is currently being developed by the DoFA Centralized Implementation Unit (CIU) which will be implemented for the PRIME Project.

#### **3.4.1.3 Indigenous Peoples**

WB ESS7 is relevant as the overwhelming beneficiaries of the Project in each State (Kosraean, Mehn Pohnpei, Chuukese and Yapese) meet several characteristics of indigenous persons as described in the ESF of the WB. Given this, it is considered that the 'indigenous' population of FSM is comprehensively represented in all state mechanisms,

will not be disproportionately disadvantaged by the Project and, as such, an 'Indigenous Peoples Plan' is not required under ESS7.

Engagement will be undertaken in a culturally appropriate manner and language for the indigenous peoples of each State (e.g. Kosraean, Mehn Pohnpei, Chuukese and Yapese),

The Project will assess and document Indigenous Peoples' natural resource use and land claims, and will be gender inclusive including specifically consider women's role in the management and use of these resources.

## 4. Stakeholder Identification and Analysis

### 4.1 Stakeholder Identification

#### 4.1.1 Approach to Stakeholder Identification

In order to develop an effective SEP, it is necessary to determine who the stakeholders are, understand their needs and expectations for engagement and their priorities and objectives in relation to the Project. This information can then be used to tailor engagement to each type of stakeholder. As part of this process it is particularly important to identify individuals and groups who may find it more difficult to participate and those who may be differentially or disproportionately affected by the Project because of their marginalised or vulnerable status.

It is important to understand stakeholder's interests and how they may be affected – or perceives they may be affected – so that engagement can be tailored to inform them and understand their views and concerns in an appropriate manner. As part of this process it is particularly important to identify individuals and groups who may find it more difficult to participate and those who may be differentially or disproportionately affected by the Project because of their marginalized or vulnerable status.

For the PRIME Project, stakeholders have been and will continue to be identified throughout the duration of the Project on a continuing basis by identifying:

- Various stakeholder categories that may be affected by, or be interested in, all aspects of the PRIME Project including technical assistance (e.g. VA/CRSS), physical works and institutional strengthening; and
- Specific individuals, groups, and organizations within each of these categories taking into account:
  - The expected Area of Influence (AOI) of Component 2 works, that is the socio-economic and geographical area over which it may cause impacts (both positive and negative) over its lifetime, and therefore the localities within which people and businesses could be affected, and
  - The nature of the impacts that could arise and therefore the types of national/local government entities, NGOs, academic and research institutions and other bodies who may have an interest in these issues.

The process of identifying stakeholders is continuous.

#### 4.1.2 Project Area of Influence

The initial description of the Project's Area of Influence (AOI) is based on the definition provided in the Guidance Note to ESS1, to which the Project is to comply. Specifically, this Guidance note states that:

*"...Where the Project involves specifically identified physical elements, aspects, and facilities that are likely to generate impacts, the collection and analysis of environmental and social baseline information and data, at an appropriate level of detail for the Project, are essential to define the Project's area of influence and describe relevant physical, biological, ecological, socioeconomic, health, and labor conditions, including any changes anticipated to occur in the foreseeable future (including projected variability in climatic and environmental conditions due to*

*potentially significant climate change or that would require adaptation measures that could occur over the life of the Project), along with current and proposed development activities within the general Project area but not directly connected to the Project to be financed.....”*

The area considered for the identification of stakeholders (the Project AOI) consists of the:

- Road corridor adjacent to the ‘PRIME Roads’ (and area of works where it is a bridge or causeway) and immediately adjacent environment either side of the road alignment;
- Road users and communities connected to and by the PRIME roads;
- Any temporary structures (such as bridges, causeway replacement structure, etc);
- Receiving environment downstream (and upstream when considering fish passage) if the works are a bridge (or causeway) or works are related to drainage, culverts etc;
- Contractors yards, lay down or stockpile areas, and any other works related facilities; and
- Quarry locations and immediate surrounds.

Table 4-1 outlines the guidelines that have been followed to determine the AOI for the PRIME Project which is based around a precautionary approach. All data was obtained by desktop study and field survey conducted between July and October 2020.

Table 4-1: Project Area of Influence (AOI) delineations and conditions

Environment	Project AOI
Local villages / communities / businesses	Adjacent to PRIME Road alignments and works locations. Connected to and by the PRIME Road network.
Road users (motorists, cyclists, pedestrians and other modes of transport)	Users of the road that may have access or transportation restrictions from the works if they are not adequately managed. Users that will benefit from improved infrastructure.
Important species habitat	Sensitive ecological areas in close proximity to the PRIME Road alignments and works locations potentially receiving runoff during construction / operation.
Streams & inshore waters (adjacent to coastline)	Assuming a precautionary approach, an area directly adjacent to the PRIME Road alignments and works locations potentially receiving stormwater runoff during construction / operation.

The AOI extent considered in the SEP is broader than the area in which possible physical works/interventions will occur as Component 2 works will only be undertaken along small discrete sections (<10%) of the ‘primary roads’ identified a part of the ‘PRIME Roads’. However all road users that rely on the road networks for work, education, markets, community and social connectivity will potentially be affected by, and benefit from the Project.

The broader AOI has been applied for the stakeholder identification in order to ensure the process is inclusive of all anticipated stakeholders.

Any site-specific environmental and social assessments to be prepared, if required, are to define the AOI specifically for those works in order to identified works specific stakeholders,

based on the works footprint including all ancillary components and potential impacts on environmental, economic and social resources.

### 4.1.3 Key Stakeholders Identified

To date, a large number of potential stakeholders have been identified from:

- Contacts that DoTC&I has already made with communities, government departments and other organizations as part of its public consultation, disclosure and government-level interactions;
- DoTC&I's implementation of land acquisition/resettlement and community development consultations; and
- Consideration of the AOI insofar as it is currently defined.

The stakeholders pertaining to affected communities have been identified by means of the following inputs:

- Stakeholders identified and consulted in previous DoTC&I projects for similar schemes in FSM;
- Understanding of the key features of the social baseline of the communities in each State including each of the four urgent works locations; and
- Inputs and advice from the FSM-based E&S Consultant team members.

Non-community stakeholders have been identified by means of the following:

- An initial review of the administrative system of FSM; and
- Inputs and advice from the FSM-based E&S Consultant team members.

Initial stakeholders identified as part of the PRIME Project ESA are outlined below.

#### 4.1.3.1 National-Level Stakeholders

The following national level stakeholders have been identified as being appropriate to engage with regarding the PRIME Project:

- Project Partners:
  - Department of Transportation, Communications and Infrastructure (DoTC&I)
  - Department of Finance and Administration (DoFA)
  - World Bank Regional Office
- Other Government Departments:
  - Department of Resource and Development (DRD), including
    - Division of Marine Resources
    - Division of Land Management
  - Department of Health and Social Services, including
    - Division of Youth & Social Affairs
    - Division of Women's Affairs

- Department of Environment, Climate Change and Emergency Management (DECCEM)
- Department of Justice
- National Police
- Public Information Office
- Ministry of Labor
- National Agencies / Authorities
  - National Fisheries Corporation
  - National Oceanic Resource Management Authority (NORMA)
  - Telecommunication Regulatory Authority (TRA)
  - Environmental Protection Authority (EPA)
- Non-Governmental Organisations (NGO)/ Community Based Organisations (CBO)
  - Pacific Adaptation to Climate Change
  - Micronesia Conservation Trust
  - Sustainable Fishers Group

#### 4.1.3.2 State-Level Stakeholders

The Project Stakeholders identified at the State level for each of the four FSM States (including Kosrae, Pohnpei, Chuuk and Yap) are outlined below:

- Government Departments/Authorities:
  - State Governor's Office.
  - State Senators and Legislature.
  - Department of Resources & Development (including Division of Marine Resources and Division of Land Management).
  - Land Commission (or State relevant delegated authorities).
  - Office of Transportation & Infrastructure.
  - Department of Health.
  - Department of Education.
  - Department of Youth and Civic Affairs (including Historical Preservation Office, and Division of Media & Protocol).
  - Environmental Protection Authorities (EPA) and Kosrae Island Resource Management Authority (KIRMA).
  - Relevant Municipal Governments.
- Communities Groups:
  - Traditional leaders and/or councils of chiefs.

- Project affected villages.
- Road users (commercial, private, motorists, pedestrians, cyclists and other modes of transport).
- Church leaders and/or groups.
- Women's Council / Associations / groups.
- Youth Council / Associations.
- Senior Citizens Organizations.
- Farmer's Association.
- Private landowners and land users (e.g. PAPs).
- Schools.
- Public Utilities:
  - FSM Telecommunications Corporation.
  - FSMTCC (OAE) Cable Corporation
  - State Public Utilities Corporation.
- Other Groups:
  - State Chamber of Commerce.
  - Private Sector / companies / business owners-operators in close proximity to the works.
  - Relevant NGOs / CBOs.
  - Any other key stakeholders identified relevant to the works.

Further specific stakeholders will be identified once the specific Component 2 works have been defined.

## 5. Stakeholder Engagement Approach

### 5.1 Project Preparation Stakeholder Engagement Activities

For Project preparation, engagement and consultation, activities were led by the ESA consultant (supported by DoTC&I state representatives and the CIU Safeguards Team as appropriate) and specifically related to explaining the components, implementation arrangements and the E&S aspects of the PRIME Project.

Consultation activities were undertaken consistent with the cultural and social norms and values of each State. The ESA consultant team included State-based team members in each State to ensure the most appropriate approach for communication and engagement of identified stakeholders was undertaken (including meeting types, language use, materials presented and circulated, consultant times and locations etc).

Given the diverse and extensive range of stakeholders identified (refer Section 4.1.3), consultation meetings were held by stakeholder type, and typically included the following:

- **Joint Government Stakeholder Meetings** – included meetings/workshops for each State attended by representatives of various State government departments/offices/agencies/authorities and their relevant subordinate divisions /offices. Note for Pohnpei, national government stakeholders were also included in this meeting.
- **Joint Public Stakeholder Meetings** – included public meeting/workshop attended by representatives of relevant community groups (e.g. traditional leaders, community groups) and other stakeholders (such as public utilities, NGOs, Chamber of Commerce etc).
- **Separate One-On-One Meetings** – undertaken with specific government and public stakeholders where key stakeholders were in attendance in the relevant joint meeting, or for data gathering purposes.

The State-based ESA consultant team members contacted stakeholder groups via phone and/or email and sent a formal letter to the key stakeholder representatives (prepared by either DoTC&I, Governors' office or the ESA Consultant, as appropriate) requesting attendance at the joint meetings. An agenda and a Project Summary Document (provided in Appendix A) was also circulated along with invitation letter so that stakeholders understood the purpose of the meeting in advance and were able to prepare.

During the joint consultation meetings, a powerpoint presentation communicated information to stakeholders about the scope and nature of the Project and an opportunity was provided for stakeholder feedback for inclusion into the development of the E&S management framework documents.

Given English is widely understood (both written and spoken) throughout FSM (being the official language of FSM), presentations and consultation materials were prepared in English. However, presentations were presented in the local State language (e.g. Kosraean, Mehn Pohnpei, Chuukese and Yapese) where appropriate depending on the stakeholders present during the meeting.

Two rounds of broad stakeholder consultation activities were undertaken as part of the ESA Project preparation stakeholder engagement activities and various smaller

consultation activities were undertaken where specific issues and topics required engagement or discussion.

The two broad rounds of stakeholder consultation included:

- **First round (August to October 2020)** – during the baseline assessment phase ESA to:
  - Inform key Project stakeholders of the upcoming PRIME Project;
  - Acquire information to develop E&S framework documents; and
  - Record stakeholder feedback, opinions and concerns to assist in developing the draft environmental and social assessments and instruments.
- **Second round (November 2020)** – undertaken following the development of the Project Appraisal Document and nearing completion of the draft environmental and social risk management instruments to:
  - Update on the progress, status and timing of the PRIME Project;
  - Report back on outcomes of the ESA baseline assessment;
  - Outlining the key principles of E&S framework documents and ‘strategies’ proposed to screen and manage possible environmental and social impacts from any Project works;
  - Obtain comment and feedback on the strategies for inclusion in the final draft E&S instruments, prior to public disclosure; and
  - Allow the stakeholders an opportunity to be engaged in the development of these documents and management decisions for the Project.

Given Covid-19 travel restrictions (refer Section 1.2.1.1) consultation meetings were facilitated by the State-based ESA consultant team members. While initial efforts were made to allow relevant members of the international ESA consultant team to call into larger meetings via online video conferencing, internet connection was not reliable enough for this approach to be successful in most cases.

The FSM-based team was provided with training and consultation material (including presentation, Project Summary, agenda, meeting minutes template and attendee lists) by the international ESA consultant team members prior to the meetings. This was undertaken to ensure consistency in the messages being communicated to stakeholders across all four States, to ensure valuable feedback was provided and to manage stakeholder expectations. An internal debrief meeting was then held after the meeting to discuss any issues raised by the stakeholders and learnings from the process. The presentations used during both the first and second round of Project preparation consultation are provided in Appendix B.

Following the consultation activities, meeting notes were prepared with photographs and attendee lists attached which outlined key feedback to be incorporated into the assessments and instruments. These notes also documented comments, suggestions, clarifications and other information collected during meetings.

An overview of stakeholders engaged in each State as part of Project preparation are outlined in Table 5-1.

Table 5-1: Stakeholders engaged with in each State during Project Preparation (July to November 2020)

Stakeholder Type	National Stakeholders Engaged	State Stakeholders Engaged			
		Yap	Chuuk	Pohnpei	Kosrae
Government Departments / Offices / Agencies / Authorities	Department of Transportation, Communication & Infrastructure	Office of Planning and Budget	Chuuk Governor's Office	Pohnpei Governor's Office	Kosrae Governor's Office
	Department of Finance & Administration	Department of Youth and Civic Affairs	Department of Transportation & Public Works	Office of Transportation and Infrastructure	Department of Transportation & Infrastructure
	Environmental Protection Agency	Yap State Legislature	Environmental Protection Agency	Environmental Protection Agency	Department of Finance & Administration
	Department of Resource & Development (Division of Land Management)	Department of Public Works & Transport	Chuuk Planning Office	Department of Youth and Civic Affairs (Office of Social Affairs)	Kosrae Visitors Bureau
			Department of Resource & Development (Commerce & Industry Division)	Department of Resource & Development (Land Management Division)	Department of Resource & Economic Affairs (Land Management Division)
			Department of Resource & Development (Land Management Division)	Department of Public Safety	Department of Resource & Economic Affairs (Fisheries Department)
			Chuuk Visitors Bureau	Office of Fisheries and Aquaculture	Department of Health
			Department of Agriculture	Kitti Municipal Government	Department of Education
			Disaster Coordination Office	Madolenihmw Municipal Government	Kosrae Port Authority
			Department of Justice (Immigration & Labor Division)	U Municipal Government	Kosrae State Legislature

Stakeholder Type	National Stakeholders Engaged	State Stakeholders Engaged			
		Yap	Chuuk	Pohnpei	Kosrae
			Chuuk Department of Public Safety		Malem Municipal Government
			Department of Marine Resources		Lelu Town Municipal Government
			Land Commission Office		Tafunsak Municipal Government
			Chuuk Public Affairs		Utwe Municipal Government
			Department of Administrative Services		Land Court
			Chuuk Department of Education		Kosrae Island Resource Management Authority (KIRMA)
			Chuuk Department of Health Services		Division of Historic & Preservation, KIRMA
			Chuuk Sanitation Office		
			House of Representatives, Chuuk State Legislature (House of Representatives & Senate)		
			FSM Congress, Northern Nomoneas Region		
			Tonoas Municipal Government		
			Weno Municipal Government		
Community Groups		Weloy Municipality Traditional Chief	Weno Traditional Chief/ Village Representative	U Municipality	Presidents of Municipal Hamlets

Stakeholder Type	National Stakeholders Engaged	State Stakeholders Engaged			
		Yap	Chuuk	Pohnpei	Kosrae
		Gagil Municipality Traditional Chief	Chuuk Women's Council	Pohnpei Senior Citizens Association	Kosrae Women's Association officers
		Tamil Municipality Traditional Chief	Chuuk Youth Council		Kosrae Youth Development Association
		Yap Women's Association			Kosrae Senior Citizens Association
		Kids of Ruuq Community (KORC) Youth Group			Civil Society of Kosrae
		10x village chiefs (as part of Council of Pilung)			Kosrae Special Parent Network
					Council of Pastors
					Malem Church Pastor
					Lelu Church pastor
					Walunga Malem Hamlet
					Community Health
					Malem Resource Management Committee
					Lelu Town Resource Management Committee
					Tafunsak Resource Management Committee
					Utwe Resource Management Committee
Public Utilities		Yap State Public Service Corporation	FSM Telecommunications Corporations	FSM Telecommunications Corporations	FSM Telecommunications Corporations

Stakeholder Type	National Stakeholders Engaged	State Stakeholders Engaged			
		Yap	Chuuk	Pohnpei	Kosrae
			Chuuk Public Utility Corp	Pohnpei Utilities Corporation	Kosrae Utilities Authority
			FSMT Cable Corp.		
Other		Yap Chamber of Commerce	Chuuk Conservation Society		Kosrae Chamber of Commerce
		Yap Small Business Development Center	Gender Based Violence Program-Inepwinau Counselling Center		Kosrae Consumers Organization/Inter-Agency Committee
		Yap Red Cross	Chuuk Chamber of Commerce		Aquaculture Center (MMME)
					Adaptation Fund Project
					Micronesia Red Cross (Kosrae Chapter)

A total of 108 separate stakeholder groups were engaged as part of the Project preparation engagement activities across the four States, including:

- National – 4 Government;
- Kosrae – 17 Government; 15 Communities groups; 7 ‘Other’ stakeholders;
- Pohnpei – 10 Government; 2 Communities groups; 2 ‘Other’ stakeholders;
- Chuuk – 22 Government; 3 Communities groups; 6 ‘Other’ stakeholders; and
- Yap – 4 Government; 12 Communities groups; 4 ‘Other’ stakeholders.

Differences in the number of certain types of stakeholders engaged in each State are in part due to how organized and engaged certain stakeholder groups are in each State, and how effective community leaders were in bringing the stakeholders together. Additional effort may be required during Project implementation to engage certain stakeholder groups if they are identified as being potentially impacted by the physical works.

A total of 42 consultation meetings were conducted from 30-Jul-2020 to 12-Nov-2020 across all four States. A summary of key feedback and comments received from stakeholders during Project preparation consultation meetings are outlined in Table 5-2 including a response as to how the issues raised are addressed by the Project.

A detailed breakdown of stakeholder engagement and consultation activities, including persons, locations and dates, key purpose and outcomes is of meetings provided in Appendix C.

Detailed meeting notes from these meetings are provided in Appendix D.

Table 5-2: Summary of combined key feedback and comments received from stakeholders during Project preparation consultation meetings.

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
<b>Kosrae</b>			
Joint State Government Meeting  Sep-3, 2020	Kosrae DoT&I; Governor's Office; DoFA; DoREA (Land Management & Fisheries Development Divisions); Kosrae Port Authority; Department of Education; Department of Health; Kosrae State Legislature; Kosrae Visitors Bureau; KIRMA; Historic Preservation; FSMTC; Kosrae Utilities Authority; Lelu Mayor's Office; Malem Mayor's office; Tafunsak Mayor's office; Utwe Mayor's office.	<ul style="list-style-type: none"> <li>Accuracy of the Primary Road extent shown, and extent of roads to be assessed as part of the PRIME Project, including Infrastructure Planning and Implementation Committee (IPIC) Primary Road Network Map, and Adaption Fund road segment in Malem.</li> </ul>	<ul style="list-style-type: none"> <li>Agreed during meeting that KIRMA to provide additional sections to ESA Consultant that they thought should be included, and DoTC&amp;I / WB to be consulted and follow up.</li> <li>The extent of the roads included were determined by DoTC&amp;I in consultation with State stakeholders and WB.</li> </ul>
		<ul style="list-style-type: none"> <li>What are the types of physical works required to enhance climate resilience in Kosrae?</li> <li>Agreement by stakeholders that improvement of Lelu Causeway was the highest priority for Kosrae, and that it was appropriate for this to be identified as an 'urgent' work.</li> </ul>	<ul style="list-style-type: none"> <li>Physical works proposed to be developed as part of VA/CRRS studies.</li> <li>Existing resources, data and information will be understood to inform prioritization of certain physical works (e.g. Kosrae Shoreline Management Plan, which identifies coastal erosion areas).</li> </ul>
		<ul style="list-style-type: none"> <li>Appreciation of engagement, and readiness for continued engagement going forward.</li> </ul>	<ul style="list-style-type: none"> <li>This is the start of the engagement process, and there will be many more opportunities to be involved throughout the Project duration.</li> </ul>
		<ul style="list-style-type: none"> <li>Concerns of local capacity to undertake a review of the E&amp;S documents being reviewed, and whether this responsibility should only be left up to national stakeholders, such as DoTC&amp;I, CIU.</li> </ul>	<ul style="list-style-type: none"> <li>Agreed that State stakeholders would be provided an opportunity to review these documents prior to finalization.</li> <li>DoTC&amp;I and DoFA CIU to undertake detailed review of documents on behalf of GoFSM.</li> </ul>
		<ul style="list-style-type: none"> <li>Reservations about sharing GIS data that local authorities (e.g. KIRMA) have spent a lot of time and effort compiling, and wanting surety that the data would not be shared beyond the needs of the Project.</li> </ul>	<ul style="list-style-type: none"> <li>Agreed during meeting that GIS data needed for the PRIME Project was to be shared with the ESA Consultant.</li> <li>GoFSM to remain ultimate owners of the data being compiled and collected.</li> <li>Request for compensation for use to data to be raised with DoTC&amp;I for follow up.</li> </ul>
		<ul style="list-style-type: none"> <li>Distribution of funds provided by WB for the Project, and how much would be allocated to Kosrae. General feeling that Kosrae is often disadvantaged by national Project's due to the size of the State.</li> </ul>	<ul style="list-style-type: none"> <li>Concern acknowledged during meeting, and stated that this topic would be raised with DoTC&amp;I to follow up.</li> <li>Respective funding to each State to be based on need of works in that State.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
<p>Joint Community and 'Other' Stakeholder Meeting</p> <p>Sep-4, 2020</p>	<p>Governor's office; Kosrae State Legislature; Malem Church; Kosrae CoC; Aquaculture Center (MMME); Civil Society of Kosrae; Lelu Church; Adaptation Fund Coordinator; Walunga Malem Hamlet; Community Health; Project Management Office; Kosrae Women Association; Senior Citizens; DoT&amp;I; KIRMA; Council of Pastors; Micronesia Red Cross- Kosrae</p>	<ul style="list-style-type: none"> <li>• Accuracy of the Primary Road extent shown, and extent of roads to be assessed as part of the PRIME Project, including inclusion of the Adaption Fund road segment in Malem.</li> </ul>	<ul style="list-style-type: none"> <li>• Governor and DoT&amp;I Director clarified during the meeting that funding for the Adaption Fund road segment in Malem is already secured (i.e. from another source) and will not form part of the PRIME Project.</li> </ul>
		<ul style="list-style-type: none"> <li>• Many sections of road in State that are degraded and require improvement to enhance climate resilience.</li> </ul>	<ul style="list-style-type: none"> <li>• Physical works proposed and prioritized, to be developed as part of VA/CRRS studies.</li> </ul>
		<ul style="list-style-type: none"> <li>• Road easement clarifications, including i) duration (expiry dates) of existing easements, ii) are the easements valid if current landowners did not sign (i.e. signed by previous land owners).</li> </ul>	<ul style="list-style-type: none"> <li>• Agreed during meeting that DoT&amp;I Director to follow up with Land Management office on status of easements, and to get a legal opinion from the Attorney General's office.</li> </ul>
		<ul style="list-style-type: none"> <li>• Lelu Causeway discussions, including current and potential environmental and social impacts. <ul style="list-style-type: none"> <li>○ Water quality and ecological concerns regarding current operation of Lelu Causeway, and that improvements are required.</li> <li>○ Potential environmental impacts on reef adjacent to Lelu Causeways due to construction activities during improvement, and request for an ESIA to be undertaken prior to commencement of construction.</li> <li>○ Lelu Causeway is culturally and historically significant, in part because it was built by local people used local resources. Request for investigation as to whether preserving the bridge if possible, rather than full removal, and local signage to identify local significance.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Generally understood that the existing causeway is resulting in environmental impacts currently. This is in part a reason why Lelu causeway has been identified as an urgent works.</li> <li>• ESIA/ESMPs to be developed and implemented to manage potential environmental and social impacts from construction activities associated with Lelu Causeway improvements.</li> <li>• Acknowledge local sentiment regarding cultural and historical value of existing causeway. Request for preserving the bridge if possible, should be considered as part of 'participatory design approach' during preliminary design.</li> </ul>
		<ul style="list-style-type: none"> <li>• Provision of GIS data and support undertaking field survey (Red Cross Society), if required.</li> </ul>	<ul style="list-style-type: none"> <li>• While support from Red Cross staff was not necessary during field, the offer was acknowledged and appreciated.</li> </ul>
		<ul style="list-style-type: none"> <li>• Important that different sectors of community are engaged throughout the Project, and enthusiasm regarding Project and future involvement and consultations.</li> </ul>	<ul style="list-style-type: none"> <li>• Comment acknowledged during meeting, and appreciative of enthusiasm.</li> <li>• Agreed, hence the reason for the development of a SEP to ensure all key stakeholders (including local communities) are identified and appropriately engaged throughout Project.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
		<ul style="list-style-type: none"> <li>Selection process of works in each State to be determined by both national and State leadership and representatives, and a range of stakeholders (not just government officials).</li> </ul>	<ul style="list-style-type: none"> <li>A range of stakeholders to be engaged during the VA/CRRS process to ensure range of inputs and ideas are considered in terms of priorities in each State.</li> </ul>
<p>Joint meeting with Government, Community and 'Other' Stakeholders</p> <p>Nov-9, 2020</p>	<p>Governor's office; Department of Resources &amp; Economic Affairs (DREA), Division of Fisheries; Department of Health Services; Department of Finance &amp; Administration; Department of Education; Department of Transportation &amp; Infrastructure; FSMTC; Historic Preservation (KIRMA); Kosrae Visitors Bureau; Project Management Office (PMO); Overseas Development Assistance (ODA) office; Malem Mayor;</p>	<ul style="list-style-type: none"> <li>Implementation of Physical Works <ul style="list-style-type: none"> <li>Will implementation of the physical works be the same for all four States, or will progress by one or more States affect the implementation schedule for the other States.</li> <li>Want to ensure that delays in other States will not penalize Kosrae in terms of timing of construction.</li> <li>Consensus that there is a need to improve and build climate-resilience in Kosrae, and stakeholders ready to provide support the Project.</li> <li>Desire for works Kosrae is keep on track and not miss any opportunities for improvements under this Project due to delays.</li> </ul> </li> <li>Scope of Project Roads <ul style="list-style-type: none"> <li>Again questioned by only part of the Primary road on Kosrae was included under PRIME (e.g. Utwe to Wailung), and that other secondary roads recommended in 1<sup>st</sup> meeting were not included.</li> <li>Desire that even if actual physical works will not be undertaken on these road sections, they should be included in the VA/CRRS studies.</li> <li>Wanted assurances that concerns raised previously were actually considered.</li> </ul> </li> <li>Would the Project budget be allocated evenly amongst the States, or based on respective needs of each State.</li> <li>How will physical works be determined (i.e. who will decide if works with high E&amp;S risk is part of Project, i.e. determine that it is 'essential' work).</li> <li>Will there be budget for resettlement costs?</li> </ul>	<ul style="list-style-type: none"> <li>Comments acknowledged and responses provided during meeting, including: <ul style="list-style-type: none"> <li>Allocation of fund determined by implementation costs.</li> <li>Project is developing a framework to ensure resettlement issues are adequately addressed.</li> <li>An RFP has been issued for Lelu Causeway, with the scope to include identification of costs of undertaking the works.</li> </ul> </li> <li>An email was circulated post-meeting by the ESA consultant addressing each of these points identified for follow up in more detail, including: <ul style="list-style-type: none"> <li><u>Physical works</u> – "There will be a process for selecting, screening and designing each physical works, which will be independent for each State i.e. hold ups in one State will not result in delays in other States (as long as funding is secured, which is what our work is for), so Kosrae will not be disadvantaged in that regard. The urgent works identified (i.e. Lelu causeway) will be the first works to be assessed, designed and implemented. What I would say though is that depending on the scale of works proposed further environmental and social assessment may be required (i.e. an ESIA) prior to any works commencing which can take time. The urgent works in other States are likely to have smaller scale impacts than Lelu Causeway, and may move through the screening, assessment and design phases faster, so may be implemented sooner. But it is still too early to have an accurate idea of respective timing".</li> <li><u>Scope of Project Roads</u> – "The roads identified are the result of consultation and negotiation between national and State governments. The ESA consultant had no part in this. There is only so much funding, and hard decisions will</li> </ul> </li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
	Civil Society of Kosrae; Kosrae Utilities Authority; Kosrae Youth Development Association; Kosrae Women Association	<ul style="list-style-type: none"> <li>Concern regarding Project timeframe, and whether the GoFSM was pursuing other sources of funding for road improvements in Kosrae.</li> <li>Stakeholders hoped that physical works would begin earlier than 2022.</li> </ul>	<p>have been made at a higher level. Also just because they are not captured under PRIME does not mean they may not be included under other funding arrangements, as it is understood talks are underway with a number of donors (e.g. ADB, China etc) for similar funding arrangements in the future. Questions regarding inclusion of road sections from the State leadership to be directed to DoTC&amp;I for further discussions".</p> <ul style="list-style-type: none"> <li>Respective budget in each State to be based on need of works in that State, rather than even split.</li> <li>Prioritization of physical works to be determined as part of a multi-criteria analysis (MCA) which will form part of the VA/CRRS. This MCA will include consideration of E&amp;S risks.</li> <li>Provision budget is to be set aside for securing land access for works (should it be required).</li> <li>A thorough process is required in order to ensure robust assessment and design of physical works, including mitigating potential impacts. This takes time. Generally urgent works are expected to be the first project to commence construction (or at least to begin the assessment/design process).</li> </ul>
<b>Pohnpei</b>			
Joint meeting with Government, Community and 'Other' Stakeholders  Sep-17, 2020	DoTC&I; EPA; Social Affairs Office; Department of Resources & Development; Pohnpei Senior Citizens; FSMTC	<ul style="list-style-type: none"> <li>Enthusiasm regarding Project, and government to work collaboratively (including National, State and Municipal) to identify areas of the road network that require improvement</li> <li>Options to minimize dredging/mining of reef for construction material.</li> <li>State Government needs to boost enforcement of environmental laws and regulations, as most development projects do not abide by management requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Comment acknowledged and enthusiasm appreciated.</li> <li>Dredging/mining of the reef will not be recommended for the Project. Roading material is to be sourced from appropriately licensed quarry sites.</li> <li>Concern regarding enforcement by State government acknowledged.</li> <li>WB requires robust mitigation and management measures to be developed, and will ensure monitoring is undertaken (including provision of adequately resources to manage these aspects of the</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
			Project). Regular reporting to WB is required, and any issues identified will be followed up and resolved.
		<ul style="list-style-type: none"> <li>Distribution of funds provided by WB for the Project to be split evenly across States or as required depending on physical works.</li> </ul>	<ul style="list-style-type: none"> <li>DoFA CIU responded during meeting that funding as per works requirements, with works proposed on an 'as need' basis on primary road in each State starting with identified 'urgent works' (e.g. Awak Bridge in Pohnpei).</li> </ul>
		<ul style="list-style-type: none"> <li>Knowledge sharing between departments a common issue and challenge, and hopeful that PRIME Project can support standardization of national and State protocols.</li> </ul>	<ul style="list-style-type: none"> <li>Comment acknowledged, and understood that knowledge sharing between departments and States can be a challenge (as a common issue internationally).</li> <li>Establishment of a Project Implementation Unit (PIU) with resources in each State will ensure that the Project is suitably coordinated and managed, including managing relationships and communication between stakeholders.</li> </ul>
		<ul style="list-style-type: none"> <li>Collaboration with Green Climate Fund (GCF) to unify assessment efforts.</li> </ul>	<ul style="list-style-type: none"> <li>DoTC&amp;I State focal point (and EPA) responded during meeting that no reason why the GCF cannot unify with PRIME Project, and worth investigating to include GCF in future assessments.</li> </ul>
		<ul style="list-style-type: none"> <li>Can Asian Development Bank (ADB) fill funding gaps for interventions along transport network.</li> </ul>	<ul style="list-style-type: none"> <li>DoTC&amp;I is already working with ADB and other bi-lateral investments in expand physical works needs identified as part of the PRIME VA/CRRS.</li> </ul>
<p>Joint meeting with Government, Community and 'Other' Stakeholders</p> <p>Oct-12, 2020</p>	<p>DoTC&amp;I; T&amp;I; EPA; Social Affairs Office; Department of Public Safety; Office of Fisheries and Aquaculture; Kitti Municipal Government;</p>	<ul style="list-style-type: none"> <li>Will this Project include road markings, as these deteriorates quickly in Pohnpei due to high rainfall.</li> </ul>	<ul style="list-style-type: none"> <li>Road Safety audit to be undertaken which will include assessment of lighting, road markings and signs.</li> </ul>
		<ul style="list-style-type: none"> <li>Maintenance mechanism already in place for Pohnpei, including tax increase to cover this, but haven't seen any improvements.</li> </ul>	<ul style="list-style-type: none"> <li>Comment and concern regarding seeing actual benefits from infrastructure projects acknowledged.</li> <li>This Project is being funded by WB, an international donor, therefore no tax increases will be required to fund PRIME.</li> </ul>
		<ul style="list-style-type: none"> <li>During previous assessment in 2019 was Pehleng bridge examined?</li> </ul>	<ul style="list-style-type: none"> <li>VA/CRRS will assess all bridges and culverts on the primary road networks.</li> <li>2x bridges at Pehleng included in supplementary request from ADB, so unlikely to require funding under WB funded PRIME.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
	Madolenihmw Municipal Government; U Municipal Government; U Municipality; Pohnpei Utilities Corporation	<ul style="list-style-type: none"> <li>• Will hydrology, including rainfall and stream flow be considered as part of assessment of Awak Bridge</li> <li>• Public utilities corporation and Telecommunications Corp. needs to work closely with T&amp;I to ensure no utilities and networks are interrupted as a result of construction works.</li> </ul>	<ul style="list-style-type: none"> <li>• Yes, VA/CRRS will consider historical rainfall an future trends for the road network, including rainfall, seal level rise, landslide prone areas and other climate threads.</li> <li>• Comment acknowledged.</li> <li>• Coordination between stakeholders is critical, and FSMTC are a key stakeholder that will be involved in the design process to minimize the risk of disruption to services, and impacts on the community.</li> </ul>
Joint meeting with Government, Community and 'Other' Stakeholders  Nov-10, 2020	State Governor's Office; Department of Finance & Administration; Madolenihmw Municipal Government; EPA; Department of Resources & Development; Nett District Government; Kolonia Town Government; PSQ; Social Affairs Office; T&I; Overseas Development Assistance (ODA) office.	<ul style="list-style-type: none"> <li>• Comments by Governor:               <ul style="list-style-type: none"> <li>○ Suggested by the Governor, that consultations undertaken for the VA/CRRS to take place in the respective Municipalities.</li> <li>○ Pohnpei Transportation Authority (PTA) to be designated entity to lead construction work, with any other interested/qualified Contractors to go through a bidding process.</li> <li>○ Some previous road improvements were poorly designed (i.e. inadequate drainage and culverts), resulting in damage). Work is underway to standardize roading projects.</li> </ul> </li> <li>• Comments by Mayor of Madolenihmw Municipal Government:               <ul style="list-style-type: none"> <li>○ 4x ongoing road improvement projects in Madolenihmw, and no stakeholder consultation undertaken for them (by DoTC&amp;I, T&amp;I or local government);</li> <li>○ Some of the projects were designed that required road easement negotiation, but that never took place;</li> <li>○ E&amp;S aspects are often undervalued due to urgent projects between donors and State government;</li> <li>○ Municipal governments don't have means to conduct assessments and consultation, and will require a stronger partnership between State and National</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comments acknowledged and discussed during meeting.</li> <li>• Governor to work closely with State partners to ensure communities and land owners are involved in stakeholder consultations, including locating future meetings in Municipalities to increase engagement and attendance.</li> <li>• Existing work to standardize design to be incorporated and considered during PRIME design process.</li> <li>• PRIME will involve extensive stakeholder engagement, and easement negotiations. Being WB funded means that PRIME will not be undertaken as per DoTC&amp;I standard practice, as required to adhere to WB ESS.</li> <li>• E&amp;S risks and impacts will be incorporated into PRIME process (including planning, design and implementation).</li> <li>• DoFA CIU have resources purely to adhere to E&amp;S safeguard requirements across the donor portfolio of works in FSM. A PIU will also be established for PRIME to managed and implement Project. So each State department does not require specific resources to conduct assessments and consultation. But they will be actively engaged in the process.</li> <li>• T&amp;I and PTA will be engaged during VA/CRRS prioritization process to ensure sites they consider to be high priority sites are considered.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
		<p>government departments to ensure smooth implementation, community awareness and cooperation.</p> <ul style="list-style-type: none"> <li>○ Need to revisit easement laws to ensure they are reflected strongly in the development and management frameworks.</li> <li>● Comments by Director of DRD: <ul style="list-style-type: none"> <li>○ Important for T&amp;I and PTA to provide their priority projects, so can easily align when donor funds become available;</li> <li>○ Important to have own government people involved with people drafting the framework documents, so not committed to something can't deliver;</li> <li>○ Maintenance is the issue with infrastructure. Often lack maintenance plan to sustain roads</li> <li>○ Look forward to draft frameworks to make sure they reflect capabilities to implement projects</li> </ul> </li> <li>● Comments by Nett District Administrator: <ul style="list-style-type: none"> <li>○ Need to work closely with State Legislature to consider viable and effective resettlement options. Nett and Sokehs Municipalities are close to Kolonia and population is becoming dense.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● Framework documents to be publicly disclosed and an opportunity will be provided for stakeholders to provide comment and feedback into the contents of these framework documents.</li> <li>● Physical relocation not expected as a result of the Project, and impacts to land/assets and communities will be minimized where ever possible.</li> </ul>
<b>Chuuk</b>			
<p>Joint meeting with Government, Community and 'Other' Stakeholders</p> <p>Aug-28, 2020</p>	<p>FSM Congress, Northern Nomoneas Region; Weno Municipality; Chuuk Sanitation Office;</p>	<ul style="list-style-type: none"> <li>● Chuuk Conservation Society is interested in understanding the safeguards instruments for this Project, to ensure they are consistent with current environmental and social efforts.</li> <li>● Scope of Project assessment <ul style="list-style-type: none"> <li>○ Sapuk badly needs road rehabilitation.</li> <li>○ Please assess Mwan to Neauo, and Wichap to Epiupw, as roads badly deteriorated.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● We have been collaborating with NGOs, Chamber of Commerce, Chuuk Women's Council and Chuuk Youth Council.</li> <li>● NGOs will be engaged going forward.</li> <li>● Primary roads are the main focus as access to communities still need a functioning primary road.</li> <li>● The extent of the roads included under PRIME were determined by DoTC&amp;I in consultation with State stakeholders and WB.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
	<p>Weno Municipality Office/Council; Weno Traditional Chief/ Village Representative.</p>	<ul style="list-style-type: none"> <li>○ Will secondary roads be included under Project assessment.</li> <li>● Need to ultimately complete the circumferential road around Weno.</li> </ul>	
		<ul style="list-style-type: none"> <li>● Clarification regarding engagement/communication process, and who will be doing the assessments.</li> </ul>	<ul style="list-style-type: none"> <li>● ESA consultation starting this process, including an initial survey. Will be more focused once the works have been identified. Many of these assessments will be undertaken by PIU/CIU, with support from external S consultants if required.</li> </ul>
		<ul style="list-style-type: none"> <li>● Are you working with the utility companies? Is there collaboration?</li> <li>● Please coordinate with CPUC, including possible joint negotiation to provide access to water resources in Wichen, Peniesene.</li> <li>● A number of donor funded projects include utilities (e.g. solar array – WB, deep wells – UNDP, water and sanitation – ADB etc).</li> </ul>	<ul style="list-style-type: none"> <li>● Yes CPUC and FSMTC are Project stakeholders/partners and will be engaged throughout Project.</li> <li>● CPUC and FSMTC have been working closely with ESA consultant to provide utility GIS data.</li> <li>● Other current and proposed projects to be understood and consulted with where appropriate (including both donor and GoFSM funded projects).</li> </ul>
		<ul style="list-style-type: none"> <li>● Community support and engagement. <ul style="list-style-type: none"> <li>○ Important to get as much community support and involvement as possible. This has been a problem with past Projects.</li> <li>○ As soon as land owners/community leaders see developments starting they put price tags on access to their property.</li> <li>○ Important that we give communities support so they can reap long term benefits of these Project's.</li> <li>○ Based on experience with ADB Project , land disputes are a major issue e.g. CPUC/ADB water resources Project in Peniesene, which has now been side lined as a result.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● Stakeholders that need to work with are being identified, and will be refined once works proposed.</li> <li>● These type of projects (i.e. WB funded) come with conditions, and if stakeholders and communities are not involved or unwilling then everyone loses the benefits of these projects.</li> <li>● Important that all stakeholders are involved and engaged, such as this meeting of Chiefs, so that important messages can be explains to communities, including Project benefits.</li> <li>● Limited timeframe for this stage of the Project , but there will be opportunities for communities to be more directly engaged going forward as part of this Project.</li> <li>● Understanding community feedback is important as part of the environmental and social assessment, including negative feedback.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
		<ul style="list-style-type: none"> <li>○ This is an opportunity for communities to get development assistance, and the Project depends on community willingness to get involved</li> <li>○ Community engagement helps to educate on the importance of collective benefits.</li> <li>○ If communities don't cooperate or aren't involved, this could prevent engagement for future development projects.</li> </ul>	
		<ul style="list-style-type: none"> <li>● When Weno Project in Mwan was undertaken, engineers/contractors resulted in environmental problems, including impacts on watercourses, stagnant water flooding Taro crops. Please consider proper drainage during Project design, to avoid damage to farmland, taro, and flooding etc.</li> </ul>	<ul style="list-style-type: none"> <li>● There were recommendations to climate proof the ADB project, but funding didn't allow recommendations to be accommodated (e.g. raising road level, drainage etc)</li> <li>● Term 'climate resilience' is important, and all of these considered are to be taken into account during design, including drainage, flood, erosion etc).</li> <li>● All the environmental and social data being collected are to identify areas that the designers need to consider.</li> </ul>
		<ul style="list-style-type: none"> <li>● Is there a time limit for how long easements are in place for?</li> </ul>	<ul style="list-style-type: none"> <li>● Easements are only along road reserves that have been agreed upon. Community is to be involved infield surveys and meetings regarding easements.</li> <li>● ESA consultant and State focal points are trying to help Weno communities secure the grant for these improvements.</li> </ul>
		<ul style="list-style-type: none"> <li>● Different government administrations come and go, but haven't seen important changes that benefit people. Need to support these types of Projects so that development assistance can be provided, for everyone's benefit.</li> <li>● Road improvements are essential for development, and people need access to resources and services.</li> <li>● Also need assistance on roads into villages, not just primary roads.</li> </ul>	<ul style="list-style-type: none"> <li>● Main focus is on the primary road around Weno, as this is typically where climate resilience is most required (i.e. coastal) or where key infrastructure is located.</li> </ul>
Joint meeting with Government,		<ul style="list-style-type: none"> <li>● Will the PRIME Project only focus on primary roads, or will secondary roads also be improved. West Pou Road</li> </ul>	<ul style="list-style-type: none"> <li>● Roads to be included in VA/CRRS are based on economic/strategic need, and will include West Pou Road. Primary roads are mostly</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
Community and 'Other' Stakeholders  Sep-3, 2020	Department of Transport & Public Works; Governor's office; Commerce & Industry; Land Management; Chuuk Conservation Society; Chuuk Planning Office; Chuuk Public Utility Corp.; Chuuk Visitors Office; Chuuk Women's Council; Disaster Coordination Office; Department of Agriculture; FSM Immigration & Labor; Chuuk Department of Public Safety; Department of Marine Resources; EPA; Land Commission office; Chuuk Public Affairs;	(secondary road) needs most improvement, and heavily congested.	considered as these are typically where critical infrastructure is located.
		<ul style="list-style-type: none"> <li>• Integration with other infrastructure plans and funding:               <ul style="list-style-type: none"> <li>○ Infrastructure Development Plan (IDP) currently exists which considered environmental and social impacts. The IDP has not yet been implemented. Will this be IDP be considered in terms of upcoming development projects.</li> <li>○ China is currently committed to providing funding for Weno road.</li> <li>○ IDP is an official document for the State, and any projects should follow the programs identified under IDP.</li> <li>○ Several projects and sources of funding. These should all be combined/coordinated, with funds allocated for non-Weno islands.</li> <li>○ Need consistent clarity on State plans, not just react when opportunities arise. Need a collective and connect interest.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• IDP has identified road network in Weno as priority, and some elements (such as conceptual design of circumferential road) has been completed. It's just a matter of securing funding for the works.</li> <li>• Need to scale up concept designs has been identified, and the importance of environmental and social data gathering and development of framework documents being undertaken under PRIME will feed into these designs and will inform other donor funded projects.</li> <li>• This Project belongs to Chuuk State and FSM, through their respective lead agencies. It is not the ESA consultants role to select priority investments. This is the responsibility of State and National GoFSM.</li> </ul>
		<ul style="list-style-type: none"> <li>• Has there been coordination between national, state government and WB when selecting roads the scope of Project ? Or is this a foreign initiative disconnected from the needs to Chuukese people?</li> </ul>	<ul style="list-style-type: none"> <li>• Scoping and consultation has been ongoing over the past year, and concept design were considered.</li> <li>• E&amp;S gap analysis highlighted that a lot of information gaps still remain. These gaps need to filled to be eligible for funding.</li> <li>• Chuuk State decided and selected urgent works. Works in Chuuk should have been included in the Chuuk Road Project, but included under PRIME as funding needed to be provided in each State for this Project.</li> <li>• Project identified by President of FSM, who met with WB to request funding.</li> <li>• Funding will be provided under other donor's for works that will not be funded under PRIME (i.e. ADB, China etc). Coordination is required in order to FSM to accomplish roading needs.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
	<p>Department of Administrative Services; Chuuk Youth Council; Chuuk Department of Education; Chuuk Department of Health Services; Gender Based Violence Program- Inepwinau Counselling Center; Chuuk State Legislature; Chuuk Chamber of Commerce; Tonoas Municipality.</p>	<ul style="list-style-type: none"> <li>• Hope to see future development projects spread to other islands. <ul style="list-style-type: none"> <li>○ Given PRIME only focuses on Weno, hope that ADB funded works don't just focus on Weno, as then other infrastructure identified in IDP will not be undertaken.</li> <li>○ Other islands in Chuuk, outside of Weno, are in desperate needs of development. Lack of road infrastructure impact peoples access to services, such as school.</li> <li>○ Concern that Weno is overfunded, as currently multiple infrastructure development projects focused on Weno.</li> <li>○ How does this Project benefit all of Chuuk, if only funding for Weno.</li> <li>○ Please include Tanoas in the development plans, as there is a range of infrastructure there that requires upgrades (e.g. roads, docks, industry etc).</li> </ul> </li> <li>• There are plans by Department of Commerce and Industry to develop Tanoas, to take pressure of Weno.</li> </ul>	<ul style="list-style-type: none"> <li>• These projects came from President's 'Pave the Nation' initiative.</li> <li>• Receiving this feedback is what this engagement is for, so that your ideas, thoughts and suggestions can be taken into account (and not just a foreign initiative).</li> <li>• WB maritime project visited other islands in 2018, so WB and DoTC&amp;I have a good understanding of conditions in other islands.</li> <li>• The extent of the roads included under PRIME were determined by DoTC&amp;I in consultation with State stakeholders and WB.</li> </ul>
		<ul style="list-style-type: none"> <li>• CPUC has current funding under ADB for water and sewerage systems, under disaster risk reduction funding. Are utilities included are part of the PRIME Project. It would be difficult to complete loop for power utilities right around Weno without road access. The missing section of road should be a State priority</li> <li>• Section of road between Mwan to Neauo should be prioritized as it adds economic benefit (e.g. Tourism, connectivity etc).</li> </ul>	<ul style="list-style-type: none"> <li>• Comment acknowledged, and extent an prioritization of roads and works will form part of VA/CRRS.</li> </ul>
		<ul style="list-style-type: none"> <li>• Any findings from environmental and social assessment?</li> </ul>	<ul style="list-style-type: none"> <li>• Update on E&amp;S baseline study provided during meeting.</li> <li>• ESA to inform the ESMF and other instruments has been completed and has been compiled in a Baseline Resource Report, which is appended to the ESMF. This will be publicly disclosed along with the other E&amp;S instruments.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
		<ul style="list-style-type: none"> <li>Need to coordinate our efforts, especially regarding road easements. Chuuk is often identified as being behind in terms easement information (e.g. only Tanoas has more than 50% of land titles secured). The rest of the islands have a lot of land documents missing</li> </ul>	<ul style="list-style-type: none"> <li>Road easement documents along whole primary road in Weno to start to be compiled in anticipation of works, so can better understand gaps for this Project, and for other projects currently focused on Weno.</li> <li>The planning and designing of works will emphasize participatory design process. Land owners and land users adjacent to proposed works areas as well as community and traditional leaders will be consulted on proposed design options and their feedback incorporated in to preliminary and final design. Any modification to the road footprint along with any displacement of property with associated mitigation should therefore be acceptable to affected persons regardless of degree of completeness of easement agreement documentation.</li> </ul>
<p>Joint meeting with Government, Community and 'Other' Stakeholders</p> <p>Nov-12, 2020</p>	<p>Governor's office; Commerce &amp; Industry; Department of Marine Resources; Chuuk Public Utility Corp.; Land Management; EPA; Chuuk Conservation Society;</p>	<ul style="list-style-type: none"> <li>Question regarding disclosure of draft E&amp;S framework documents. Request for draft documents to be shared with stakeholders by a Project representative when they are ready.</li> <li>The more information we provide stakeholders with, the higher quality feedback that can be obtained during consultation meetings.</li> <li>Status of baseline survey and data gathering?</li> <li>Will West Pou Road be included in the Project? Why I it classified as a secondary road.</li> <li>Importance of collaboration between different projects. CPUC has 2 projects ongoing, one funded by ADB (water and sewage facilities) and one funded under WB (solar plant at Mechitiw). Both of these will be affected by PRIME, with the ADB project commencing next year.</li> <li>Urgent works (airport to Pou Bay Bridge) to include utilities, water and sewerage?</li> </ul>	<ul style="list-style-type: none"> <li>Clarified purpose of meeting was to outlined strategies for feedback, prior to completion of draft docs. Draft and final framework docs would then be publicly disclosed.</li> <li>Agencies were very helpful and we gathered a lot of useful information. Identified that land easements were available along urgent section of road (Airport to Pou Bay Bridge), but work needed to scan all documents required from Land Management office. This will be critical once all the works have been identified.</li> <li>Lt Governor answered during the meeting that while it may not be included for physical works under PRIME, assessment of this road will be under the Project, and works on this road may be undertaken under another package of works.</li> <li>The E&amp;S assessment completed to date is just the start of a series of studies under PRIME that will determine the scope of work.</li> <li>Emphasized the importance of stakeholder meetings and the 'participatory design approach'.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
		<ul style="list-style-type: none"> <li>Query regarding timeframes (i.e. detailed design within 2 years?). Maritime project is approved but will not see any physical work within the next 5 years in Chuuk. Has exact start and end point of urgent works established.</li> <li>Conservation society appreciated being involved. Queried which of the four States will start works first, or will they be undertaken simultaneously? Will Chuuk be affected by delays in other States?</li> <li>How were the urgent works selected? Why is the Airport to Pou Bay Bridge Road limited to less than 2 miles of road? Due to funding limitations?</li> </ul>	<ul style="list-style-type: none"> <li>Clarified during meeting that these projects do take time to adequately assess, design and mitigate impacts, but project timeframe is limited.</li> <li>Objective of current phase of PRIME is to secure funding. After that assessments and works can be undertaken independent of one another (i.e. hold ups in Pohnpei should not affect Chuuk).</li> <li>Urgent works determined by earlier scoping by DoTC&amp;I in consultation with State stakeholders and WB. While other sections of road may have more economic significance, the selected section of road fits PRIME' objective the most (i.e. needed the most climate proofing).</li> </ul>
<b>Yap</b>			
<p>Meeting with Council of Pilung (Chiefs)</p> <p>Aug-14, 2020</p>	<p>State Planning Office; EPA; PMO Resident Engineer; Chief of Weloy Municipality; Chief of Gagil Municipality; Chief of Tomil Municipality.</p>	<ul style="list-style-type: none"> <li>Two urgent works bridges proposed ('Manta Bay' bridges) must consider an alternative detour route within Nimar village, to avoid commuters needing to go via loop road.</li> <li>Request to minimize destruction of gardens and taro patches along northern road, and if such resources are destroyed without alternatives then mediation will be required with land owners.</li> <li>Request for assistance in relocating waterline that runs under portion of existing Gagil Road before construction taking place on northern road i.e. to outside of the 'gutters'.</li> <li>Request to meet with potential Contractors, and be involved with selection of Contractors.</li> <li>Would like to choose a member of their own municipalities to be their eyes and ears in the government focal group that is administering the Project for information haring purposes.</li> <li>Would like to be involved in zoom conferences between government agencies and donors, especially on infrastructure projects that take place in respective municipalities.</li> </ul>	<ul style="list-style-type: none"> <li>Comments acknowledged.</li> <li>Planning of works will prioritize minimization of property losses. Participatory design approaches will ensure that designs along with any property losses and respective mitigation measures are acceptable to affected persons.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
<p>Meeting with Chamber of Commerce (CoC)</p> <p>Sep-15, 2020</p>	<p>State Planning Office; EPA; Civic Affairs; CoC representatives</p>	<ul style="list-style-type: none"> <li>• Bridges to officially be referred to as a) 'Donoech' rather than 'Manta Bay' bridge, and 'Doqmathing' rather than 'Waab Hardware Bridge', so that local names aren't neglected.</li> <li>• Bond requirement on contracts for local companies are unnecessary as i) local companies are poor and cannot afford more restrictions, and ii) local companies are owned by Islanders and are never at 'flight risk'.</li> <li>• Estimate of northern road needs to be precise, and undertaken by certified engineer. To date DoPW&amp;T hasn't given a clear indication of costs for resurfacing road, repair and extension to Tamor, Tamil and Gachpat, Gagil. Recommended that government work closely with DoPW&amp;T for a thorough cost of northern road</li> <li>• Product quality to closely consider all parties in relation to use of cement, rather than asphalt, based on experience of northern road not lasting 10 years before deteriorating.</li> <li>• Need more education of public on road easements and law to avoid conflicts and interferences based on lack of knowledge.</li> <li>• Government to seriously consider how local contractors can win bids, even if it means subsidising.</li> <li>• Side walk is a major issue around Colonia and should be seriously considered to ensure pedestrians are safe.</li> <li>• Local artists perspective should be sought in designing new works, in order to retain/capture local taste or image of Yap where possible.</li> <li>• Key sections of primary road needing immediate repair include: <ul style="list-style-type: none"> <li>○ Around lagoon (patching needed, elevation from tides and sidewalk)</li> <li>○ PTS to Airport (flooding, cracked pavement, uneven and sewer leakage)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comments acknowledged, and renaming of bridge projects to be raised with DoTC&amp;I.</li> <li>• Suitably qualified and experienced international design engineers will be engaged to undertake design, and manage local surveys and assessments.</li> <li>• Assessment and prioritization of works requiring climate resilience improvements to be determined as part of the VA/CRRS.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
		<ul style="list-style-type: none"> <li>○ Water dam road (excessive flooding even during light rain)</li> <li>○ Ayrach Hill-Yyin, Fanif Road (cracked and deteriorating fast, unsafe for drivers when heading downhill)</li> <li>● Other sections of road needing repair:               <ul style="list-style-type: none"> <li>○ Gaanelay School road needs pavement to prevent steep drainage into main road intersection causing pavement cracks, and unsafe for drivers.</li> <li>○ Proper drainage issue – most areas on primary road do not have proper drainage and are beginning to break/crack between heavy rain and hot sun heating asphalt</li> <li>○ Mochoy Road – Crossing Dugor to Adibweq in Weloy. Neglected before. Runs east to west making commuting more convenient, faster and cost effective. Important for access to essential services (hospital, school etc)</li> <li>○ Tamil bridge. Been on table for some time. To connect Colonia to Tamil side over the bay. Easier for shorter commutes, emergency situations, school etc</li> <li>○ Yap State highway/freeway. Build an island freeway from North-South with exists into respective communities, downtown etc. Would serves as main road in case of inundation or flooding</li> <li>○ Mulroo Bridge. Between Ace’s mart 1 store and Aces’ mart 2 store. Needing excavation to free up debris stuck underneath, as well as elevation to prevent inundation during high tide.</li> <li>○ Ganir Bridge. Government to undertake immediate repair and enable yachts to anchor inside lagoon</li> </ul> </li> <li>● Government to define Primary and Secondary Roads</li> </ul>	

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
<p>Meeting with Yap State Legislature (YSL)</p> <p>Sep-18, 2020</p>	<p>State Planning Office; PMO Resident Engineer; Planning &amp; Budget; YSL representatives</p>	<ul style="list-style-type: none"> <li>• Need more education of public on road easements and law to avoid conflicts and interferences based on lack of knowledge.</li> <li>• Northern Road estimate needs to be precise, and undertaken by a certified engineer/agency. A maintenance proposal for the Project must be projected on a yearly basis.</li> <li>• Project reports and stages to be documented and shared with YSL.</li> <li>• Safety and continual flow of traffic to be ensured during implementation of projects that commuters are not impacted.</li> <li>• Division of Land Resources to be made aware of all land-based projects to ensure Project operations do not infringe of private property.</li> <li>• Cultural and customary rights of citizens paramount, and focal group should ensure those rights are maintained in all aspects of Project planning.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments acknowledged during meeting.</li> <li>• The planning and designing of works will emphasize participatory design process. Land owners and land users adjacent to proposed works areas as well as community and traditional leaders will be consulted on proposed design options and their feedback incorporated in to preliminary and final design.</li> </ul>
<p>Meeting with Yap State Public Service Corporation (YSPSC)</p> <p>Oct-20, 2020</p>	<p>State Planning Office; EPA; Civic Affairs; YSPSC representatives</p>	<ul style="list-style-type: none"> <li>• YSPSC has a plan showing future underground powerline alignment along north-south road and Loop Road. Request that this is taken into account for future road works.</li> <li>• Concern that powerlines near FMI and Sports Complex were laid in a difficult location for maintenance (bushes) to provide more space to these facilities. Will these powerlines now be in the location here the primary road will be one day?</li> </ul>	<ul style="list-style-type: none"> <li>• Plan has been received by State Focal Point (Planning Office) and has been submitted to the Governor for review.</li> </ul>
<p>Joint meeting with Government, Community and 'Other' Stakeholders</p> <p>Nov-6, 2020</p>	<p>Civic Affairs; Yap Planning &amp; Budget Office; Council of Pilung (including 10x Municipal Chiefs)</p>	<ul style="list-style-type: none"> <li>• Recommendation for a working group to work closely with YSPSC regarding power lines next to FMI and sports complex (as discussed in previous meeting), to ensure primary road will coincide with current layout. Otherwise they may need to realign the powerlines back to the existing road.</li> <li>• All 10x chiefs gave their blessing for the Project to proceed as necessary in order to begin as soon as practicable.</li> </ul>	<ul style="list-style-type: none"> <li>• Plan showing YSPSC has been forwarded to Governor and will be shared with VA/CRRS and design engineers, once engaged, to ensure it is suitably considered.</li> <li>• Enthusiasm appreciated, and stakeholder engagement will continue throughout the Project, and as outlined in SEP.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
		<ul style="list-style-type: none"> <li>Group welcomes any future updates to consider, including community meetings, and each member will take responsibility for conveying messages to their respective communities.</li> </ul>	
<p>Joint meeting with Community and 'Other' Stakeholders</p> <p>Nov-12, 2020</p>	<p>EPA; Civic Affairs; Yap Planning Office; Yap Red Cross; Yap Women's Association; Kids of Ruuq Community (KORC) Youth Group;</p>	<ul style="list-style-type: none"> <li>Request regarding emphasis on proper drainage and sidewalks, especially during rainy days, as can be hard to walk to/from school.</li> <li>Ganir Bridge is in very poor condition (recommended to Government to close bridge for public safety). Not considered?</li> <li>When are the secondary roads to be developed? More and more people are travelling on them, due to high number of cars being imported to the island.</li> <li>When will works actually begin?</li> <li>Consider elevating lower roads, including drainage that shoots onto Taro patches causing damage.</li> <li>Need to look at number of vehicles being imported to Yap, as more and more cars are arriving, and old cars not being removed. Impacts on both road network and communities.</li> <li>How is the soil analysis being done for the Project? Ensure poor design wont damage gardens/taro patches.</li> <li>Appreciative of engagement.</li> </ul>	<ul style="list-style-type: none"> <li>Drainage is an important aspect of designing climate resilient roads, and will be factored into design.</li> <li>Extent of 'PRIME Roads' to be assessed, and from there various works will be identified and prioritized as part of a MCA process.</li> <li>If works are not undertaken as part of PRIME funding, there may be other opportunities for works to be undertaken at a later time through another source of funding.</li> </ul>

## 5.2 Ongoing Stakeholder Engagement throughout PRIME Project

### 5.2.1 Ongoing Stakeholder Engagement Scope

Stakeholder engagement is to continue throughout the PRIME Project including planning and design, construction, and post construction phases (i.e. operation) of physical works, for all technical assistance (e.g. VA/CRRS), and institutional strengthening activities.

All of the stakeholders identified in Section 4.1.3 are appropriate for consideration throughout the Project although additional stakeholders may be identified once the specific TA have been scoped, annual project work plans prepared and Component 2 works and associated activities have been identified.

### 5.2.2 Component 2 Physical Works

Each Component 2 works will have a discrete list of stakeholders identified and engaged with as part of the land access procedure process which will be specifically focused on:

- Land Owners and Occupiers – called Project Affects Persons (PAPs) under ESS5.
- Local Communities (including nearby or indirectly affected villages, community interest groups, road users etc).
- Relevant Municipal and State Government departments and agencies.
- Traditional – customary leaders (including groups classified as indigenous peoples under ESS7).
- Others (including NGOs, businesses, utility providers etc).

A variety of mechanisms will be utilized to consult with the identified stakeholders throughout the Project including:

- (i) Village meetings involving women, men and youth from communities;
- (ii) Specific facilitated meetings with PAPs (e.g. land owners, disrupted businesses etc) and community leaders (e.g. village chiefs), regarding:
  - a. 'Participatory design approach' during the design phase, commencing with preliminary design development.
  - b. Confirming land / asset ownership.
  - c. Securing land access.
  - d. Negotiating VLD.
  - e. Confirming and providing entitlements.
- (iii) Separate meetings with specific interest groups, as required (including women, youth, religious, vulnerable households);
- (iv) Key informant interviews with relevant government staff (e.g. Land Commission, Land Court, Planning Office) and community/traditional leaders;
- (v) One-to-one socio-economic household survey of PAPs and affected communities (in the event an Abbreviated Resettlement Plan (ARAP) is required);

- (vi) Participatory Inventory of Losses (IOL survey); and
- (vii) Informal conversations with passers-by, transport users and other interested parties near the works site.

To ensure broader participation, consultations are to be undertaken at venues, times and in language that do not disadvantage any particular groups (e.g. women, or vulnerable households). Other considerations outlined in Section 3.4 should also be taken into account through the stakeholder engagement process for the Project.

Vulnerable groups are to be targeted through representative organisations including women, disability and youth associations. Remote communities which are often low income will be included through their traditional (e.g. chiefs) and formal representatives (e.g. senators). Pedestrians and cyclists and other vulnerable road users will be identified through community consultations and observations / surveys.

### **5.2.3 Stakeholder Engagement and Communication Plan and Schedule**

The schedule and scope of engagement with the various stakeholders throughout the PRIME Project is outlined in Table 5-3.

This SEP and specifically the Consultation Plan is intended to be a 'live' document that is updated throughout the Project's lifecycle to guide the implementation of the Project's community engagement and communication strategy and changing Project work plans. Works specific or TA specific SEP may be prepared to support the detailed engagement activities required.

Following all meetings, meeting notes are to be prepared with photographs and attendee lists attached (with gender details recorded) which outlined key feedback to be incorporated into the assessments and instruments. These notes also documented comments, suggestions, clarifications and other information collected during these meetings.

Table 5-3: PRIME Project Stakeholder Engagement and Communication Plan

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
<b>PRIME Component 1: Spatial and Sector Planning</b>							
VA / CRRS / Road Safety Audits	National Government Departments / Agencies / Authorities	DRD, DHSS, DECCEM, DOJ, PIO, MOL NORMA, TRA, EPA	Meeting/workshop to be attended by representatives of various national government departments/ agencies/ authorities, and their relevant subordinate divisions/offices. <i>(Note: Combined with State government meeting for Pohnpei)</i>	<ul style="list-style-type: none"> <li>Outline works prioritization and optioneering process.</li> <li>Present proposed Project works.</li> <li>Obtain feedback.</li> </ul>	<ul style="list-style-type: none"> <li>Delivery of draft report.</li> </ul>	Email; Letter; Meeting (joint); Video conference	PIU, CIU, design engineer consultant
	State Government Departments / Offices / Agencies / Authorities	Governor's Office, Legislature, DRD, DHSS, DECCEM, DOH, DOE, DYCA, EPA, KIRMA, Municipal Governments	Meetings/workshops for each State to be attended by representatives of various State government departments/ offices/ agencies/ authorities, and their relevant subordinate divisions/offices. Specific letters of invitation to be emailed to stakeholders.	<ul style="list-style-type: none"> <li>Outline works prioritization and optioneering process.</li> <li>Present proposed Project works.</li> <li>Obtain feedback.</li> <li>PRIME road network, and State specific works to be discussed for each State.</li> </ul>	<ul style="list-style-type: none"> <li>Delivery of draft report.</li> </ul>	Email; Letter; Meeting (joint); Video conference	PIU, CIU, design engineer consultant
	Other Groups	As required. Could include public utilities, airports, or other groups that would assist the prioritisation process.	Specific one-on-one meetings with other stakeholders groups, as required	<ul style="list-style-type: none"> <li>Outline works prioritization and optioneering process.</li> <li>Present proposed Project works.</li> <li>Obtain feedback.</li> </ul>	<ul style="list-style-type: none"> <li>During development of draft report (if required).</li> <li>Delivery of draft report.</li> </ul>	Phone; Email; Letter; Meeting (one-on-one); Video conference	PIU, CIU, design engineer consultant

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
				<ul style="list-style-type: none"> <li>Obtain information/data.</li> </ul>			
	All	As required.	Follow up correspondence with various stakeholders as required.	To be determined, based on needs at the time.	Various (as required)	Phone, Email	PIU, CIU, design engineer consultant
<b>PRIME Component 2: Climate Resilient Infrastructure Solutions</b>							
Preliminary Design for Works; E&S Screening	State Government Departments / Offices / Agencies / Authorities	Governor's Office, Legislature, DRD, DHSS, DECCEM, DOH, DOE, DYCA, EPA, KIRMA, Municipal Governments	Meetings/workshops for each Road Works to be attended by representatives of various State government departments/ offices/ agencies/ authorities, and their relevant subordinate divisions/offices. Meeting notification to be via specific letters of invitation to be emailed to stakeholders.	<ul style="list-style-type: none"> <li>Outline scope of specific road works proposed.</li> <li>Obtain information/data.</li> <li>Update Project status and schedule.</li> <li>Obtain feedback to inform preliminary design (participatory design).</li> </ul>	<ul style="list-style-type: none"> <li>During (before completion of) preliminary design.</li> </ul>	Email; Letter; Meeting (joint); Video conference	PIU, CIU Safeguards Team; design engineer consultant; E&S consultant
	Community	Community groups with specific interest in Project works (including indigenous peoples).	Public meeting/workshop to be attended by representatives of relevant community groups, and other stakeholders. Meeting notification to be advertised via radio and newspaper (if appropriate).	<ul style="list-style-type: none"> <li>Outline scope of specific road works proposed (including specific likely impact on community).</li> <li>Obtain information/data.</li> <li>Update Project status and schedule.</li> <li>Obtain feedback to inform preliminary</li> </ul>	<ul style="list-style-type: none"> <li>During (before completion of) preliminary design.</li> </ul>	Newspaper; Radio; Email; Letter; Meeting (public) Video conference	PIU, CIU Safeguards Team; design engineer consultant; E&S consultant

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
				design (participatory design). <ul style="list-style-type: none"> <li>Identify potential PAPs and vulnerable groups.</li> </ul>			
		Landowners and occupiers may be directly affected by the Project works.	Specific one-on-one meetings with specific Project affected persons/communities who have the potential to have land/asset or access impacts as a result of specific works.	<ul style="list-style-type: none"> <li>Outline scope of specific road works proposed (incl. specific likely impact on land/assets/access).</li> <li>Obtain information/data.</li> <li>Update Project status and schedule.</li> <li>Obtain feedback to inform preliminary design (participatory design).</li> <li>Minimize social impacts.</li> <li>Reach agreement on preferred design option and mitigation/restorative measures.</li> </ul>	<ul style="list-style-type: none"> <li>During (before completion of) preliminary design.</li> <li>Prior to finalization of preliminary design to obtain agreement.</li> </ul> <p><i>Note: Could require multiple (ongoing) meetings/discussions.</i></p>	In-person meeting/s	PIU, CIU Safeguards Team; design engineer consultant
		Vulnerable groups/road users who could be disproportionately affected by	Could either be a part of community meeting/workshop, or one-on-one meetings if appropriate (i.e. not present, or	<ul style="list-style-type: none"> <li>Outline scope of specific road works proposed (incl. specific likely impact</li> </ul>	<ul style="list-style-type: none"> <li>During (before completion of) preliminary design.</li> </ul>	In-person meeting/s	PIU, CIU Safeguards Team; design engineer consultant

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
		proposed works. Pedestrians, elderly, minors, cyclists.	able to voice concerns, in public meeting).	<p>on land/assets/ access).</p> <ul style="list-style-type: none"> <li>• Obtain information/data.</li> <li>• Update Project status and schedule.</li> <li>• Obtain feedback to inform preliminary design (participatory design).</li> <li>• Minimize social impacts.</li> <li>• Reach agreement on preferred approach and mitigation/restorative measures.</li> </ul>	<i>Note: Could require multiple (ongoing) meetings/ discussions.</i>		
	Public Utilities	FSMTC, FSMTCC, State PUC.	One-on-one meetings with public utility providers who may potentially have infrastructure disturbed by the proposed works.	<ul style="list-style-type: none"> <li>• Outline specific scope of road works proposed (incl. specific likely impact on utility).</li> <li>• Obtain information/data.</li> <li>• Update Project status and schedule.</li> <li>• Obtain feedback to inform prelim design (participatory design).</li> </ul>	<ul style="list-style-type: none"> <li>• During (before completion of) preliminary design.</li> </ul> <p><i>Note: Could require multiple (ongoing) meetings/ discussions.</i></p>	Email; Letter; in-person meeting/s; Video conference	PIU, CIU Safeguards Team; design engineer consultant; E&S consultant

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
				<ul style="list-style-type: none"> <li>Reach agreement for mitigation/restorative measures.</li> </ul>			
	Other Groups	Chamber of Commerce, Private Sector, State NGOs/CBOs (State and National), NAC, AFPC, MERIP, Airports, Schools etc.	<p>Meeting/s with various other Project stakeholders in each State.</p> <p>Public meeting/workshop to be attended by representatives of other Project stakeholders in each State.</p> <p>Meeting notification to be advertised via radio and newspaper (if appropriate), and specific letters of invitation to be emailed to key Stakeholder groups.</p> <p>Specific one-on-one meetings with other stakeholders groups, as required</p>	<ul style="list-style-type: none"> <li>Outline specific scope of roads works proposed (incl. specific likely impact on stakeholders).</li> <li>Obtain information/data.</li> <li>Update Project status and schedule.</li> <li>Obtain feedback to inform prelim design (participatory design).</li> </ul>	<ul style="list-style-type: none"> <li>During (before completion of) preliminary design</li> </ul> <p><i>Note: Could require multiple (ongoing) meetings/discussions.</i></p>	Newspaper; Radio; Email; Letter; Meeting (public) Video conference	PIU, CIU Safeguards Team; design engineer consultant; E&S consultant
	All	As required.	Follow up correspondence with various stakeholders as required.	To be determined, based on needs at the time.	Various (as required).	Phone, Email	PIU, CIU Safeguards Team; design engineer consultant; E&S consultant
Detailed Design for Works / ESIA/ESMP/Land Access Plans	State Government Departments / Offices / Agencies / Authorities	Governor's Office, Legislature, DRD, DHSS, DECCEM, DOH, DOE, DYCA, EPA,	Meetings/workshops for each Road Works to be attended by representatives of various State government departments/ offices/agencies/ authorities, and their	<ul style="list-style-type: none"> <li>Outline design of specific road works proposed (incl. specific likely impact on land/ asset/ access).</li> </ul>	<ul style="list-style-type: none"> <li>During (before completion of) detailed design.</li> <li>Prior to finalization of preliminary design to obtain agreement.</li> </ul>	Email; Letter; Meeting (joint); Video conference	PIU, CIU Safeguards Team; design engineer consultant;

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
		KIRMA, Municipal Governments.	relevant subordinate divisions/offices. Meeting notification to be via specific letters of invitation to be emailed to stakeholders.	<ul style="list-style-type: none"> <li>Obtain information / data and feedback to inform detailed design (participatory design) and ESIA/ESMP/Land Access Plan development.</li> <li>Identify potential PAPs and vulnerable groups.</li> </ul>	<ul style="list-style-type: none"> <li>During (before completion of) draft ESIA/ ESMP/ Land Access Plan documents.</li> </ul> <p><i>Note: Could require multiple (ongoing) meetings/discussions.</i></p>		E&S consultant
	Community	Community groups with specific interest in Project works (including indigenous peoples).	Public meeting/workshop to be attended by representatives of relevant community groups, and other stakeholders. Meeting notification to be advertised via radio and newspaper (if appropriate).	<ul style="list-style-type: none"> <li>Outline design of specific road works proposed (incl. specific likely impact on land/ asset/ access).</li> <li>Obtain information / data and feedback to inform detailed design (participatory design) and ESIA/ESMP/Land Access Plan development.</li> <li>Reach agreement for mitigation/restorative measures.</li> </ul>		Newspaper; Radio; Email; Letter; Meeting (public) Video conference	PIU, CIU Safeguards Team; design engineer consultant; E&S consultant
Landowners and occupiers may be directly affected by the Project works.		Specific one-on-one meetings with specific Project affected persons/communities who have the potential to have land/asset or access impacts as a result of specific works.	In-person meeting/s			PIU, CIU Safeguards Team; design engineer consultant; E&S consultant	
Vulnerable groups/road users who could be disproportionately affected by proposed works.		Could either by a part of community meeting/workshop, or one-on-one meetings if appropriate (i.e. not present, or able to voice concerns, in public meeting).	In-person meeting/s			PIU, CIU Safeguards Team; design engineer consultant	

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
	Public Utilities	FSMTC, FSMTCC, State PUC.	One-on-one meetings with public utility providers who may potentially have infrastructure disturbed by the proposed works.	<ul style="list-style-type: none"> <li>Outline design specific road works proposed (incl. specific likely impact on utility provider).</li> <li>Obtain information / data and feedback to inform mgmt. plan.</li> <li>Reach agreement for mitigation/restorative measures.</li> </ul>	<ul style="list-style-type: none"> <li>During (before completion of) detailed design.</li> </ul> <p><i>Note: Could require multiple (ongoing) meetings/discussions.</i></p>	Email; Letter; in-person meeting/s; Video conference	PIU, CIU Safeguards Team; design engineer consultant
	Other Groups	Chamber of Commerce, Private Sector, State NGOs/CBOs (State and National), NAC, AFPC, MERIP, Airports, Schools etc	<p>Meeting/s with various other Project stakeholders in each State.</p> <p>Public meeting/workshop to be attended by representatives of other Project stakeholders in each State.</p> <p>Meeting notification to be advertised via radio and newspaper (if appropriate), and specific letters of invitation to be emailed to key Stakeholder groups.</p> <p>Specific one-on-one meetings with other stakeholders groups, as required</p>	<ul style="list-style-type: none"> <li>Outline design specific road works proposed (incl. specific likely impact on utility provider).</li> <li>Obtain information / data and feedback to inform mgmt. plan.</li> </ul>	<ul style="list-style-type: none"> <li>During (before completion of) detailed design.</li> </ul> <p><i>Note: Could require multiple (ongoing) meetings/discussions.</i></p>	Newspaper; Radio; Email; Letter; Meeting (public) Video conference	PIU, CIU Safeguards Team; E&S consultant
	All	As required.	Follow up correspondence with various stakeholders as required.	To be determined, based on needs at the time.	Various (as required).	Phone, Email	PIU, CIU Safeguards Team; E&S consultant

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
Securing land / assistance activities	State Government Departments / Offices / Agencies / Authorities	Land Commission (or delegated authority); Planning Office; Land Court; Municipal Governments.	Specific one-on-one meetings with key State government departments/ offices/ agencies/ authorities	<ul style="list-style-type: none"> <li>Discuss process for securing land (e.g. VLD, land acquisition/ valuation) if required, and asset relocation or assistance from works impacts.</li> </ul>	<ul style="list-style-type: none"> <li>After completion of detailed design and IOL.</li> </ul>	Phone; Email; Meeting	PIU, CIU Safeguards Team
	Community	Community groups with specific interest in Project works, including indigenous peoples and land owners/ occupiers.	Specific one-on-one meetings with key relevant community groups, e.g. community leaders and land owners/ occupiers.	<ul style="list-style-type: none"> <li>Reach agreement on process for securing land (e.g. VLD, or land acquisition) if required, and asset relocation or assistance from works impacts.</li> </ul>	<ul style="list-style-type: none"> <li>After completion of detailed design and IOL.</li> </ul>	Phone; Email; Meeting	PIU, CIU Safeguards Team
	Public Utilities	FSMTC, FSMTCC, State PUC.	Specific one-on-one meetings with key relevant public utility providers with assets potentially impacted by the works.	<ul style="list-style-type: none"> <li>Reach agreement on mitigation/restorative measures for impacted utility infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>After completion of detailed design and IOL.</li> </ul>	Phone; Email; Meeting	PIU, CIU Safeguards Team
	All	As required.	Follow up correspondence with various stakeholders as required.	To be determined, based on needs at the time.	Various (as required).	Phone, Email	PIU, CIU Safeguards Team
Works Construction	Community	Owners of land and/or assets that are temporary acquired/used during construction.	Specific one-on-one meetings with key relevant community groups, e.g. community leaders and land owners/ occupiers, asset owners.	<ul style="list-style-type: none"> <li>Assessment of land and/or asset prior to disturbance (i.e. benchmark).</li> <li>Acceptance of condition of reinstatement land/or</li> </ul>	<ul style="list-style-type: none"> <li>Prior to preparatory construction activities.</li> <li>After completion of construction/reinstatement of land/asset disturbed, or</li> </ul>	In-person meeting/s	PIU, CIU Safeguards Team; Contractor

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
				asset after completion of works.	temporarily acquired / used.		
	Public Utilities	FSMTC, FSMTCC, State PUC.	Specific one-on-one meetings with key relevant public utility providers with assets impacted by the works.	<ul style="list-style-type: none"> <li>Assessment of utility infrastructure prior to disturbance (i.e. benchmark).</li> <li>Acceptance of condition of reinstatement utility infrastructure after completion of works.</li> </ul>	<ul style="list-style-type: none"> <li>Prior to preparatory construction activities.</li> <li>After completion of construction/reinstatement of land/asset disturbed, or temporarily acquired / used.</li> </ul>	Phone; Email; In-person meeting/s	PIU, CIU Safeguards Team; Contractor
	All	All	Public notification of works to be advertised via radio and newspaper (if appropriate), and notice board/signage in the vicinity of the Project works.	<ul style="list-style-type: none"> <li>Outline scope and design of road works.</li> <li>Project status and schedule.</li> <li>Outlining grievance mechanism and providing contact details.</li> </ul>	<ul style="list-style-type: none"> <li>Prior to preparatory construction activities.</li> <li>Regular updates throughout construction.</li> </ul>	Newspaper; Radio; notice board/sign; letter drop/door knocking.	PIU, CIU Safeguards Team; Contractor
	All	All	Specific one-on-one meetings with aggrieved parties on the submission of a complaint/grievance.	<ul style="list-style-type: none"> <li>Reach agreement on corrective action</li> </ul>	Various (as required).	Phone; Email; Meeting	PIU, CIU Safeguards Team; Contractor

## 5.2.4 Information Disclosure

### 5.2.4.1 Project Preparation

The final draft of the E&S Instruments were made available by DoTC&I to key stakeholders in each State to review and provide comment prior to the documents being finalized. The 'final' E&S Instruments are to be publicly disclosed on the WB website ([www.worldbank.org](http://www.worldbank.org)) as well as relevant FSM government websites ([www.dofa.gov.fsm](http://www.dofa.gov.fsm)).

E&S instruments that will be publicly disclosed include:

- Environmental and Social Management Framework (ESMF)
- Resettlement Framework (RF)
- Stakeholder Engagement Plan (SEP)
- Environmental and Social Commitment Plan (ESCP)

### 5.2.4.2 PRIME Component 2: Climate Resilient Infrastructure Solutions

All Resettlement Plans, Environmental and Social Impact Assessments, Environmental and Social Management Plans prepared during Project implementation for road works activities under Component 2 are to be publicly disclosed on the WB website ([www.worldbank.org](http://www.worldbank.org)) as well as relevant FSM government websites ([www.dofa.gov.fsm](http://www.dofa.gov.fsm)).

Stakeholders are to be regularly informed and updated on the PRIME Project throughout Component 2 by way of consultation meetings and public notices (e.g. radio, newspaper etc, as appropriate) including:

- (i) Scope of the works proposed;
- (ii) Schedule and progress of works implementation;
- (iii) Land access requirements and procedures;
- (iv) Entitlements for Project affected persons; and
- (v) Grievance Mechanism process.

Signs and/or notice boards are to also be erected at the works site, which should provide the following information:

- Name, address and other contact information for the PIU Project Manager, and Contractor;
- Contact points for the Grievance Mechanism;
- Project information (objectives, technical information, development schedules etc);
- Information of venue (village) and date where a consultation meeting will take place; and
- Maps showing location of Project infrastructure in relation to villages.

## 5.3 Stakeholder Engagement Tools and Materials

This SEP will be used in conjunction with stakeholder engagement and community relations management tools including:

- **Project Summary Documents** – For each key stage of the PRIME Project, a Project summary document is to be prepared or coordinated by the CIU to inform

stakeholders of the stage of the Project and the purpose of upcoming consultation(s). The Project summary document that was used for PRIME Project preparation phase is provided in Appendix A as an example. Where consultation is focused on specific works an overview of the concept/preliminary design, potential environmental and social impacts and works schedule may be appropriate to be included in this document.

- **Consultation Materials** – Prior to consultation meetings agendas will be circulated to key stakeholders and powerpoint presentation should be prepared (where appropriate). Project summary documents will be used to support these materials particularly in the absence of suitable facilities at the consultation meeting venue to allow the use of powerpoint.
- **Language:** Engagement is to be undertaken in a language appropriate for the broadest comprehension by stakeholders possible. While English is the official language and widely understood (both written and spoken) throughout FSM, each State has an indigenous culture and its own official languages (e.g. Kosraean, Mehn Pohnpei, Chuukese and Yapese), which may be more likely to be better understood amongst community stakeholders. Literacy levels amongst stakeholders should also be considered when undertaking engagement.
- **Engagement/Meeting Notes** – To ensure that an accurate and detailed record of information and views are gathered at every stakeholder meeting consultation meeting notes will be prepared after key stakeholder meetings throughout the Project. Photographs and attendee lists will be attached to the meeting notes.
- **Grievance Mechanism** (Section 6) – Provides a mechanism for communities and affected or aggrieved parties to raise complaints and grievances and allows the Project to respond to and resolve the issues in an appropriate manner. A complaints/grievance register has been developed to record all grievances reported.

## 6. Grievance Mechanism

### 6.1 Introduction

#### 6.1.1 Purpose and Objectives

There is a possibility of grievances arising from technical advisory, design, institutional strengthening, construction or operation impacts from activities associated with the PRIME Project.

The primary objective of grievance management is to allow those who believe they are impacted by the PRIME Project including those affected by land clearing or land acquisition for the Project, to express concern/issues and seek satisfactory resolution to grievances they may have relating to Project activities, impacts as well as compensation and assistance measures. Other objectives include:

- Receive, evaluate and facilitate the resolution of affected people's concerns, complaints and grievances about the environmental and social performance and gender issues, including gender-based violence.
- Provide an accessible, time-bound and transparent mechanism for Aggrieved Party's (APs) to voice and resolve environmental and social concerns linked to the PRIME Project.
- Address concerns promptly and effectively, in a transparent manner that is culturally appropriate and readily accessible to all APs, at no cost and without retribution (confidentially).
- Ensure transparency in all dealings with communities and that redress mechanisms for grievances are clearly spelt out.
- A feedback system is in place to ensure that all commitments by DoTC&I, State agencies and the construction Contractors are kept.

Grievances may include:

- **Environmental issues** – such as excessive dust or noise generation, accidental spills, Contractor malpractices, excessive vegetation clearance.
- **Social Issues** – such as dissatisfaction regarding land and/or asset disturbance entitlements or valuation, temporary or permanent loss of livelihoods, changes to land access and associated issues, damages to infrastructure due to construction related vibrations or transportation of raw material, noise, traffic congestions, disruption of services, insensitive social interactions by Contractor with local populations, gender based violence (GBV) and other social and cultural issues.

Should such situation(s) and/or issues arise, there must be a mechanism through which affected parties can resolve such issues in an efficient, unbiased, transparent, confidential timely and cost-effective manner. To achieve this objective, a Grievance Mechanism (GM) has been developed for the PRIME Project.

A separate GM will be developed for the specific labor related issues. This process will be set out in the Labor Management Procedure (LMP) which will be prepared for the Project prior to engagement of the Construction contractor.

A specific Grievance Mechanism (GM) pathway over and above the GM processes detailed below will be established for Sexual Exploitation and Abuse (SEA) and Sexual Harassment (SH) complaints for the Project to ensure survivor-centered approaches are applied, including the involvement of local GBV service providers. This SEA and SH specific GM requirements are currently being developed by a consultant on another WB FSM project with the results and recommendations integrated by the CIU Safeguards Team into the projects GM and will be finalized prior to the implementation of the PRIME Project.

### 6.1.2 Grievance Redress Principles

Those that have a complaint or that feel aggrieved by the PRIME Project to be allowed to communicate their concerns and/or grievances through an appropriate process. The GM set out below is to be used as part of the PRIME Project and will provide an accessible, rapid, fair and effective response to concerned stakeholders especially any vulnerable group who often lack access to formal legal regimes.

While recognizing that many complaints may be resolved immediately, the Complaints Register and GM set out below encourages mutually acceptable resolution of issues as they arise. The GM is based on the following guiding principles:

- **Simplicity:** procedures in filing complaints are understandable to users and easy to recall.
- **Accessibility:** filing complaints is easy through means that are commonly used by stakeholders, especially by the Project-affected people.
- **Transparency:** information about the system is made widely available to all stakeholders and the general public.
- **Timeliness:** grievances are attended to and resolved in a timely manner.
- **Fairness:** feedback or complaints are validated thoroughly and subjects of complaints are given due process and opportunities for appeal.
- **Confidentiality:** the identity of complainants remains confidential.

In addition, the GM has been designed to be a legitimate process that allows for trust to be built between stakeholder groups and assures stakeholders that their concerns will be assessed in a confidential, fair and transparent manner.

The GM is to also enable continuous learning and improvements to the GM, through continued assessment to reduce potential complaints and grievances arising.

### 6.1.3 Eligibility

Eligibility criteria for the GM is to include:

- (i) Perceived negative economic, social or environmental impact on an individual and/or group, or concern about the potential to cause an impact;
- (ii) Clearly specified kind of impact that has occurred or has the potential to occur and explanation of how the Project caused or may cause such impact; and
- (iii) Individual and/or group filing of a complaint and/or grievance is impacted, or at risk of being impacted; or the individual and/or group filing a complaint and/or grievance demonstrates that it has authority from an individual and or group that have been or may potentially be impacted on to represent their interest.

Local communities and other interested stakeholders may raise a grievance/complaint at any time to the traditional and government elected officials. Affected local communities should be informed about the GM and how to make a complaint.

## 6.2 Grievance Redress Process

The GM for the PRIME Project is scaled to the risks and adverse impacts anticipated for the Project. If promptly addressed, and using an understandable and transparent process that is gender responsive, culturally appropriate and at no costs and without retribution, the concerns and complaints of potentially affected people will usually be resolved.

The GM process is not a substitute for, or meant to impede access to, regular legal process but provides a simpler mechanism for complaint resolution. The GM will as far as practicable, try to resolve complaints and/or grievances on terms that are mutually acceptable to all parties. When making a complaint and/or grievance, all parties must act at all times in good faith and should not attempt to delay and/or hinder any mutually acceptable resolution.

If an Aggrieved Person (AP) is not satisfied with, or has a complaint about, an aspect of the Project (e.g. such as the mitigation or assistance provided) they have the right to lodge a grievance. While every effort should be made to resolve conflicts by mutual agreement of the parties involved, in some cases, arbitration and adjudication on disagreements and conflicts by an external mediator will be required.

For consistency, the GM for the PRIME Project is in-line with other GM instruments implemented in FSM under WB funded projects. This GM process is set out in Table 6-1 for grievance redress of social and environmental matters relating to the PRIME Project.

Table 6-1: PRIME Project Grievance Mechanism Process

Step	Process	Duration
1	The Aggrieved Party (AP) takes their grievance to the PRIME Project Implementation Unit (PIU) State Focal Point, Contractor, or contact through the FSM DoFA website or email. Relevant case information is recorded (e.g. Grievance Form, maps, notes of meetings, photos, etc). All grievances (both construction and non-construction related, and those related to SEA/SH/GBV) are to be forwarded to the PIU State Focal Point for screening and record keeping.	Any time
2	Upon receipt of the grievance the PIU State Focal Point is to screen the grievance to assess whether it is related to the PRIME Project, and environmental and social issues. Non-eligible grievances (i.e. those not Project related) are then to be referred to the relevant agency to follow up, if appropriate.	Within 1 day of grievance lodged
3	The PIU State Focal Point will endeavor to resolve any complaint/issue immediately, both construction and non-construction related grievances. If satisfactorily resolved the incident and resultant resolution/corrective action will be logged and reported to the PIU Project Manager, and copied to the Centralized Implementation Unit (CIU) (Program Manager and Safeguards Team).	Within 2 weeks of grievance lodged
4	If unsuccessful (i.e. AP is not satisfied), the PIU State Focal Point will refer the AP to the PIU Project Manager and the CIU Program Manager and Safeguards Team to address and resolve the complaint. The proposed corrective action is to be reported back to the AP for agreement.	

Step	Process	Duration
5	Where the complaint has not been resolved, the PIU Project Manager will refer the grievance to the DoTC&I Project Management Unit (PMU) Manager for his/her action/resolution. The PIU Project Manager will log the details of issue and resultant resolution status (copy CIU Program Manager and Safeguards Team).	
6	If the matter remains unresolved, or the AP is not satisfied with the outcome, the DoTC&I PMU Manager refers the matter to the Project Steering Committee (PSC) for a resolution, cc'ing the PIU Project Manager. The PIU Project Manager will log details of issue and resultant resolution status (copy CIU Program Manager and Safeguards Team).	Within 1 month of grievance lodged
7	Once the agreed corrective actions are implemented, and the PIU Project Manager notifies the claimant of the result in writing.	Within 1 week of resolution
8	If it remains unresolved or the complainant is dissatisfied with the outcome proposed by the PSC, the AP may refer the matter to the appropriate legal or judicial authority. A decision of the Court will be final.	Within 3 months of grievance lodged (where possible) or otherwise as agreed between parties during the process.

Steps 1 to 5 should be undertaken immediately (i.e., as soon practicable). Where the matter is referred to the PIU Project Manager, a resolution should be sought within two weeks. If unsuccessful and the matter is referred to the Project Steering Committee (PSC), this should occur within a month. The PIU Project Manager shall report back the outcome of the resolution to the AP within one week total of the corrective action occurring.

The PIU State Focal Point will be the grievance focal point and receive, record and report on Project related concerns. If the complaint/grievance relates to a Contractor activity, the Project will ensure the Contractor remedies any damage, pays compensation for damage or loss, etc. Use of community leaders and customary methods of conflict resolution is encouraged and utilized if and when appropriate – on a case-by-case basis.

A complaints register will be maintained and will show the details and nature of the complaint, the complainant's name, the date and actions taken as a result of the investigation (outlined further below).

Any grievance related to corruption, any unethical practice including human trafficking, GBV, prostitution etc needs to be managed confidentially through the following process:

- (i) The AP take their grievance to the relevant PIU State Focal Point whom will immediately notify and refer the grievance to the Municipal, State and/or National Police and to a service provider who can support the survivor.
- (ii) The PIU State Focal Point notifies the PIU Project Manager whom notifies the DoTC&I Project Management Unit (PMU) and CIU (Program Manager and Safeguards Team), ensuring that all personal details are anonymous.
- (iii) If the grievance includes human trafficking, prostitution and other similar illegal activities of this nature the PIU Project Manager will notify the State and National legal offices (e.g. Department or Justice) and report the incidence.

- (iv) Resolution of these grievances will be the responsibility of the legal systems within each state and or national agencies as dictated by state and national law. In these cases the Project's grievance mechanism will ensure the above due diligence is enacted and due process is documented with the grievance given a complaint number and recorded. Confidentiality associated with all criminal cases must be compliant and follow State and National laws.

The PIU Project Manager will review and amend the GM process, where appropriate and make adjustments to consultations, the GM, community engagement, Project implementation and other aspects as necessary to avoid future complaints and grievances if and when required.

## **6.3 Disclosure of Grievance Mechanism**

It is important to ensure that all stakeholders including local authorities and community members in the vicinity of the identified works are informed of the Project's GM process throughout the full duration of the PRIME Project including construction and non-construction components such as during preparation of any works specific management/land access plans, and prior commencement of any civil works.

This information should include their rights regarding potential land/asset impacts and environmental degradation, the grievance process, and guidance on relevant steps to lodge a complaint.

The Grievance Process is to be introduced during all stakeholder engagement activities and on websites including stakeholder consultation meetings to ensure that all relevant stakeholders are aware of this procedure and the specific steps to be taken for lodging a complaint.

The GM, along with key E&S documents (such as frameworks, land access plans, management plans, ESIs) prepared for the Project will be publicly disclosed on relevant websites ([www.worldbank.org](http://www.worldbank.org) and [www.dofa.gov.fsm](http://www.dofa.gov.fsm)), in draft and final.

Prior to the start of construction activities, signs will be erected at the work sites (in the appropriate local language) providing the public with updated Project information and summarizing the GM process including contact person details.

## **6.4 Record Keeping and Reporting of Grievances**

### **6.4.1 Grievance Record Keeping**

All complaints or grievances submitted will require the completion of a Grievance Claim Form which will include the following information:

- (i) Name of the complainant;
- (ii) Address (including village name);
- (iii) Name of the person filling in the Grievance Claim Form (if not the complainant);
- (iv) Full description of complaint issue, including background, sketches and maps where appropriate;
- (v) Description of the requested corrective action;
- (vi) Date of grievance submission; and

- (vii) Signature of complainant, the person filling in the form and the person who received the form.

If assistance is required, the claimant can request help with a verbal grievance to complete the form from the Contractor or PIU State Focal Point (where appropriate). Grievances claim forms can also be submitted electronically through the FSM DoFA website or email.

Personal details can remain anonymous.

Each grievance record is to be allocated a unique number, reflecting year and sequence of received complaint (e.g. 2021-01, 2021-02 etc). Complaint records (letter, email, record of conversation) should be stored together electronically or in hard copy. Each complaint/grievance is assigned a specific person responsible for its management and close out.

All grievances (both construction and non-construction related, and those related to SEA/SH/GBV) are to be either directly received by the PIU State Focal Point or forwarded to the PIU State Focal Point (i.e., should grievances be received by the Contractor for construction related complaints).

Upon receipt of the grievance the PIU State Focal Point is to screen the grievance to assess whether it is related to the PRIME Project or environmental and social issues. Non-eligible grievances (i.e. those not Project related) are then to be referred to the relevant agency to follow up, if appropriate. If the complaint is related to SEA/SH/GBV, the relevant GM (once developed) is to be followed including the involvement of local GBV service providers.

Language barriers and insufficient literacy levels shall also not prevent any persons from lodging a complaint. The Grievance Claim Form shall be written in English and the appropriate language for that FSM State, and disclosed during consultation.

Complaints or grievances are to be recorded in a Complaints Register held locally by the PIU State Focal Point with a copy also kept centrally by the CIU Safeguards Team. The register is to clearly indicate whether an issue has been resolved or is still outstanding. The following records generated by this procedure will be stored in hard copy at the PIU State Focal Point office and in electronic format:

- Grievance Claim Forms;
- Letters of request;
- Memorandums of field investigations, consultations and meetings; and
- Photographs, maps, drawings.

If an issue has been resolved, the register will include the following information:

- Completed Grievance Resolution Form;
- Action taken (including evidence of action taken, i.e. photographs, receipts, etc.);
- Date of resolution; and
- Signature of complainant and person responsible for issue resolution.

## 6.4.2 Reporting and Evaluation

A report on the status of all reported grievances will need to be provided by the PIU Project Manager to the DoTC&I PMU and CIU Safeguards Team on a monthly basis. This information is also to be included in the Project's regular reporting requirements to the WB. The scope of this regular grievance reporting shall include:

- Total number of complaints/grievances received.
- Total number resolved.
- Total number under investigation/not yet resolved.
- Total number not yet resolved and also exceeds the recommended close out time of 1 month or 3 months.
- Short paragraph on any significant grievances currently not yet resolved and any risks to Project implementation.

If there are more than 30 complaints/grievances recorded, the PIU Project Manager may decide to investigate any patterns or repetition of issues that need addressing. The PIU Project Manager may decide to get an independent consultant to review and provide advice.

## 6.4.3 Contact Details

Anyone can ask for information on the Project, express a concern, make a complaint (grievance) or get in touch with the Project for any reason. Complaints/concerns can be anonymous and are to be treated confidentially.

Specific persons and contact details both nationally and at the State level will be identified as the Project develops, communicated where ever the GM is presented and at suitable locations in the vicinity of physical works, and updated accordingly throughout the Project.

## 7. Resources and Responsibilities for Implementing SEP

### 7.1 Stakeholder Engagement Resources and Responsibilities

The successful implementation of the SEP requires full participation of Project relevant implementing agencies in collaboration with National, State and Municipal Government Officials. The responsibility to implement all commitments in the SEP along with any works specific procedure plans/reports prepared will be distributed between these stakeholders.

The relevant institutional structures to be either utilized (for existing institutions) or established for the PRIME Project including roles and responsibilities are outlined in the ESMF and RF and shown in Figure 7-1.

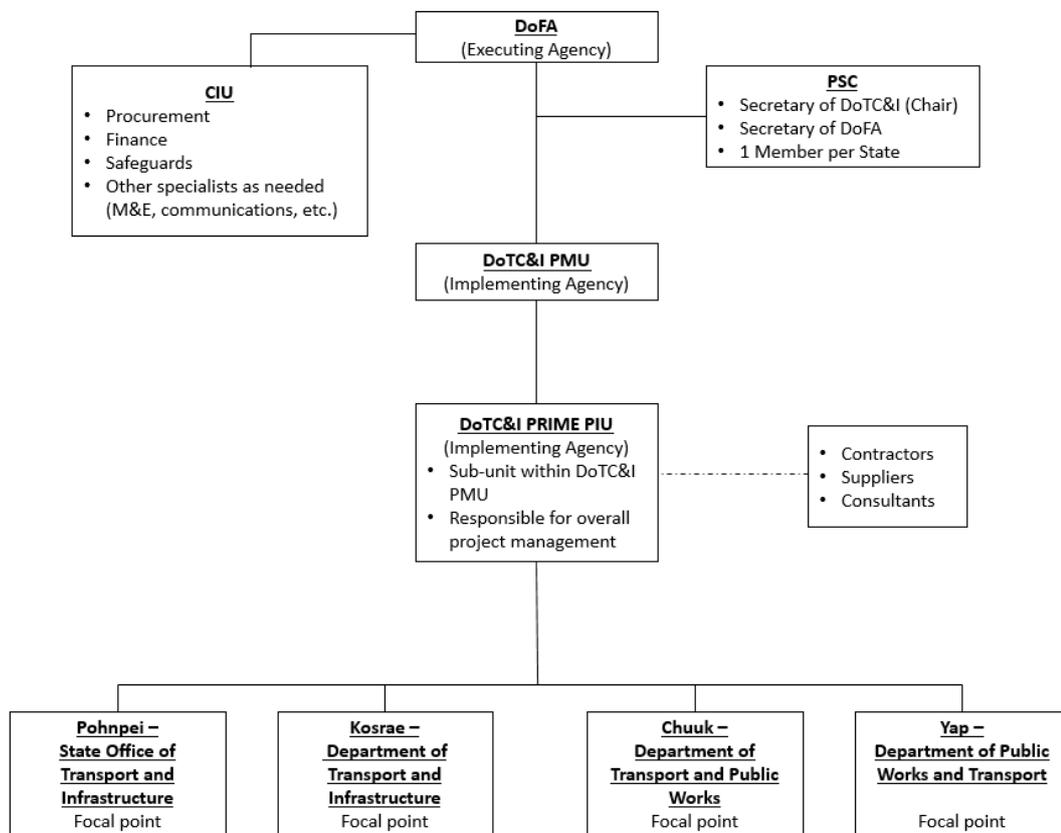


Figure 7-1: Implementation arrangements for the PRIME Project.

The management, coordination and implementation of the SEP and its integral tasks will be the responsibility of the Project Implementation Unit (PIU) with support from the Centralized Implementation Unit (CIU) Safeguards Team.

The proposed organizational structure and management functions for the stakeholder engagement function for the PRIME Project is described below. While the DoTC&I and DoFA may decide to adapt this structure according to its needs and funding, it is emphasised that the various components listed and described below should be represented in the organizational structure in order to successfully implement the SEP:

- **PIU Project Manager** - responsible for overseeing and coordinating all activities associated with stakeholder engagement;

- **PIU Project Officer** - to provide assistance and support to the Project Manager.
- **PIU State Focal Points** – responsible for implementing State level stakeholder an community engagement activities including for specific Component 2 works.
- **PIU Administration** - responsible for the management of all database, document control and logistics activities and integration/support/interaction between with other departments/agencies or projects.
- **CIU Safeguards Team** – responsible for preparing and updating stakeholder engagement plans according to Annual Work Plans, preparing TOR for specialist support where required, support to PIU Project Manager to coordinate and deliver stakeholder engagement and public communications about the projects, GM, environmental and social assessments, support for participatory design approaches etc.
- **Design Team** – responsible for incorporating the principles of stakeholder-led design through participatory design approaches.
- **Technical Advisors** – all consultants are required to implement the SEP in relation to their own work program with the support of PIU and CIU.
- **Civil Works Contractors** – responsible for undertaking stakeholder engagement specific related to physical works construction.

#### 7.1.1 PIU Project Manager and Project Officer

The PIU will be initially staffed with a PIU Project Manager and Project Officer based in Pohnpei (National Government DoTC&I) with additional PIU support to be recruited (such as State level or administrative support) as required.

The PIU Project Manager will be responsible for working collaboratively with all national level stakeholders and overseeing all State level stakeholder consultation activities with support from PIU State Focal Points.

The PIU Project Manager will also be responsible for the following tasks in relation to stakeholder engagement, with support from the CIU Safeguards Team as required, depending on appropriate capacity, skill sets and experience:

- Approve the content of any future revisions to the SEP or task-specific or works specific SEP;
- Implement and monitor all stakeholder engagement strategies/plans for the Project;
- Approve prior to release all materials used to provide consultation information for the Project (such as introductory letters, Project summary documents, meeting agendas, Powerpoint materials, brochures etc);
- Approve and facilitate (with support from the CIU Safeguards Team and/or external consultants as required) all stakeholder engagement events and disclosure of material to support stakeholder engagement events in Pohnpei;
- Participate either themselves, or coordinate State Focal Points during all face-to-face stakeholder meetings;
- Review and sign-off minutes of all engagement events; and

- Oversee the maintenance the stakeholder database.

Efforts are to be made to keep stakeholders informed on Project progress including establishing a direct line of communication between to the PIU Project Manager as the key stakeholder contact points. The PIU Project Manager can then direct stakeholder contact to any other appropriate Project implementation groups (e.g. PIU State Focal Point, CIU Safeguards Team, design consultants, E&S consultant and Contractor/s) as appropriate. This direct line of contact to the PIU Project Manager will allow for on-going updates and discussions outside of formal consultation activities and allow for stakeholder concerns and suggestions to be taken into account as they arise.

The Project Officer is to provide assistance and support to the Project Manager on the above.

### **7.1.2 PIU State Focal Points**

A focal point in each State will be appointed by the PIU to work on and manage day-to-day activities for the PRIME Project including stakeholder engagement such as coordinating implementation of specific Component 2 works. The PIU State Focal Point is likely to be appointed from within the State Department of Transport and Infrastructure (or Department of Transport and Public Works' in Chuuk and Yap).

The PIU State Focal Point will report directly to the PIU Project Manager, and act as the key contact person for stakeholder enquires in each State with oversight from the PIU Project Manager, and CIU Safeguards Team, as appropriate.

Any PIU State Focal Points appointed should be suitably qualified with good communication skills to undertake a range of stakeholder engagement activities and be appropriately trained in the needs of the Project.

The PIU State Focal Point will also be responsible for the following tasks:

- Implement all State level stakeholder engagement related activities for the Project, under the supervision of the PIU Project Manager and CIU Safeguards Team;
- Manage the grievance mechanism at the State level, including receiving, screening, resolving for forwarding grievances (e.g. to PIU Project Manager, CIU Safeguards Team or others), as appropriate;
- Interact with related and complementary support activities that require *ad hoc* or intensive stakeholder engagement (community development and land acquisition/resettlement planning and implementation);
- Act as mediator between the Contractor and stakeholders; and
- Proactively identify stakeholders, Project risks and opportunities, with support from the CIU Safeguards Team, and inform the PIU Project Manager to ensure that the necessary planning can be done to either mitigate risk or exploit opportunities.

### **7.1.3 PIU Project Assistant**

The PIU will require a Project Assistant to be recruited to provide support to the Project by ensuring all administrative requirements are managed effectively. Main responsibilities are to include:

- Document management, including capture and filing (physical and electronic) of stakeholder documents and records.

- Database management, including:
  - Continuously update stakeholder information (contact details, organizational details, designation, engagement activities); and
  - Continuously update grievance information (grievance records, grievance database, agreements, meeting registers).
- Logistics management;
- Support with arranging accommodation and traveling where required; and
- Assist with printing of materials to be used during stakeholder meetings (posters, pamphlets, Project Summary Documents, letters, attendance registers, maps, newsletters etc).

#### **7.1.4 CIU E&S Safeguards Support**

The CIU Safeguards Team currently undertakes a range of stakeholder engagement activities as part of its WB portfolio responsibilities, and has existing relationships with a many of stakeholders in each State which will be important to utilize for the PRIME Project.

In relation to implementation of the SEP, the PIU will require support from the CIU Safeguards Team in particular, for capacity building and E&S technical support throughout the Project and to ensure the SEP is implemented and updated appropriately and is consistent with the requirements of ESS10. The CIU Safeguards Team is to also ensure that vulnerable and disadvantaged, women and those without access to technology (e.g. websites, social media and radio) are also engaged as part of the Project.

The CIU Safeguards Team will be responsible for storing data (including grievance records), collating and interpreting stakeholder feedback and providing details to the design team.

The CIU Safeguards Team are responsible for reviewing, updating and monitoring the implementation of the SEP, including preparation and oversight of task specific and works specific SEP.

The CIU Safeguards Team may need additional social and environmental safeguard support to implement the growing WB portfolio in FSM including the PRIME Project. This could either be by way of engaging external E&S consultants or recruiting State level support (either to support or supplement the PIU State Focal Points).

The CIU Safeguards Team will also support with outreach and public communications.

#### **7.1.5 Designers and Technical Consultants**

These specialists will be responsible for implementing the SEP for their scope of work, and working with the PIU and CIU to ensure the right stakeholders are identified and involved in their work program. They will assist in preparing task specific SEP. Design teams will be involved in participatory design approaches using Good International Industry Practice for stakeholder engagement.

#### **7.1.6 Civil Works Contractors**

The Contractor engaged to undertake road works construction will be responsible for undertaking stakeholder engagement related to construction of the specific physical works. The scope of stakeholder engagement will be documented in the CESMP and is to include:

- Support the PIU State Focal Points in engaging with stakeholders relating to communicating the scope and timing of works (either by attendance at meetings, installation of notice boards, door knocks/letter drops, etc.);
- Negotiation with landowners/users in relation to temporary use of land required for construction relation activities (e.g. laydown and storage/stockpile areas, amenities, etc.), and assessment of temporarily used land after reinstatement/restoration to a condition acceptable to the land owner;
- Negotiation with landowners regarding relating/reinstalling physical assets (such as fences, walls etc) located directly within the Project footprint; and
- Receiving complaints and grievances by stakeholders and forwarding to the PIU State Focal Point during works construction, and resolution of grievances if they are related to the Contractor (in coordination with the PIU).

## 8. Monitoring and Reporting

### 8.1.1 Monitoring and Evaluation

Monitoring and evaluation is essential to ensure successful implementation of the consultation program as outlined in this SEP and allow the Project to respond to identified issues and alter the schedule and nature of engagement activities to make them more effective.

The PIU, with support from the CIU Safeguards Team, will be responsible for establishing a monitoring program that will monitor, measure, and assess the implementation and overall effectiveness of stakeholder consultation and participation activities.

The PIU will maintain a database of stakeholder engagement activities including public consultation, disclosure and grievances throughout the Project which is to be made available for public review on request. The following data will be used to monitoring the implementation of the SEP:

- Issues and management responses linked to minutes of meetings;
- Monthly reports;
- Informal feedback from key stakeholder groups; and
- Complaints/Grievance Register.

The success of the SEP is to be measured by how well it can achieve the overall objective of meaningful and inclusive engagement and consultation with all Project stakeholders. In addition the following key indicators are also to be evaluated:

- Level of understanding of the Project stakeholders;
- Annual grievances received and how they have been addressed and time taken to resolve; and
- Level of involvement of PAPs and vulnerable groups.

### 8.1.2 Internal Reporting

Internal monitoring is to be reported monthly for the separate physical works, consolidated and summarized as part of quarterly monitoring for the PRIME Project.

The following stakeholder engagement activities are to be recorded as part of the monthly monitoring report.

- Stakeholder engagement activities conducted during each month;
- Public outreach activities (meetings with stakeholders and newsletters);
- Entries to the grievance register;
- New stakeholder groups (where relevant); and
- Stakeholder engagement activities planned for the next month, and beyond (where appropriate).

# Appendix A PRIME Project Summary Document

# PRIORITISED ROAD INVESTMENT AND MANAGEMENT ENHANCEMENT (PRIME) PROJECT

## Environmental & Social Assessment – Summary Document

### Introduction

The Prioritised Road Investment and Management Enhancement (PRIME) Project is a World Bank (WB) funded project that will enhance the resilience of the primary road network in FSM to potential climate-related impacts and natural hazards or events.

The Project will fund the feasibility, design and construction of a range of physical works on priority road assets. The scope of works has not yet been determined, but works are expected to largely be within the existing road corridor, and may include:

- Road improvements and resurfacing;
- Bridge, crossing and causeway improvements or replacement;
- Drainage improvements;
- Coastal protection and slope stabilisation;
- Vegetation and scour protection etc

The initial stage of the PRIME Project is an Environmental and Social Assessment, which will be undertaken by Argo Environmental Ltd (ARGO).

The next stages will include a Climate Resilient Road Strategy (CRSS) and Vulnerability Assessment (VA) which will determine the specific physical works to be undertaken, followed by concept and design for each sub-project, and site-specific E&S management plans. These studies will be undertaken throughout 2020/2021 by other consultants engaged by DTC&I.

### Environment & Social Assessment

Argo Environmental Ltd (ARGO) has been engaged by DTC&I to undertake the Environmental & Social (E&S) Assessment, and prepare E&S Instruments for WB appraisal. ARGO's focus is on preparing key E&S 'framework' documents, as the specific sites for

implementation have not yet been determined. Key initial documents will include:

- E&S Management Framework
- Resettlement Framework
- Labor Management Procedures
- Stakeholder Engagement Plan
- Other documents (e.g. Generic ESMP, E&S Commitment Plan etc).

The methodology for the E&S Assessment includes:

- Identifying gaps in knowledge and information;
- Filling gaps based on sourcing existing data and field data collection in each State;
- Initial Stakeholder Engagement and Consultation to introduce the PRIME Project;
- Develop labour management procedures;
- Prepare the draft E&S Instrument (framework) documents;
- Undertake a second round of consultation to present the draft E&S framework documents;
- Finalise and publicly disclose the E&S framework documents.

### Purpose of Initial Consultation

- Inform key stakeholders of the PRIME Project;
- Acquire information to develop E&S framework documents; and
- Provide stakeholders an opportunity to express opinions/concerns, and for these to be taken into account in developing the E&S documents, and DTC&I management decisions.

Regular engagement with stakeholders by DTC&I and their consultants will be undertaken throughout the full duration of the PRIME Project, including specific sub-projects (once known).



## **Appendix B Presentations from Project preparation consultation meetings**



# FSM PRIME PROJECT: Environmental & Social Safeguards Assessment and Instruments



Department of  
**TRANSPORTATION, COMMUNICATIONS & INFRASTRUCTURE**  
Government of the Federated States of Micronesia



**THE WORLD BANK**  
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Initial Stakeholder Consultation Meeting – Sep 2020

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# Overview of Meeting Agenda

- » Welcome & Introductions
- » PRIME Project Overview
- » E&S Assessment – Purpose and Scope
- » E&S Assessment – Approach & Methodology
- » Stakeholder Engagement & Consultation
- » Next Steps and Timing
- » Other Matters



# FSM PRIME Project - Overview

- » **Prioritised Road Investment and Management Enhancement (PRIME) Project** is World Bank (WB) funded aimed at enhancing the resilience of the primary road network to potential climate-related impacts and natural hazards or events in all four FSM States (incl. Kosrae, Pohnpei, Chuuk and Yap).
- » Project will fund the feasibility, design and construction of a range of physical works on priority road assets - expected to largely be within the existing road corridor.
- » Scope of works has not yet been determined. The following are examples of the types of works expected:
  - Road improvements and resurfacing/resealing etc;
  - Bridge, crossing and causeway improvements or replacement;
  - Coastal protection, slope stabilization, vegetation and scour protection;
  - Drainage improvements etc
- » The initial stage of the Project is an Environmental & Social assessment being undertaken by Argo Environmental Ltd
- » Next stages of PRIME Project will include:
  - Climate Resilient Road Strategy (CRSS) and Vulnerability Assessment (VA) to determine the specific physical works
  - Design work for each sub-project (i.e. sites of physical works)
  - Site-specific E&S management plans to be prepared for discrete sub-projects (once known)
- » These other studies will be undertaken throughout 2020/2021 by other consultants engaged by DTC&I.

# E&S Assessment – Scope and Methodology

- » Argo Environmental Ltd (ARGO), a NZ-based international environmental consultancy has been engaged by DTC&I to undertake to prepare E&S Instruments for WB appraisal.
- » ARGO's focus will be on preparing key E&S 'framework' documents as the specific sites for implementation have not yet been determined. Key initial documents will include:
  - E&S Management Framework
  - Resettlement Framework
  - Labor Management Procedures
  - Stakeholder Engagement Plan (incl. Grievance Mechanism)
- » The methodology for the E&S Assessment includes:
  - Identifying gaps in knowledge and information
  - Filling gaps based on:
    - ❖ Sourcing existing data, reports and information
    - ❖ Field survey to collect baseline data
    - ❖ Feedback during stakeholder engagement and consultation
  - Initial Stakeholder Engagement and Consultation to introduce the PRIME Project
  - Prepare the draft E&S Instrument (framework) documents;
  - Undertake a second round of consultation to present the draft E&S framework documents;
  - Finalise and publicly disclose the E&S framework documents.

# E&S Assessment – Data Requirements

- » Currently acquiring data for primary road network including:
  - General spatial (GIS) data (e.g. road network, topography, basemaps, infrastructure etc)
  - Environmental and ecological data (including freshwater, coastal/marine and terrestrial habitats & land cover)
  - Social data (including settlements, land use, sensitive receptors, cultural sites, vulnerable groups, high risk traffic areas)
  - Legal road easement and land tenure information
  - Natural hazard & soil and erosion data
  - Assets or properties encroaching on road easement; land acquisition requirements
  - Aggregate sources (e.g. quarries) & potential waste material dump sites
  - Hazardous material or potentially contaminated sites
  - Stakeholder engagement requirements
- » We are getting in touch with relevant groups who hold much of this existing data
- » Where the data doesn't exist in a usable format, we will be filling gaps during the field survey
- » A database of the compiled data will be prepared as part of this Project



# Initial Stakeholder Consultation

- » Purpose of this initial round of stakeholder consultation
  - Inform key stakeholders of the PRIME Project
  - Acquire information to develop E&S framework documents
  - Provide stakeholders an opportunity to express opinions/concerns to be addressed in developing the E&S documents and DTC&I management decisions.
- » Regular engagement with stakeholders by DTC&I and their consultants will be undertaken throughout the PRIME Project including specific sub-projects (once known)
- » Draft E&S Framework documents will be presented to stakeholders during consultation in Oct 2020 (TBC)
- » A grievance mechanism is being developed which provides a mechanism for complaints, issues or disputes to be addressed and resolved.



# Kosrae – Scope of PRIME Project



- » The road extent to be considered under the PRIME Project includes:
  - Primary Road Network + Roads of Strategic Importance
  
- » Key initial questions / considerations:
  - Are there sections of the road where you expect improvements are needed to improve resilience to climate related impacts?
  
  - Any other known issues / considerations along the primary road network?

# Initial Priority Sub-Project (Lelu Improvement)



- » Initial priority 'sub-projects' have been identified by DTC&I (1x in each state) that are likely to be party of the scope of works
- » For Kosrae this is improving the Lelu Causeway
- » Any known issues / considerations you would like to raise regarding this causeway?

# Pohnpei – Scope of PRIME Project



- » The road extent to be considered under the PRIME Project includes:
  - Primary Road Network + Roads of Strategic Importance
  
- » Key initial questions / considerations:
  - Are there sections of the road where you expect improvements are needed to improve resilience to climate related impacts?
  
  - Any other known issues / considerations along the primary road network?

# Initial Priority Sub-Project (Awak Bridge replacement)



- » Initial priority 'sub-projects' have been identified by DTC&I (1x in each state) that are likely to be party of the scope of works
- » For Pohnpei this is replacing Awak Bridge
- » Any known issues / considerations you would like to raise regarding the replacement of this bridge?

# Chuuk (Weno) – Scope of PRIME Project



- » The road extent to be considered under the PRIME Project includes:
  - Primary Road Network + Roads of Strategic Importance
  
- » Key initial questions / considerations:
  - Are there sections of the road where you expect improvements are needed to improve resilience to climate related impacts?
  
  - Any other known issues / considerations along the primary road network?

# Initial Priority Sub-Project (Airport to Pou Bay Bridge Road Improvement)



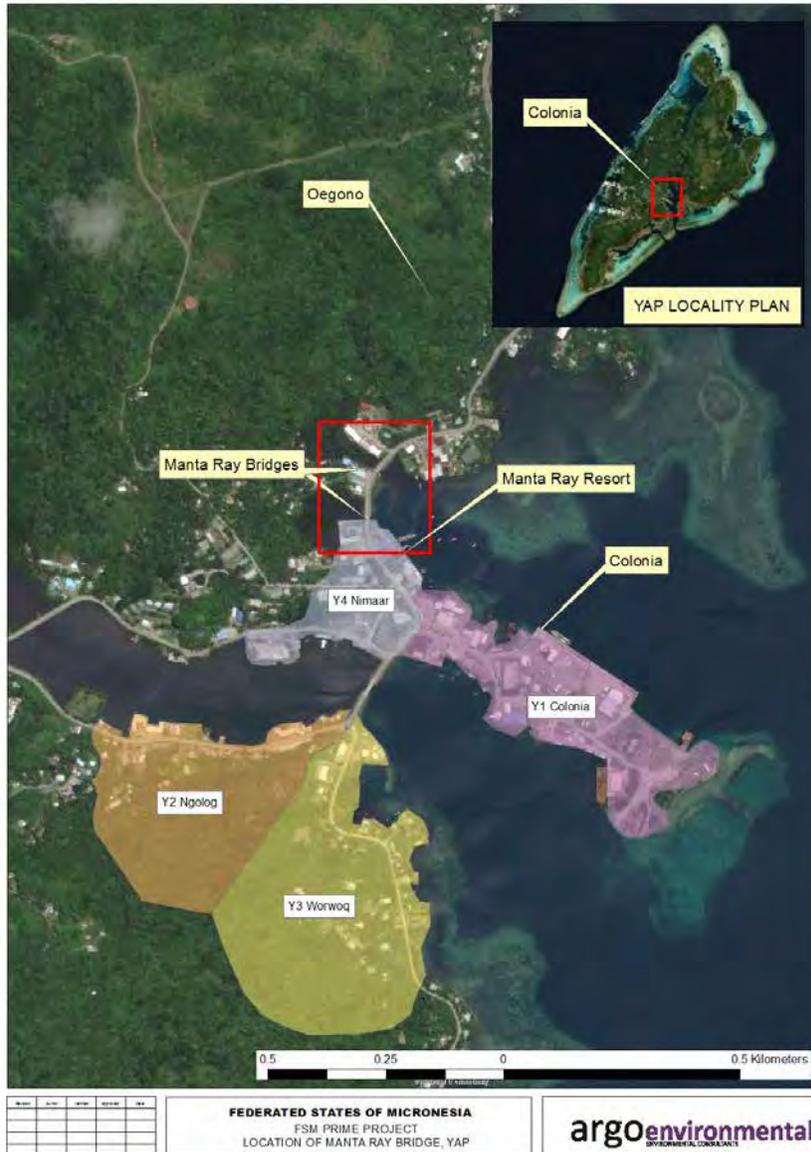
- » Initial priority 'sub-projects' have been identified by DTC&I (1x in each state) that are likely to be party of the scope of works
- » For Chuuk this is improving the Airport to Pou Bay Bridge Road
- » Any known issues / considerations along this section of road you would like to raise?

# Yap – Scope of PRIME Project



- » The road extent to be considered under the PRIME Project includes:
  - Primary Road Network + Roads of Strategic Importance
  
- » Key initial questions / considerations:
  - Are there sections of the road where you expect improvements are needed to improve resilience to climate related impacts?
  
  - Any other known issues / considerations along the primary road network?

# Initial Priority Sub-Project (Manta Bay Bridges)



- » Initial priority 'sub-projects' have been identified by DTC&I (1x in each state) that are likely to be party of the scope of works
- » For Yap this is improving/replacing the Manta Bay Bridges
- » Any known issues / considerations you would like to raise regarding these upgrades to these bridges?



Thank You

Questions / Comments / Feedback?



# FSM PRIME PROJECT: Environmental & Social Assessment and Instruments



Department of  
**TRANSPORTATION, COMMUNICATIONS & INFRASTRUCTURE**  
Government of the Federated States of Micronesia



**THE WORLD BANK**  
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Stakeholder Consultation Meeting – November 2020

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# Overview of Meeting Agenda

- » Welcome & Introductions
- » Brief PRIME Project Overview (Refresh & Update)
- » Key Outcomes of E&S Baseline Assessment
- » Overview of Environmental & Social Management Framework
- » Overview of Resettlement Framework
- » Stakeholder Engagement and Consultation
- » Next Steps and Indicative Schedule
- » Questions / Feedback

## Purpose of Meeting

- » To provide an update on progress, scope and timing of the PRIME Project.
- » To outline proposed key principles of E&S framework documents and 'strategies' to screen and manage possible environmental and social impacts from any Project works (once they are identified).
- » To receive comment and feedback from stakeholders, in order to complete draft E&S framework documents.
- » To engage stakeholders in the development of these documents and management decisions for the Project.



# FSM PRIME Project - Overview

- » **Prioritized Road Investment and Management Enhancement (PRIME) Project** will provide funds for technical assistance and institutional strengthening to improve the management of the road network in relation to potential climate change impacts anticipated for the FSM.
- » The World Bank (WB) funded Project will fund feasibility, design and construction of physical works to enhance the resilience of the primary road network to potential climate-related impacts and natural hazards / events in all four FSM States (including Kosrae, Pohnpei, Chuuk and Yap).
- » The three key components of the PRIME Project include:
  1. **Spatial and Sector Planning Tools** (incl. Climate Resilient Road Strategy (CRSS) and Vulnerability Assessment (VA), road asset management systems).
  2. **Climate Resilient Infrastructure Solutions** (incl. Urgent Priority Works (e.g. Lelu Causeway, Awak Bridge, Airport to Pou Bay Road & Manta Bay Bridges) and other physical works informed by the VA/CRSS studies
  3. **Strengthening the Enabling Environment** (e.g. E&S Frameworks, institutional strengthening, regulatory reforms, capacity building etc)

# Expected Scope of PRIME Project

- » Project activities will primarily take place within existing primary road corridors, or immediately adjacent to the road (e.g. improve erosion protection, drainage or safety features).
- » Both primary roads and some additional secondary roads (of strategic and/or economic importance) will be assessed for climate vulnerability.
- » Extent of roads included, determined by DoTC&I, in consultation with key State stakeholders & WB
- » Only works on the primary roads will be funded under the PRIME Project. VA/CRSS improvement recommendations on secondary roads to form part of future packages of work.



# Expected Scope of PRIME Project

- » Scope of physical works are expected to incl. (but not limited to):
  - **Pavement and surface strengthening**
    - ❖ Maintenance, repair, rehabilitation or reconstruction of existing road pavement (incl. sealed shoulders and raising road levels)
  - **Drainage improvements**
    - ❖ Longitudinal drainage, cross-drainage culverts, outfalls, subsoil drainage and cut-off drains
  - **Spot slope stabilization**
    - ❖ Modifications to cutting slope and fill embankments to reduce landslip risk, soil bioengineering and biotechnical stabilization techniques and anchoring of unstable rock slopes
  - **Rock wall revetment strengthening**
    - ❖ For protection of coastal road sections
  - **Improvements to causeways and bridges**
    - ❖ Repairs/reconstruction of crossings to provide safe, all weather access for vehicles and pedestrians
  - **Road safety improvements**
    - ❖ Traffic calming measures, guardrails, line marking and minor realignments

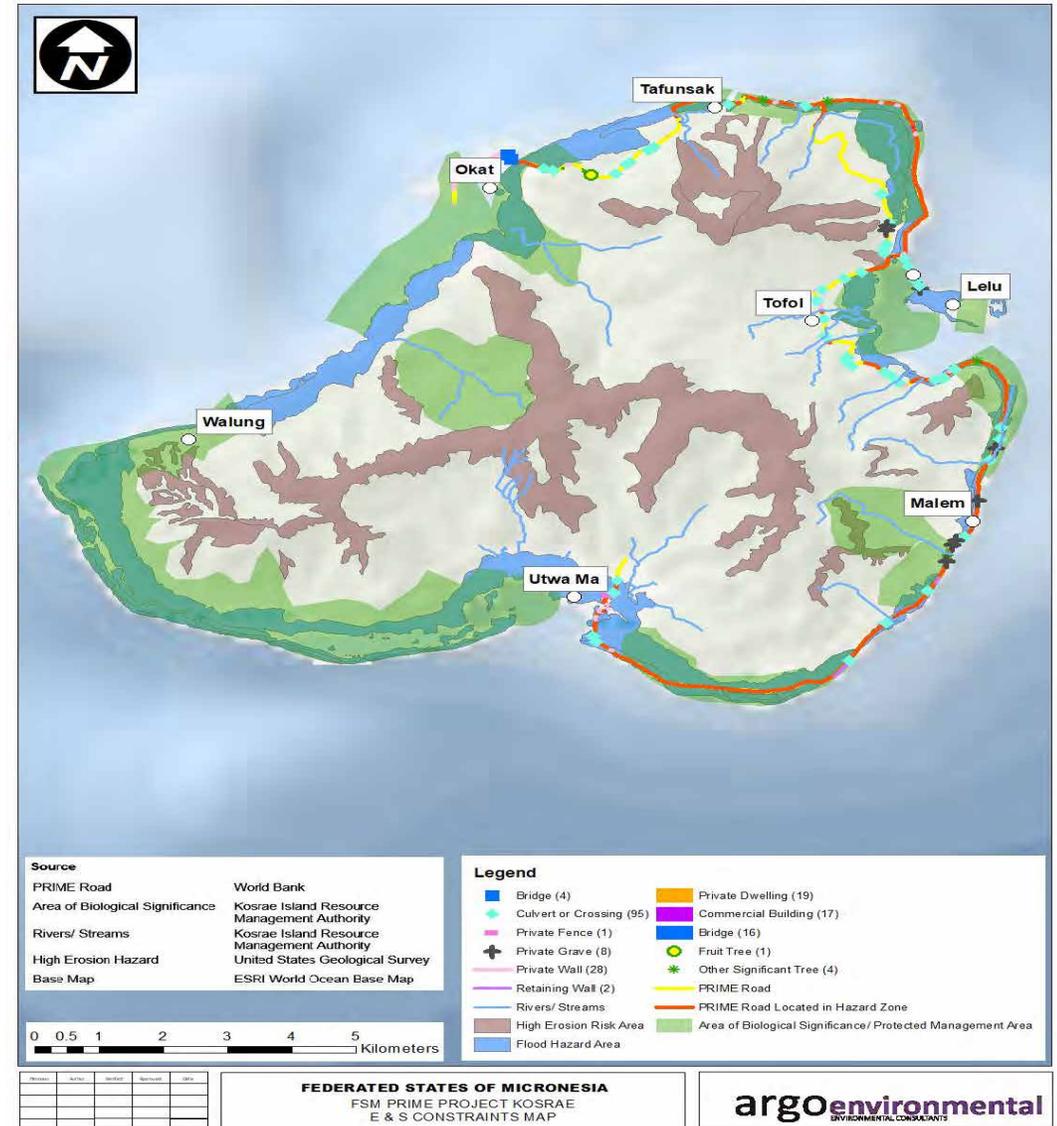


# E&S Baseline Assessment – Scope and Methodology

- » The methodology for the E&S Baseline Assessment undertaken by ARGO included:
  - Identifying gaps in knowledge and information
  - Filling gaps based on:
    - ❖ Sourcing existing data, reports and information
    - ❖ Field survey to collect baseline data
    - ❖ Feedback during initial stakeholder engagement and consultation (Aug/Sep 2020)
- » E&S baseline assessment undertaken from Aug-Oct 2020 (now complete)
- » The following E&S data (either existing data or field survey) has been acquired to inform the PRIME Project, to inform the development of the ESMF:
  - **General spatial** (GIS) data (e.g. road network, topography, basemaps, infrastructure etc)
  - **Environmental and ecological data** (including coastal/marine and terrestrial habitats & land cover)
  - **Social data** (incl. settlements, land use, sensitive receptors, cultural sites, vulnerable groups, etc)
  - **Legal road easement and land tenure information**
  - **Natural hazard, soil and erosion data**
  - **Key assets or properties encroaching on road easement**; land acquisition requirements
  - **Aggregate sources** (e.g. quarries) & potential waste material dump sites
- » A number gaps still exist in the data which have been identified.
- » A database of the compiled data is being developed to assist with assessing E&S risk.

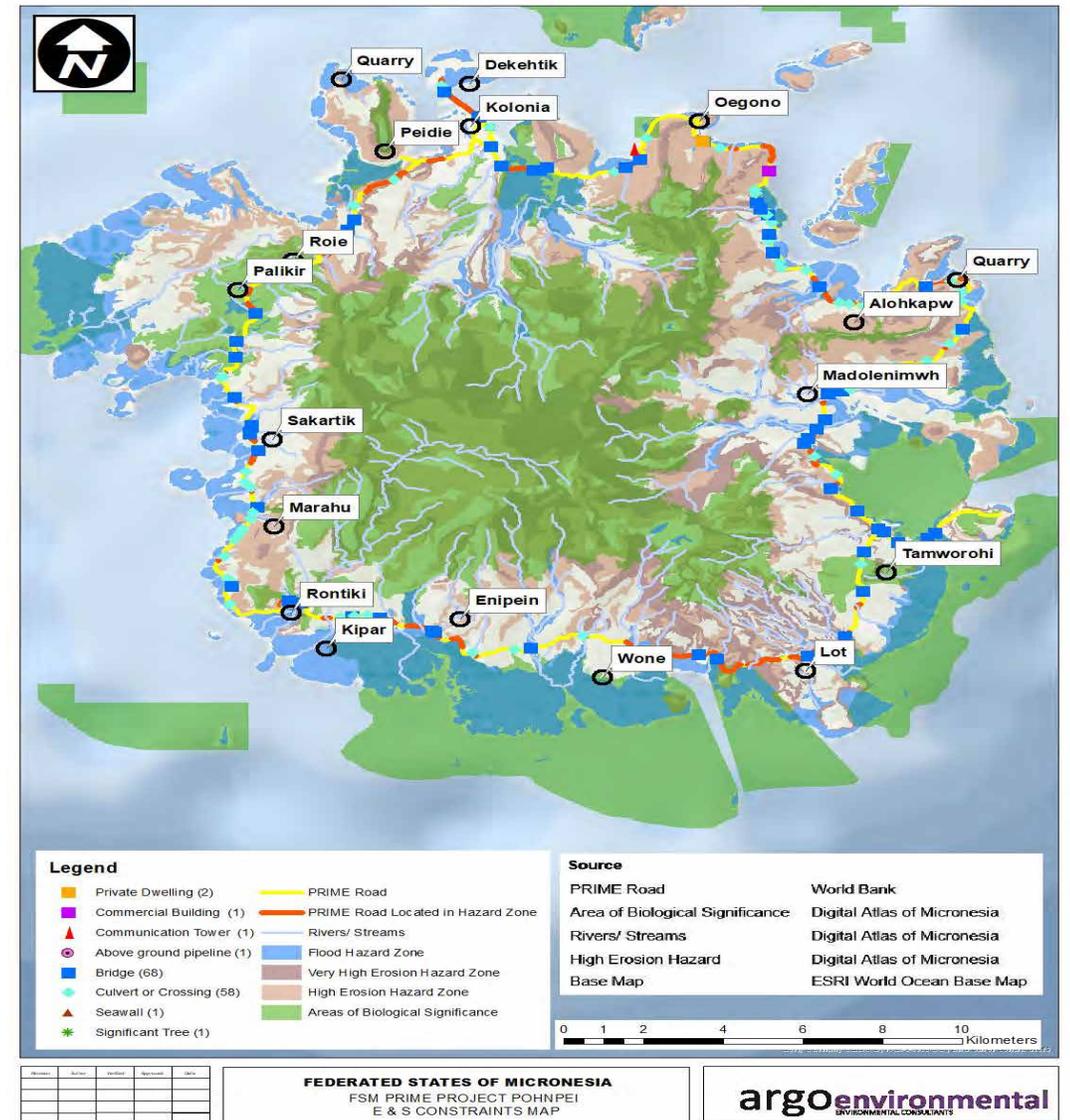
# E&S Constraints Mapping (Kosrae)

- » Data & info collected during baseline resource assessment, informed the development of an E&S constraints mapping exercise for each State.
- » E&S Constraints mapping identified E&S sensitive receptors (e.g. buildings, structures, infrastructure, protected areas etc) in close proximity to primary road corridor.
- » Where there are particularly sensitive sites these were identified as part of a risk assessment, in order to inform the VA/CRRS & design
- » *Note: these locations are indicative only and further investigation will be undertaken in the vicinity of specific works sites.*



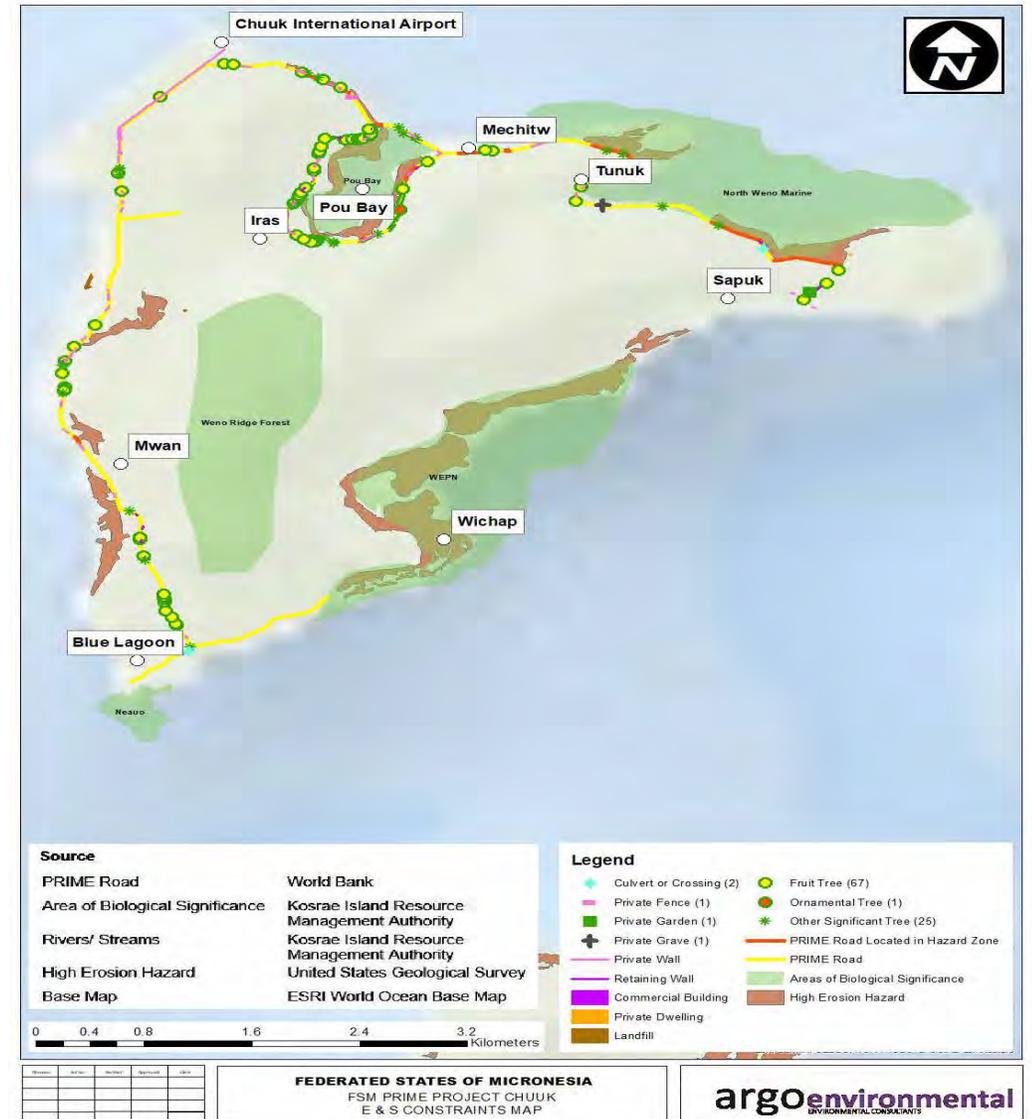
# E&S Constraints Mapping (Pohnpei)

- » Data & info collected during baseline resource assessment, informed the development of an E&S constraints mapping exercise for each State.
- » E&S Constraints mapping identified E&S sensitive receptors (e.g. buildings, structures, infrastructure, protected areas etc) in close proximity to primary road corridor.
- » Where there are particularly sensitive sites these were identified as part of a risk assessment, in order to inform the VA/CRRS & design
- » *Note: these locations are indicative only and further investigation will be undertaken in the vicinity of specific works sites.*



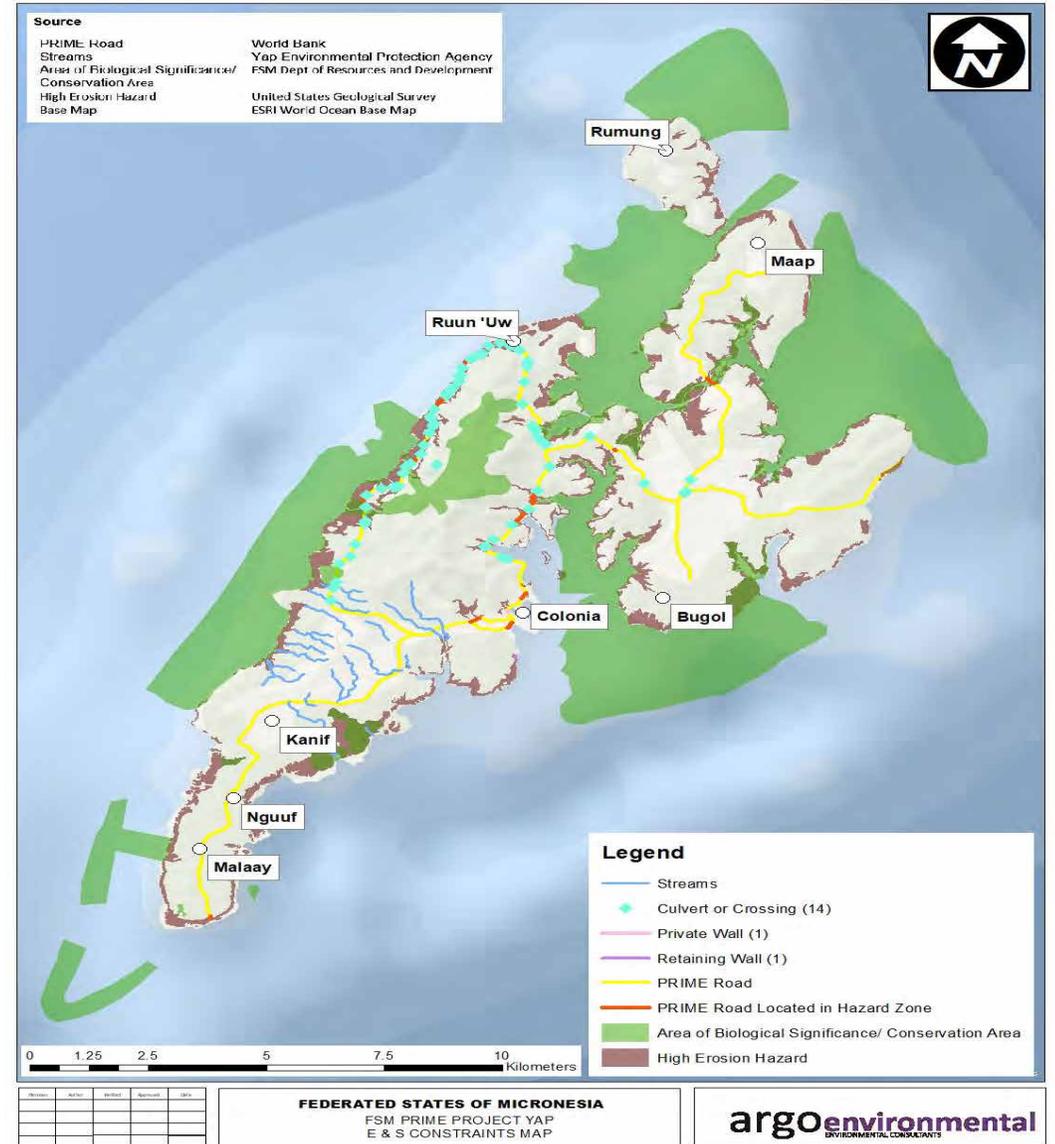
# E&S Constraints Mapping (Chuuk)

- » Data & info collected during baseline resource assessment, informed the development of an E&S constraints mapping exercise for each State.
- » E&S Constraints mapping identified E&S sensitive receptors (e.g. buildings, structures, infrastructure, protected areas etc) in close proximity to primary road corridor.
- » Where there are particularly sensitive sites these were identified as part of a risk assessment, in order to inform the VA/CRRS & design
- » *Note: these locations are indicative only and further investigation will be undertaken in the vicinity of specific works sites.*



# E&S Constraints Mapping (Yap)

- » Data & info collected during baseline resource assessment, informed the development of an E&S constraints mapping exercise for each State.
- » E&S Constraints mapping identified E&S sensitive receptors (e.g. buildings, structures, infrastructure, protected areas etc) in close proximity to primary road corridor.
- » Where there are particularly sensitive sites these were identified as part of a risk assessment, in order to inform the VA/CRRS & design
- » *Note: these locations are indicative only and further investigation will be undertaken in the vicinity of specific works sites.*



# Anticipated E&S Impacts and Mitigation

- » Potential General **Construction** Impacts associated with possible physical works -
  - **Physical and Ecological Environment** incl.
    - ❖ *water quality & sediment* (e.g. as a result of uncontrolled discharges)
    - ❖ *terrestrial ecology* (e.g. loss of biodiversity & habitat in construction footprints)
    - ❖ *freshwater & coastal marine ecology* (e.g. loss of biodiversity & habitat in works footprints and from uncontrolled discharges)
    - ❖ *air & noise quality* (e.g. due to noise from machinery/equipment, dust generation)
    - ❖ *hazardous substances and waste management* (e.g. uncontrolled use and storage, disposal of used roading material)
    - ❖ *aggregate & asphalt suppliers* (e.g. ensuring aggregate is sustainably sourced)
  - **Socio-Economic and Cultural Environment** incl.
    - ❖ *land and asset loss* (e.g. within the works footprint – a ‘participatory design approach’ to be adopted, discussed later)
    - ❖ *pedestrian & vehicular traffic* (e.g. increased traffic movements)
    - ❖ *temporary disruption to existing essential services* (e.g. power, water, telecom utilities)
    - ❖ *potential disruption to archaeology and cultural heritage resources* (e.g. within the works footprint – ‘participatory design approach’)
    - ❖ *worker / community health & safety*
- » Potential General **Operational** Impacts associated with possible physical works -
  - **Potential benefits** – more resilient roads to climatic events, improved connectivity, more reliable access, reduced travel time, enhanced safety of road users, etc
  - » **Environmental & Social Impacts** – typical road related impacts (e.g. stormwater, traffic, safety etc)
- » Specific potential impacts will be identified and assessed, and mitigation measures developed, once the physical works have been identified.

# Environmental & Social Management Framework

## » Purpose of ESMF is:

- To examine the risks and impacts of a project when it consists of a program of works (i.e. the risks cannot be determined until the works have been identified).
- Once the VA/CRSS studies have defined the physical works, the framework will guide development of E&S mgmt. plans and impact assessments for the specific works.

## » The key elements of the ESMF include:

- Baseline resource assessment and E&S constraints mapping
- E&S impact and risk assessment
- E&S screening process for prioritization of works, inform design, and determine what ESIAs/ESMPs are required for each works



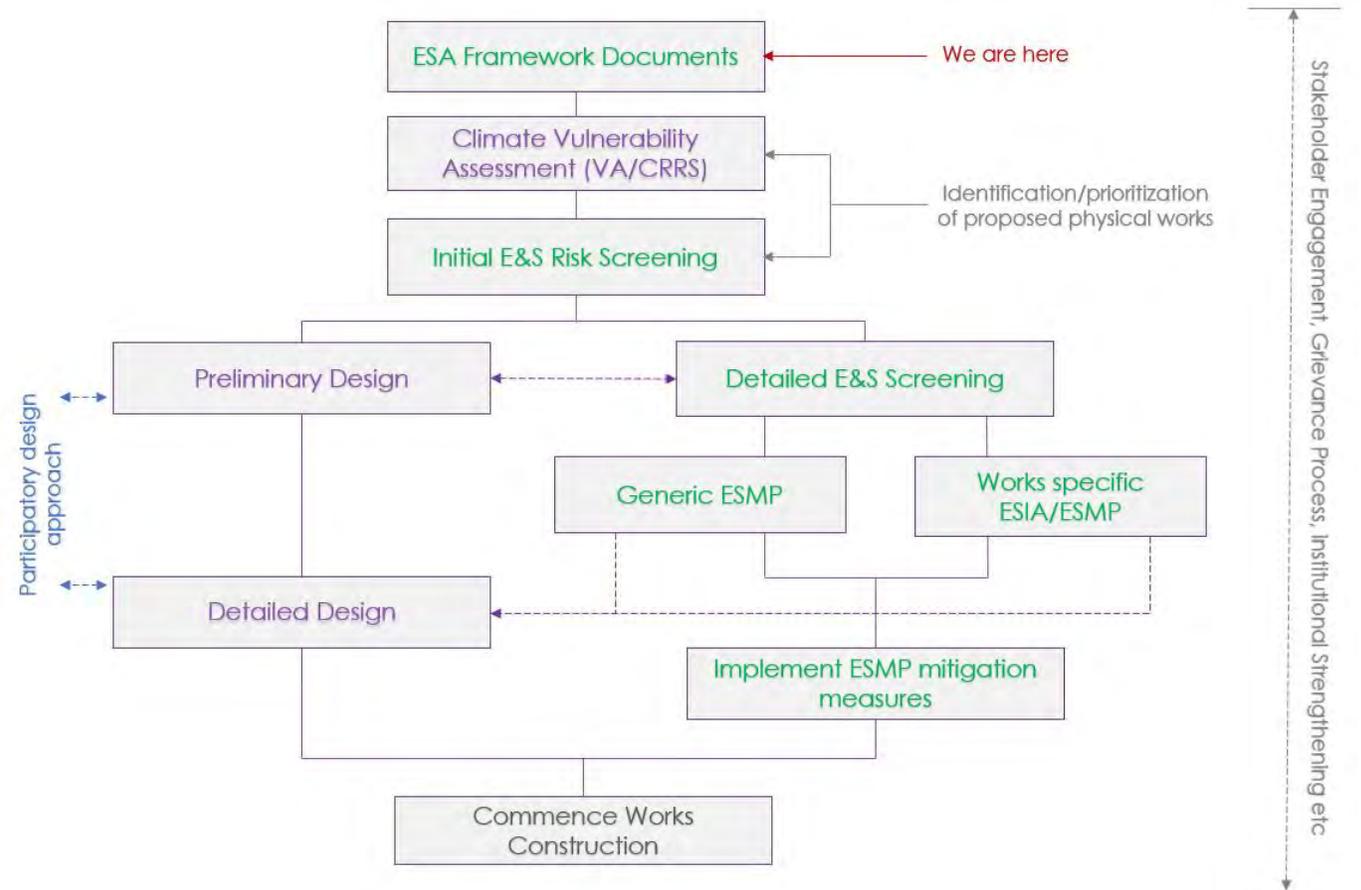
» Works with 'High' E&S risks (that require costly/intensive management and mitigation) may be evaluated as being a lower priority for inclusion under the PRIME Project (i.e. may not be included unless essential).

» Project emphasis on 'participatory design approach' to minimize E&S impacts.

- Involves detailed consultations with communities and landowners during design phases (iterative process).
- Communities and landowners presented with objectives of road improvements (e.g. water drainage issues), general design options and implications/impacts, for feedback, preferences and acceptance.

# E&S Risk Screening - ESMF

1. **Initial E&S Risk Screening**
  - identifies potential high-level E&S risks and impacts
2. **Detailed E&S Screening**
  - preparation of '*E&S Screening Report*' as part of the preliminary design process.
3. **Further redesign of the works**
  - to avoid/minimize E&S impacts, land and/or asset loss, where practical.
4. **Implementation of a Generic ESMP**
  - minor E&S impacts with works largely within the existing road easement.
5. **Preparation and implementation of a works specific ESIA and ESMP**
  - moderate or high E&S impacts are expected, and not suitably captured in Generic ESMP.



# Resettlement Framework

- » Purpose of Resettlement Framework is:
  - To ensure Project Affected Person (PAPs) are provided with suitable assistance to maintain (or improve) their pre-Project living standards, livelihood, and income earning capacity.
  - Once the VA/CRSS studies have defined the physical works, the framework will guide development of land access plans for the specific works.
- » The key elements of the RF include:
  - Outline principles to address any land/asset/livelihood impacts
  - E&S screening process for prioritization of works, inform design, and determine what Land Access Plans/Reports are required for each works
  - PAP eligibility and entitlements
  - Process for securing land (if required)
  - Outline complaints and grievance process to resolve disputes and complaints from PAPs



# Resettlement Framework – Key Project Principles

- » Minimization of impacts:
  - Works kept to existing primary road corridors however some minor realignments of existing roads or road assets (e.g. bridges, causeways) may be included if technically required. There will be no new alignments to roads.
  - Severe land/asset/livelihood impacts will not be included (e.g. relocation of housing, permanent severe livelihood impacts/land acquisition etc)
  - Design of prioritize works that have temporary impacts that can be easily mitigated.
  - Works will adopt a 'participatory design approach' with the respective landowners, users and communities to minimize social impacts.
  - Disruption to businesses will be avoided, and access maintained, where ever possible.
- » Securing land access for Project works outside of road easement will be through either voluntary land donation agreement/negotiation or land acquisition (e.g. for minor road adjustment or works such as installation of new culverts or drainage improvements).
- » Physical assets/structures will be relocated and/or reinstalled, where ever possible (e.g. fences, walls, minor structures etc). If not possible/viable, a like-for-like replacement or compensation at replacement cost will be provided (e.g. fruit trees, crops etc).
- » Consultations and public participation will be ongoing throughout PRIME Project (e.g. planning, design, implementation, construction and post-project etc). Affected people and communities in the vicinity of works will be given advance notice of planned works schedules.

# E&S Risk Screening – Resettlement Framework

## 1. Initial E&S Risk Screening

- identifies potential high-level E&S risks and impacts

## 2. Detailed E&S Screening

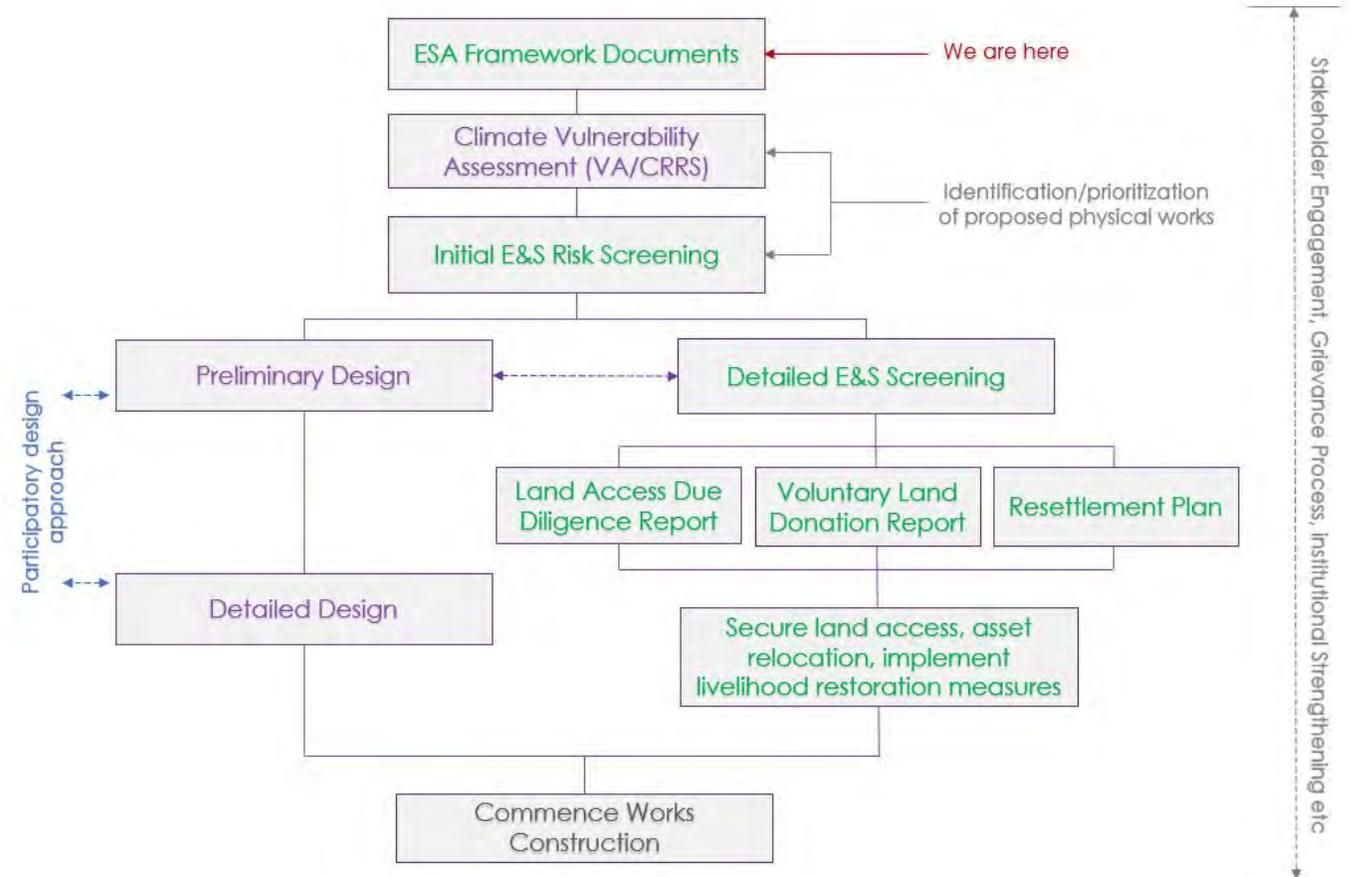
- preparation of ‘*E&S Screening Report*’ as part of the preliminary design process.

## 3. Further redesign of the works

- to avoid/minimize E&S impacts, land and/or asset loss, where practical.

## 4. Preparation of either:

- Land Access Due Diligence Report* – in the event of no anticipated land/asset impacts, OR
- Voluntary Land Donation Report* – impacts to land/assets but donation agreement/negotiation reached, OR
- Resettlement Plan* – impacts to land/assets and compensation required.



# Stakeholder Engagement and Consultation

- » Regular engagement with stakeholders throughout the full life of the PRIME Project
  - Undertaking by Project team (incl. DoTC&I, DoFA, State representatives, Consultants)
  - Will include both overarching, and works specific, consultation
- » Emphasis on ‘participatory design approach’
  - Local communities / affected landowners participate in design decisions related to road improvements that affect them.
  - Road improvement designs will prioritize works within the corridors of existing primary roads, and minimize the loss of private property, where technically feasible.
- » Stakeholder Engagement Plan:
  - Presents and describes the stakeholder engagement activities to be undertaken throughout the full duration of the PRIME Project including outlining the ‘participatory design approach’.
  - Is a dynamic document that will be periodically examined and updated where relevant throughout the Project.
- » Grievance Mechanism :
  - Outlines a process for addressing and resolving complaints/grievances raised throughout the Project.
- » Key Project documents, including E&S Framework documents (currently under preparation), will be publicly disclosed (both draft and final versions).
- » There will be lot of opportunities to be involved in this Project, and to express opinions, concerns etc (we are only starting this process!)

## Next steps and Indicative Schedule

Project Stage	Responsibility	Approx. Timing
Initial stakeholder consultation, E&S baseline assessment, and development of E&S Framework documents (ARGO)	GoFSM / ARGO	2020 (nearing completion)
Public disclosure of Draft E&S Framework documents (WB/GoFSM)	GoFSM / WB	Dec 2020
Public disclosure of Final E&S Framework documents (WB/GoFSM)	GoFSM / WB	Early 2021
VA/CRRS studies to determine specific physical works proposed under PRIME	GoFSM / Consultant (TBC)	Early-mid 2021
Preliminary design work for each physical works, including 'participatory design' consultations	GoFSM / Consultant (TBC)	Late 2021-2022
E&S screening and management plans prepared for physical works	GoFSM	Late 2021-2022
Detailed design for each physical works	GoFSM / Consultant (TBC)	~2022 (TBC)
Commencement of construction activities	GoFSM / Consultant (TBC)	TBC
Stakeholder engagement and consultation throughout Project	GoFSM / Consultant (TBC)	Ongoing



Thank You

Questions / Comments / Feedback?

## **Appendix C Summary of stakeholder engagement activities during Project preparation**

**PRIME Project Preparation (ESA)  
CONSULTATION SUMMARY – KOSRAE**

Stakeholder Type	Stakeholders Invited	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
State Government Departments / Offices / Agencies / Authorities	KIRMA Administrator, Mr. Blair Charley	Meeting with KIRMA to discuss maps and GIS data requested by Argo.	KIRMA Administrator, Mr. Blair Charley & Andy George	Telephone	One-on-one meeting	July 30, 2020	KIRMA Office	Maps Submitted to E&S Consultant
	KIRMA Administrator, Mr. Blair Charley	Meeting to go over gap table and discuss need to access existing GIS data soon from KIRMA to support the PRIME project.	KIRMA Administrator, Mr. Blair Charley & Andy George	Telephone	One-on-one meeting	August 21, 2020	KIRMA Office	KIRMA agrees to compile available GIS data but emphasize the need to protect these data and not use them for any other purpose other than the PRIME project.
	Andy George, State focal points, Director Livaie, & Governor's Chief of Staff Mr. Nena William	Meeting to discuss first round of consultation meetings with state and community leadership and support for field survey.	Andy George, Osamu Nedlic, Betty Sigrah, Director Livaie, & Nena William	Email & telephone	Team meeting	August 26, 2020	Governor's Chief of Staff's office	Team agreed to have the governor sign off on the invite letters to all stakeholders and provide venue for the meeting.
	Andy George, State focal points, Director Livaie, & Governor's Chief of Staff Mr. Nena William	Meeting to finalize plans for first round of consultations and approve draft agenda, go over presentation, finalize logistics for both meeting days (Thursday and Friday), and review primary road network map	Andy George, Osamu Nedlic, Betty Sigrah, Director Livaie, & Nena William	Email & telephone	Team meeting	September 01, 2020	Governor's Chief of Staff's office	Official invite letter for state and community leadership along with Agenda drafted and approved by team

Stakeholder Type	Stakeholders Invited	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
		for Kosrae provided by ARGO in the presentation						
	Office of the Governor, Office of the Lt. Governor, Department of Transportation & Infrastructure, Department of Finance & Administration, Department of Resource & Economic Affairs with the divisions of Land Management & Fisheries Development, Kosrae Port Authority, Department of Education, Department of Health, Kosrae State Legislature, Kosrae Visitors Bureau, KIRMA, Historic Preservation, FSMTC, Kosrae Utilities Authority, Office of the Lelu Mayor, Office of the Malem Mayor, Office of the Tafunsak Mayor, Office of the Utwe Mayor,	First round of consultation with State government leadership to: <ul style="list-style-type: none"> <li>• Inform key stakeholders of the PRIME Project</li> <li>• Acquire information to develop E&amp;S framework documents</li> <li>• Provide stakeholders an opportunity to express opinions/concerns to be addressed in developing the E&amp;S documents and DTC&amp;I management decisions.</li> </ul>	Governor's office, Lt. Governor, KIRMA, Historic Preservation, Kosrae Visitors Bureau, Fisheries Development, Department of Health, Kosrae State Legislature, Department of Finance & Administration, FSMTC, Malem Municipal Mayor, Lelu Town Mayor, Tafunsak Municipal Mayor, Department of Education	Official Invite letter from the Governor's office	Meeting - (Govt. joint)	September 03, 2020	Governor's Conference Room	Refer Meeting Notes
	Andy George and Blair Charley	Meeting to again emphasize the need to access the GIS data from	Blair & Andy	Telephone	One-one-one	September 23, 2020	KIRMA office	Blair commits to start compiling information this week and share.

Stakeholder Type	Stakeholders Invited	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
		KIRMA soon as dateline is approaching.						First Zip folder received.
	Land Court Staff	Meeting to receive copies of the Land Court Standard Rules of Procedures for land acquisition, registration, and adjudication and inform the Land Court staff about the PRIME project	Land Court Clerk of Court and secretary	Telephone	One-on-One	September 24th, 2020	Kosrae Land Court	Standard Rules of Procedures received.
	Andy George & Lupalik Wesley (Division of Land Management, DREA)	Meeting to inquire about road easement and potentially get copies of the easement	Andy & Lupalik	Telephone	One-on-one	September 24th, 2020	Land Management office	Copy of a document "Government Access Use Right". A request has been sent to the AG's office to draft a letter to show that the document is a legally-binding document.
	Director Hairom Livaie, Department of Transportation & Infrastructure and Mr. Bruce Howell, Project Management Office	Meeting to discuss the location, size of quarry (i.e., extractable volume, infrastructure available (i.e., crushers, sorters, etc), grade of material (can it be	Director Hairom Livaie, Department of Transportation & Infrastructure and Mr. Bruce Howell, Project Management Office	telephone	One-on-one meeting	October 16, 2020	DT&I Office	Email sent to ARGO indicating Mr. Bruce Howell's assessment of the grade and quality of local aggregates. Basically, his

Stakeholder Type	Stakeholders Invited	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
		used as roading aggregate?)						assessment is that local aggregates are not suitable for roading aggregates & aggregates used in past road paving projects were imported from Asia.  Docs and photos of Puk Quarry, the only quarry in Kosrae that has a rock crushing machine and sorter were shared with ARGO.
	KIRMA Administrator, Mr. Blair Charley	Meeting to discuss number of existing quarry sites in Kosrae that have Development permits.	KIRMA Administrator, Mr. Blair Charley & Andy George	telephone	One-on-one meeting	October 16, 2020	KIRMA Office	A Map and table showing permitted quarry sites in Kosrae submitted to Argo
	State focal point Mr. Osamu Nedlic, State Focal Point Ms. Betty Sigrah, and Director Livaie	Meeting to discuss the 2nd round of stakeholder consultation meeting in Kosrae, particularly on whether to hold separate meetings for state and	Andy George, Osamu Nedlic, & Director Livaie.	Email & telephone	Team meeting	October 22, 2020	DT&I Office	Team agreed to have one meeting for all stakeholders. The meeting is tentatively

Stakeholder Type	Stakeholders Invited	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
		community leadership as in the 1st round.						scheduled for November 4th, 2020. Director Livaie agreed to confirm the date with Governor Sigrah. The team also agreed to hold off on distributing or announcing meeting until the presentation from ARGO is received.
	Andy George, State focal points, Director Livaie, & Governor's Chief of Staff Mr. Nena William	Meeting to with the project team to finalize plans for 2nd consultation and to review agenda and sample invite letter from AGRO.	Andy George, Osamu Nedlic, & Director Livaie.	Email & telephone	Team meeting	October 28, 2020	DT&I Office	Agenda revised and the team agreed to have the official invite letter come from the Governor's office. The copy of the Agenda & sample invite letter was shared with Gov's Chief of staff.
	Governor's Chief of Staff	Briefly met to discuss the invite letters for stakeholders and to make sure the letters are	Governor's Chief of Staff and Andy George	Telephone	One-on-one	November 4th, 2020	Governor's Conference Room	Final Invite letter drafted and shared with ARGO

Stakeholder Type	Stakeholders Invited	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
		distributed soonest possible.						
	Governor Sigrah, Lt. Governor Nena, Director Livaie, Andy George	Joined Director Livaie to update the Governor and Lt. Governor on the status of PRIME project prior to the actual meeting on Monday.	Governor Sigrah, Lt. Gov. Nena, Director Livaie, and Andy George	Email	Group meeting	November 6th, 2020	Governor's Office	Both Gov. & Lt. Gov agreed to attend the g 2nd consultation meeting on Monday.
	Office of the Governor, Office of the Lt. Governor, Department of Transportation & Infrastructure, Department of Finance & Administration, Department of Resource & Economic Affairs with the divisions of Land Management & Fisheries Development, Kosrae Port Authority, Department of Education, Department of Health Services, Kosrae State Legislature, PMO, Kosrae Visitors Bureau, KIRMA, Historic Preservation, Kosrae Land Court, FSMTC, Kosrae Utilities Authority, Office of the Lelu Mayor, Office of the Malem Mayor, Office of the Tafunsak Mayor, Office of	2nd round of consultation with State government and community representatives. The meeting was intended: <ul style="list-style-type: none"> <li>To provide an update on progress, scope and timing of the PRIME Project.</li> <li>To outline proposed key principles of E&amp;S framework documents and 'strategies' to screen and manage possible environmental and social impacts from any Project works (once they are identified).</li> </ul>	Governor Sigrah, Lt. Governor Nena, Department of Resources & Economic Affairs (DREA), Division of Fisheries Development (DREA), Department of Health Services, Department of Finance & Administration, Department of Education, Department of Transportation & Infrastructure, FSMTC, Historic Preservation, Kosrae Visitors Bureau, Project Management Office (PMO), Overseas Development Assistance (ODA office), Malem Mayor, Civil Society of Kosrae, Kosrae Utilities Authority, Kosrae Youth	Official Invite letter from the Governor's office	Joint Meeting of government and community stakeholders	November 9th, 2020	Governor's Conference Room	Refer Meeting Notes

Stakeholder Type	Stakeholders Invited	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
	the Utwe Mayor, Senior Citizens officers, KWA officers, KYDA officers, Civil Society of Kosrae officers, Kosrae Consumers Organization/Inter-Agency Committee, Chamber of Commerce, Kosrae Special Parent Network (KSPN), MMME, Adaptation Fund Project Coordinator, RMC (Lelu, Malem, Tafunsak, Utwe), Council of Pastors, Presidents of Municipal Hamlets	<ul style="list-style-type: none"> <li>To receive comment and feedback from stakeholders, in order to complete draft E&amp;S framework documents.</li> <li>To engage stakeholders in the development of these documents and management decisions for the Project</li> </ul>	Development Association, Kosrae Women Association					
Community Groups	Senior Citizens officers, KWA officers, KYDA officers, Civil Society of Kosrae officers, Kosrae Consumers Organization/Inter-Agency Committee, Chamber of Commerce, Kosrae Special Parent Network (KSPN), MMME, Adaptation Fund Project Coordinator, RMC (Lelu, Malem, Tafunsak, Utwe), Council of Pastors, Presidents of Municipal Hamlets	<p>First round of consultation with community leadership to:</p> <ul style="list-style-type: none"> <li>Inform key stakeholders of the PRIME Project</li> <li>Acquire information to develop E&amp;S framework documents</li> <li>Provide stakeholders an opportunity to express opinions/concerns to be addressed in developing the E&amp;S documents and</li> </ul>	Governor's office, Lt. Governor's office, Kosrae State Legislature, Pastor Malem Church, Kosrae Chamber of Commerce, Aquaculture Center(MMME), Civil Society of Kosrae, Pastor Lelu Church, Adaptation Fund Coordinator, Walunga Malem Hamlet, Community Health, Project Management Office, Kosrae Women Association, Senior Citizens, DT&I, KIRMA, Council of Pastor,	Official Invite letter from the Governor's office	Meeting - (community leaderships joint)	September 04, 2020	Governor's Conference Room	Refer Meeting Notes

Stakeholder Type	Stakeholders Invited	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
		DTC&I management decisions.	Micronesia Red Cross-Kosrae Chapter, Youth (DREA)					
Public Utilities	Andy George, Director Livaie, Mr. Fred Skilling (KUA Manager)	Meeting to request for updated data on electric poles and other GIS data available with KUA	Greg Ribauw (KUA), Director Livaie, & Andy George	Email	One-on-one	August 26, 2020	KUA Office	GIS coordinates of electric poles provided by KUA

**PRIME Project Preparation (ESA)**  
**CONSULTATION SUMMARY – POHNPEI**

Stakeholder Type	Stakeholders Invited	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
State Government Departments / Offices / Agencies / Authorities; Community Groups and 'Other' Stakeholders	Governor's office	<ul style="list-style-type: none"> <li>• Outline/Introduce PRIME Project</li> <li>• Discuss potential physical works on Primary Road Network (incl. Lelu Causeway)</li> <li>• Outline intended programme of work</li> <li>• Identify gaps to be filled</li> <li>• Obtain feedback on Project</li> </ul>	Governor's office; EPA	Request for Appointment	On-on-One Briefing	Sept 2, 2020	Governor's Office	Full support and recommends E&S team work closely with TC&I.
	EPA		EPA; DoFA	Email	Pohnpei team meeting	Sept. 02,2020	EPA Office	Consolidate data and information required. Preparations for stakeholder meeting
	FSM Telecommunications Corporations		FSM Telecommunications Corporations	Invitation	Social event	Sept. 15, 2020	Hide Away Restaurant	Will work with both DTC&I and T&I during planning phase.
	Office of Social Affairs Resource & Development; Pohnpei Senior Citizens		Office of Social Affairs Resource & Development; Pohnpei Senior Citizens	Email; Official invitation	1 <sup>st</sup> Stakeholder meeting	Sept.17, 2020	Governor's Conference Room	Refer to meeting notes
	Office of Transportation and Infrastructure (T&I)		T&I	Request for Appointment	One-on-One Briefing	Oct. 1, 2020	T&I Office	T&I also conducting their assessments. E&S assessment needs to go along T&I assessment
	U Municipal Government		U Municipal Government	Phone Call	One-on-One Briefing	September 22, 2020	Lunch Meeting	Supports the project and will work T&I during planning phase

Stakeholder Type	Stakeholders Invited	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
	FSM DTC&I; Governor's Office T&I; Department of Public Safety; Office of Fisheries and Aquaculture; Kitti Municipal Government; Madolenihmw Municipal Government; U Municipal Government; U Municipality; Pohnpei Utilities Corporation		FSM DTC&I; Governor's Office; ODO; T&I; Department of Public Safety; Office of Fisheries and Aquaculture; Kitti Municipal Government; Madolenihmw Municipal Government; U Municipal Government; U Municipality; Pohnpei Utilities Corporation	Email; Official invitation	2 <sup>nd</sup> Stakeholder meeting	October 12, 2020	Governor's Conference Room	Refer to meeting notes.
	State Governor's Office; Department of Finance & Administration; Madolenihmw Municipal Government; EPA;	<ul style="list-style-type: none"> <li>To provide an update on progress, scope and timing of the PRIME Project.</li> <li>» To outline proposed key principles of E&amp;S framework documents and 'strategies' to screen and manage</li> <li>possible environmental and social impacts from any Project</li> </ul>	State Governor's Office; Department of Finance & Administration; Madolenihmw Municipal Government; EPA;	Email; Official invitation	3 <sup>rd</sup> Stakeholder meeting	November 10, 2020	Governor's Conference Room	Refer to meeting notes.

Stakeholder Type	Stakeholders Invited	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
	Department of Resources & Development; Nett District Government; Kolonias Town Government; PSQ; Social Affairs Office; T&I; Overseas Development Assistance (ODA) office.	works (once they are identified). <ul style="list-style-type: none"> <li>• » To receive comment and feedback from stakeholders, in order to complete draft E&amp;S framework documents.</li> <li>• » To engage stakeholders in the development of these documents and management decisions for the Project</li> </ul>	Department of Resources & Development; Nett District Government; Kolonias Town Government; PSQ; Social Affairs Office; T&I; Overseas Development Assistance (ODA) office.					

**PRIME Project Preparation (ESA)**  
**CONSULTATION SUMMARY – CHUUK**

Stakeholder Type	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
State Government Departments / Offices / Agencies / Authorities/ NGOs / Community Representatives	Initial Stakeholders Meeting to: <ul style="list-style-type: none"> <li>• Outline/Introduce PRIME Project</li> <li>• Discuss potential physical works on Primary Road Network (incl. Lelu Causeway)</li> <li>• Outline intended programme of work</li> <li>• Identify gaps to be filled/ Request for data</li> <li>• Obtain feedback on Project</li> </ul>	FSM Telecommunications Corporation	Request for Appointment	One-on-One Meeting	21-Aug-2020	FSMTC	Refer to Meeting Notes
		Chuuk Public Utility Corp.	Request for Appointment; Email	One-on-One Meeting	24-Aug-2020	CPUC	Refer to Meeting Notes
		Governor's Office,	Request for Appointment	One-on-One Meeting	25-Aug-2020	Governor's Office	Refer to Meeting Notes
		DT&PW	Request for Appointment, Email	One-on-One Meeting	25-Aug-2020	DT&PW	Refer to Data Gathered/ Email regarding previous road survey by DT&PW
		EPA	Request for Appointment, Email	One-on-One Meeting	26-Aug-2020	EPA	Refer to Data Gathered/ GIS Info on Hazard Sites, Contour data
		FSM Congress, Northern Nomoneas Region; Weno Municipality; Chuuk Sanitation Office; Weno Municipality Office/Council; Weno Traditional Chief/ Village Representative.	Request for Attendance	Weno Stakeholders Meeting	Aug. 28, 2020	Weno Municipality Chamber	Refer to Meeting Notes
		FSMT Cable Corp.	Email	Email	29-Aug-2020	n/a	Refer to Email/ Data Gathered/ As-Build

Stakeholder Type	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
							for Fronthaul route- road crossing
		Chief, Elisius Akapito	Request for Appointment, Email	One-on-One Meeting	31-Aug- 2020	Chuuk Planning Office	Refer to Meeting Notes
	<ul style="list-style-type: none"> <li>Identify gaps to be filled/ Request for data</li> </ul>	Chief, Peter Aten	Email	One-on-One Meeting	Sept. 16, 2020	C&I Building	Scheduling Scanning of Road Easement Documents
	<p>Initial Stakeholders Meeting to:</p> <ul style="list-style-type: none"> <li>Outline/Introduce PRIME Project</li> <li>Discuss potential physical works on Primary Road Network (incl. Lelu Causeway)</li> <li>Outline intended programme of work</li> <li>Identify gaps to be filled</li> <li>Obtain feedback on Project</li> </ul>	<p>Department of Transport &amp; Public Works; Governor's office; Commerce &amp; Industry; Land Management; Chuuk Conservation Society; Chuuk Planning Office; Chuuk Public Utility Corp.;Chuuk Visitors Office; Chuuk Women's Council; Disaster Coordination Office; Department of Agriculture; FSM Immigration &amp; Labor;</p>	Email; Request for Attendance; Letter Invitation	Joint Stakeholders Meeting	Sept. 03, 2020	Governor's Auditorium	Refer to Meeting Notes

Stakeholder Type	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
		Chuuk Department of Public Safety; Department of Marine Resources; EPA; Land Commission office; Chuuk Public Affairs; Department of Administrative Services; Chuuk Youth Council; Chuuk Department of Education; Chuuk Department of Health Services; Gender Based Violence Program-Inepwinau Counselling Center; Chuuk State Legislature; Chuuk Chamber of Commerce; Tonoas Municipality.					
	<ul style="list-style-type: none"> <li>To provide an update on progress, scope and timing of the PRIME Project.</li> <li>To outline proposed key principles of E&amp;S framework documents and 'strategies' to screen and manage possible environmental and social impacts</li> </ul>	Governor's office; Commerce & Industry; Department of Marine Resources; Chuuk Public Utility Corp.; Land Management;	Email; Request for Attendance; Letter Invitation	Joint Stakeholders Meeting	November 12, 2020	Governor's Auditorium	Refer to Meeting Notes

Stakeholder Type	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
	from any Project works (once they are identified). <ul style="list-style-type: none"> <li>• To receive comment and feedback from stakeholders, in order to complete draft E&amp;S framework documents.</li> <li>• To engage stakeholders in the development of these documents and management decisions for the Project</li> </ul>	EPA; Chuuk Conservation Society;					

**PRIME Project Preparation (ESA)  
CONSULTATION SUMMARY – YAP**

Stakeholder Type	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
State Government Departments / Offices / Agencies / Authorities / Community Groups / Public Utilities	<ul style="list-style-type: none"> <li>Outline/Introduce PRIME Project</li> <li>Discuss potential physical works on Primary Road Network (incl. Domathing &amp; Doenoch Bridges)</li> <li>Outline intended programme of work</li> <li>Identify gaps to be filled</li> <li>Obtain feedback on Project</li> </ul>	Chief Weloy Municipality Chief Gagil Municipality Chief Tamil Municipality	Phone Calls	Meeting (joint)	15-Aug-2020	Ganir Restaurant	Refer Meeting Notes
		Yap Chamber of Commerce Chairman	Email; Letters	Meeting (joint)	15-Sept-2020	Small Business Development Center-Colonia, Yap.	Refer Meeting Notes
		Yap State Legislature	Phone Calls	Meeting (joint)	18-Sept-2020	Yap State Legislature-Chamber Room	Refer Meeting Notes
		Yap State Public Service Corporation	Phone Calls	Meeting (joint)	20-Oct-2020	YSPSC Conference Room	Refer Meeting Notes
	<ul style="list-style-type: none"> <li>To provide an update on progress, scope and timing of the PRIME Project.</li> <li>To outline proposed key principles of E&amp;S framework documents and 'strategies' to screen and manage possible environmental and social impacts from any Project works (once they are identified).</li> <li>To receive comment and feedback from stakeholders, in order to complete draft E&amp;S framework documents.</li> </ul>	Civic Affairs; Yap Planning & Budget Office; Council of Pilung (including 10x Municipal Chiefs)	Email; Letters; Phone calls	Meeting (joint)	Nov-6, 2020		Refer Meeting Notes

Stakeholder Type	Consultation Purpose	Stakeholder Attended	Notification	Consultation Type	Date	Location	Key feedback/ outcome of consultation
	<ul style="list-style-type: none"> <li>To engage stakeholders in the development of these documents and management decisions for the Project</li> </ul>						
		EPA; Civic Affairs; Yap Planning Office; Yap Red Cross; Yap Women's Association; Kids of Ruuq Community (KORC) Youth Group;	Email; Letters;	Meeting (joint)	Nov-12, 2020		Refer Meeting Notes

## **Appendix D Meeting notes from Project preparation consultation meetings**

## **Kosrae Meeting Notes**

## MEETING NOTES

<b>Project:</b>	<b>FSM Prioritized Road Investment and Management Enhancement (PRIME) Project: Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Governor's Conference Room		
<b>Date:</b>	September 3 <sup>rd</sup> , 2020	<b>Time:</b>	10:00 am
<b>Chairperson:</b>	Andy George	<b>Recorder:</b>	Andy George, Betty Sigrah, and Osamu Nedlic

**Attendees:** *Argo Environmental Ltd* – Andy George  
*DoTC&I State Reps* – Director Hairom Livaie, Kosrae DT&I  
 Osamu Nedlic – government E&S focal point  
 Betty Sigrah – government E&S focal point

*Note: Refer to attached attendance list for stakeholder attendees*

### PURPOSE

- Inform key stakeholders of the PRIME Project
- Acquire information to develop E&S framework documents
- Provide stakeholders an opportunity to express opinions/concerns to be addressed in developing the E&S documents and DTC&I management decisions.

### PROCEEDINGS

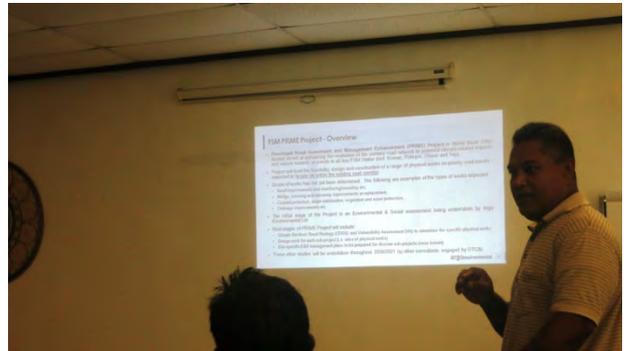
No.	Agenda Item / Discussion
1	<p><b>Welcome &amp; Introductions</b></p> <p>Opening Prayer – Minister Kiobu Luey</p> <p>Director Hairom Livaie opened with a welcoming remark followed by a special remark by Honourable Governor Carson Sigrah. The honourable governor highlighted in his remark the importance for Kosrae leadership to understand the purpose of the PRIMME project and to offer its fullest support and endorsement on the project.</p>
2	<p><b>[Agenda Item #1: Kosrae Primary Road]</b></p> <p>The leadership questioned the accuracy of Kosrae Primary Road network map that was presented during the presentation. The leadership questioned how the map was developed and who was in charge of developing the primary road network map. The consensus was that the map is missing at least four road segments and they should be included. These missing segments are in Tafunsak, Lelu, and Utwe. The leadership requested KIRMA to update the map to show the missing segments and share with ARGO.</p> <p>The leadership also discussed the IPIC's (Infrastructure Planning and Implementation Committee) own Primary Road Network Map. They indicated that the IPIC map shows proposed roads in Kosrae particularly the Adaptation Fund road from Malem to Utwe and the proposed cross-island road from Innem to Okat as part of the Kosrae Primary Road Network. Thus, the leadership inquired about the possibility for WB to allow Kosrae to include these proposed new roads in the WB Primary Road Network Map.</p> <p>The discussion regarding sections of the primary road network that needed improvement to enhance resilience to climate related impacts identified several road segments that are currently impacted by coastal erosion and coastal flooding as well as road segments that have poorly designed drainage system, culverts, and bridges. These road sections extend from Tafunsak to Utwe. After a lengthy discussion on all these different road sections, KIRMA advised the local team to reference the Kosrae Shoreline Management Plan as it should identify all the coastal areas in Kosrae that are clearly affected by coastal erosion.</p> <p>The governor emphasized that the Lelu Causeway remains Kosrae's priority for the PRIME project. The leadership agreed that the causeway is in bad shape and improvement is urgently needed. The culvert that was once situated in middle of the causeway is now covered and blocked up therefore affecting the water flow in the area. The leadership claimed that the culverts near both ends of the causeway are eating away the</p>

No.	Agenda Item / Discussion
	sandy beach on the ocean front side and therefore should be relocated or removed. The consensus from the leadership was to hold off on further discussions on the causeway road design until designing phase. Other issues raised during the causeway discussion included the swimming dock/platform attached to side of the causeway and the newly designated Lelu MPA, which is currently under review by the Kosrae State legislature to be included in the Kosrae Protected Area System Act. The leadership was informed by KIRMA during the meeting of the status of the Lelu MPA application with the state government. The leadership wanted to make sure that when designing the new causeway the project takes the swimming dock and the Lelu MPA into account.
	<b>[Agenda Item #2: Consultation &amp; Data Collection]</b> The leadership expressed appreciation for this engagement and readiness for the 2 <sup>nd</sup> round of consultation. The one concern raised by the leadership regarding the 2 <sup>nd</sup> round of consultation had to do with local capacity to do in depth review of E&S Framework documents. The leadership questioned whether the review of framework documents is something the FSM national government should do or something for the state. The understanding at the end of the discussion was that the state leadership and all relevant stakeholders should be afforded the opportunity to review these documents during the 2 <sup>nd</sup> round of consultation.
3	The leadership emphasized the need to protect our raw data and make sure data in only used for this purpose. The issue of compensation for the use of GIS data came up too as KIRMA claimed to have spent tremendous amount of money in order to collect the data over the years. The consensus from the leadership was to seek clarification form ARGO or WB if Kosrae will be compensated for sharing available data with consultants.  The governor requested that available GIS data with KIRMA and other relevant government agencies that are needed for the E&S safeguard assessment be shared with ARGO and the local team. KIRMA agreed to continue compiling their data to share with the local team in the next few weeks.
4	<b>Other Matters</b> The leadership sought clarification on the process and amount of project funds to be disbursed by WB. The question is whether disbursement of funds depends on how soon the required social and environmental safeguard requirements are completed or is there a distribution formula in place to determine how much each state is receiving for this project. The concern that Kosrae is always victimized by its size when it comes to distribution of funds to support the four states of FSM was also raised. The overall hope from the Kosrae leadership is that the WB funds are not distributed based on the size of the state.
5	<b>Meeting closed at 12:30 pm</b>

**ACTIONS**

No.	Action Item	Responsibility	Due
1	Update Primary Road Network Map to show missing road segments	Local Team with KIRMA	September 11 <sup>th</sup> , 2020
2	Request submitted to Project steering committee to consider the sate that completes all its requirements to receive funding first.	Kosrae Steering committee member, Director Livaie	Next Steering Committee meeting
3	GIS data to be compiled and shared with ARGO consultant & local team	KIRMA	September week of 14 <sup>th</sup> .

MEETING PHOTOGRAPHS



ATTENDANCE SHEET

Project: PRIME (Kosrae State)

Purpose: Stakeholder Engagement (Government)

Venue: Governor's Conference Rm.  
Administration Bldg.

Date: Sep. 03, 2020

Time: 10:00 AM

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
1	STANISAO ANDREW	WFP/Kosrae	370-3078	andrew.stanisao@gmail.com	
2	Blair Charley	KIRWA	370 3646	charleyblair@gmail.com	
3	Julie Kun	KVB	370-2187	julie.kun@kvmf.com	
4	BROWND NEB	Fisheries	870-3031	fisheries@kosrae.gov.fm	
5	Consin Sogor	Governor	370-3002	consin.sogor@mail.gov	
6	ARETHY S. NEAR	Lt. Gov	370-3002	lhovekar@kosrae.gov.fm	
7	BOB SKILLING	Director	370-3199	bobskilling@kosrae.gov.fm	
8	Salpar TILK	KSL	370-3177	salpar.tilk@gmail.com	
9	RENSLEY SIGRAN	DOFA	370 3400	rensley.sigran@kosrae.gov.fm	
10	Fores Abraham	FSMTC	370-2740	fores.abraham@kosrae.gov.fm	
11	Ruber K. Clacey	MAA G	370 4501	ruberc@kosrae.gov.fm	
12	Kiobu Lueg	KIEMA	370-3646	kiobu@kosrae.gov.fm	
13	Presteg Abraham	VTG	370-3037	presteg@kosrae.gov.fm	
14	Daden Akhat	TVG	370-3211	daden@kosrae.gov.fm	

# ATTENDANCE SHEET

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
15	Dawn Neller	DTI	370-3011	osnell@gnulinux.org	<i>[Signature]</i>
16	Therom A. Lewis	DTI	970-7737	thlewis@gnulinux.org	<i>[Signature]</i>
17	Betty T. Sigurd	KDDE/Local #370-3008		btSigurd@gnulinux.org	<i>[Signature]</i>
18	And-J George	Local	Consultant		<i>[Signature]</i>
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No.	Agenda Item / Discussion
	<p>b) Is the easement valid even if the current landowners did not sign it? The question came up because some original landowners who signed off on the easement have sold their properties.</p> <p>After much discussion on the easement, Director Livaie agreed to follow up with the office of Land Management under the Department of Resources and Economic Affairs on the status of the easement. He also agreed to get legal opinion from the Attorney General's office on the validity of the easement especially when some properties have been sold to new landowners.</p> <p>Another key concern raised during the discussion was the blockage of the Insrefus mangrove channel and the culvert in the middle of the causeway, which contributes greatly to the poor circulation of water in that area. The community leadership agreed that the poor quality of water in the area can be improved with the PRIME project. Another issue raise was on the potential environmental impacts to the reefs near the causeway area if and when improvement/construction works begin. The community leadership, particularly from Lelu, requested that an environmental impact assessment be carried out before any construction begins.</p> <p>Finally, another key point made by the community leadership is the cultural and historical aspects and significance of the Lelu Causeway to the people of Kosrae. The leadership realized that the causeway was built by our own people with their own resources. The design, although not professional, was done by our own people too. Therefore, the leadership requested that WB looks into the option of preserving the causeway by building a suspension bridge over it rather than destroying something of sentimental value to Kosraeans. However, the community leadership also noted that if a suspension bridge is not possible then at least the project or the government should put up signage to that will highlight the cultural and historical significance of the causeway.</p>
3	<p><b>[Agenda Item #2: Consultation &amp; Data Collection]</b></p> <p>The community leadership agreed that GIS data needed for the E&amp;S safeguard assessment is available with the state government and they hope that the data available can be shared with the team. The Micronesia RedCross Society Kosrae Chapter volunteered to help with field data collection if the need arises. Furthermore, the leadership also highlighted that it is very significant that PRIME project engages the different sectors at this stage of the project and they look forward to participating in future consultations. They agreed that the improvement to the primary road system will significantly help in improving the delivery of goods and services throughout the island.</p>
4	<p><b>Other Matters</b></p> <p>The Youth representative in the meeting inquired about the selection process for subprojects in each state. The concern from the youth rep was that priority subprojects selected by each state be discussed and agreed with by both state and community leaderships and/or representatives. The idea is to allow all sectors to have a say in the process and not just a few people in the government.</p>
5	<p><b>Meeting closed at 12:30 pm</b></p>

**ACTIONS**

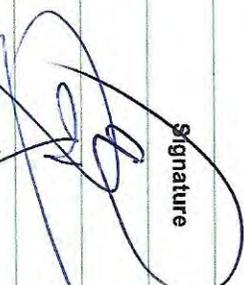
No.	Action Item	Responsibility	Due
1	Follow up with Land Management of the current Road Easement	Director Livaie, DT&I	September 14 <sup>th</sup> , 2020
2	Get legal opinion from AG on validity of road easement	Director Livaie, DT&I	September 9 <sup>th</sup> , 2020

**MEETING PHOTOGRAPHS**

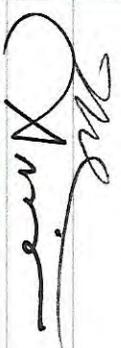
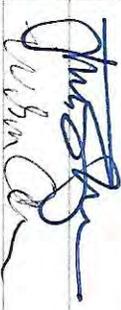


# ATTENDANCE SHEET

**Project:** FSM PRIME PROJECT (KBSKAE)      **Purpose:** STAKEHOLDER ENGAGEMENT (GOVT/PUBLIC)  
**Venue:** GOVERNORS CONF. RM. ADMINISTRATION BLDG.      **Date:** 04 SEP. 2020      **Time:** 10:00 AM

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
1	Collins Isaac	KSL	370-3019	ollesisac@gmail.com	
2	Carson Segrin	Gov's Office	370-3002	segrin@wv.gov	
3	Mena K. Johnson	Church	370-4110	menak@epwv.com	
4	Anthony N. Evans	Gov's Office	370-3002	evans@wv.gov	
5	Smith Sigmund	KCC	370-2250	ksmnd@wv.gov	
6	Levi Abraham		370-4703		
7	Winston Akokot	Church	370-2121	none	
8	MARTIN REACH	AQUA	370-2069	info@intromd.com	
9	ROBSON M. HENRY	ASOK	970-1917	robson.henry@rocketmail.com	
10	Takeda Likiabara	Nurses	370-2182	likiabara@gmail.com	
11	JASON JACK	Amount of Time Fund	370-3000	jack.af.kof@gmail.com	
12	Burdy Talley	Community	370-2947	burdt567@gmail.com	
13	Bruce Hawcutt	KPO	370-2147	howellbrucee@gmail.com	
14	Xophilin Livira	Health	370-3006	xlivira@gmail.com	

# ATTENDANCE SHEET

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
15	Nancy K. Kivare	KWA	370-3302		
16	Priscilla M. Labonte	KWA	370-3170	priscilab@kwa.org	
17	YASUO S. JONGAS	MSC	370-4661		
18	Wilson Allan	TSC	370-2444		
19	Johnson Nilsen	DEFA	370-3004	jwithan@bgsu.edu	
20	ANDY WILSON	KIRWA	370-3078	andywilson18@gmail.com	
21	Bruce Nesbitt	DTI	370-3091	osneddie@gmail.com	
22	Sasaki, L. George	KSL	370-3177		
23	Anderson Kivan	ASPI	370-3011	h1mnp68@gmail.com	
24	Betty T. Sigrah	KDSE / <del>Forest</del> Forest	370-3058	btsgr@gmail.com	
25	Heidi R. Floyd	DREA	370-3017		
26	Rou. Bennett Hoban	Kswe Council of Districts			
27	Sen. Yamado Melander	KSL	370-3177		
28	Hans B. Skilling	MRS. Kswe Shop / <del>Traveler</del> Traveler			
29	Andy George	Local Counselor	370-3673		
30					

## MEETING NOTES

<b>Project:</b>	<b>FSM Prioritized Road Investment and Management Enhancement (PRIME) Project: Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Governor's Conference Room		
<b>Date:</b>	November 9 <sup>th</sup> , 2020	<b>Time:</b>	10:00 am
<b>Chairperson:</b>	Andy George	<b>Recorder:</b>	Andy George, Betty Sigrah, and Osamu Nedlic

**Attendees:** *Argo Environmental Ltd* – Andy George  
*DoTC&I State Reps* – Director Hairom Livaie, Kosrae DT&I  
 Osamu Nedlic – government E&S focal point  
 Betty Sigrah – government E&S focal point

*Note: Refer attached attendance list for stakeholder attendees.*

### PURPOSE .

- To provide an update on progress, scope and timing of the PRIME Project.
- To outline proposed key principles of E&S framework documents and 'strategies' to screen and manage possible environmental and social impacts from any Project works (once they are identified).
- To receive comment and feedback from stakeholders, in order to complete draft E&S framework documents.
- To engage stakeholders in the development of these documents and management decisions for the Project

### PROCEEDINGS

No.	Agenda Item / Discussion
1	<p><b>Welcome &amp; Introductions</b></p> <p>Opening Prayer – Director Rensley Sigrah, Department of Finance &amp; Administration</p> <p>Director Hairom Livaie opened the meeting to welcome stakeholders and leadership from both government and community who were able to make it to the meeting despite the last minute arrangements. The Honourable Governor Carson Sigrah also delivered a special remark to highlight the importance of engaging stakeholders in the planning and implementation of projects such as the PRIME project. He expressed his appreciation for the good turnout of participants and encouraged everyone's participation in the meeting.</p>
2	<p><b>[Agenda Item #1: Implementation of Physical Works in the States]</b></p> <p>The leadership questioned whether implementation schedule for the actual physical works would be the same for all four states and/or would progress or lack of progress by one or more states can affect the implementation schedule for the other states. The stakeholders/leadership wanted to be sure that hold ups and delays in other states does not penalize or affect Kosrae's chances to begin necessary construction and physical works on the primary road on time. Discussions highlighted that there is a great need to improve and build climate-resilient road infrastructures in Kosrae and therefore stakeholders expressed readiness to provide necessary support to move the project forward. Stakeholders, with the blessings of the leadership, emphasized the need for Director Livaie, PRIME Project Steering committee from Kosrae, and the state focal points to bring up the issue with the FSM national government DTC&amp;I and the steering committee. Stakeholders also emphasized the need for Kosrae to keep on track and make sure to work within timeframe to ensure that Kosrae does not lose out on the opportunity to improve Kosrae primary road network.</p>

No.	Agenda Item / Discussion
3	<p><b>[Agenda Item #2: Kosrae Primary Road]</b></p> <p>The stakeholders and key state leaders in the meeting again and sought clarification on why the rest of Kosrae primary road is still included, as recommended in the 1<sup>st</sup> consultation meeting, into the PRIME project scope of work particularly the road sections around Lelu Island and from Utwe to Walung. The consensus from the Kosrae stakeholders is that missing road sections around Lelu island and from Utwe to Walung be incorporated into the scope as highlighted and discussed in detail during the 1<sup>st</sup> consultation meeting. The Honourable Lt. Governor Nena again advised Kosrae’s representative on the PRIME project Steering Committee to raise the concern of the Kosrae stakeholders to the committee and to DTC&amp;I and to push for the inclusion of these missing primary road segments into the PRIME project. The stakeholders agreed that even if actual physical works will not be done on these primary road segments, they should be included in the VA/CRRS studies that will be conducted as part of PRIME project. Stakeholders wanted to be sure that concerns raised by the state leadership and stakeholders during consultations are actually addressed.</p> <p>Stakeholders questioned the status of the field surveys. On behalf of ARGO, I informed stakeholders that field survey has been completed and survey was done on segment of the road as shown n the Map. The project team took the opportunity to thank the focal points for their exceptional collaboration and KIRMA and other government agencies for sharing necessary data requested by ARGO.</p>
4	<p><b>Other Matters</b></p> <ol style="list-style-type: none"> <li>1. A question was raised regarding the WB budget for the project and how funds are to be distributed to the states. The question sought clarification on whether WB funds would be divided equally amongst the states or would it be based on the needs and costs of physical works in each state.</li> <li>2. Stakeholders also sought clarifications as to how sub-projects/physical works will be determined for each state? Who will decide if physical work with high E&amp;S risks can be part of the project because it is essential? The project team could only say that funds going to the states will most likely depend on the implementation costs. The remaining questions were not answered but the project team agreed to bring this up to DTC&amp;I.</li> <li>3. A brief question was raised on whether there is indeed budget Resettlement costs? The responses what that the project is developing a framework to ensure that resettlement issues are addressed properly</li> <li>4. Bruce Howell briefed the stakeholders that an RFP for the Lelu causeway design has been issued. The purpose is to help identify costs of improving the causeway.</li> <li>5. Another concern was raised on the PRIME project timeline. The concern was directed to the state government leadership on whether the government is pursuing other sources of funding for road improvement in Kosrae. The fact that physical work implementation under the PRIME project may happen in 2022 or thereafter was a surprise to most stakeholders as they would rather see the actual work begins soon.</li> </ol>
5	<p><b>Meeting closed at 12:30 pm</b></p>

**ACTIONS**

No.	Action Item	Responsibility	Due
1	Follow up with FSM DTC&I and Steering committee on implementation schedule for each state	Director Livaie	Soonest possible
2	Follow up with FSM DTC&I and Steering committee on the Primary Road Network Map for Kosrae and push to incorporate missing road segments (Lelu Island and Utwe-Walung)	Director Livaie	Soonest possible
3	Share E&S framework documents with stakeholders	DT&I	December 2020.

MEETING PHOTOGRAPHS



ATTENDANCE SHEET

Project:

Purpose:

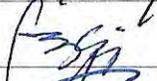
Venue:

Date:

Time:

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
1	Hakon Livane	DT & I	370-3011	hlivane64@gmail.com	
2	Fred W. Skilling	KUA	370-3344	kua.gm.los@gmail.com	
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4	Carson Sigrah	COUS d'ice	370-3002	gusgusgus@gmail.com	
5	Robson M. Henry	CSOK	970-1917	robson.henry@rocketmail.com	
6	Reusby Sigrah	DOFA	370-3400	reusby@gmail.com	
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8	Hardy Andrew	DREA	3017/2044	dreaandy@gmail.com	
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11	Julie Kun	KVB	370-2187	julie.nuk@hotmail.com	
12	Bruno Ned	DREA/Fisheries	370-3031	bjoned@yahoo.com	
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14	Andy Williams	HPO	11	andywilliams@gmail.com	

ATTENDANCE SHEET

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
15	Marg N. Luvare	KWA	370-7003	mnluvare@gmail.com	
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17	JACOB T. Jumbo	FSMTC	370-2740	jacob.john@fsmtc.fm	
18	Shiro Sigrah	DHS	370-3199	shsigrah@fsmhealth.fm	
19	Tulensru Waguk	DOE	370-3189	tedwaguk2@gmail.com	
20	Betty T. Sigrah	KDOE	370-3008	btsigrah@gmail.com	
21	Osamu Medlin	STI	370-3011	osmedlin@gmail.com	
22	Andy George	Local Consultant		kcsodirector@mail.fm	
23	Ruben Charley	Malem Municipal Govt.	201		
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## **Pohnpei Meeting Notes**

## MEETING NOTES

<b>Project:</b>	<b>FSM Prioritized Road Investment and Management Enhancement (PRIME) Project: Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Governor's Conference Hall		
<b>Date:</b>	September 17, 2020	<b>Time:</b>	10am
<b>Chairperson:</b>	Henry Susaia	<b>Recorder:</b>	Ms.Lululeen Santos

**Attendees:**

Argo Environmental Ltd –	Mr. Eugene Joseph
DoFA CIU –	Mr. Wilmer Kilmete
EPA –	Mr. Henry Susaia (DoTC&I State Focal Point)
Social Affairs Office –	Ms. Lululeen Santos (DoTC&I State Focal Point)

*Note: Refer attached attendance list for stakeholder attendees*

### PURPOSE

Pohnpei State Stakeholder Consultation Meeting (Government Leadership)

- Inform key stakeholders of the PRIME Project
- Acquire information to develop E&S framework documents
- Provide stakeholders an opportunity to express opinions/concerns to be addressed in developing the E&S documents and DTC&I management decisions.

### PROCEEDINGS

No.	Agenda Item / Discussion
1	<b>Welcoming and introductions:</b> Henry Susuaia, Focal Point: Brief general history of PRIME project.
2.	<b>Opening Remarks: Hon. Reed Oliver, Pohnpei State Governor:</b> <ul style="list-style-type: none"> <li>• Excited to see progress on road improvement.</li> <li>• Will continue to work with Finance Department to develop management mechanism for vehicle registration tax (additional tax for road maintenance).</li> <li>• T&amp;I will soon commence assessments in collaboration with local municipal governments to identify areas of improvement to road network.</li> <li>• Although vehicle registration tax may not be enough to fix all our road network, we are blessed to have big investment projects such as PRIME to help.</li> </ul>
3.	<b>PRIME Project Presentation:</b> Eugene Joseph, Argo Environmental Contractor.
4.	<b>Q&amp;A:</b> <b>Lt. Governor Felciano Perman:</b> <ul style="list-style-type: none"> <li>• Any other options to minimize dredging/coral mining for construction material?</li> <li>• State government needs to boost enforcement on environmental laws and regulations. Most development projects does not abide with regulations and management criteria, but nothing been done to correct it.</li> </ul> <b>Governor Oliver:</b> <ul style="list-style-type: none"> <li>• Will the total funding of \$40M be distributed equally between the four states or by recommendations by the assessments?</li> </ul>

No.	Agenda Item / Discussion
	<p><b>[Response] Mr. Wilmer Kilmete:</b></p> <ul style="list-style-type: none"> <li>At this stage, we are only focusing on the assessment. If not mistaken, a small percentage of the total funding will be used towards the priority areas (Awak bridge) and the bigger percentage will be for the primary road network.</li> </ul> <p><b>[Comment] Director Yubert Yamada, Department of Resources and Development:</b></p> <ul style="list-style-type: none"> <li>Aware of PRIME Project in previous office at the national government. Also aware of local project team are just limited to priority area.</li> <li>DTC&amp;I and FSM Finance should attend this meeting to clarify the initial phases including our requirements to secure this kind of investment projects from WB.</li> <li>Initial scoping has been completed in the previous administration and there was no formal hand over of information for the current administration to carry on with deliverables.</li> <li>However, since all these information gaps seem to be internal challenges, R&amp;D looks forward to the E&amp;S assessment report and hopefully look into how we can standardize national and state protocols.</li> </ul> <p><b>[Question] Shirley Ligohr, External Affairs Officer:</b></p> <ul style="list-style-type: none"> <li>Is there a way FSM DTC&amp;I can work with Green Climate Fund (GCF) to unify their efforts in this kind of assessment?</li> <li>Can Asian Development Bank (ADB) match the funding gaps to include all road networks?</li> </ul> <p><b>[Response] Henry Susaia – Focal Point:</b></p> <ul style="list-style-type: none"> <li>There is no reason why GCF cannot unify with WB. However, since this project scoping was already in progress during GCF initial stage, we just had to follow WB criteria and guidelines. Perhaps, something worth looking into the future to include GCF in future assessments.</li> <li>DTC&amp;I is already working ADB and other bi-lateral investments to expand the project. For example, China Embassy is working on Kahmar bridge and secondary road networks in Madolenihmw.</li> </ul>
9	<p><b>Other Matters</b></p> <p>None.</p>
10	<p><b>Meeting closed at [11:15]</b></p>

**ACTIONS**

No.	Action Item	Responsibility	Due
1	Reach out to DTC&I PMU Mr. Robert Goodwin and someone from FSM Finance Dept. to join 2 <sup>nd</sup> stakeholder meeting.	Eugene Wilmer &	Mid Sept.

ATTENDANCE SHEET

Project:	FSM-PRIME	Purpose:	Pohnpei Stakeholder Consultation Meeting
Venue:	Governor's Conference Hall	Date:	September 17, 2020
		Time:	10am

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
1	Adams Charles	SOB	330 1922		
2	Rehuel Henry	Sr Citizen			
3	ERICKA PETERSON	Sr. Citizen	370-2110		
4	Santo Abraham	Social Affairs	370-5192	santoabraham@gmail.com	
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7	Francisco Celestina	EMW	302-1780	franciscocelestina@gmail.com	
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10	Patrick Fedler	PSG, PIO	320-2255	patrick.fedler@pohnpei.gov.fm	
11	HENRY SISAI	PNI EPA	320/7800	henrysisai@gmail.com	
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ATTENDANCE SHEET

argO environmental  
ENVIRONMENTAL CONSULTANTS

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
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16	JUDY OLIVER DAVID	ESP	"	Davidjudyoliver@gmail.com	
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18	REED & OLIVER	PS GR	320-2235	Reed Oliver Design.com	
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PRIME 2<sup>nd</sup> Stakeholder Meeting  
Pohnpei State  
October 12, 2020

Opening and Welcoming – Henry Susaia, Director of Pohnpei EPA.

- Introduction of participants.
- Review of agenda.
- Project Overview by Mr Goodwin, DTC&I.
- Presentation by Eugene Joseph, Argo Environment
- Questions
- Next Steps

**Project Overview by Robert Goodwin, DTC&I.**

- One of the good things about World Bank is that they put a lot of emphasis on stakeholder engagement and involvement in all of their project investments. DTC&I and T&I have been criticized heavily in the past for we do not engage with stakeholders in our projects. The China-Madolenihmw project is a good example where we got the money and start the project without any consultations creating conflicts and complicates the communities. WB is also developing a complain mechanism.
- Where we are right now in developing this project and how we are going to implement it and decision on which segments of the road network required for improvement. It is a critical part of the process to develop the project for WB. WB puts a lot of emphasis on Stakeholders to be involved and have a role in any of their development and implementation. Basically, the E&S assessment is to see what kind of impact the project will have on the environment and on the local communities. Also, to be able to develop safeguards or things that we need to do to make sure the project doesn't have any bad effects on the environment or the communities.
- WB has promised us \$40M US dollars as a first step in what we hope will be a major investment for the road network for the whole FSM. We know it will not be a whole lot of money because our rough estimate to cover the entire FSM road network improvements is around \$400 million. We try also make sure that this first step to be able to set up planning tools to enable us to prioritize. DTC&I are also talking to Asian Development Bank (ADB) with hopes we can get another \$40M, we've been working with People's Republic of China (PRC) and they've just completed the Kahmar bridge and now working in Madolenihmw with hopes they will extend their support to Chuuk. President Panuelo is talking with the Prime Minister of Australia to look into also support. So, hopefully within the next five years we may see of lot of these investments to be able to upgrade our road networks, which we all know haven't been maintained for over 20 years now. PRIME project will give us a fresh start on what we hope to be a major investment to improving our road networks throughout the FSM.

- We haven't taken any decisions yet regarding which sections of the road network will be done. The reason being is that we don't have the whole information. We know that most of the sections are in very poor conditions, but what we were able to do as a first step is identifying priority areas.
- In addition to this E&S assessment, we are now on the verge to hire another international consulting firm to undertake Vulnerability Assessment and Road Strategy (VARs). The VA will look at the whole primary road network in the FSM looking at those sections that are most vulnerable in terms of faster deterioration due to heavy rainfall, erosion or landslide. The VA will provide us a priority matrix (bridges and culverts) and 70% of the \$40M will target those sections.
- Why Awak bridge a priority? WB processes are very slow (studies and hiring of consulting and engineering firms), therefore, we wanted something to get started early or as soon as agreement is signed in 2021. Therefore, DTC&I selected 4 priority sites, one from each state, that will not cost too much money. DTC&I worked with T&I and surveyed key areas and Awak was selected due to bad condition it is in now. Awak bridge is critical as it links Madolenihmw and other municipalities. We have already prepared the TOR to hire a design firm to be advertised in October.
- In terms of how decisions are to be made? We will set up a project steering committee of high-level people, people with strong authority within the government. That committee will then decide on which segment of the road network will be prioritized for the remaining 70% of the \$40M based on recommendations from the VARs.
- Just to mention that the project is not going to be only about improving infrastructure, will also focus on maintenance capabilities (drainage and potholes). We hope to also use this investment to help re-establish our maintenance capabilities further guiding each state on how to create a maintenance fund so infrastructure entities can have the set up to carry out maintenance rather than depending upon outside investments.

[Question] Patrick Carl, Director of Department of Public Safety:

- Will this project also include road markings? As we all know, Pohnpei rains a lot therefore most of the road markings deteriorates quickly.

[Response] Mr. Goodwin:

- We are in the process of hiring a consultant to conduct a Road Safety Audit for safety standards to all FSM road networks. The consultant will also look into designs including lightings, markings and signs.

[Question] Mr. Tony Sarapio, Mayor, Kitti Municipal Government:

- Pohnpei already have a maintenance mechanism in place. There is a new increase in vehicle registration tax dedicated just for road maintenance, but we haven't seen

anything to fix our roads. When you did your prior assessment last year, did your team ever examine the bridges in Pehleng? There are two bridges next to each other and both are also in critical stage of failing. I've invited our local engineer, Mr. Daniel Isaac, to assess the bridges and he also concluded that both bridges need immediate actions.

[Response] Mr. Goodwin:

- As mentioned earlier, the VARS component of the project will definitely look into all the bridges and culverts on the primary road networks.

[Question] Mr. Bejay Obispo, Councilman, U Municipal Government:

- Since Pohnpei rains a lot, will the designing phase of Awak bridge factor in amount of rainfall fall and stream flow measurements of the particular or adjoining rivers?

[Response] Mr. Goodwin:

- The company that will be conducting the VARS will be looking into historical rainfall as well as trends into the future and see what sections of the road network will be affected. They will be looking at rainfall, sea level rise, landslide prone areas and other climate change threads.

### **FSM PRIME Presentation by Eugene J, Argo Environment**

- FSM PRIME Project Presentation.

### **Questions and Answers:**

[Question] Tony Sarapio, Kitti Municipal Mayor:

- I strongly believe the cost of renovating Awak bridge may not reach \$1million. Is it possible to include Pehleng bridge into the priority sites?

[Response] John Adolph, Administrator, Pohnpei T&I:

- To my recollection, the assessment of the priority site was conducted the very same day of the joint inauguration of FSM President and Congress. T&I team along with the partners assessed all the bridges including Pehleng. I trust that Pehleng bridge was equally assessed resulting in the selection of Awak bridge.
- As Mr. Goodwin also stated, 2 bridges at Pehleng are included in the supplementary request for Asian Development Bank (ADB).

### **Ways Forward:**

Mr. Henry Susaia, Pohnpei State EPA.

- We all heard from Mr. Goodwin on the phasis of the FSM PRIME project. We are at the tail-end of the E&A assessment and will be looking forward to the VARS phase. However the VARS will be conducted, we (EPA, T&I, and relevant partners) will keep you informed and engaged.

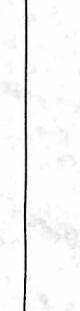
**Closing:**

Felciano Perman, Lieutenant Governor, Pohnpei State:

- I believe it is time for our government to work with T&I along with relevant entities to prioritize on our very own VA (vulnerable assessment). We all see how our bridges are becoming degraded, poor drainage system, and outdated culverts. It's great to seek support from outside such as these big investment projects, however, we all know how slow the processes.
- We also need to find alternate routes so when something goes wrong with the primary road networks, people can still be able to move.
- We can also take advantage of the renegotiation of the Compact of Free Association (CoFA) and look

ATTENDANCE SHEET

<b>Project:</b>	FSM PRIME-Pohnpei State	<b>Purpose:</b>	E&S Stakeholder Engagement Meeting
<b>Venue:</b>	Governor's Conference	<b>Date:</b>	October 12, 2020
		<b>Time:</b>	10:00

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
1	ROBERT GOODWIN	ESM/PMU	921-6667	rsgoodwin@chadwell.com	
2	BETAT DESPO	CSF	920-5409	bdespo@csf.com	
3	WILMER LIVIETE	DPA / CIV	320-2639	wilmete@pauo.com	
4	Santos Abraham	Social Services	921-3187	santabr41@gmail.com	
5	John Rensle	Mayor, Mun. Gov	320-8432	alanberts84@gmail.com	
6	RICKY O. LEBEN	T&I	320-2411	ricleben@gmail.com	
7	HARRISON SANTOS	KM G	320-5038	hysantos03@gmail.com	
8	ALTON ALAN	KTG	320-2420	aldarnak50@gmail.com	
9	Patrick GARC	PN1-DPS	320-3910	patrickn17@gmail.com	
10	Tony Saranis	K.M.G	320-5038	kinggovernments@gmail.com	
11	John Ackerson	T&I	320-2411	jsackerson@gmail.com	
12	Nick ANSON	PUC			
13	Enericka Peterson	Senior Citizen			
14	FELICIANO PERUSH	M. GOVERNMENT			

# ATTENDANCE SHEET

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
15	Jerry Ronte	CSP			
16	John O. David	CSP			
17	Eugene Joseph	CSP			
18	Shirley Higgin	PVI - ODA			
19	Henry Sasur	PVI - EPA			
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## MEETING NOTES

<b>Project:</b>	<b>FSM Prioritized Road Investment and Management Enhancement (PRIME) Project: Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Governor's Conference Room		
<b>Date:</b>	November 10, 2020	<b>Time:</b>	10am-11:30am
<b>Chairperson:</b>	Henry Susaia, EPA	<b>Recorder:</b>	Eugene J.

**Attendees:**        *Argo Environmental Ltd* – Eugene Joseph  
                           *DoFA CIU* – Wilmer Kilmete

*Note: Refer attached attendance list for stakeholder attendees*

### PURPOSE

- To provide an update on progress, scope and timing of the PRIME Project.
- To outline proposed key principles of E&S framework documents and 'strategies' to screen and manage possible environmental and social impacts from any Project works (once they are identified).
- To receive comment and feedback from stakeholders, in order to complete draft E&S framework documents.
- To engage stakeholders in the development of these documents and management decisions for the Project

### PROCEEDINGS

No.	Agenda Item / Discussion
1	<p><b>Welcome &amp; Introductions:</b></p> <p><b>Hon. Reed Oliver, Governor – Pohnpei State Governor.</b></p> <ul style="list-style-type: none"> <li>• It is critical to hold stakeholder meetings with all municipal government represented. We will have record for all the PRIME stakeholder meetings and when the project kicks off, non-participating municipalities will always question why weren't they involved. Therefore, if possible, the consultations for the upcoming phases such as Vulnerability Assessment (VA) and others should rather take place at the Municipalities.</li> </ul>
2	<p><b>Presentation – Argo Rep: Eugene Joseph</b></p>
3	<p><b>Discussion:</b></p> <p>Governor Oliver:</p> <ul style="list-style-type: none"> <li>• Pohnpei Transportation Authority (PTA) will be the designated entity to lead construction work. Any other interested and qualified contractors will have to go through bidding process with the office of Transportation and Infrastructure (T&amp;I).</li> <li>• There are many secondary road improvement projects that were funded by FSM Congress in the past that doesn't meet T&amp;I's requirements. Most of the FSM Congress funded road projects have impacted T&amp;I's primary road improvement by poor designing of drainage and culverts. This administration is working closely with DTC&amp;I to standardise our projects.</li> </ul>
4	<p><b>Discussion:</b></p> <p>Lt. Governor Perman:</p> <ul style="list-style-type: none"> <li>• As we address climate proofing for our primary road, we should also consider redesigning to accommodate traffic.</li> </ul>

No.	Agenda Item / Discussion
5	<p><b>Discussion:</b> Mayor Rensle, Madolenihmw Municipal Government:</p> <ul style="list-style-type: none"> <li>• There are 4 ongoing projects for secondary road improvement in Madolenihmw. There was no stakeholder consultation by DTC&amp;I, T&amp;I and local government. This project has exceeded it's timeline due to some resistance from the communities. Some of the roads were redesigned in a way that will require renegotiation for road easement, but that never took in effect.</li> <li>• E&amp;S are often undervalued due to urgent deliverables of road improvement projects between donors and state government.</li> <li>• Municipal governments don't have the means to conduct assessments and consultations, therefore will require stronger partnership with state and national governments to make sure development projects are implemented smoothly with community awareness and cooperation.</li> </ul>
6	<p><b>Discussion:</b> Governor Oliver</p>
7	<p><b>Discussion:</b> Director Henry Susaia - EPA:</p>
8	<p><b>Discussion:</b> Mr. Hubert Yamada, Director – Division of Resources and Development:</p> <ul style="list-style-type: none"> <li>• It is important for T&amp;I and PTA to provide their priority projects. This way, when funding coming from outside, we can easily align them with our priority projects.</li> <li>• When we talk about frameworks, it is important to have our own people working in parallel with whoever will draft the framework. There could be many areas we may find ourselves difficult to follow. We need to know what the conditions are so we don't commit to something we cannot deliver.</li> <li>• The issue with our infrastructure is maintenance. Frameworks are very critical to help with this issue. We lack putting in the necessary maintenance plan to sustain it.</li> <li>• We look forward to the draft frameworks to make sure it reflects our capabilities to implement these infrastructure projects.</li> </ul>
9	<p><b>Other Matters</b></p> <ul style="list-style-type: none"> <li>• Madolenihmw Municipal Mayor: The need to revisit our easement laws to make sure it is reflected strongly in the development and management frameworks.</li> <li>• Nett District Administrator: We need to work closely with State Legislature to consider viable and effective options for resettlement. Nett and Sokehs Municipalities are closest to Kolonia Town central and population is becoming dense as we speak.</li> </ul>
10	<p><b>Meeting closed at 11:25</b></p>

**ACTIONS**

No.	Action Item	Responsibility	Due
1	Governor Oliver: DTC&I to work closely with state partners in the upcoming phases and make sure grass roots and landowners are involved in stakeholder consultations.	DTC&I	March 2021

ATTENDANCE SHEET

Project:	FSM-PRIME	Purpose:	Stakeholder Consultation Meeting
Venue:	Governor's Conference Room	Date:	November 10, 2020
		Time:	10am-11am

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
1	HARPER C. HAWKES	DAT	320-2171	whartby@dat.com	[Signature]
2	BENRIGID VANCE	KODIAK BANK	320-2243	benrigid.vance@gmail.com	[Signature]
3	CHRISTINE BLAKE	DOTA	320-2243	christine@gota.com	[Signature]
4	FELICIANO M. PERMAN	PSQ	320-2204	M.g.perman@psq.com	[Signature]
5	John Rensle	Madd. Mun Gov	320-8432	alberts@mad.com	[Signature]
6	Nelsin Triante	Nett Dist Govt	320-2951	nelson@nettdist.com	[Signature]
7	Peterko Huirs	Public Affair		peterko@pa.com	[Signature]
8	LARILLY CAROL	Gov's Office/PA	320-2204	carol@pa.com	[Signature]
9	REED B. OLYER	FLORIDA STATE GOVERNMENT	320-228	namiki@fl.gov	[Signature]
10	RACKY O. LEBAN	T&T	320-2411	ricko@tandt.com	[Signature]
11	WILMER KLUMET	FSM DRA/CIU	320-2639	wilmer@fsmdra.com	[Signature]
12	HENRY SOSAIA	FRI EPA	3201700	hsosaia@gmail.com	[Signature]
13	STRANER LEROY	PRI ODA	320-228	shirley.liggett@pri-oda.com	[Signature]
14					[Signature]

## **Chuuk Meeting Notes**

## MEETING NOTES

<b>Project:</b>	FSM Prioritized Road Investment and Management Enhancement (PRIME) Project: Environmental and Social Safeguards Assessment and Preparation of Instruments		
<b>Venue:</b>	FSMTC, Chuuk Station		
<b>Date:</b>	August 21, 2020	<b>Time:</b>	11:45am
<b>Chairperson:</b>	N/A	<b>Recorder:</b>	N/A

**Attendees:** Argo Environmental Ltd - Donsean Mori  
 FSMTC, VP/ Chuuk Station Manager - Minoru Mori

### **PURPOSE**

Initial Consultation Meeting/ Baseline data collection

### **PROCEEDINGS**

No.	Agenda Item / Discussion
1	<p><b>Welcome &amp; Introductions</b></p> <p>Consultant with ARGO Environmental, engaged by FSM National Gov to undertake the E&amp;S Impact Assessment for the Road Improvement projects throughout the FSM, including all 4 states</p> <p>PURPOSE OF MEETING: Inform key stakeholders of ongoing PRIME Project            Acquire information, baseline data to develop E&amp;S framework            Feedback</p>
2	<p><b>Project Outline</b></p> <p>Part of boarder <b>PRIME Projects: Prioritized Road Investment and Management Enhancement</b></p> <ul style="list-style-type: none"> <li>- Includes the <b>feasibility, design &amp; construction of physical works</b> on the priority road assets to improve the roads resilience to climate-related hazards or events in each state</li> <li>- Types of physical works could include: <b>bridges &amp; crossing improvements/ replace coastal protection, slope stabilisation</b></li> <li>- Scope of work is still unknown until Vulnerability Assessment &amp; Climate Resilient Road Strategy work completed</li> </ul> <p>ARGO engaged in understanding the E&amp;S Assessment in order to prepare instruments for WB appraisal</p> <ul style="list-style-type: none"> <li>- E&amp;S Management Framework</li> <li>- Resettlement Framework</li> <li>- Labor Management Procedures</li> <li>- Stakeholder Engagement Plan</li> <li>- Other docs. include Generic ESMP &amp;</li> </ul> <p>Priority Projects are no longer a key focus, overall primary road will be assessed as priority investments have not been finalized</p>
3	<p><b>Program of Work</b></p> <p>Data Gathering- Gov. Departments/ Agencies, Secondary Reports, Field Survey            Series of Consultation Meetings-</p>

<p>4</p>	<p><b>Obtain required Data</b></p> <p><b>GIS Data</b></p> <p>DM requested any GIS data on the FSMTC communications network. MM stated FSMTC doesn't have GIS data on existing copper line telephone landline grid and for their aerial fiber optic grid. FSMTC does not own any utility poles, leases CPUC's utility poles instead. FSMTC a few years back provided composite utility poles to supplement CPUC utility poles but ownership was transferred to CPUC. MM suggested that Argo requests GIS data from CPUC as they have recently surveyed all existing utility infrastructure.</p> <p><b>Other FSMTC Infrastructure along primary road</b></p> <ul style="list-style-type: none"> <li>-Pedestals for underground phone lines, these exist along the roadside from 1.) Seletiw to Nantaku 2.) Sefin, mwan</li> <li>-Cellular/ Data Towers at: 1.) Chuuk State Hospital 2.) Xavier High School 3.) Penia Elementary School (near primary road) 4.) Mwan (Typhoon resistant cellular monopoles 5.) Wichap (near primary road) 6.) Tonachaw (secondary road access)</li> <li>- Underground conduit at the intersection near V6AK radio station</li> <li>-Fiber optic distribution box enclosures alongside primary road (nothing underground, aerial lines to enclosures)</li> </ul> <p>MM mentioned that underground telephones and copper telephone network grid will be obsolete as FSMTC is switching telephone network to fiber optic network</p>
<p>5</p>	<p><b>Feedback on the Project</b></p> <p>MM commented that the road needs rehabilitation; Not only an inconvenience but a hazard during emergency and disasters. If the roads were to be compared on the same standards as FSMTC, the road would have been shut down years ago.</p> <p>MM further commented that FSMTC repairs the roads near their infrastructure just so they can maintain access. The poor quality of the road impacts their maintenance and repair work, any improvements on the road will impact FSMTC and its clients.</p>
<p>6</p>	<p><b>Meeting closed at 12:15pm</b></p>

## MEETING NOTES

<b>Project:</b>	<b>FSM Prioritized Road Investment and Management Enhancement (PRIME) Project: Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Department of Transportation & Public Works		
<b>Date:</b>	August 24, 2020	<b>Time:</b>	2:30
<b>Chairperson:</b>	N/A	<b>Recorder:</b>	No

**Attendees:** Argo Environmental Ltd - Donsean Mori  
CPUC, CFO, Lei Shirai

**Purpose:**

Initial Consultation Meeting/ Baseline data collection

**Proceedings:**

No.	Agenda Item / Discussion
1	<p><b>Welcome &amp; Introductions</b></p> <p>Consultant with ARGO Environmental, contracted by FSM National Gov to undertake the E&amp;S Impact Assessment for the Road Improvement projects throughout the FSM, including all 4 states</p> <p>PURPOSE OF MEETING: Inform key stakeholders of ongoing PRIME Project Acquire information, baseline data to develop E&amp;S framework Feedback: opinions &amp; concerns</p>
2	<p><b>Project Outline</b></p> <p>Part of boarder PRIME Projects: Prioritized Road Investment and Management Enhancement</p> <ul style="list-style-type: none"> <li>- Includes the feasibility, design &amp; construction of physical works on the priority road assets to improve the roads resilience to climate-related hazards or events in each state</li> <li>- Types of physical works could include: bridges &amp; crossing improvements/ replace coastal protection, slope stabilization</li> <li>- Scope of work is still unknown until Vulnerability Assessment &amp; Climate Resilient Road Strategy work completed</li> </ul> <p>ARGO engaged in understanding the E&amp;S Assessment in order to prepare instruments for WB appraisal</p> <ul style="list-style-type: none"> <li>- E&amp;S Management Framework</li> <li>- Resettlement Framework</li> <li>- Labor Management Procedures</li> <li>- Stakeholder Engagement Plan</li> <li>- Other docs. include Generic ESMP &amp;</li> </ul> <p>Priority Projects are no longer a key focus</p>
3	<p><b>Program of Work</b></p> <p>Data Gathering- Agencies, Secondary Reports, Field Survey Series of Consultation Meetings-</p>
4	<p><b>Obtain required Data</b></p> <p>DM requested for GIS data on CPUC utility. Lei commented that CPUC power was recently rehabilitated and all their power utility infrastructure was surveyed, so GIS is available. She will follow up with their GIS specialist and forward any data.</p>

	<p>A good portion of the Water and Sewage utility lines are from the TTPI era. Lei will follow up with CPUC advisor Mr. Howell for data and will forward info. CPUC has data on their water sources (deepwells, tanks etc.) will forward info as well. 5 tanks in total: 1.) Peniesene 2.) Wichap 3.) Sapuk (Xavier) 4.) Nantaku (Nefo) 5.) Nantaku (Pink Apt. location), of those 5 tanks only 3 are currently in use; 1.) Sapuk (Xavier) 2.) Nantaku (Nefo) 3.) Nantaku (Pink Apt. location)</p>
5	<p><b>Feedback on the Project</b></p> <p>Other CPUC infrastructure in Chuuk include: 1.) Weno, Mechitiw Solar Array, which is funded by WB. Location identified but project has not started. Planned 1.5 MW solar plant 2.) Weno, Airport solar plant., which is connected to the Weno power grid 3.) Chuuk high solar plant, also connected to Weno power grid 4.) CPUC power plant solar array, connected to Weno power grid 5.) Mini solar grid on Udot &amp; Satawal 6.) Standalone systems on schools &amp; dispensaries.</p> <p>UNDP recently provided a recent grant to rehabilitate the deepwells.</p> <p>ADB will be providing funding for the CPUC water and sanitation system. Will provide new pipes for water and water storage and rehabilitate existing infrastructure.</p>
6	<p><b>Meeting closed at 3:20pm</b></p>

**ACTIONS**

No.	Action Item	Responsibility	Due
1	GIS data on power grid and any data on water utility infrastructures	CPUC	08/24-25

## MEETING NOTES

<b>Project:</b>	FSM Prioritized Road Investment and Management Enhancement (PRIME) Project: Environmental and Social Safeguards Assessment and Preparation of Instruments		
<b>Venue:</b>	Governor's Office		
<b>Date:</b>	August 25, 2020	<b>Time:</b>	2:00pm
<b>Chairperson:</b>	N/A	<b>Recorder:</b>	Yes (Chuukese)

**Attendees:** Argo Environmental Ltd - Donsean Mori  
Chuuk State Governor - Gov. Johnson Elimo

### Purpose:

Initial Consultation Meeting/ Baseline data collection

### Proceedings:

No.	Agenda Item / Discussion
1	<p><b>Welcome &amp; Introductions</b></p> <p>Consultant with ARGO Environmental, contracted by FSM National Gov to undertake the E&amp;S Impact Assessment for the Road Improvement projects throughout the FSM, including all 4 states</p> <p>PURPOSE OF MEETING: Inform key stakeholders of ongoing PRIME Project Acquire information, baseline data to develop E&amp;S framework Feedback: opinions &amp; concerns</p>
2	<p><b>Project Outline</b></p> <p>Part of boarder PRIME Projects: Prioritized Road Investment and Management Enhancement</p> <ul style="list-style-type: none"> <li>- Includes the feasibility, design &amp; construction of physical works on the priority road assets to improve the roads resilience to climate-related hazards or events in each state</li> <li>- Types of physical works could include: bridges &amp; crossing improvements/ replace coastal protection, slope stabilisation</li> <li>- Scope of work is still unknown until Vulnerability Assessment &amp; Climate Resilient Road Strategy work completed</li> </ul> <p>ARGO engaged in understanding the E&amp;S Assessment in order to prepare instruments for WB appraisal</p> <ul style="list-style-type: none"> <li>- E&amp;S Management Framework</li> <li>- Resettlement Framework</li> <li>- Labor Management Procedures</li> <li>- Stakeholder Engagement Plan</li> <li>- Other docs. include Generic ESMP &amp;</li> </ul> <p>Priority Projects are no longer a key focus</p>
3	<p><b>Program of Work</b></p> <p>Data Gathering- Gov. Departments/ Agencies, Secondary Reports, Field Survey Series of Consultation Meetings-</p>
4	<p><b>Obtain required Data</b></p> <p>Gov. commented that it's critical that you meet with the communities because they will provide the most useful feedback on how these projects will impact their social lives and their environment. Also, understand the challenges from all aspects; you will realize that land issues and the rights of passage through the people's land is going to come up often.</p>

5	<p><b>Feedback on the Project</b></p> <p>Gov. commented that the Weno circumferential road is exposed to heavy climate impacts. Sapuk, Epinupw and if you look at the road section from Peniesene (Winiasas) to Penia, you'll find a lateral line of potholes/damages to the road. Water movement from mountain side &amp; exposure to sea eroding road sub-base.</p>
6	<p><b>Miscellaneous</b></p> <p>Gov suggested that Argo invite as many stakeholders and meet with them at the Governor's auditorium. DM confirmed that he will follow up with the chief of staff to reserve the facility.</p> <p>DM requested that the Gov. issue a memo to all department heads informing them of the ongoing assessment and to request departments cooperation in providing critical data to the project. Gov. confirmed that he will send out a memo to department heads right away.</p>
10	<p><b>Meeting closed at 2:30pm</b></p>

**ACTIONS**

No.	Action Item	Responsibility	Due
1	Memo to Department heads	Gov.	Asap
2	DM to reserve Auditorium for Stakeholders meeting	DM	Asap

## MEETING NOTES

<b>Project:</b>	<b>FSM Prioritized Road Investment and Management Enhancements (PRIME) Project: Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Weno Municipality Chamber		
<b>Date:</b>	August 28, 2020		
<b>Chairperson:</b>	Donsean Mori	<b>Recorder:</b>	Donsean Mori

**Attendees:** *Refer attached attendance list*

### Purpose:

- Inform key stakeholders of the PRIME Project
- Acquire information to develop E&S framework documents
- Provide stakeholders an opportunity to express opinions/concerns to be addressed in developing the E&S documents and DTC&I management decisions.

### Proceedings:

No.	Agenda Item / Discussion
1	<b>Welcome &amp; Introductions</b>
2	<b>Presentation provided by Argo Environment Ltd (Donsean Mori)</b>
3	<p><b>Discussion</b></p> <p>[1st Speaker] Ichkumi: From Iras, Kurassa, Mechitiw, Tunnuk (Based on current condition of roads)</p> <p>[2nd Speaker] If they can continue the road in Sapuk. The current road construction (funded by FSM Congress) will only end at the Mormon Chuuk at Sapuk. Sapuk badly needs rehabilitation of its roads</p> <p>[3rd Speaker] Question: Aren't you doing the assessment?</p> <p>*Response* Yes</p> <p>[3rd Speaker]</p>

<p>You should conduct the assessment and based on the assessment, we should all meet again and discuss the results. Right now our roads are deteriorated. How do we do our partnership? Who is going to do the feasibility studies?</p> <p><i>*Response*</i></p> <p>There will be more groups in the coming months that will conduct the feasibility studies. Just to clarify, we are at the initial stage of the FSM Prime Projects, we are conducting the assessment by collecting baseline data available with the State. We will survey the roads for missing data. We will also engage stakeholders to gain feedback. This is the purpose of the meeting; start awareness and start discussion of potential prioritized investments.</p> <p>[3rd Speaker]</p> <p>Thank you</p> <p>[4th Speaker]</p> <p>Road from Mwan to Neauo is deteriorating. We won't even mention Wichap and Epinupw, that road has deteriorated beyond recognition. If there will be any assessments of the road, please come visit these villages. Thank you</p> <p>[5th Speaker]</p> <p>You mentioned the scope of the assessment is on the primary road. Will this assessment extend to the secondary roads?</p> <p>[Congressman Victor Gouland]</p> <p>If we look at our islands, it's all primary roads. The existing roads we have should all be considered primary access roads because it's the only access road to most communities. We should treat the assessment in the same way. We should assist EPA and Argo in getting all the information they need for this assessment. These FSM Prime new roads will include utilities as well. For instance, the new roads at Sapuk were not planned well. They don't include utilities. I encourage all the village representatives to cooperate with the teams that will be conducting the assessment so this project can continue without issues. We need to complete the circumferential road around Weno.</p> <p>[3rd Speaker, Finater]</p> <p>Are you working with the utility companies? Is there collaboration between your assessments and these entities?</p> <p><i>*Response*</i></p> <p>Yes, CPUC and FSMTC are project partners and have been working closely with our team in providing relevant data for our studies, GIS data of existing utility infrastructures, both water and sewer.</p> <p>[Finater]</p> <p>[Congress Victor Gouland]</p> <p>I think the importance of this assessment is to get as much community support as possible. Community involvement. Give the men access to your communities so they can conduct a thorough assessment. These are usually the problems with past projects. As soon as land owners/ community leaders see developments starting, they put price tags on access to their properties. It's really important that we give them our community support to complete these assessments so we can reap the long term benefits.</p>
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	<p>*Response*</p> <p>When we were doing the scoping for these projects, these concerns were brought up. Some utilities may require access to properties that are outside the easements. Of course we have the primary road easements already secure but we are also identifying other stakeholders that we'd need to work with.</p> <p>[Finater]</p> <p>Just from our experience with the ADB water project that CPUC is spearheading, Land disputes is a major issue that comes up. We invite you to coordinate with CPUC and possibly joint our negotiations to provide access to water sources at Wichen, Peniesene</p> <p>[Congress Gouland]</p> <p>This is an opportunity for our communities to get development assistance. This project depends on the community willingness to get involved or not. This is why assessment is important, it provides opportunity for communities to provide feedback and data for these projects to consider. Community involvement; help educate our communities on the importance of the collective benefits. For instance, we should all learn from Peniesene: as soon as CPUC engaged the community on possible usage of their water resources, they already started putting dollar signs and blocked off access. Now, this project has been sidelined. We need to educate our communities on the importance of collective benefits. Thank you.</p> <p>*Response*</p> <p>I am glad our congressman touched on those topics. These types of projects comes with conditions, if we don't have stakeholders involvement or if communities are unwilling then we will lose the benefits of these projects.</p> <p>[Mayor Stephen]</p> <p>I want to talk about the whole section of the village of Mwan. This was completed during the first phase of the Weno project. The engineers that completed this road also brought unintentional problems/issues. They built the roads but they forgot to consider the natural movement of water or water courses. Taro patches have been damaged by stagnant water. During heavy rainfall, new areas are now prone to flooding. We hope this can be considered as part of the priority roads, proper drainage to accompany new roads. So waterflow from the mountains can easily drain out to the sea without damaging farmlands and taro patches and without causing flooding in certain communities.</p> <p>[Brad Mori]</p> <p>Thank you for your comment. We recommended climate proofing the project. However because the project funding for the 1st phase couldn't accommodate our recommendations, which were to raise the existing road elevations and provide proper drainage, we are now experiencing these issues today. This is the importance of the term "Climate Resilience", all these should be factored into the project; Drainage, Flooding and Mountain slides, Coastal Erosions. All the data we are gathering; Maps and GIS data will help identify these areas so when the designers come these will be considered.</p> <p>[Weno Municipality, Chief of Staff, Marcellus]</p> <p>We've had 2 major assessments this year: 1.) ADB water project 2.) WB FSM Prime. The first one has been approved all because of the communities willingness to cooperate with assessments that accompanied the projects. Just like the previous one, this assessment will also require cooperation from all the villages of Weno in order to get approval.</p>
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<p>[Victor Gouland]</p> <p>Just to add to the discussion, if communities don't cooperate or get involved in these assessments. This could stop our communities from getting access to these developmental assistance.</p> <p>[Mayor Stephen]</p> <p>This is why it was so important that I called the meeting of Chiefs. So the chiefs can relay these important messages to the people in their respective communities and explain the benefits. Also, there will be a timeframe for the Argo team to visit communities. Chiefs can facilitate the team when they visit the communities, point them in the right direction on who to meet and where to go. If they hold stakeholders meetings in your communities, invite landlords, community members so everyone can understand the project.</p> <p>[Brad Mori]</p> <p>It is also part of our responsibilities through the social and environmental assessment to understand all feedback from the communities, even negative feedback. For instance, if the FSM Prime project will block any activities or if the proposed prioritized investments are part of a significant cultural site or family cemeteries. These are information that we can only get from the communities.</p> <p>[4th Speaker]</p> <p>Aren't the easements for Weno already complete? What is the situation with our easements? Do they end or have a limit? I thought they were forever.</p> <p>[Victor Gouland]</p> <p>Easements are only for the road reserve areas that have been agreed upon. I believe our role as the community is to guarantee these easements. Show community involvement and participation in the meetings and field surveys</p> <p>Agro and the state focal points, through this assessment, are trying to help the weno communities secure the grant available to us. Even if these easements are already complete, our communities need to guarantee these easements through their involvement and participation in these engagement meetings and field surveys.</p> <p>[Mayor]</p> <p>We need to understand how long it has taken to realize the development we need. Different government administrations in Chuuk come in and go, yet we haven't seen/realized the important changes that will truly benefit the people. We need to support these types of assessments/projects that will bring the development assistance we need. This is for our own benefit. We should do this for our kids, our students that need road access. Road improvements are essential for development. People need access to essential resources. We need assistance not only for our primary road in town but also for the roads that lead into our villages and communities.</p> <p>[Brad Mori]</p> <p>As far as we are concerned, our single circumferential road is our primary road, no secondary roads.</p> <p>[Filater]</p> <p>When do you expect to visit the village communities?</p>
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	<p><b>**response**</b></p> <p>Our field surveys will start last week of August throughout September. We needed to inform all of the Weno communities first before conducting field surveys. While we are on this subject, we kindly request your assistance in allowing safe passage for our men as they conduct the field surveys around Weno.</p> <p>[Congressman Gouland]</p> <p>It's really in our benefit to assist the work they will be doing.</p> <p>[Sanitation]</p> <p>What is your time frame for your community stakeholders meetings or second round of consultations?</p> <p><b>**Response**</b></p> <p>Second round of consultations will be in October.</p> <p>[Sanitation]</p> <p>Can you inform Weno municipality and council of the schedule for your second round of consultations, especially if they will be with the communities? Just to add a comment, it's better to schedule a community meeting on weekends, that's when all community members are available to attend and participate.</p> <p>[Marcelus]</p> <p>Do we know the value of the FSM Prime projects?</p> <p><b>**response**</b></p> <p>At the moment, No. Hopefully if it's approved in November, WB can appraise the value of this project.</p>
<p><b>4</b></p>	<p><b>Meeting closed</b></p>

Meeting Photographs:



ATTENDANCE SHEET

Project: FSM PRIME

Purpose: STAKE HOLDERS MEETING

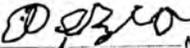
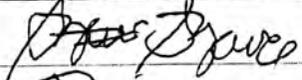
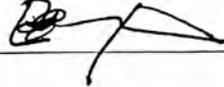
Venue: MUNICIPAL OFFICE (WENO)

Date: AUG. 28, 2020

Time: 10:00am - 11:15am

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
1	DONSEAN MOKI	ARGO	641 931 6674		
2	MARCELLO Ludwig	WENO Municipal	930-1806		
3	JOE Sapong	"	330 45 71		
4	Saikichi Chelmay	"	330 2889		
5	Antario Ewin	"	930-1193		
6	Heutins Stephan	"	932-5169		
7	Heuetik Irons	"	930 2888		
8	Tom Lee Tai	"	931-6280		
9	SAIROS Semes	"	330-6892		
10	Yowames Mariamo	"	9130-5226		
11	Keoia Kane	"	930 8115		
12	PETRUS	"	430 5115		
13	Beta Seilure	"	933-8604		
14	Berenheri Wernis	"	933-8604		

ATTENDANCE SHEET

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
15	BRAD MORI	CHUK EPA	330-4158	brad_mori@chuk.com	
16	Beta Salluk	CHUK FSM			
17	Peter Ezra	CHUK FSM			
18	SIFRIT NEWO	Councilman	932-3988		
19	Ramni Robby	W-end			
20	Enita Kau	"			
21	Chiki Cuntius Sos	"			
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## MEETING NOTES

<b>Project:</b>	FSM Prioritized Road Investment and Management Enhancement (PRIME) Project: Environmental and Social Safeguards Assessment and Preparation of Instruments		
<b>Venue:</b>	FSMTC, Chuuk Station		
<b>Date:</b>	August 31, 2020	<b>Time:</b>	10:00am
<b>Chairperson:</b>	N/A	<b>Recorder:</b>	N/A

**Attendees:** Argo Environmental Ltd - Donsean Mori  
Chuuk State Planning- Chief Akapito

### PURPOSE

Initial Consultation Meeting/ Baseline data collection

### PROCEEDINGS

No.	Agenda Item / Discussion
1	<p><b>Welcome &amp; Introductions</b></p> <p>Consultant with ARGO Environmental, contracted by FSM National Gov to undertake the E&amp;S Impact Assessment for the Road Improvement projects throughout the FSM, including all 4 states</p> <p>PURPOSE OF MEETING: Inform key stakeholders of ongoing PRIME Project Acquire information, baseline data to develop E&amp;S framework Feedback: opinions &amp; concerns</p>
2	<p><b>Project Outline</b></p> <p>Part of boarder PRIME Projects: Prioritized Road Investment and Management Enhancement</p> <ul style="list-style-type: none"> <li>- Includes the feasibility, design &amp; construction of physical works on the priority road assets to improve the roads resilience to climate-related hazards or events in each state</li> <li>- Types of physical works could include: bridges &amp; crossing improvements/ replace coastal protection, slope stabilization</li> <li>- Scope of work is still unknown until Vulnerability Assessment &amp; Climate Resilient Road Strategy work completed</li> </ul> <p>ARGO engaged in understanding the E&amp;S Assessment in order to prepare instruments for WB appraisal</p> <ul style="list-style-type: none"> <li>- E&amp;S Management Framework</li> <li>- Resettlement Framework</li> <li>- Labor Management Procedures</li> <li>- Stakeholder Engagement Plan</li> <li>- Other docs. include Generic ESMP &amp;</li> </ul> <p>Priority Projects are no longer a key focus</p>
3	<p><b>Program of Work</b></p> <p>Data Gathering- Gov. Departments/ Agencies, Secondary Reports, Field Survey Series of Consultation Meetings-</p>
4	<p><b>Obtain required Data</b></p> <p>Chief Akapito commented that Chuuk Planning Office/Chuuk State has not yet received any plans or as-builts from FSM National government as the 1st phase of the road has not been officially turned over</p>

	<p>Chuuk Planning has been working with the Chinese government on the possibility of having a Chinese funded road. Not only for secondary roads but all roads on Weno will be included. They have already completed the Weno road conceptual design. DM requested a copy of the conceptual design. CA will have his engineers provide documents</p> <p>Chuuk Planning has also identified locations of possible cross drainages on the circumferential road around Weno. DM requested that set of data. CA will have his engineers provide documents. [Upon followed up, I was told by Engineer Dave that no coordinates on possible locations of cross-drainage]</p> <p>Most recent projects for the Planning Office on the road were the Penia Peniesene Bridge and the Causeway Bridge. DM requested for As-Builts. CA will have his engineers provide documents. [Upon follow up, only project plans and specifications could be provided]</p>
5	<p><b>Feedback on the Project</b></p> <p>CA inquired whether the FSM Prime assessment documents could be used for other road projects. DM is not sure on other project requirements but any data gathered for E&amp;S Impact assessment will be available with DTC&amp;I. No reason to believe this will not be available to state agencies.</p>
6	<p><b>Miscellaneous</b></p> <p>CA emphasized collaboration between agencies to avoid double works and efforts.</p>
7	<p><b>Meeting closed</b></p>

**ACTIONS**

No.	Action Item	Responsibility	Due
1	<p>Planning to provide Conceptual Design for Weno road, As-Builts for recently built bridges and coordinates of possible locations of cross drainage throughout Weno Roads. [Only plants and specifications for bridges were provided. Planning hasn't followed through or replied on followup regarding conceptual design and cross drainages.]</p>	Chuuk Planning	09/03
2			

**MEETING NOTES**

<b>Project:</b>	<b>FSM Prioritized Road Investment and Management Enhancements (PRIME) Project: Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Governor’s Auditorium		
<b>Date:</b>	September 3, 2020		
<b>Chairperson:</b>	Donsean Mori	<b>Recorder:</b>	Donsean Mori

**Attendees:** Refer attached attendance list

**Purpose:**

- Inform key stakeholders of the PRIME Project
- Acquire information to develop E&S framework documents
- Provide stakeholders an opportunity to express opinions/concerns to be addressed in developing the E&S documents and DTC&I management decisions.

**Proceedings:**

No.	Agenda Item / Discussion
1	<p><b>Welcome &amp; Introductions</b></p> <p>[Lt. Governor]</p> <p>State has two major projects that will be funded by the World Bank; Road and Marine port, our dock. Introducing Argo Environmental and roles in the project.</p> <p>EPA, critical focal point on the FSM PRIME. Other focal points, Department of Transportation &amp; Public Works, State Planning Office. All are gathered here because they are important to the project, key stakeholders such as those present, CPUC and Chamber of Commerce.</p> <p>Our Governor's office is thankful for the collaborative efforts between our national government and the World Bank making these important projects possible for the state government. In order for this project to move through, we kindly request that all stakeholders and their respective offices collaborate with Argo and the state focal points.</p>
2	<p><b>Presentation provided by Argo Environment Ltd (Donsean Mori)</b></p>
3	<p><b>Discussion</b></p> <p>Are there sections of the road where you'd expect improvements are needed to improve resilience to climate related impacts?</p> <p>[Roger Arnold]</p> <p>Thank you to the focal points and representatives of the FSM PRIME Project, this project is essential for our future livelihood as it will work to counter the impacts of climate change, which has recently proven to be a real life threat to all the island states. To answer your question, I feel West pou road needs most improvement. Possibly a conflict of interest because I live there but this leads to my question: Is this project just based on primary roads or are we looking at secondary roads to improve as well. Any improvements will benefit Chuuk but even the newly paved primary roads are experiencing</p>

heavy congestion. Before congestion was only during peak hours and holidays but now we are experiencing traffic on a regular basis. This is why I'm asking about secondary roads. Improvements on these secondary roads could relieve congestion on primary roads.

[Response]

No definitive labels for primary road and secondary roads. Existing road, paved or unpaved, is mostly considered a primary road as it is still the only road for many to access critical infrastructure and resources on the island. So even the Pou road is a primary road for all the residents there.

Although priority road investment has been identified from Airport to Pou Bridge or Pou Causeway. West Pou can still be considered for improvements under FSM Prime project.

[Nelson Steven, Acting President of the Senate, Chuuk State Legislature]

\*Opening Remarks\* Within our institutions; both state and national governments, there is already an existing Infrastructure Development Plan with data that considers social and environmental impacts. The implementation of this IDP has been long overdue in our system. I wonder if the WB doesn't need this data anymore? Are state and national governments still considering these plans as they related to incoming development projects?

[Elisius Akapito, Chief of Planning, Chuuk State Government]

IDP has identified the road network on Weno as a priority. To add to that, the conceptual design for the circumferential road including primary roads and secondary roads has already been completed. It's just a matter of securing funding for these works. This E&S assessment will add depth to our plans, but as far as the conceptual design that has been closed.

I hope Argo and the WB are aware of China's commitment to the Weno road, which is already in its third phase. Chuuk state's proposed concept to China is for the whole Weno road. I hope the WB FSM PRIME projects and proposed ADB roads don't just focus on Weno. If this happens then other critical road infrastructure on other islands throughout Chuuk, as already identified in the IDP, will remain overdue. Other regions might never see development.

[Response]

During consultation with WB and Argo, it has been identified in the gap analysis the need to secure and scale up these existing conceptual designs. This is the importance of the social and environmental data gathering works that Argo and its state partners have been undertaking, to add and feed into these designs. The data we are gathering and other frameworks will be needed to support these conceptual designs when presenting our proposals to donor partners.

[Mars Akapito, Director of Chuuk Conservation Society]

\*Opening Remarks\* I understand there is the IDP that identifies key road infrastructure that require development. This was developed a while ago by the local and state governments. Where did the idea to have WB develop our roads in Chuuk come from? Has there been coordination between the state government, TC&I (national government) and WB? Or was this idea concocted somewhere foreign and you are just here to explain the concept to the Chuukese people?

[Response from Bradford Mori, Director of EPA]

It's already been a year since scoping and consultation works started, the existing concept designs were considered but after developing the initial gap analysis through these assessments, we realized that a lot of data/ information is still missing. We need these key informations to be eligible for these fundings. Key Stakeholder from Chuuk understood that the FSM PRIME should have started from Phase 2 of the Chuuk road project, but due to the funding being divided among all four states, we had to select

Priority Road Investments that were guaranteed to be eligible for this specific WB funding. State decided and selected these Priority Road Investments.

[Tos Nakayama, Director of Transportation & Public Works]

Adding to this discussion, this road project started from the President of the FSM. He met with the heads from WB and requested that during his administration a number of road projects should kick in. The total funding for this FSM PRIME project could be at the upwards of \$40M. Chuuk was the only state that identified road improvements as one of its priorities. Other states prioritized bridges. ADB offered additional funding for sections of the road, approx. another \$40M. So we are looking at around \$80M of funding for our FSM roads. Chief Akapito is now mentioning the China roads improvements. I also understand that there is \$18M of approved funding from CPUC to improve its water and sewage systems. All these different projects will lead to road improvements. So, coordination is critical so there will be no duplication of work. The more we coordinate our efforts, the more we can accomplish with our roads.

To answer your initial question on what sections of the road where I'd expect most improvements are needed: Mwan to Blue Lagoon or the section where the 1st Phase ended near the Mormon Church all the way to Blue Lagoon Resort. This is for the tourists. [as the tourism industry is still one of Chuuk's lead investments] Thank you very much.

[Roger Arnold, Chuuk Economist]

To add to what the director of transportation was saying, I think in the past there were things that were taking place and perhaps it was not well coordinated for all to work together. If I understand correctly, the concept design for the Weno circumferential road was part of a ODA priority project that was submitted 2 years ago. I think this is where it was highlighted and given the fact that the second phase of what was supposed to be the road project for Chuuk state was no longer possible to be carried out under the funding from the Compact of Free Association funding. This is where all came into place. This project on the resilience, it was well discussed during the green climate fund symposium and which was emphasised. I think these discussions might have sprung the concept of assisting Chuuk in these areas. What Tos said is very critical, coordination is key. We need to work together. Given these kinds of funding we are about to receive or are in the pipelines for us to tap. Why not, work with them, work together so we can really build up our infrastructure as needed that has been far being neglected over the years. Thank you.

[Brad Mori, Director of EPA]

Just to go back to what Director Tos talked about, during the consultations with the WB, the issue with the water and sewage systems and its possible funding from ADB did come up as they weren't aware of ongoing projects or of what has been funded. It is our wish to coordinate with existing projects/upcoming projects so we can have a better turnout

[Graceful Enlet, Director of Education]

\*Opening Remarks\* Our other islands in Chuuk, outside of Weno, are in desperate need of development. Students walk long distances just to get to school, some have to swim and literally climb mountains just because of the lack of road infrastructure. These are the road investments that are prioritized by other municipalities outside of Weno. I hope that since Weno is getting a majority of these fundings [China Road, ADB, etc], we can see some of these development projects spread to other islands/municipalities outside of Weno. Thank you.

[Nelson Steven]

Thank you to Director of Transportation, Tos Nakayama, for clarifying that the idea for these projects came from the FSM President. I was with President on his field trip to Ichimantong, Tonoas and his commitments sounded too good to be true. Its true coordination is paramount to fend off other political

<p>disparities. There are only a few months left with this current administration, I hope this is picked up by the next administration through the efforts of the current state partners and Argo</p> <p>From a political standpoint, public policy making, to me unifying resources is important.</p> <p>[Mars Akapito, CSS]</p> <p>I asked the question, where did this project come from? Because from listening in to the discussion, it sounds like some of these projects are not coordinated with each other. As we've already learned from the Chief of Planning, the China Roads are already in its 3rd Phase. I hope these projects can complement each other, add onto existing plans so that the resulting roads can fit together instead of fighting who will get precedence.</p> <p>I also think the Director of Education's concerns are taken into consideration. I'm worried these road improvements will come in and just focus on Weno. When are we going to see development on other islands/municipalities? This is why I asked where did these ideas come from? Did someone carve this idea up somewhere and expect us to be content with it? If we want these roads to be most beneficial to Chuukese, when we must start these ideas/plans from within, from our stakeholders and not rely on others recommendations. I'm glad to know that these ideas came from our FSM President. These priority roads should come from our planning and preparations and not from outside where they just come in and expect us to agree.</p> <p>[Response]</p> <p>Yes, these ideas came from the President's initiative to Pave the Nation. This is the importance of what we are trying to do, engaging with stakeholders so their ideas, thoughts and suggestions can be taken into consideration and not just some foreign idea brought in.</p> <p>[Lei Shirai, CPUC, CFO]</p> <p>When CPUC was visited by PMO and TC&amp;I back in January, this was when the scope was only from Airport to Causeway. One of the reasons they met with CPUC was because they mentioned the WB roads will include utilities; Sewer, Water or any assets CPUC has along the way will be include. Now we are talking about additional priority road investments. Are utilities still included? Considering CPUC now has ADB funding for the water and sewage systems. Or still under discussion now that CPUC has ADB.</p> <p>\$4M funded by ADB disaster risk reduction. All four states working together to identify what projects to be funded under that project. (1) Complete the loop for power utilities around Weno. Problem, no more old roads, it would be difficult to install poles and utility lines without any road to access those areas. (This section of road should be considered a state priority road investment, Epinuk to Sapuk)</p> <p>[Elisius Akapito]</p> <p>Thankful for the president's road initiative. Many projects directed to funding the road infrastructure in Chuuk, however, were not coordinated. IPC, Infrastructure Planning Committee? Our IDP is an official document for our nation. Any projects that come in should follow the programs identified in IDP.</p> <p>I have to agree with Director Tos Nakayama to prioritize that Section from Mwan to Neauo because it adds economic benefits to the islands [Tourism, Road leads to resorts &amp; attractions]. We can worry about traffic congestions but these should be secondary, we need to consider the overall economic benefits for Chuuk. IDP should be followed. Different focal point/ lead departments shouldn't stray from the plans set forth in the IDP. CPUC shouldn't take initiatives on ADB projects, Argo on WB projects, Planning Office already finished their part on the China Road project. All these projects should be combined, coordinated, so there is other funding for road projects on other islands in Chuuk.</p> <p>[Mars Akapito, Chuuk Conservation Society]</p> <p>It's important to stress that we need fidelity to our existing plans. We cannot react when opportunities pop up. We need to stand our ground on existing plans so it doesn't seem like we are operating in different departments. We need connectivity of interest.</p>
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<p><b>**Clarification**</b></p> <p>This project belongs to Chuuk state and the FSM, through their respective lead agencies. Argo is just present to conduct the social and environmental impact assessment on behalf of those agencies. Argo will not select or take initiative on the selection of priority investments, state and national will.</p> <p>[Roger Arnold]</p> <p>Collective interest is important. Any findings yet from Agro on Environmental and Social Impact assessment? Beginning stage?</p> <p><b>**Response**</b></p> <p>Yes, early stage. Data gathering efforts, Field Survey and Stakeholders consultation. Once draft framework assessment completed will return to stakeholders for feedback</p> <p>[Mars Akapito, Chuuk Conservation]</p> <p>Chuuk Conservation Society is interested in understanding the social safeguards instruments for this project. Encouraging key players to avail these instruments to independent parties and to make sure that they are in compliance to our environmental and social conservation efforts.</p> <p><b>**Response**</b></p> <p>We have been collaborating with other NGO, Chamber of Commerce, Chuuk Women's Council and Chuuk Youth Council, however we are not sure why they didn't send their representatives today. We will reach out to these more NGOs during our next stage of consultations.</p> <p>[Tos Nakayama]</p> <p>We need to collaborate our efforts, especially on the road easements. Every time we work with other states, they always single out Chuuk as being behind. We need to prove to them that the Chuuk now is different from the Chuuk them. We need to make sure we provide all relevant information to support these projects so they can continue without issue.</p> <p>[Atson Nakayama]</p> <p>Regarding easements for this project. Lets not just focus on providing relevant documents on easement for the prioritized sections already identified. We should start compiling all relevant easement documents for the whole priority road on Weno.</p> <p>Just a comment on road development on other islands and road projects being centered on Weno. Secure those road easements. From my understanding, all only tonoas as more than 50% of their land titles secured. The rest have a lot of land documents missing.</p> <p>[Mars Akapito, Chuuk Conservation Society]</p> <p>Just a clarification, I agree with the completion of the road in Weno. The road projects should just not end in Weno. I am concerned that the scope of the assessments are focused on Weno.</p> <p>[Tos Nakayama]</p> <p>2 years ago, when WB initially sent their representatives to scope out the marine projects. We sent them to Tonoas, Fefan and Udot. I think they have a good picture of the conditions of all our roads in Chuuk, including neighboring islands. So yes, these are in the pipeline. In fact, I requested.</p>
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	<p>[Graceful Enlet]</p> <p>Multiple road development projects directed towards Weno, is there are possibility that maybe the road is overfunded? Just for your information, Faichuk region already has an infrastructure development plan. These should be considered as well.</p> <p>[Urumai]</p> <p>Mixed feelings on this project. I'm excited that this project aims to complete the Weno roads. But equally concerned that these projects might end in Weno. How does this benefit Chuuk as a whole, when other islands or municipalities aren't getting their developmental needs, such as road infrastructure developments.</p> <p>We have road paths on Tonoas that connect all villages throughout the islands. We have vehicles that travel those roads. We have docks. We have ongoing economic development projects such as the coconut processing plant. My concern is because I heard from the FSM President himself stating his hopes to develop tonoas roads. I have no questions, just a request that you include tonoas in on these developments plans. If there is anything, development assistance for roads, priority roads investments, please consider tonoas.</p> <p>[Lei Shirai]</p> <p>Part of the beautification of Chuuk project, leaders encouraged improving roadside fences. Some are not already built with concrete. What's the plan there? Will there be any displacement of people? You might not have an answer now but do you think this might be an issue?</p> <p>We have a draft regulation regarding these concrete fences that are already built. Any fence, concrete or what not, that encroach the road easements will be removed at the cost of the builder. When applying for permits, those are considered in our guidelines. Don't block utilities, don't encroach government easements</p> <p>[Roger Arnold]</p> <p>Just to add to the request for more development on Tonoas. Since you are focused on the social and environmental impacts for these road projects. There are works in place with Commerce &amp; Industry identifying tonoas as a site for development to take away stresses or pressure of economic development being focused on Weno.</p>
<p><b>4</b></p>	<p><b>Meeting closed</b></p>

ATTENDANCE SHEET

Project: FSM PRIME

Purpose: Stakeholder's meeting

Venue:

Date: Sept 03, 2020

Time:

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
1	Inos Uruman	Tonaras Municipality	930-2664		
2	DOUGLAS MARAN	CVB	330-4133	dmaran1974@gmail.com	
3	TOG TOG KAPAMA	DOT & PWI	930-4930	renanw1965@gmail.com	
4	MANE MANE APITO	CPK	930-5705	maneapito@gmail.com	
5	Dino Aliven	C&I/LMO	930-2682	dinoaliven@gmail.com	
6	Arvin Agus	ACE Hardware	932-6793	chukaca@mail.fm	
7	ATSON NAKAYATNA	GOVERNORS OFFICE	930-9422	atson.nakayana@gmail.com	
8	Leialoha Shirai	CPUC	330-2400	lei-shirai@cpuc.fm	
9	Atanasio Hetiback	Senate, CSL	970-3323	ahetiback@gmail.com	
10	GRACEFUL Enlet	CDOE		ghe508@gmail.com	
11	Jay. Ueda	CHI	930 3833	uedajay2018@gmail.com	
12	MANEICHY SONIS	Land Commission	730-2771	sonis.maneichy@yahoo.com	
13	BRAD MORI	EPA	330-4158	bradmori@hawaii.gov	
14	Josie West	UJMW	330-5862	josiewest@ujmw.com	

ATTENDANCE SHEET

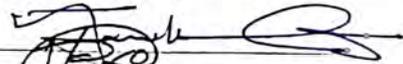
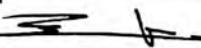
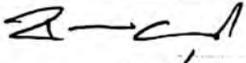
Project:

Purpose:

Venue:

Date:

Time:

No.	Name	Organization	Contact (phone)	Contact (email)	Signature
1	Nowell Petrus	ODA - chunk	(691)330-2926	chunkoda.adnpps@gmail.com	
2	Harris Rain	Gov Sp. Ass	330-2234	harrisrain20@gmail.com	
3	Nelson Stephen	Senate Chu	330-4282		
4	Kantifo Kanas	Agriculture	330-2756	Kanas.kantifo@yahoo.com	
5	Eliseus Arcapito	Planning	922-6075	Elapito@yand.com	
6	Roger Arndt	Civil Eng	931-1645	rogsevarn@gmail.com	
7	PETER ATEN	C&I	330-8782	peteraten@yahoo.com	
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## MEETING NOTES

<b>Project:</b>	<b>FSM Prioritized Road Investment and Management Enhancement (PRIME) Project: Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	C&I, Conference room		
<b>Date:</b>	Sept 24, 2020	<b>Time:</b>	11:30am
<b>Chairperson:</b>	N/A	<b>Recorder:</b>	N/A

**Attendees:** Argo Environmental Ltd - Donsean Mori  
C&I, Division Chief - Peter Aten

**Purpose:**

Baseline data collection/ Standard Operating Procedures (or Similar) for Land Management on how land acquisition/ compensation is to be undertaken.

**Proceedings:**

No.	Agenda Item / Discussion
1	<p>Land Easement Scanning Works</p> <p>Apologies from Chief Aten for such a busy week. Mr Tasuo William from Land Management had a funeral and has been out of office since Tuesday, 09/22/2020. There was also another state funeral yesterday that Chief Aten had to attend and that was the reason he could not reassign anyone on Wednesday, 09/23/20.</p> <p>Chief Aten acknowledges that Dino Aliven is correct that Tasuo William is the main person assigned to the vault and that it would be best to wait for his availability. Per Chief Aten, Tasuo William should be back in office this Friday, 09/25/20. If Mr. William is available then, scanning works can start right away, if not then scanning works should be scheduled for early next week before the Sept 30th deadline. Stop by the office Friday at 10am.</p>
2	<ol style="list-style-type: none"> <li>1.) Standard Operating Procedures (or Similar) for Land Management on how land acquisition/ compensation is to be undertaken.</li> <li>2.) Standard compensation rates document for land/assets/crops etc.</li> </ol> <p>Chief Aten stated that the Land Management office has been working with a land acquisition schedule that was based off of one from Asian Development Bank from 12-13 years ago. Standard compensation rates range from \$15-\$50 per square meter. Compensation rate is based on distance from high value land areas, mainly port areas (Seaport and Airport), which receive the highest compensation rate of \$50 per square meter.</p> <p>Chief Aten notes that technically by law the compensation rates are expired as land valuation should be reassessed every 10 years. However, due to limited funding there has never been a valuation assessment since. Land Management is still using those rates.</p> <p>Chief Aten further notes that CPUC has adopted the state's land acquisition rates for their most recent projects (ADB &amp; WB funded) but with a 1% annual increase in those rates. Chuuk State has not increased rates since its adoption more than 12-13 years ago.</p> <p>Chief Aten mentioned that Dino Aliven from Land Management is the right person to get a copy of the Land Acquisition Schedule document from. Dino Aliven is aware of Argo Environmental efforts to compile all these documents so it is best to schedule a meeting with him. Dino Aliven is currently out in the field but if you schedule an appointment with him via email, he should be able to provide a copy of the document.</p>
3	<b>Meeting closed at 12:00pm</b>

## MEETING NOTES

<b>Project:</b>	<b>FSM Prioritized Road Investment and Management Enhancements (PRIME) Project: Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Governor's Auditorium		
<b>Date:</b>	November 12, 2020		
<b>Chairperson:</b>	Donsean Mori	<b>Recorder:</b>	Donsean Mori

**Attendees:** *Refer attached attendance list*

### Purpose:

- To provide an update on progress, scope and timing of the PRIME Project.
- To outline proposed key principles of E&S framework documents and 'strategies' to screen and manage possible environmental and social impacts from any Project works (once they are identified).
- To receive comment and feedback from stakeholders, in order to complete draft E&S framework documents.
- To engage stakeholders in the development of these documents and management decisions for the Project

### Proceedings:

No.	Agenda Item / Discussion
1	<p><b>Welcome &amp; Introductions</b></p> <p>[Lt. Governor]</p> <p>Stressed the importance of collaboration between government stakeholders and consultants; when relevant government stakeholders are needed, whether it's for information needed or for consultation meetings, everyone should work together because the FSM Prime project is for the benefit of all. Everyone present has a stake in the project.</p>
2	<p><b>Presentation provided by Argo Environment Ltd (Donsean Mori)</b></p>
3	<p><b>Discussion</b></p> <p>First concern that was brought up was regarding the disclosure of the draft framework documents. Discussed this extensively within group and clarified the purpose of this round of consultation and the timeline for the disclosure of the draft and final E&amp;S framework documents.</p> <p>In the end, everyone in the room still requested that a FSM PRIME representative shares these documents with all interested stakeholders when they are made available. The more information that can be shared with the stakeholders, the more they can provide quality contribution to the consultation meetings/project.</p> <p>Chief of Commerce and Industry asked whether all the relevant information that has been gathered for the baseline assessment was completed.</p> <p><i>*Response*</i></p> <p>Replied that all the agencies were very helpful and that we did receive a lot of useful information from their agencies. Mentioned that we identified land easements that were available particularly for the road sections from the Airport to the Pou bay causeway and although I did scan a good portion of those easements, more works still need to be done by the Land Management office to organize all existing</p>

<p>easements. This would be very critical once any other physical works are identified along the primary road.</p> <p>West Pou Road was brought up. Will it be included in the project? Why was it classified as a secondary road?</p> <p>*Response*</p> <p>Lt. Governor assisted in answering that question as he's been periodically updated by Robert Goodwin from PMO. He mentioned that although it might not be included in the Physical works for this round, including the road section in the climate vulnerability studies is critical in getting works in these areas started.</p> <p>CPUC stressed the importance of collaboration between different projects. The local utility corporation has 2 projects in works, one funded by ADB for water and sewage facilities and one funded by WB for a solar plant at Mechitiw. Both these projects will be affected by the FSM PRIME. ADB can start as early as next year. CPUC also stated that it was their understanding (from TC&amp;I during scoping) that the FSM PRIME road from Airport to the causeway will include all utilities; water and sewage.</p> <p>Mentioned that the assessment we completed is just the beginning of a series of studies that will be taken to determine what will be included and what will not. Continued to stress the importance of stakeholders meetings and the whole Participatory Design Approach that's integrated into the FSM PRIME.</p> <p>Question regarding our timeframe. It seemed a bit too promising considering it was stated that we could see detailed designs for the physical works within 2 years. In comparison, the WB Marine Project in Chuuk, which is already approved, is not seeing any physical works within the next 5 years.</p> <p>Mentioned that these projects take time, as all these impacts have to be taken into consideration to avoid, minimize and mitigate. However, my knowledge on the construction timeline is limited. These projects might not even make it that far which is probably why that is still TBA.</p> <p>Chuuk Conservation Society stated their appreciation for their organization's inclusion during these stakeholders meetings. They also asked a similar question to what Kosrae leadership asked; Which of the four state's physical works will start first? Will they all start simultaneously? Will any of Chuuk's physical works be affected by delays or complications for other states?</p> <p>Stated that I will take note of this question and will not make too many assumptions but I do understand that one of the objectives of our work is to secure the funding for this project. Once funding is secured, further studies and works in each state should be independent of one another. Hold ups in Pohnpei should not result in delays in other states.</p> <p>Lt. Governor asked if the exact starting and ending points of the Prioritized work in Chuuk is already established?</p> <p>Again, mentioned that while my personal knowledge on this is still limited I will take note of the question. However the whole primary road was assessed and will be further assessed during the VA/CRRS studies and that depending on the results of studies, we can still see modification to the prioritized works.</p> <p>The Governor's economic advisor and the Chief of C&amp;I asked how the prioritized road was selected. Why was it limited to less than 2 miles of road? Was this due to limitations in funding?</p> <p>*Response*</p> <p>Mentioned that the prioritized section was determined by earlier scoping missions by DTC&amp;I, in consultation with key state stakeholders along with WB. Solicited EPA's assistance considering they were present during these early missions. EPA mentioned that the scoping missions were based on</p>
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	<p>preliminary environmental assessments. Although other road sections may have more economic significance, the selected prioritized road fit the PRIMES objective the most, whereas it needed the most climate proofing solutions as compared to other road sections. EPA clarified that although they were present, they were not part of the selection process.</p> <p>Lt. Governor ended the meeting with comments regarding a similar project that is in the works for Chuuk that will be funded by ADB. Collaboration between all projects is critical if we want to rehabilitate our roads in its entirety.</p>
<p><b>4</b></p>	<p><b>Meeting closed</b></p>

ATTENDANCE SHEET

Project: FSM PRIME Project	Purpose: Stakeholder's meeting
Venue: Gov. Conference Room	Date: 11/12/20 Time: 2:00pm

No	Name	Organization	Contact (phone)	Contact (email)	Signature
1	DONSEAN MORI	ARGO	451-6674	donsean@argo.com	
2	Mary Mori	Gov office	330 2234	mary63@gmail	
3	ATSON NAKAYAMA	GOVERNOR OFFICE	930-9422	atson.nakayama@gmail.com	
4	PETER ATEN	CS/I	330-8782	peteraten@yako.com	
5	Curtis Graham	DMR	330-6729	abcpenia@gmail.com	
6	Leialoha Shirai	CPUC	330-2400	lei.shirai@cpuc.fm	
7	Dino Aliven	Land Management	330-8782	dino.aliven@gmail.com	
8	BRAD MORI	<del>CPUC</del>	330-4158	brad.mori@hawaii.gov	
9	Mark Kapito	CCS	<del>330-7227</del>	mark.kapito@gmail.com	
10	Roger Arnold	Gov off.	330-2234	rogerarnold@gmail.com	
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## **Yap Meeting Notes**

## **FSM PRIME - Consultation presentation Meeting**

**Date: Friday, 14Aug 2020 @ 12pm**

**Venue: Ganir Restaurant- Yap State**

**Stakeholder: Council of Pilung (Chiefs)**

**Presenter(s):**

- Johnathan Fathal-State Planning Chief,**
- Jacob Falan-EPA Acting-Exec Director &**
- William Domingo-PMO Resident Engineer**

**Individual Stakeholders:**

- James Manguwon, Chief of Weloy Municipality**
- Francis Fithingmow, Chief of Gagil Municipality**
- Steven Mar, Chief of Tomil Municipality**

### **Highlighted points**

1. Chief of Weloy noted that the two primary bridges being considered for reconstruction must have an alternative detour route within the village of Nimar so that commuters do not have to go around the loop road to get into town.
2. Chief of Tomil wanted to minimize the destruction of gardens and taro patches along the northern road and if such resources are to be destroyed without alternatives then he should be contacted to mediate with the land owners.
3. Chief of Gagil seeks assistance in relocating the waterline that runs under a portion of the existing Gagil road before any construction of the Northern Road takes effect. He suggests that the waterline be relocated outside the gutter areas.
4. The Chiefs asked that they be allowed to meet with potential contractors and that they be involved in the selection of contractors once the project solicits contractor proposals.
5. Once the E&S assessments are done, the Chiefs would like to choose a member of their own individual municipalities to be their eyes and ears in the government focal group that is administering the project for information-sharing purposes
6. The Council of Pilung would like to be considered in Zoom conferences between government agencies and outside donors, especially on infrastructure projects that takes place in the different municipalities of Yap State.

## FSM PRIME - Consultation presentation Meeting

**Date: Tuesday, 15SEPT 2020 @ 1pm**

**Venue: Yap Chamber of Commerce Conference Rm-SBDC Bldg**

**Stakeholder: YCC Key Members and others**

**Presenter(s):**

- Jonathan Fathal-State Planning Chief,**
- Jacob Falan-EPA Acting-Exec Director &**
- Sebastian Tamagken-Civic Affairs.**

Highlighted points:

1. Name of Bridges to be officially referred to as in A) **Donoech** instead of Manta Ray Bridge; B) **Doqmathing** instead of Waab Hardware Bridge. This was embraced by the members as a way to ensure local names aren't neglected or driven away by local government projects.
2. Bond requirement on contracts for the local companies are an unnecessary requirement in many forms as; 1. Local Companies are poor and cannot afford more restrictions in order to win bids. 2. Local Companies are owned by Islanders and are never at flight risk or others.
3. Northern Road estimate needs to be precise by a certified engineering agent/agency. To date Public Works & Transportation-Dept hasn't given any clear picture what the costs are for the resurfacing of existing road, repair and/or extension to Tamor, Tamil and Gachpar, Gagil.
4. Recommended to the government to closely work with PW&T for a thorough cost on the Northern primary road and to consider using "Cement" than "Asphalt" for many good reasons in the future.
5. Product Quality to closely consider by all parties related to No. 4. This is based on past experience on the existing road (Northern) not lasting over 10 years before deterioration begin.
6. Road Easement Law—Needing more Public Education to the community in order to avoid conflicts and interferences based on lack of education/information on what Road-Easement is.
7. Government to seriously consider how Local-Contractors can win bids if it means supplementing other means rather than spending local money to the outside world.

8. Side-Walk; this is a major issue around the Capital (Colonia-Town) and shall be seriously considered to ensure pedestrians are always safe on the road at all time.
9. Involving "Local-Artists" perspective on the designing of any projects especially infrastructure to retain/capture the local-taste or image of Yap State where possible.
10. Primary Road needing immediate repair as well;
  - \*Around the Lagoon-Needing patching, elevation from tides, sidewalk.
  - \* PTS to International Airport Road (flooding, cracked-pave, uneven, sewer leakage).
  - \*Water Dam Road-Excessive flooding during rain even light-rains.
  - \*Ayrach Hill—Yyin, Fanif Road; cracked and deteriorating fast, unsafe to drivers heading downhill.
11. Gaanelay School Road—Needing pavement to prevent steep drainage into main-road intersection causing cracks on pavement, unsafe for drivers and etc.
12. Proper Drainage Issue—Most areas on the Primary Road do not have proper drainage thus most of the areas are beginning to break/crack between heavy rains and hot sun heating asphalts.
13. Mochoy Road—Crossing Dugor to Adibweq in Weloy Municipality is a Primary Road that was neglected before. This road runs across East-West making commuting more convenient, faster and cost effective. It helps in emergency situation for people on West-Side to reach the Hospital faster and students reaching to Bael-School on a daily basis.
14. Tamil Bridge—This has been on the table for some time in the past. Connecting Colonia to Tamil Side over the bay. Easier and shorter for commuters, emergency situation, school access and etc.
15. Yap State Hi-Way or Freeway—Build an Island Freeway from North-South with exits into respective communities, down-town and etc. Serves as main road in case of inundation or floods during heavy storms.
16. Government to define Primary Road and Secondary Roads.
17. Mulroo Bridge—Between Ace's Mart 1 Store and Ace's Mart 2 Store. Needing excavation to free up debris stuck underneath as well as elevation to prevent submerging during high tides.
18. Ganir Bridge—Government to do immediate repair and enable yachts to anchor inside Lagoon and etc.

## Meeting Photographs



FSM PRIME - Consultation presentation Meeting

Date: TUE 15 SEPT 2020

Venue: Chamber of Commerce office - 88DE

Stakeholder: Chamber of Commerce - Yap State

Name:	Office/Organization:	Email or Phone:
1. <u>John Timmar</u>	<u>JC Company</u>	<u>350-8681</u>
2. <u>Steven Navaa</u>	<u>YCA</u>	<u>ysa@mail.fm / 350-2209</u>
3. <u>Andy Growel</u>	<u>7Dco</u>	<u>7dconstruction@gmail.com</u>
4. <u>Sebastian Tamar</u>	<u>WTC</u>	<u>350-2281</u>
5. <u><del>Paul</del> Paul</u>	<u>WCC</u>	<u>prtorwan@gmail.com</u>
6. <u>Paul Apia</u>	<u>New Line / YFA</u>	<u>paul@yfa.com</u>
7. <u>P. P. SAVAL</u>	<u>CENTERMANE</u>	<u>350-7551</u>
8. <u>Jacquelyn Jefagoval</u>	<u>Yap Chamber of Commerce</u>	<u>jefagoval@gmail.com</u>
9. <u>Jacob Faran</u>	<u>YAP State EPA</u>	<u>faran.jacob@gmail.com</u>
10. <u>Filemar Youngmed</u>	<u>Centerlane Cons.Co.</u>	<u>filemar691@gmail.com</u>
11. <u>Willie Banua</u>	<u>CSI / micronesia forwarder</u>	<u>willie_mf@mail.fm</u>
12. <u>Anu-Manu Farmer</u>	<u>JCo.</u>	<u>350-8681</u>
13. <u>JAMES LIMAR</u>	<u>88DE</u>	<u>350-4801</u>
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## **FSM PRIME - Consultation presentation Meeting**

**Date: Friday, 18SEPT 2020 @ 10am**

**Venue: Yap State Legislature Chamber**

**Stakeholder: Yap State Legislature members**

**Presenter(s):**

- Johnathan Fathal-State Planning Chief,**
- Victor Bamog- Director of Planning & Budget**
- Theo Thinnifel- Director of Public Works**

**Individual Stakeholders:**

- Jerry Fagolmul- YSL Floor Leader**
- John Maswemai- YSL Vice Speaker**
- Jesse Ragilmar-YSL Committee on Gov't, Health, & Welfare**

### **Highlighted Points**

- Road Easement Law—Needing more Public Education to the community in order to avoid conflicts and interferences based on lack of education/information on what Road-Easement is.
- Northern Road estimate needs to be precise by a certified engineering agent/agency. A maintenance proposal for the project must be projected on a yearly basis.
- Any reports or stages of the project that is documented must be shared with the Yap State Legislature.
- Safety and continual flow of traffic must be ensured during the implementation of the project so that commuters will not be hampered in any way.
- The Division of Land Resources must be made aware of all land-based projects to ensure that project operations do not infringe on private property.
- The cultural and customary rights of the citizens of Yap must take paramount during the implementation of the project and that the focal group should ensure those rights in all aspects of planning.

## **FSM PRIME - Consultation presentation Meeting**

**Date: Tuesday, 20OCT 2020 @ 1pm**

**Venue: YSPSC (Yap State Public Service Corporation) Conference Room**

**Stakeholder: YSPSC General Mgr, Asst. Mgr, Division Heads and others**

**Presenter(s):**

- Jonathan Fathal-State Planning Chief,**
- Jacob Falan-EPA Acting-Exec Director &**
- Sebastian Tamagken-Civic Affairs.**

Highlighted points:

1. According to the General Manager-Mr. Faustino Yangmog and Assistant Manager-Mr. Victor Nabeyan, YSPSC has submitted its underground power-line layout to the state for consideration in the future. It is their hope to have this plan be part of the state future plan where the shoulder(s) of the primary road be reserved for YSPSC's Underground Power-Line. This plan is considering north-south primary road and the Loop road. According to Chief of Planning-Mr. Jonathan Fathal the plan has been received by his office and submitted to the Governor for review and funding consideration.
2. Concern by YSPSC regarding northern road extension plans namely at the end-of-pave next to the FMI and Sports Complex compounds leading to Gagil Municipality. (Please refer to FMI-Sports Complex Simulating map pic). Based on instructions by the government in the past (Public Works & Transportation-Dept) the main road around that particular area will be relocated to give more space to the FMI (Fishery & Maritime Institute) Campus and the Sports Complex space for expansion. Thus the power lines near those areas have been laid in the bushes supposedly where the primary-road will be one day. This is a question whether or not this is what the state is still planning on doing as currently this sits as a challenge to the power company having to drive in bushes for regular maintenance and emergency repair.

These are the two major points by the YSPSC. Aside from that they are very keen and supportive of the Prime-Road project for the nation and states. Further, they continue to extend their supports on anything they can do to help in terms of locations of power line, sewer & water lines and etc.

Note: Please note on FMI-Sports Complex Simulating map as a rough sketch by us (civic affairs) and YSPSC will assist in providing the actual GIS plot-map, if required.

# Meeting Photographs



FSM PRIME - Consultation presentation Meeting  
 Date: 10/20/20 @ 1:00pm  
 Venue: YSPSC Conf Room  
 Stakeholders: YSPSC

Name	Office/Organization	Email or Phone
1. <u>Enahtae Yagong</u>	<u>YSPSC</u>	<u>350-4427</u>
2. <u>Victor Robinson</u>	<u>YSPSC</u>	<u>-</u>
3. <u>Steven Liando</u>	<u>YSPSC</u>	<u>350-4427</u>
4. <u>Maen Suk</u>	<u>YSPSC</u>	<u>350-4427</u>
5. <u>Gidon Motiel</u>	<u>YSPSC</u>	<u>350-4427</u>
6. <u>Charles Falmecan</u>	<u>YSPSC</u>	<u>350-3575</u>
7. <u>Johnston F. Fith-1</u>	<u>OPB</u>	<u>350-2160</u>
8. <u>Jacob Folan</u>	<u>YSEPA</u>	<u>350-2113</u>
9. <u>William B. Brown</u>	<u>PRIO</u>	<u>950-1672</u>
10.		

## **FSM PRIME - Consultation presentation Meeting**

**Date: Friday, 06 November 2020 @ 3pm**

**Venue: Council Of Pilung Meeting Room**

**Stakeholder: 10 Municipal Chiefs and others**

**Presenter(s):**

**-Jonathan Fathal-State Planning Chief,**

**-Victor Bamog-Director of Office Planning and Budget &**

**-Sebastian Tamagken-Civic Affairs.**

Highlighted points:

1. Chiefs were given opportunity on the presentation with not much concern.
2. They were also briefed on other Stakeholders' meetings taken place with their approvals and blessings to continue work with other stakeholders for more public comments.
3. Tamil Chief-Steven Mar recommended to the working group to work closely with YSPSC regarding their power-lines next to FMI and Sports Complex (as highlighted during YSPSC's meeting report on October 20, 2020) to ensure that the primary road will coincide with their current layout otherwise they might need to realign back to existing road, should they choose to be next to main road. Otherwise, the choice is entirely up to YSPSC's how they layout their power poles around that area without any objection by Tamil Chief Mar.
4. All 10 Chiefs made light comments on the presentation as an indication that they are in one accord with the current plan(s). They gave their full blessings to proceed on every phase necessary for the project to begin as soon as practicable for the state.
5. Chairman of the Council-Chief Bruno Tharngan thanked the group and welcome any future updates there may be for the council to consider. Lastly, the council is welcoming community meetings should the group feel necessary. Otherwise, each of the 10 Chiefs will take full responsibility in conveying the message to each of their respective communities.

## Meeting Photographs



FSM PRIME - Consultation presentation Meeting

Date: 11/20/20 8:30pm

Venue: Council of Plung

Stakeholder: Traditional Chiefs

Name:	Office/Organization:	Email or Phone:
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7.	<u>Bruno Tarsagan COP</u>	<u>350-3727</u>
8.	<u>Thomas Fongit COP</u>	<u>850-4225</u>
9.	<u>James Manguan C.O.P</u>	<u>350-2214</u>
10.	<u>Francis Fitingma COP</u>	<u>350-2364</u>
11.	<u>Cyrl Yinnifet</u>	<u>350-2225</u>
12.	<u>Justin Yilubag C.O.P</u>	<u>350-2304</u>
13.	<u>Stan Mor</u>	<u>352-3656</u>
14.	<u>JAMES LIAR COT</u>	<u>350-2304</u>
15.	<u>Folomus Kenne COP</u>	<u>folomuskenne@gmail.com</u>
16.	<u>Jonathan F. Fathel OPB</u>	<u>350-2166</u>
17.	<u>Victor Bamey Director OPB</u>	<u>350-2166</u>
18.	<u>Mang Gurreal COP</u>	<u>350-2304</u>
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## **FSM PRIME - Consultation presentation Meeting**

**Date: Thursday, 12NOV 2020 @ 12pm**

**Venue: Media & Protocol Div., Conference Room**

**Stakeholder: Yap Women's Association (YWA) & Kids of Ruuq Community (KORC) Youth Group**

**Presenter(s):**

**-Jonathan Fathal-State Planning Chief,  
-Jacob Falan-EPA Acting-Exec Director &  
-Sebastian Tamagken-Civic Affairs.**

Highlighted points:

1. Youths emphasis on proper drainage and sidewalk especially during rainy days and hard to walk before/after school.
2. YWA Chairwoman-Laura T. Ngaden inquiring of Ganir Bridge as the most condemned bridge yet not being considered under this phase.
3. YWA recommending to the government closure of the Ganir bridge for public safety as it deem obviously necessary to prevent any possible injury in the future.
4. When is the Secondary Roads to be developed as more and more people are traveling on them due to enormous numbers of vehicles being imported on to the island.
5. When is the PRIME actual work should begin?
6. IOM Manager—Philip Raffilipiy: With regards to the Climate Change, elevation of the lower roads should be considered including drainage that shoots out to the taro patches causing taro patches damages.
7. Number of vehicles imported to the island should be seriously looked at as more and more cars are coming in while no exit for broken ones causing more issues not only on existing primary road, but environmental impacts in communities.
8. How is the soil analysis being done for both primary and secondary roads? This is to ensure that there won't be any poor plans to leave other side properties damaged such as gardens/taro patches.

9. Everyone is happy to have learned the information and will pass it on to both the Yap Women's Association respective members as well as other Youths' groups around the island for information and comments as well.

10. Note: Because of school day and during lunch hour; Lunch packets were arranged for refreshments which turned out perfect as it gave energy for more discussions.

### Meeting Photographs



FSM PRIME - Consultation presentation Meeting

Date: 11/12/20

Venue: Media 4 Petrol Conf.

Stakeholder: YWA & Youth

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10. <u>Godwin Etimisep</u>	<u>media</u>	
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