

PRIORITIZED ROAD INVESTMENT AND  
MANAGEMENT ENHANCEMENTS (PRIME)  
And  
STRATEGIC CLIMATE-ORIENTED ROAD  
ENHANCEMENTS (SCORE)  
PROJECTS

Federated States of Micronesia

**STAKEHOLDER ENGAGEMENT PLAN**

FINAL DRAFT

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## ABBREVIATIONS

AOI	Area of Interest
CBO	Community Based Organisation
CIU	DoFA Central Implementation Unit
CR	Complaints Register
CRRS	Climate Resilient Road Strategy
DHSA	Department of Health and Social Affairs
DoJ	Department of Justice
DoFA	Department of Finance and Administration
DoTC&I	Department of Transportation, Communications and Infrastructure
EA	Executing Agency
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 & SCORE 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
GBV	Gender Based Violence
GIS	Geographic Information Systems
GoFSM	Government of FSM
GM	Grievance Mechanism
IA	Implementing Agency
IOL	Inventory of Loss
KIRMA	Kosrae Island Resource Management Authority
NGO	Non-Governmental Organisation
OHS	Occupational Health and Safety
PAP	Project Affected Person
PIA	Project Implementation Agreement
PIU	PRIME & SCORE Project Implementation Unit
PMU	DoTC&I Project Management Unit
PRIME	Prioritized Road Investment and Management Enhancements Project

PSC	Project Steering Committee
RF	Resettlement Framework
SCORE	Strategic Climate-Oriented Road Enhancements Project
SEA	Sexual Exploitation and Abuse
SEP	Stakeholder Engagement Plan (this document)
SIDS	Small Island Developing States
SH	Sexual Harassment
TA	Technical Assistance
TOR	Terms of Reference
VA	Vulnerability Assessment
VLD	Voluntary Land Donations
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.
Disadvantaged and Vulnerable	Disadvantaged or vulnerable refers to those who may be more likely to be adversely affected by the project impacts and/or more limited than others in their ability to take advantage of a project's benefits. Such an individual/group is also more likely to be excluded from/unable to participate fully in the mainstream consultation process and as such may require specific measures and/ or assistance to do so. This will take into account considerations relating to age, including the elderly and minors, and including in circumstances where they may be separated from their family, the community or other individuals upon whom they depend.
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

PRIME will only fund identified primary roads and associated road infrastructure. 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 Federated States of Micronesia (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 are to be included for investment under SCORE (see below).

SCORE Roads

Roads that will be assessed as part of Technical Assistance (TA) aspects of the PRIME Project, including the VA, CRRS and 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 strategic secondary roads identified will be funded under Component 2 of the SCORE Project.

Project  
Persons (AP) 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) and Strategic Climate-Oriented Road Enhancements (SCORE) Projects to improve the climate resilience of FSM's primary and secondary road networks in each of the FSM states. Part of the PRIME and SCORE Project include 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 & SCORE Projects.

## 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 proposed for the PRIME and SCORE Projects. The scope of the SEP includes guidance for primarily information acquisition, disclosure and consultations, dissemination of key issues/results, participatory design approaches, feedback during implementation as well as presents the project grievance redress mechanism. 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 including women.

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

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



Stakeholder Engagement Plans may be prepared based on specific activity or stakeholder needs.

### 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 November 2021<sup>2</sup>) 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 Central Implementation Unit (CIU) safeguard team and internationally based ESA consultants were not able to travel to FSM as part of the preparation of the PRIME & SCORE Projects' ESA. Instead, locally based sub-consultants in each State were engaged to undertake the baseline data collection, field survey and stakeholder consultation activities under the direction of the CIU safeguard team and ESA consultants.

Consultation meetings were facilitated by the State-based ESA consultant team members under the guidance of the CIU safeguard team and international consultants. While initial efforts were made to allow off island ESA team members access to participate in online video conferencing, limited and unreliable internet access hindered participation.

The FSM state-based ESA consultant team were provided with training and consultation material (including presentation, project summary, agenda, meeting minutes template and attendee lists) by the CIU safeguard and consultant team prior to consultation meetings. This was undertaken to ensure consistency in the messages being communicated to stakeholders across all four FSM 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 for each project.

## 1.2.2 Links with Other Documents

This combined project SEP is just one of several Environmental and Social (E&S) instruments developed to support the management of E&S aspects of the PRIME and SCORE projects. Other key E&S instruments prepared for both projects include:

- PRIME & SCORE Environmental and Social Management Framework (ESMF), November, 2021.
- PRIME and SCORE Resettlement Framework (RF), November, 2021.
- PRIME and SCORE Labor Management Procedure (LMP), November, 2021.

In addition, each project has an individual, Environmental and Social Commitment Plan (ESCP):

- PRIME ESCP, June 2021.
- SCORE ESCP, November 2021.

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<sup>2</sup> <https://covid19.who.int/region/wpro/country/fm/>

### 1.2.3 SEP Objectives

The combined PRIME and SCORE SEP seeks to define a technically and culturally appropriate approach to consultation and disclosure. This combined instrument has been developed using the PRIME SEP (January 2021) and updated to include SCORE project additional specific requirements. Thus, this SEP will be used moving forward for both projects.

The goal of this SEP is to improve and facilitate decision making and create an atmosphere of understanding that actively involves Project Affected People (PAP) and other stakeholders in a timely manner and that these groups are provided sufficient opportunity to voice their opinions and concerns that may influence both Project decisions. The SEP is a useful tool for managing communications between DoTC&I and its stakeholders.

The key objectives of the SEP for these Projects 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 and SCORE Projects;
- 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 and SCORE Projects

*PRIME and SCORE Projects* will provide funds for technical assistance and institutional strengthening to improve the management of the road networks in relation to potential climate change impacts for the FSM. Specifically, PRIME will fund the design and construction of the road upgrades on the primary road networks whilst SCORE will fund road works on selected secondary roads. In addition, the Project will fund the feasibility, the design and construction of road upgrades on strategic priority secondary roads in each state 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 Projects. The potential geographic extent of these works are described and shown in the combined projects ESMF<sup>3</sup>.

While some initial road works have been identified as requiring urgent works (refer Component 2 of each project), 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 and SCORE Projects will be identified as part of the Vulnerability Assessment (VA) and Climate Resilient Road Strategy (CRRS) studies funded under the PRIME project. 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 the projects. Preliminary environmental and social risk screening will be part of the multi-criteria analysis.

A summary of key PRIME and SCORE Project components are outlined below. Further detail on the scope of the two project activities are outlined in the ESMF.

### 2.2 PRIME and SCORE Investments and Activities

The PRIME and SCORE Projects are included within the WB's Pacific Climate Resilient Transport Program (PC RTP) series of projects and will make significant investments in a range of climate resilient infrastructure.

Physical works will primarily take place within existing primary (PRIME) and secondary (SCORE) road corridors, or immediately adjacent to the road to improve erosion protection, drainage or safety features. All roads considered for assistance under these projects are to be existing and are strategic and economically important for the individual state transport networks.

The Environmental and Social Risk ratings for each project at time of appraisal are Substantial for both environment and social.

The three and four key components of the PRIME and SCORE Projects respectively, are outlined below.

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<sup>3</sup> Prioritized Road Investment and Management Enhancements (PRIME) Project, FSM: Environmental and Social Management Framework', Report prepared for Department of Transportation, Communication and Infrastructure.

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

This Component involves Technical Assistance (TA) 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 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. The studies are currently underway (November, 2021).
- 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 has been and will continue to 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. Project E&S screening and physical works are expected in early 2022 and 2023 respectively. 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 road to Pou Bay bridge 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. It is expected that physical works will commence in year 3 (2022) of the project.

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 landslip 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; and
- (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. This review is currently underway.
- 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. The PIU has been established and is operational (November, 2021). The PRIME PIU will also be responsible for the SCORE project once approved.
- 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.

#### 2.2.4 SCORE Component 1: Spatial and Sector Planning Tools

This component will provide Technical Assistance (TA) to support FSM in the way that climate change is addressed in the road sector through analytical and sector planning tools that 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) **Finance spatial and sector planning tools.** To provide specific funds to further develop the PRIME funded Vulnerability Assessment (VA) and Climate Resilient Road Strategy (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 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) **Establishment of a Crash database:** Preparation of a climate-informed Road Crash Database based on the outcomes of the PRIME *Road Safety Diagnostic*. The establishment of a crash database will allow for the recording and analysis of all road accident data, thereby enabling an evaluation of contributing factors to the crashes. The free, open-source (Data for Road Incident Visualization, Evaluation, and Reporting) DRIVER software developed by the World Bank (WB) for the Philippines, and now rolled out to 10 other countries, is a promising software to use as the crash database. The intention is to link the database to the Road Asset Management System (RAMS) that is being set up under PRIME. Staff hired for the Data Collection Unit (under Component 3) would be trained to manage and effectively use the road crash database.

#### 2.2.5 SCORE Component 2: Climate Resilient Infrastructure Solutions

This Component involves feasibility studies, design, and construction of identified priority strategic secondary road assets to improve their resilience to climate-related hazards and/or events. The integration of climate change considerations into infrastructure activities will help strengthen the resilience of assets and improve functionality of the road network. The VA and CRRS under PRIME will guide the investments to be included within this Component. Interventions are expected to include measures to strengthen network resilience, including but not necessarily limited to:

- 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;
- 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;
- Spot slope stabilization – widening and/or reducing slope of cuttings 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 or reconstruction of existing crossings and/or provision of new crossings to provide safe, all weather access for vehicles and pedestrians;
- Road safety improvements – traffic calming measures, provision of guardrails, line marking and minor realignments to improve sight distance.
- Other improvements to causeways and bridges as required.

## 2.2.6 SCORE Component 3: Strengthening the Enabling Environment

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 the Government in addressing climate change risks. Considering SCORE is an extension (including the strategic secondary roads) of the PRIME project, the same PIU and CIU staff involved in PRIME will also be involved in the preparation and implementation of SCORE. This component includes the following activities:

- a) **Project Management.** Provide operating funds for SCORE related travel and communications costs. It also includes provision of technical assistance activities to assess environmental and social risks, its impacts and the preparation of environmental and social safeguard instruments that enhance the sustainability of SCORE's climate resilient road sector activities.
- b) **Road Safety Program.** Provision of technical assistance activities to improve road safety more climate resilient road network. This will include baseline and detailed design stage road safety audits and post-construction road safety audits for all road works. The road safety audits will also include access audits<sup>4</sup> for persons with disabilities. The purpose of these road safety audits is to identify areas of concern for the safety of all road users. The audits will systematically analyze the potential risks making the infrastructure unsafe. The recommendations arising out of these audits will inform the detailed design of the works to mitigate the hazards. Follow-up technical assistance to implement the recommendations of the PRIME *Road Safety Diagnostic* may also be financed under this Sub-component.
- c) **Material Testing Laboratory.** Geotechnical investigations during design of road and bridge improvements require a range of materials tests, and construction works contracts require extensive testing, by both contractor and employer, of granular materials for pavement layers, bituminous and asphaltic materials for flexible surface layers, and concrete and steel for structures and concrete pavements. The project will provide technical assistance and equipment for the establishment and initial operation of a government-owned materials testing laboratory in FSM.
- d) **Transport Sector Data Collection Unit.** This is expected to include the development of a transport sector data collection unit housed within DoTC&I. With the strengthening of sectoral and spatial planning tools and more robust data-driven analysis the need for a dedicated team with requisite technical skills to gather and maintain vital data relevant to transport sector management has become apparent. It is expected that SCORE would initially fund five posts – one junior level officer for each state and a senior consultant under DoTC&I (the first two years of project implementation), after which time the individuals will be employed under contract to GoFSM. The funding source for these positions would then transition to GoFSM budget.
- e) **Gender and gender-based violence (GBV) Initiatives.** SCORE will complement activities under PRIME that enhance women's representation in technical roles within the DoTC&I and provide support to DoTC&I Gender Equality Program. SCORE will also provide support to address potential SEA and SH concerns related to Project implementation. The following support will be provided to reduce SEA and SH prevalence levels in FSM: (i) provide training to Project workers; (ii) conduct community awareness raising activities; (iii) support GBV survivors through

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<sup>4</sup> The access audits will identify areas of concern and recommend related improvements to selected infrastructure for persons with disabilities.

strengthening of services of local service providers; and (iv) establish a referral pathway for GBV survivors.

- f) **Sustainable Motorization Management.** technical assistance that would recommend policy interventions and implementation arrangements to assist GoFSM to better manage what vehicles are allowed into the country, how these vehicles are operated and maintained throughout their lifecycle, and what to do with vehicles when they are considered to have reached end-of-life- status. Better managing the motorized vehicle fleet is important for both climate change mitigation and adaptation.
- g) **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.

#### 2.2.7 SCORE Component 4: CERC

**Contingent Emergency Response Component.** This component is designed to provide swift response in an event of an Eligible Crisis or Emergency<sup>5</sup>, by enabling GoFSM to request the WB to re-allocate project funds to support emergency response and reconstruction. The Contingent Emergency Response Component (CERC) may be used following natural disasters or other crises and emergencies, allowing funds to be reallocated from other components of the SCORE project.

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<sup>5</sup> Defined as "an event that has caused, or is likely to imminently cause, a major adverse economic and/or social impact associated with natural or man-made crises or disasters", Paragraph 12, Bank Policy: Investment Project Financing, Projects in Situations of Urgent Need of Assistance or Capacity Constraints.



## 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 ES10 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 and SCORE Projects 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 and SCORE Projects 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 and SCORE Projects, and for these opinions and concerns to be taken into account in the development of works land access documents and E&S management plans;
- Ensuring that stakeholders understand the PIU’s and the WB’s operational aims and requirements with respects to PRIME and SCORE Projects, and have confidence in the PIU’s ability to manage environmental and social risks in a responsible and transparent manner; and
- Provision of opportunity for stakeholders to provide feedback and raise issues or grievance during implementation.

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

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 landowners 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>6</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;
- **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>7</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. To address this concern, additional social specialist consultant resources will be provided to the CIU to guide and support stakeholder engagement during the implementation of both projects in addition to responsibilities and resources set out in the terms of reference for the design and supervision consultant.

- **Raises Expectations:** Stakeholders can have unrealistically high expectations of benefits that may accrue to them from a Project. As such, DoTC&I as Project

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<sup>6</sup>IFC, 2007, Stakeholder Engagement: A Good Practice Handbook for Companies Doing Business in Emerging Markets.

<sup>7</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)."

proponents must be clear on what they can and cannot do, establishing a clear understanding of their roles and responsibilities. Managing expectations especially from landowners and communities affected will be handled at the outset of the Project. This will be achieved through clear explanations about the scope of proposed works, types of anticipated impacts along with proposed mitigation measures at the commencement of the works design process.

In FSM, the engagement processes will provide DoTC&I with an opportunity to develop relationships with stakeholders .

- **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 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 landowners, community and traditional leaders (where present) 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. Local languages will be used at community-level meetings during project implementation.

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 consent.

### **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. Disadvantaged or vulnerable refers to those who may be more likely to be adversely affected by the project impacts and/or more limited than others in their ability to take advantage of a project's benefits. Such an individual/group may also more likely to be marginalized from or find it more difficult to participate fully in the mainstream consultation process and as such may require specific measures and/ or assistance to do so. 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 and SCORE Projects aims at achieving 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 Department of Finance and Administration (DoFA) Centralized Implementation Unit (CIU) which will be implemented for the PRIME and SCORE Projects.

#### **3.4.1.3 Indigenous Peoples**

WB ESS7 of the ESF 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, an 'Indigenous Peoples Plan' is not required under ESS7 as the project itself will include appropriate measures to address the requirements of the standard.

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.

The project approaches towards consultation and participation are consistent with the requirements for Free, Prior and Informed Consent (FPIC) described in ESS7 of the ESF. During the preparation of the projects, key stakeholders, including traditional leaders of the three states that have traditional leadership participated in discussion on the projects, their design and key features of the environmental and social instruments. As described in the RF, the project requires a participatory design approach for physical works design and related mitigation approaches for physical losses involving participation of affected landowners, land users, communities and traditional leaders where present. This will include losses that involve impacts on customary as well as freehold land. The consultation approach set out in the SEP and RF define stakeholders, including directly affected communities and individuals as well as traditional leaders.

## 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 Projects because of their marginalized or vulnerable status.

For the PRIME and SCORE Projects, 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 and SCORE Projects 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 for both Projects, 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 Projects’ AOI) consists of the:

- Road corridor adjacent to the ‘PRIME and SCORE Roads’ (and works where it is a bridge or causeway etc) and immediately adjacent environment either side of the road alignment;
- Road users as well as communities, sensitive receptors and sites of cultural/heritage significance connected to and adjacent to the PRIME and SCORE 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 and SCORE Projects which is based around a precautionary approach. All PRIME and SCORE project data was obtained by desktop study and field survey conducted between July and October 2020 and October 2021, respectively.

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

Environment	Project AOI
Local villages / communities / businesses Sites of cultural/heritage significance	Adjacent to PRIME and SCORE Road alignments and works locations. Connected to and adjacent to the PRIME and SCORE Road networks.
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 and SCORE 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 and SCORE 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 for both PRIME and SCORE projects will only be undertaken along discrete sections of the ‘primary and secondary roads’ identified for funding under ‘PRIME and SCORE’ 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 Projects.



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 assessment/s to be prepared, if required, are to define the AOI specifically for those works to identify works specific stakeholders, based on the works' footprint including all ancillary components and potential impacts on environmental, economic and social receptors.

### 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, non-government organizations, 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 and SCORE Projects 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 PRIME and SCORE Projects:

- 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 Affairs (DHSA), including
    - Division of Youth & Social Affairs
    - Division of Women's Affairs

- Department of Environment, Climate Change and Emergency Management (DECCEM)
- Department of Justice (DoJ)
- National Police
- Public Information Office
- Ministry of Labor
  
- National Agencies / Authorities
  - National Fisheries Corporation (NFC)
  - National Oceanic Resource Management Authority (NORMA)
  - Telecommunication Regulatory Authority (TRA)
  - Environmental Protection Authority (EPA)
  - Kosrae Island Resource Management Authority (KIRMA)
  
- 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
  - Landowners
  - 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
  
- Private Sector and civil society:
  - 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

#### **4.1.3.3 Disadvantaged and Vulnerable Groups**

Disadvantaged and vulnerable stakeholders are those more likely to be adversely affected by the project or less able to fully participate in the project benefits as well as consultation and decision making processes. In the context of the project, these are expected to include those without recognized rights to the land they occupy, the poor, vulnerable road users such as pedestrians and non-motorized transport users, as well as those who may find it more difficult to participate in the consultation processes for various reasons. The identification of disadvantaged and vulnerable stakeholders will be undertaken at each project site as part of the social assessment process when locations of specific project works are decided. The consultation and decision making processes are to facilitate their meaningful consultation and participation in decision making processes.

Further specific stakeholders will be identified once the specific Component 2 works have been defined and assessed with respect to being directly affected parties, other interested parties and disadvantaged and vulnerable to assist in determining the nature, timing, modality of engagement.

## 5. Stakeholder Engagement Approach

### 5.1 Project Preparation Stakeholder Engagement Activities

For Project preparation, engagement and consultation, activities were led by the E SA 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 and SCORE Projects.

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 during PRIME and SCORE 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, being the capital, 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, preparations for government or public stakeholder meetings, 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 1 PRIME and SCORE Project Summary**) 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 provided 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) 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.

Individual rounds of State stakeholder consultations were undertaken twice during project preparations of the PRIME project whilst, due to time limitations one individual round of state consultation was delivered for project preparation of the SCORE project. In addition, various smaller face to face consultation activities were undertaken where specific issues and topics required engagement and/or discussion.

Two rounds of stakeholder consultation were held for PRIME including:

- **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.

For SCORE stakeholder consultations were held in each State between October to November 2021 to:

- Provide SCORE Project Overview (including update on PRIME);
- Components, Scope & Selection Criteria of SCORE Project;
- Present instruments for impact assessment including;
  - (i) Environmental & Social Management Framework (ESMF).
  - (ii) Resettlement Framework (RF).
  - (iii) Stakeholder Engagement and Consultation (SEP).
- Grievance Mechanism (GM); and
- Record stakeholder feedback, opinions and concerns to assist in developing the draft environmental and social assessments and instruments.

Given Covid-19 travel restrictions (refer Section 1.2.1.1) consultation meetings for both PRIME and SCORE 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 national consultant 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** below.

Table 5-1: Stakeholders Consulted In Each State During PRIME and SCORE Project Preparations (July to November 2020 & October to November 2021)

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		Public Information Office
			House of Representatives, Chuuk State Legislature (House of Representatives & Senate)		Tafunsak Municipal Government
			FSM Congress, Northern Nomoneas Region		Lelu Town Government
			Tonoas Municipal Government		Project Management Office
			Weno Municipal Government		



Stakeholder Type	National Stakeholders Engaged	State Stakeholders Engaged			
		Yap	Chuuk	Pohnpei	Kosrae
Community Groups and Traditional Leadership		Weloy Municipality Traditional Chief	Weno Traditional Chief/ Village Representative	U Municipality	Presidents of Municipal Hamlets
		Gagil Municipality Traditional Chief	Chuuk Women's Council	Pohnpei Senior Citizens Association	Kosrae Women's Association officers
		Tamil Municipality Traditional Chief	Chuuk Youth Council	Sokeh's Traditional Leadership 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	

Stakeholder Type	National Stakeholders Engaged	State Stakeholders Engaged			
		Yap	Chuuk	Pohnpei	Kosrae
Public Utilities		Yap State Public Service Corporation	FSM Telecommunications Corporations	FSM Telecommunications Corporations	FSM Telecommunications Corporations
		FSM Telecom	Chuuk Public Utility Corp	Pohnpei Utilities Corporation	Kosrae Utilities Authority
			FSMT Cable Corp.		
Private Sector/Civil Society		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)
					Kosrae Conservation & Safety Organization

Below lists the number of stakeholder representatives from government, non-government, private sector, and civil society groups during PRIME and SCORE preparations.

**PRIME.** A total of 108 stakeholder groups and members were engaged as part of the Project preparation engagement activities across the four States, including:

- National – 4 Government;
- Kosrae – 17 Government; 15 Community groups; 7 ‘Other’ stakeholders;
- Pohnpei – 10 Government; 2 Community groups; 2 ‘Other’ stakeholders;
- Chuuk – 22 Government; 3 Community groups; 6 ‘Other’ stakeholders; and
- Yap – 4 Government; 12 Community 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 were, 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. This is similar with the situation for SCORE.

**SCORE.** A total of 74 stakeholder groups were consulted as part of the project preparation engagement activities across the for States, including:

- National – 6 Government;
- Kosrae – 6 Government; 2 Community groups; 4 ‘Other’ stakeholders;
- Pohnpei – 10 Government; 2 Community groups; 8 ‘Other’ stakeholders;
- Chuuk – 10 Government; 6 Community groups; 3 ‘Other’ stakeholders; and
- Yap – 3 Government; 4 Community groups; 10 ‘Other’ stakeholders.

A total of 56 consultation meetings were held both for both PRIME and SCORE projects. This included 42 consultation meetings for the PRIME project from 30 of July 2020 to 12 November 2020 and 14 for SCORE form 27 October to 2 November 2021. A summary of key feedback and comments received from stakeholders during Project preparation consultation meetings are outlined including responses 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 below summarizes participation in the various consultation activities, comments raised as well as how the comments were addressed in the meetings and in the project design.

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>1 Kosrae - PRIME</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; Civil Society of Kosrae;</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 my 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
	<p>Kosrae Utilities Authority; Kosrae Youth Development Association; Kosrae Women Association</p>	<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>1.1 Kosrae - SCORE</b>			
<p>Joint meeting with Government, Community and ‘Other’ Stakeholders</p> <p>Oct – 17, 2021</p>	<p>Department of Finance &amp; Administration Department of Health Service Tafunsak Municipal Government Lelu Town Government Kosrae Chamber of Commerce</p>	<ul style="list-style-type: none"> <li>All stakeholders indicated full project support.</li> </ul> <p>Comments from the Governor:</p> <ul style="list-style-type: none"> <li>Mutunnenea to Sialat road has been identified by the Kosrae Infrastructure Planning and Implementation Committee, IPIC, as a priority secondary road that has served the community for some time and requires urgent upgrading.</li> </ul> <p>Question from Director of DREA:</p> <ul style="list-style-type: none"> <li>Ownership status of road easement for the Kosrae SCORE road?</li> </ul>	<p>Responses from State Consultant:</p> <ul style="list-style-type: none"> <li>Together with State priority, ongoing VA/CRRS will help determine priority secondary roads.</li> <li>There were easement agreements but the documents were destroyed in a fire. The AG’s office issued a “Statement of Prescriptive Easement” for the proposed strategic secondary road. But AG recommended to get consent from all landowners prior to construction to avoid legal issues.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
	<p>FSM Telecom Kosrae Special Parent Network</p> <p>Kosrae Women Association Kosrae Conservation &amp; Safety Organization</p>	<ul style="list-style-type: none"> <li>• Could other secondary roads be considered for funding under SCORE?</li> <li>• Is there a list of required data that Kosrae state needs to submit to the national government for the SCORE project?</li> <li>• Could Kosrae state rely on PRIME preliminaries and/or results of ongoing VA/CRRS studies and road asset management system to inform decisions for the SCORE project?</li> <li>• Question on administration of project funds. Suggested for information to be available to the state government early to effectively carryout roles and responsibilities and avoid delay.</li> <li>• Suggested project information to be available to the state government early to avoid delay, effectively carryout its roles and responsibilities.</li> <li>• What are data requirements for the state and what would happen if required data is not provided or submitted in time?</li> <li>• “Mutunnenea to Sialat” road; thus, electric poles and telephone boxes that are in the way should be moved or relocated so improvement work on the road can be as complete as possible with drainage installed according to the Governor.</li> <li>• Road users of secondary roads are landowners and their families. Among them are students who used the road to school every day and/or people to access basic services ie health. Comment from Director of DT&amp;I:</li> <li>• The utility company thought state government had no road easement for the “Mutunnena to Sialat” road. There were initial resistance from a couple of landowners who did not want the electric poles on their land but eventually gave consent after former Senator Claude Phillip negotiated and outcome, GM Skilling further stated that FSM Telecom used</li> </ul>	<ul style="list-style-type: none"> <li>• Each state has identified a priority SCORE roads but ongoing VA/CRRS may determine other secondary roads requiring climate resilience upgrade/s.</li> <li>• No list but consultants are collecting data, stakeholder concerns, comments, etc from stakeholder engagements and providing them to the national government to help in the development of the E&amp;S instruments.</li> <li>• Ongoing efforts of PRIME will deliver spatial and sector planning tools.</li> <li>• Acknowledged suggestion.</li> <li>• Acknowledged suggestion.</li> <li>• Acknowledged. List of data requirements from the state will be provided/discussed during detailed design stage by the relevant agency and during detailed design phase consultations.</li> <li>• Acknowledged. Possible relocation of utilities will be part of the impact assessment during project preparation. Landowners’ consent will also be secured as well as consultation with utility companies prior to any movement outside the existing road alignment.</li> </ul>



Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
		<p>the Kosrae Utilities Authority (KUA) easement to install telecom lines and poles along the same road some years ago.</p> <ul style="list-style-type: none"> <li>If said secondary road undergoes upgrade and improvement, then KUA will also have to also upgrade and re-align electric poles that are in close proximity to the road shoulder. Will need funding for the realignment and upgrade work and requested SCORE to include in project funding.</li> </ul>	
<b>2. Pohnpei- PRIME</b>			
<p>Joint meeting with Government, Community and 'Other' Stakeholders</p> <p>Sep-17, 2020</p>	<p>DoTC&amp;I; EPA; Social Affairs Office; Department of Resources &amp; Development; Pohnpei Senior Citizens; FSMTC</p>	<ul style="list-style-type: none"> <li>Enthusiasm regrading 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> <li>Distribution of funds provided by WB for the Project to be split evenly across States or as required depending on physical works.</li> <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 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 Project). Regular reporting to WB is required, and any issues identified will be followed up and resolved.</li> <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> <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</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
			coordinated and managed, including managing relationships and communication between stakeholders.
		<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>
Joint meeting with Government, Community and 'Other' Stakeholders  Oct-12, 2020	DoTC&I; T&I; EPA; Social Affairs Office; Department of Public Safety; Office of Fisheries and Aquaculture; Kitti Municipal Government; Madolenihmw Municipal Government; U Municipal Government; U Municipality; Pohnpei Utilities Corporation	<ul style="list-style-type: none"> <li>• Will this Project include road markings, as these deteriorates quickly in Pohnpei due to high rainfall.</li> <li>• Maintenance mechanism already in place for Pohnpei, including tax increase to cover this, but haven't seen any improvements.</li> <li>• During previous assessment in 2019 was Pehleng bridge examined?</li> <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>• Road Safety audit to be undertaken which will include assessment of lighting, road markings and signs.</li> <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> <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> <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	State Governor's Office;	<ul style="list-style-type: none"> <li>• Comments by Governor:</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,</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
<p>'Other' Stakeholders  Nov-10, 2020</p>	<p>Department of Finance &amp; Administration; Madolenihmw Municipal Government; EPA; Department of Resources &amp; Development; Nett District Government; Kolonias Town Government; PSQ; Social Affairs Office; T&amp;I; Overseas Development Assistance (ODA) office.</p>	<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> <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 government departments to ensure smooth implementation, community awareness and cooperation.</li> <li>○ Need to revisit easement laws to ensure they are reflected strongly in the development and management frameworks.</li> </ul> </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> </ul> </li> </ul>	<p>including locating future meetings in Municipalities to increase engagement and attendance.</p> <ul style="list-style-type: none"> <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> <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>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
		<ul style="list-style-type: none"> <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> <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>	
<b>2.1 Pohnpei- SCORE</b>			
<p>Joint meeting with Government, Community and 'Other' Stakeholders</p> <p>OCT-26 to 29, 2021</p>	<p>Dept. of R&amp;D (National Government) Dept. of Foreign Affairs (National Government) Governor's Office Lt. Governor's Office Pohnpei State Legislature Transportation and Infrastructure Transportation Authority Attorney General's Office Dept. of Finance (Pohnpei State) Dept. of R&amp;D (Pohnpei State).</p>	<p>Question from Hon. Speaker, Pohnpei State Legislature:</p> <ul style="list-style-type: none"> <li>● Question on who conducted the site selections and if any involvement of Pohnpei state government?</li> </ul> <p>Comment from Hon. Speaker:</p> <ul style="list-style-type: none"> <li>● Dolonier road is considered a primary road. It is the Sekere loop that is a secondary road.</li> </ul> <p>Comment from Hon. Speaker</p> <ul style="list-style-type: none"> <li>● State leadership needs to be consulted prior to site selection process so we can provide input.</li> </ul> <p>Comments from Robert Goodwin, Program Management Unit:</p> <ul style="list-style-type: none"> <li>● Due to the lack of classifications in the FSM, we settled on the concept that the primary network is basically linking the main populations hubs around the island</li> </ul> <p>Comment from Hon. Speaker:</p>	<p>Administrator of Office of Transportation &amp; Infrastructure:</p> <ul style="list-style-type: none"> <li>● Office of T&amp;I was involved in the identification of Awak Bridge for project PRIME. However, were not yet involved in the site selections for SCORE. Nan Madol road is critical to improve tourism sector, but not involved in the identification of Dolonier/Sekere road as a potential road to be included in SCORE. Final selection of roads to be assigned will take place after the VA/CRRS and will involve consultations with respective state governments.</li> <li>● Acknowledged his suggestion.</li> </ul> <p>Comment from Governor:</p> <ul style="list-style-type: none"> <li>● Regarding WB and ADB projects, although priorities have been made such as Awak bridge, the selection of investments is still to be assessed. Expecting the VA/CRRS consultant team from Spain to come and do an assessment on the ground and undertake consultations. So, in terms of final road prioritization we should place</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
	Dept. of Land (Pohnpei State) Micronesia Conservation Trust Conservation Society of Pohnpei Broadcasting Corporation Utilities Corporation Sokeh's Traditional Leadership Council (Adhoc Group) Sokeh's Coastal Fisheries Advisory Council (SMK) Pohnpei's Intere Pohnpei's Women Interest Pohnpei Senior Citizen Group Pohnpei's Disability and Consumer Group	<ul style="list-style-type: none"> <li>Given the sensitive issue on dredging on Pohnpei at present, how do these road improvement projects are going to utilize construction materials, such as coral aggregates? Are limiting coral aggregates as the primary material used in road construction or are there any alternative options for materials?</li> <li>Comments from Senator.</li> <li>There are existing laws in Pohnpei designating which road is primary and secondary. Which road definition are we going to use, WB or Pohnpei laws?</li> <li>Is the SCORE project included in the \$40M?</li> </ul>	<p>on hold the needs of Pohnpei until the team arrives to provide in depth assessment for us to determine our priority roads.</p> <ul style="list-style-type: none"> <li>The team will need to sit down with the consultants and engineers to provide their recommendations to move this forward.</li> </ul> <p>Response from Robert Goodwin, Program Management Unit:</p> <ul style="list-style-type: none"> <li>For now we are using a working definition agreed with the WB to assist in developing the project . We had to make some assumptions in order to develop the project. Once we are done with the re-assessments in all the states, then we plan to come up with new definitions. The assessment will also look into existing legislations such as road definitions in Pohnpei.</li> <li>PRIME project's budget is 40M for 4 States. SCORE is at \$15M.</li> </ul>
<b>3. Chuuk- PRIME</b>			
Joint meeting with Government, Community and 'Other' Stakeholders  Aug-28, 2020	FSM Congress, Northern Nomoneas Region; Weno Municipality; Chuuk Sanitation Office;	<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
	Weno Municipality Office/Council; Weno Traditional Chief/ Village Representative.	<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 landowners/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 explained 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; Department of Administrative Services;	(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>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 Tonoas 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 Tonoas, 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.;</p> <p>Land Management; EPA;</p> <p>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>3.1 Chuuk – SCORE</b>			
<p>Joint meeting with Government, Community and 'Other' Stakeholders</p> <p>Governor's Auditorium</p> <p>Oct- 27, 2021</p>	<p>Office of ODA (Overseas Development Assistance)</p> <p>DMR (Department of Marine Resources)</p> <p>CVB (Chuuk Visitors Bureau)</p> <p>DoT&amp;PW or DT&amp;PW (Department of Transportation &amp; Public Works)</p> <p>IOM (International Organization for Migration)</p> <p>Chuuk SBDC (Small Business Development Center)</p>	<p>Sasha Savich, WB PMO, Project Manager:</p> <ul style="list-style-type: none"> <li>What is the size/width of the SCORE secondary roads?</li> <li>Suggested to avoid, minimize and mitigate impacts by keeping within existing road easements (mostly 10 meters easements). Any of the road solutions should be well within that dimension.</li> </ul> <p>Brad Mori, EPA Director:</p> <ul style="list-style-type: none"> <li>Climate Resilience road solutions be implemented within limits of the SCORE roads. E.g. Pou Roads are especially prone to climate/disaster risks.</li> <li>What is the schedule for SCORE physical works? Can it be sped up by 6 months?</li> </ul> <p>Governor, Chuuk</p>	<ul style="list-style-type: none"> <li>Acknowledged suggestion. Recommended to work within the limits of the existing roads acknowledged.</li> </ul> <p>SCORE Chuuk Consultant:</p> <p>Project is still under preparation. Timeline for physical works has yet to be determined and will be heavily based on subsequent studies that have yet to be implemented. The FSM lockdown has played a big role in these delays. GoFSM hiring international consultants that can work remotely to assist FSM National Safeguard Consultants in completing these requirements is a great example of measures taken by GoFSM to fast-track these projects.</p>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
	<p>COM-CRE (College of Micronesia-Cooperative Research &amp; Extensions)</p> <p>Governor's Office</p>	<ul style="list-style-type: none"> <li>It is critical to meet with communities along the proposed secondary road selections.</li> </ul> <p>Director ,IPIC:</p> <ul style="list-style-type: none"> <li>Infrastructure Planning and Implementation Committee (PIC) is an important group that should always be consulted.</li> <li>Communities from Tunnuk and Mechitiw should also be consulted since they will be impacted by the SCORE project.</li> </ul> <p>Lee Perez, IOM</p> <ul style="list-style-type: none"> <li>Secondary roads only on Weno to be improved? Will all secondary roads on Weno see improvements through SCORE?</li> </ul> <p>Chuuk Governor:</p> <ul style="list-style-type: none"> <li>Thanked the consultation for the presentation and organizing stakeholders' meetings with the Weno Municipality and village chiefs. Important for stakeholders to understand the impediments of Covid-19. It brings everything to a halt, including these important development projects. We need to work together to safely open up and get these projects going.</li> </ul>	<ul style="list-style-type: none"> <li>Acknowledged suggestions. As part of and following consultations on the selection of the roads to be assisted under the project.</li> <li>Local communities where road investments will take place under the project will be carefully consulted; including on the design of proposed scope of works and mitigation measures.</li> </ul> <p>SCORE Chuuk Consultant:</p> <ul style="list-style-type: none"> <li>Presently, Pou Roads on Weno are being assessed as potentially part of the SCORE Project. Other secondary roads may be considered as part of other projects supporting FSM's 'Pave the Nation initiative'.</li> </ul>
<p>Weno Municipality, Council members and village chiefs</p> <p>Oct-28, 2021</p>	<p>DoT&amp;PW (Department of Transportation &amp; Public Works)</p> <p>Eleanor S. Mori-CWC/TICC (Chuuk Women's</p>	<p>Council Member and Village Chief, Weloy:</p> <ul style="list-style-type: none"> <li>If road is to be concrete or asphalt? Suggested use of asphalt for easy maintenance.</li> <li>Appreciate that the PRIME and SCORE Projects will include drainage, slope stabilization, cross-drainages etc. that will improve the lifespan of these road investments.</li> </ul>	<ul style="list-style-type: none"> <li>Acknowledged suggestion.</li> <li>FSM roads are not climate proof. This is what these WB projects are focusing on to climate-proof against sea-level rising, landslides, natural disasters and other natural challenges. The different types of works that will be included in the PRIME and SCORE will climate-proof our primary roads and secondary roads.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
	<p>Council/ Tongen Inepwineu Counselling Center)</p> <p>IPIC Meeting</p> <p>DAS (Department of Administrative Services</p> <p>DPS (Department of Public Safety)</p>	<ul style="list-style-type: none"> <li>Pou roads are prone to flooding from the water that comes down from the Mountainside along both the West Pou and East Pou roads. Drainages are poor and cross drainages are badly in need of repair, especially the Pou road next to the Mormon Church and the Baluay Residence.</li> </ul> <p>Village Chief Weloy:</p> <ul style="list-style-type: none"> <li>The Pou roads have been long overdue for repairs. Different road improvements come and go, but the Pou roads have been neglected.</li> <li>Community is large but land development has been low due to the poor road access.</li> <li>Mechitiw, Tunnuk, Pou communities since they are directly along the Pou Roads. Peniesene, Penia and Sapuk communities should also be included because Pou road is a shorter alternate route to get to the Hospital, Government offices, and the town.</li> <li>The design should include a utility lift station along Pou. There were lift stations along Pou but now broken.</li> </ul>	<ul style="list-style-type: none"> <li>Chuuk State has identified those areas mentioned. This E&amp;S Impact Assessment should have also identified those areas. It is also good that stakeholders are aware/pointing out these issues as well.</li> <li>The government does not foresee any opposition to the project by communities along Pou Roads. Instead they foresee high support to the project.</li> <li>There will be more consultations throughout the project.</li> </ul>
<b>4. Yap- PRIME</b>			
<p>Meeting with Council of Pilung (Chiefs)</p> <p>Aug-14, 2020</p>	<p>State Planning Office; EPA; PMO Resident Engineer;</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</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>Chief of Weloy Municipality; Chief of Gagil Municipality; Chief of Tomil Municipality.</p>	<p>without alternatives then mediation will be required with land owners.</p> <ul style="list-style-type: none"> <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>	
<p>Meeting with Chamber of Commerce (CoC)  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> </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>• 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> <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> </ul> </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> </ul> </li> </ul>	

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
		<ul style="list-style-type: none"> <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> <li>● Government to define Primary and Secondary Roads</li> </ul>	
<p>Meeting with Yap State Legislature (YSL)  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</p>	<p>State Planning Office; EPA;</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> </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>



Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
Corporation (YSPSC)  Oct-20, 2020	Civic Affairs; YSPSC representatives	<ul style="list-style-type: none"> <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>	
Joint meeting with Government, Community and 'Other' Stakeholders  Nov-6, 2020	Civic Affairs; Yap Planning & Budget Office; Council of Pilung (including 10x Municipal Chiefs)	<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> <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>	<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>
Joint meeting with Community and 'Other' Stakeholders  Nov-12, 2020	EPA; Civic Affairs; Yap Planning Office; Yap Red Cross; Yap Women's Association; Kids of Ruuq Community (KORC) Youth Group;	<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> </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>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
		<ul style="list-style-type: none"> <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>	
<b>4.1 Yap - SCORE</b>			
Separate meetings with Community and 'Other' Stakeholders  Oct-26-28, 2021	Yap State Public Service Corporation (YSPSC)  Yap Chamber of Commerce  Yap Historic Preservation Office  Weloy Municipality	<ul style="list-style-type: none"> <li>The utility corporation (YSPSC) were aware of the road network including private roads including secondary roads, due to its services' network along the road i.e., power lines, water and sewage waste water lines.</li> <li>YSPSC values all state's priority sites on all roads. This enables the corporation ease of access, assessments on extension works, carry out and emergency works alongside roads during events of typhoon etc.</li> <li>The Yap Chamber of Commerce (YCC) supports the road network and government plans intended to help businesses develop their market plans facilitating ease of access, assess market extensions, and carry out major sales alongside roads.</li> <li>There are no cultural/historic significance sites near or located within the proposed Machoyq road under SCORE.</li> <li>As an extension of PRIME Project, Chief Manguon and his councilmen were fairly familiar on most of the intended development plans/projects for the state most especially on primary and secondary roads within Yap State.</li> <li>The Chiefs were very familiar with the plan to include Machoyq Road in the state development plan. Today's presentation specifically re Machoyq Road is highly awaited by the community. They have registered their intent with the state government for a long time and have remain committed on repairing the road by hands, personal funds and donations to enable not only the community but even the public to commute.</li> <li>This helps everyone mitigate the climate change issue Yap is faced with at present. Weloy community hosts most of the</li> </ul>	<ul style="list-style-type: none"> <li>Acknowledged inputs and support for the SCORE project.</li> </ul>

Stakeholder Meeting	Stakeholders Present	Discussion Topic, comment, feedback	Response / Outcome
		Yap State Government, businesses and private firms in downtown Yap. All of which are faced with sea-level rise therefore climate change challenge is at greater concern for them than before.	

## **5.2 Ongoing Stakeholder Engagement throughout PRIME and SCORE Projects**

### **5.2.1 Ongoing Stakeholder Engagement Scope**

Stakeholder engagement is to continue throughout the PRIME and SCORE Projects including planning and design, construction, and post construction phases (i.e., operation) off 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 Projects life although additional stakeholders may be identified once specific works 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**

Component 2 works for both projects 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, including disadvantaged and vulnerable individuals, 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 Projects including:

- (i) Village meetings involving women, men and youth from communities;
- (ii) Specific facilitated meetings with PAPs (e.g., landowners, 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 Voluntary Land Donations (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.

Traditional leaders of communities hosting project activities are to be specifically included in consultation activities to ensure that the interests of their communities are properly represented. The feedback and endorsement of traditional leaders is to be sought for the specific project works and planned E&S approaches.

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 and SCORE Projects are 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 both 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 and SCORE Project Stakeholder Engagement and Communication Plan

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
<b>PRIME &amp; SCORE 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 &amp; SCORE 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; Face to face 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 traditional leaders).  Women's groups	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
				<p>design (participatory design).</p> <ul style="list-style-type: none"> <li>Identify potential PAPs and vulnerable groups.</li> <li>Endorsement of traditional leaders is to be sought for the E&amp;S approach for proposed works.</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



Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
		Vulnerable groups/road users who could be disproportionately affected by proposed works. Pedestrians, elderly, minors, cyclists.	Could either be 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).	<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 approach and mitigation/restorative measures.</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>	In-person meeting/s	PIU, CIU Safeguards Team; design engineer consultant
	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> </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>Obtain feedback to inform prelim design (participatory design).</li> <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
	State Government	Governor's Office,	Meetings/workshops for each Road Works to be attended by	<ul style="list-style-type: none"> <li>Outline design of specific road works</li> </ul>		Email; Letter; Meeting	PIU, CIU Safeguards

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
Detailed Design for Works / ESIA/ESMP/Land Access Plans	Departments / Offices / Agencies / Authorities	Legislature, DRD, DHSS, DECCEM, DOH, DOE, DYCA, EPA, KIRMA, Municipal Governments.	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>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>Identify potential PAPs and vulnerable groups.</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> <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>	(joint); Video conference	Team; design engineer consultant; E&S consultant
	Community	Community groups with specific interest in Project works (including indigenous peoples traditional leaders).  Women's groups People with Disability groups Senior Citizens groups	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	Specific one-on-one meetings with specific Project affected				In-person meeting/s	PIU, CIU Safeguards

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
		directly affected by the Project works.	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>Endorsement of traditional leaders is to be sought for the E&amp;S instruments for proposed works.</li> </ul>			Team; design engineer consultant; E&S consultant
		Vulnerable groups/road users who could be disproportionately affected by proposed works.	Could either be 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
	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,	Meeting/s with various other Project stakeholders in each State.  Public meeting/workshop to be attended by representatives of other Project stakeholders in each State.	<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

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
		Airports, Schools etc	Meeting notification to be advertised via radio and newspaper (if appropriate), and specific letters of invitation to be emailed to key Stakeholder groups. Specific one-on-one meetings with other stakeholders groups, as required				
	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
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 traditional leaders, women's groups, and land	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

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
		owners/ occupiers.					
	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 asset 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>	In-person meeting/s	PIU, CIU Safeguards Team; Contractor
	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	<ul style="list-style-type: none"> <li>Outline scope and design of road works.</li> </ul>	<ul style="list-style-type: none"> <li>Prior to preparatory construction activities.</li> </ul>	Newspaper; Radio; notice board/sign;	PIU, CIU Safeguards

Component Activities	Stakeholder Type	Stakeholders	Stakeholder Engagement Topic / Scope	Stakeholder Engagement Objectives	Milestone	Engagement Type	Responsibility
			notice board/signage in the vicinity of the Project works.	<ul style="list-style-type: none"> <li>Project status and schedule.</li> <li>Outlining grievance mechanism and providing contact details.</li> </ul>	<ul style="list-style-type: none"> <li>Regular updates throughout construction.</li> </ul>	letter drop/door knocking.	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 (<http://www.dofa.gov.fm/world-bank-projects/>).

E&S instruments that will be publicly disclosed include:

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

Requests for information about the project can also be directed to Mr. Trevor Delandro, PRIME/SCORE Project Manager by phone on (691) 320- 2080 or by email to [trevor.delandro@tci.gov.fm](mailto:trevor.delandro@tci.gov.fm) (copy to [shiroya.k.s@gmail.com](mailto:shiroya.k.s@gmail.com) and [wilmer.kilmete@dofa.gov.fm](mailto:wilmer.kilmete@dofa.gov.fm)).

### 5.2.4.2 PRIME & SCORE 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 for both projects 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 and SCORE Projects 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 and SCORE Projects, 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 & SCORE 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 Background

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

During the construction and implementation phases of the FSM Prioritized Road Investment and Management Enhancement (PRIME) and Strategic Climate-Oriented Road Enhancements (SCORE) projects a person or group of people can be adversely affected, directly or indirectly due to the project's activities. The grievances that may arise can be related to social issues such as dissatisfaction regarding land and/or asset disturbance entitlements or valuation, disruption of access to existing road, bridge and causeway services, increased traffic congestion, temporary or permanent loss of livelihoods, child labor, Gender Based Violence (GBV), Sexual Exploitation and Abuse (SEA), Sexual Harassment (SH) and other social and cultural issues.

Grievances may also be related to environmental issues such as excessive dust, noise generation, sediment discharge, damages to infrastructure due to construction related vibrations or transportation of raw material, traffic congestions, changes to land and property access and associated issues.

Should such situation/s and/or issues arise, there must be a mechanism through which affected parties can resolve such issues in a cordial manner with the PRIME and SCORE personnel in an efficient, unbiased, transparent, confidential, timely and cost-effective manner.

To achieve this objective, an updated Grievance Mechanism (GM) has been developed for the preconstruction, construction and operational phases of the project to specifically include issues relating to GBV, SEA and SH.

Managing complaints of GBV/SEA/SH requires different approaches than other types of complaints due to: sensitivity of the violence; the potential for survivors to experience stigma, rejection, or harm; and because of the reluctance of many survivors to come forward. Additional mechanisms are needed that create safe, enabling spaces for survivors to report GBV/SEA/SH that offer a safe, ethical, survivor-centered response. Thus, survivor safety, choice, confidentiality and consent must be systematically applied to all complaints of GBV/SEA/SH. For this reason, the PRIME-SCORE GM includes a specific pathway to receive and resolve complaints of GB/SEA/SH related issues.

A separate GM has been developed for the projects specific labor related issues. This process is set out in Labor Management Procedure (LMP).

#### 6.1.1 FSM Judiciary Level Grievances

The project level process will not impede affected persons access to the FSM legal system. At any time, a complainant may take the matter to the appropriate legal (Police) or judicial authority as per the laws of the FSM. These matters may include where an alleged crime had occurred such as illegal use of drugs, child labor, GBV/SEA/SH and so forth. PRIME – SCORE will not interfere will any formal legal process relating to a complaint.

### 6.2 Grievance Mechanism (GM) - Complaint

#### 6.2.1 Introduction – Functions and Benefits

The FSM PRIME and SCORE projects allows those that have a complaint or those feel aggrieved by the projects to be able 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 and SCORE projects and will

provide an accessible, rapid, fair and effective response to concerned stakeholders, especially any vulnerable individual and/or group who often lack access to formal legal regimes.

While recognizing that many complaints may be resolved immediately, the Complaints Register (CR) and GM set out below encourages mutually acceptable resolution of issues as they arise. The CR and GM has been designed to:

- a) 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;
- b) Allow simple and streamlined access to the CR and GM for all stakeholders and provide adequate assistance for those that may have faced barriers in the past to be able to raise their concerns;
- c) Provide clear and known procedures for each stage of the GM process, and provide clarity on the types of outcomes available to individuals and groups;
- d) Ensure equitable treatment to all concerned and aggrieved individuals and groups through a consistent, formal approach that, is confidential, fair, informed and respectful to a complaint and/or concern;
- e) Provide a transparent and confidential approach, by keeping any aggrieved individual/group informed of the progress of their complaint, the information that was used when assessing their complaint and information about the mechanisms that will be used to address it; and
- f) Facilitate continuous learning and improvements to the GM. Through continued assessment, the learning's may reduce potential complaints and grievances.

### **6.3 GM Eligibility Criteria**

Local communities and other interested stakeholders may raise a grievance/complaint at any time to the traditional leaders and/or government elected officials. Affected local communities should be informed about the ESMF provisions of both projects, including its grievance mechanism and how to make a complaint. Specific awareness will be conducted with women in local communities associated with the PRIME and SCORE projects on the process of lodging a grievance complaint related to GBV/SEA/SH to the GM, and on how to access other service providers; such as justice, health, counseling, safe accommodation. This will ensure the PRIME and SCORE projects provides a safe, confidential and enabling environment for women to access information and report an GBV/SEA/SH compliant. Eligibility criteria for the GM include:

- a) Perceived negative economic, social or environmental impacts on an individual and/or group, or concern about the potential to cause an impact;
- b) Clearly specified types of impact that has occurred or has the potential to occur and explanation of how the project caused or may cause such impact; and
- c) 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.

### **6.4 Grievance Mechanism (GM) Pathways and Processes**

The GM has been designed to be problem-solving mechanism with voluntary good-faith efforts. The GM is not a substitute for the legal process. The GM will as far as practicable, try to resolve complaints and/or grievances on terms that are mutually acceptable to all parties, while recognizing that for some issues, such as GBV/SEA/SH, a mutually resolution is less likely. 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. However, the GM also recognizes that for some complaints, such as those of GBV/SEA/SH, the survivor will likely face multiple barriers to

making a complaint and access required support. Where such barriers exist, this is not construed as deliberate attempts to delay or hinder the resolution process.

The PRIME and SCORE GM process includes two distinct grievance pathways which include a project general GM and a GBV/SEA/SH specific GM. The two pathways are detailed below.

## 6.5 General GM

The process for the GM is as follows:

The GM for the PRIME and SCORE Projects is scaled to the risks and adverse impacts anticipated for the Project. If promptly addressed 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 and SCORE Projects 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 and SCORE Projects.

**Table 6-1: PRIME and SCORE Projects Grievance Mechanism Process**

Step	Process	Duration
1	The Aggrieved Party (AP) takes their grievance to the PRIME and SCORE Projects Implementation Unit (PIU) State Focal Point, PIU Director, national DoTC&I office, 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 pro PIU Director is to screen the grievance to assess whether it is related to the PRIME and SCORE Projects, 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 3 days 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	Within 2 weeks of grievance lodged

Step	Process	Duration
	Centralized Implementation Unit (CIU) (Program Manager and Safeguards Team).	
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.	
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, copying 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).

Each record is to be allocated a unique number, reflecting year and sequence of received complaint (for example 2021-01, 2021-02 etc.). Complaint records (letter, email, record of conversation) should be stored together, electronically or in hard copy.

Any grievance related to corruption or another criminal offence, with the exception of complaints relating to GBV/SEA/SH (which should follow the GBV/SEA/SH specific GM outlined below), needs to be managed confidentially through the following process.

- a) The aggrieved party/ies take their grievance to the relevant Municipal, State and/or National Police and notifies the PRIME/SCORE Project Manager.
- b) The PRIME/SCORE Project Manager notifies the PIU, the Secretary of DoTC&I and CIU (Program Officer and Safeguard Team).
- c) If the grievance includes an alleged crime, with exception of GBV/SEA/SH, the PRIME/SCORE Project Manager will notify the state and national legal offices (e.g., police or Department of Justice) and report the incidence.
- d) 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 projects 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.

## 6.6 GBV, SEA or SH specific GM

Survivor-centered guiding principles will be systematically applied through all steps and actions. These guiding principles are as follows:

- The safety of the survivor shall be ensured at all times. Potential risks to the survivor will be identified and action taken to ensure the survivor's safety and to prevent further harm including ensuring that the alleged perpetrator does not have contact with the survivor. If the survivor is an employee, reasonable adjustments may be made to the survivor's work schedule and work environment to ensure their safety.
- All actions should reflect the choices of the survivor.
- All information related to the case must be kept confidential and identities must be protected. Only those who have a role in the response to an allegation should receive case-level information, and then only for a clearly stated purpose and with the survivor's specific consent.
- The survivor must provide informed consent to progress with each stage of the complaints process. Survivors may withdraw their consent during the process at any time.

Any grievance related to a complaint of GBV, including but not limited to SEA and/or SH, or domestic violence needs to be managed confidentially through the following process:

### Step 1: Receive the complaints of GBV/SEA/SH

- a) Complaints of GBV/SEA/SH can be received by:
  - The existing channels of the GM.
  - The GBV service providers / trainers / women's rights advocates who are women and experienced in responding to GBV.
- b) If the person making the complaint is the survivor (the person who the alleged violence was directed towards) and the complaint relates to SEA or SH, the person who received the complaint will:
  - Tell the survivor about the closest GBV service providers including justice, health, safe accommodation and / or counseling.
  - Document and register the allegation. The level of detail recorded including details that could identify the individual will be subject to the permission of the survivor.
  - Explain the GM complaints and reporting process to the survivor including:
    - The process.
    - That they (the survivor) can choose whether they want to make a formal complaint to the project.
    - That if they choose to make a formal complaint to the project:

- They control whether and how information about the case is shared with other agencies or individuals.
  - All information will be kept confidential. Only those who will respond to the case will be told about their complaint / situation.
  - If they agree, another person will contact them to talk with them more about their complaint and explain that they can choose whether this is a man or a woman. It should also be identified who these people are in case there are concerns about speaking to a specific person (for example, if they are related to / close to the alleged perpetrator).
  - They can change their mind and withdraw their consent at any time and the process will stop.
- Information about the complaint will be kept confidential. Information captured should not identify the survivor, perpetrator or include any other information that will identify the survivor of specific situation.
  - If the survivor chooses to make a formal complaint to the GM, communicate the allegation to FSMTCC Manager of Operations.
  - If the survivor chooses not to make a formal complaint to the GM, they should be reminded about the closest GBV service providers and told that if they change their mind, or if something else happens, they can always make a complaint in the future.
- c) If the survivor of the alleged violence is a child, under the age of 18 years of age, while mandatory reporting does not apply to FSM PRIME and SCORE projects, it is considered good practice for any suspected or known harm to children to be reported to the police or a welfare officer for further investigation. Where the alleged abuse is criminal, such as physical or sexual violence or neglect by parents or caregivers it should be reported to the police with the consent of the child and/or their guardian.
- d) If the person making the complaint is the survivor (the person who the alleged violence was directed towards) and the complaint relates to other forms of GBV, the person who received the complaint will:
- Tell the survivor about the closest GBV service providers.
  - Document and register the allegation using.
1. If the person making the complaint is a third party (not the person who the alleged violence was directed towards such as a family member, community member, colleague, friend), the person who received the complaint will:
- In cases of **GBV/SEA/SH**:
    - Document and register the allegation using Form A in Annex 2.
    - Explain that the project cannot receive third-party complaints because we need to make sure the survivor is safe and that we are acting in their best interests.
    - Ask them to tell the survivor about the available options for reporting or accessing support services.

## Step 2: Communicate with the Survivor – Ongoing

- a) PRIME/SCORE Project Manager should be the only person to communicate with the survivor. Where the survivor has chosen to speak to a woman, a woman (who has been trained in handling complaints of GBV – SEA/SH) will be delegate this role by the PRIME/SCORE Project Manager.
- b) This communication should include:
- Responding to any questions or concerns from the survivor.
  - Ensuring that the survivor has received appropriate support.
  - Asking for the survivor's consent at each stage in the process.
  - Gathering any further information that may be required from the survivor.
  - Explaining that where the allegation involved a criminal offence the survivor should consider going to the police.
- c) The survivor will be provided ongoing feedback on the development and outcome of their case but especially when:

- The complaint is received.
- The case is referred to the PRIME/SCORE Project Manager.
- The verification process commences or when a determination is made that there is an insufficient basis to proceed.
- The outcome of the verification process and any disciplinary action.
- When disciplinary action has been.

### **Step 3: Assess if the Allegation is likely linked to the project**

- a) The PRIME/SCORE Project Manager will determine the likelihood of the allegation being linked to a project.
- b) If the allegation is determined to be likely linked to a project, the PRIME/SCORE Project Manager will:
  - Inform PIU and Secretary of DoTC&I within 48 hours of the determination being made sharing only the following information:
    - The nature of the allegation;
    - If the alleged perpetrator is, to the survivor's best knowledge, associated with the project (yes/no);
    - The survivor's age and/or sex (if available); and
    - If the survivor was referred to services.
  - DoTC&I must notify the World Bank (WB) Task Team immediately sharing only the same information. No further information, including name and contact details of the survivor or alleged perpetrator should be shared with the World Bank Task Team (or anyone else, except in the context of referral for services or verification, with the consent of the survivor). While any kind of GBV case could be brought to the attention of a project implementation unit, allegations only need to be reported to the World Bank if they involve SEA or SH.

### **Step 4: Verify and Act**

- a) If an allegation is determined to be likely to be linked to a project, the PRIME/SCORE Project Manager will convene the ad hoc GBV Grievance Committee who will:
  - Convene a meeting to review the complaint and decide on the verification process within 48 hours of the determining that the allegation is likely linked to the project. The goal of the verification is to:
    - Determine the likelihood that the incident occurred.
    - Recommend disciplinary measures towards the alleged perpetrator of SEA and SH.
  - Interview all the people involved to gather as much information as possible about what happened. This will usually include interviewing:
    - The survivor.
    - Any witness(es).
    - If there are people that the survivor has been informed about the incident.
    - Review any other evidence, if available, like text messages or social media posts.
    - The alleged perpetrator.
    - Sometimes there will only be limited information.<sup>8</sup> Building trust with the survivor is very important because the more that they trust the project, the more that they might share about what happened which will help with the verification.

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<sup>8</sup> In most SEA and SH cases:

- Often there are no witnesses to the alleged incident. Often the alleged perpetrator makes sure that no one sees or knows about the incident but this did not mean that the incident did not happen. Someone making a complaint of SEA or SH does not need to provide a witness or 'evidence' to prove their claim. Survivors face multiple barriers to reporting SEA and SH. When people overcome so many barriers to report SEA and SH, it is unlikely that they are



- After gathering the available information, the GBV Grievance Committee should determine whether it is likely that the incident did or did not occur within and completed within 14 days of starting the verification process. It is not the role of the adhoc GBV Grievance Committee or the project to investigate an allegation and determine if it did or did not happen. This is the role of the police and courts. The role of the adhoc GBV Grievance Committee is to determine the likelihood that the incident occurred given the information available.
- If it is determined that it was likely to occur, disciplinary action should then be agreed.
- All verification steps and meetings must be documented with information kept confidentially.
  - The survivor can report the allegation to the police at any time and does not need to inform the PRIME/SCORE Project Manager or GBV Grievance Committee that they are doing or have done this. If the survivor chooses to make a complaint to the police this process is separate to the GM verification.
  - The GBV Grievance Committee may decide to suspend the alleged perpetrator from their employment while the police are investigating / court is hearing the case. However, in FSM the average time to resolve a sexual offences case is 2 years so this will likely not be practical in most situations.
- b) If the ad hoc GBV Grievance Committee decides that it is likely that the allegation occurred, the employer of the perpetrator implements the recommended disciplinary action, that is proportional to the nature and severity of the incident; in accordance with local legislation, the employment contract and the code of conduct.
  - Sanctions applied by the perpetrator's employer may include:
    - Informal warning.
    - Formal warning.
    - Additional training.
    - Loss of salary for a period of time.
    - Suspension of employment (without payment of salary), for a period of time.
    - Termination of employment.
    - Referral to the police or other authorities as warranted, with the consent of the survivor.
- c) Once it is confirmed that disciplinary action has been taken by the employer of the perpetrator the case is resolved.
- d) In cases of GBV related to the project, compensation will not be paid to the survivor or anyone else (i.e., their relatives or community) as such processes are most often not administered using a survivor-centered approach.
- e) In cases of GBV related to the project, community leaders and customary methods of conflict resolution will not be used as such processes are most often not administered using a survivor-centered approach.

### **Step 5: Document and Monitor Complaints of GBV**

- a) Each individual complaint of GBV will be documented and registered.
- b) Informed consent will be captured using Form C.

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lying. When people come forward, they are supported even if there is not clear evidence one way or another.

- The person alleged of the violence will often deny that they did what was/is alleged or might they will say it was consensual. Just because the person denied the allegation does not mean it did not happen.
- The survivor may not tell the whole story straight away. They might leave out parts of the story of what happened because they are afraid that they might not be believed or that they will be blamed for what happened. This does not mean the incident did not occur.

- c) Each record is to be allocated a unique number, reflecting year and sequence of received complaint (for example 2021-01, 2021-02 etc.).
- d) The PRIME Project Manager will compile quarterly reports to DoTC&I including:
- The number of complaints related to GBV disaggregated by the number of complaints where:
    - That the survivor was referred to GBV services.
    - The case was referred to authorities (with the participation and consent of the survivor).
    - The survivor chooses not to make / withdraw a formal complaint.
    - The project investigated and:
      - It was not linked to the project (but the survivor was referred to GBV services).
      - Did not determine that there was a breach of the Code of Conduct.
      - Took disciplinary action against the alleged perpetrator.
- These reports should be numerical only and not contain any information with the potential of being identifying, including names and contact details of survivors, their families, or of alleged perpetrators.
- e) All complaint records (letter, email, record of conversation) should be stored together, electronically or in hard copy in a confidential and secure location.

## 6.7 How to Get in Touch with the Project

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, treated confidentially and the various ways to get in touch are provided in the tables below:

Table 1: FSM National Contacts	
<b>General GM:</b>	<p><b>FSM PRIME/SCORE Project Manager</b></p> <p><b>All correspondence to:</b> Mr. Trevor Delandro PRIME/SCORE Project Manager</p> <p><b>By Phone:</b> (691) 320- 2080</p> <p><b>By email:</b> <a href="mailto:trevor.delandro@tci.gov.fm">trevor.delandro@tci.gov.fm</a> copy to <a href="mailto:shiroya.k.s@gmail.com">shiroya.k.s@gmail.com</a> and <a href="mailto:wilmer.kilmete@dofa.gov.fm">wilmer.kilmete@dofa.gov.fm</a></p> <p><b>By mail:</b> Post Office Box PS-2, Palikir, Pohnpei, FSM 96941</p> <p><b>In person:</b> Department of Transportation, Communication and Infrastructure, National Government, Palikir, Pohnpei, Federated States of Micronesia. Given to the Department’s Office Secretary.</p> <p><b>Website:</b> <a href="http://tci.gov.fm">tci.gov.fm</a></p> <hr/> <p><b>Department of Transportation, Communication &amp; Infrastructure (DoTC&amp;I)</b></p> <p><b>All correspondence to:</b> Secretary, Mr. Carlson Apis, Department of Transportation, Communications and Infrastructure.</p> <p><b>By Phone:</b> 691) 320- 2865</p> <p><b>By Email:</b> <a href="mailto:carl@tci.gov.fm">carl@tci.gov.fm</a> and copy to <a href="mailto:shiroya.k.s@gmail.com">shiroya.k.s@gmail.com</a> and <a href="mailto:wilmer.kilmete@dofa.gov.fm">wilmer.kilmete@dofa.gov.fm</a>.</p> <p><b>By Mail:</b> Post Office Box PS-2, Palikir, Pohnpei, FSM 96941</p> <p><b>In Person:</b> Department of Transportation, Communication and Infrastructure, National Government, Palikir, Pohnpei, Federated States of Micronesia. Given to the Department’s Office Secretary.</p>

	<b>Website:</b> <a href="http://tci.gov.fm">tci.gov.fm</a>
<b>GBV specific GM:</b>	<p><b>All correspondence to:</b> Mr. Stuart Penias Assistant Secretary of Social Affairs FSM Department of Health &amp; Social Affairs (DHSA) <b>By Phone:</b> (691) 320-4682 <b>By Email:</b> <a href="mailto:SPenias@fsmhealth.fm">SPenias@fsmhealth.fm</a></p> <p><b>In Person:</b> C/o Department of Health &amp; Social Affairs, Room 5, Capital Suite, FSM National Government, Palikir, Pohnpei.</p> <p>OR</p> <p>Mr. Kwame Shiroya Program Coordinator, Central Implementation Unit (CIU) FSM Department of Finance and Administration (DOFA) <b>By Phone:</b> (691) 320-2639 <b>By Email:</b> <a href="mailto:shiroya.k.s@gmail.com">shiroya.k.s@gmail.com</a></p> <p><b>In Person:</b> C/o Department of Department of Finance and Administration, FSM National Government, Palikir, Pohnpei.</p>
<b>Table 2: FSM State Contacts</b>	
<b>Pohnpei State</b>	
<b>General GM:</b>	<p><b>All correspondence to:</b> Mr. Trevor Delandro. PRIME Project Manager <b>By Phone:</b> (691) 320- 2865 <b>By email:</b> <a href="mailto:trevor.delandro@tci.gov.fm">trevor.delandro@tci.gov.fm</a> copy to <a href="mailto:shiroya.k.s@gmail.com">shiroya.k.s@gmail.com</a> and <a href="mailto:wilmer.kilmete@dofa.gov.fm">wilmer.kilmete@dofa.gov.fm</a> <b>By mail:</b> Post Office Box PS-2, Palikir, Pohnpei, FSM 96941</p> <p><b>In person:</b> Department of Transportation, Communication and Infrastructure, National Government, Palikir, Pohnpei, Federated States of Micronesia. Given to the Department’s Office Secretary.</p> <p><b>Website:</b> <a href="http://www.ict.fm">www.ict.fm</a></p> <p>OR</p> <p>Mr. John Adolph Administrator – Office of Transportation and Infrastructure (T&amp;I) <b>By Phone:</b> (691) 320-2411 <b>By Email:</b> <a href="mailto:isonalaimw@gmail.com">isonalaimw@gmail.com</a></p> <p><b>In Person:</b> Office of Transportation &amp; Infrastructure, Pohnpei State Government Building</p>
<b>GBV specific GM:</b>	<p><b>All GBV grievance correspondence to:</b> Ms. Canita R Nakamura GBV Counsellor <b>By Phone:</b> (691) 320-2112 <b>By Email:</b> <a href="mailto:rilotoc@prel.org">rilometoc@prel.org</a> <b>In Person:</b> C/o PREL Office, Dolonier, Nett.</p>
<b>Chuuk State</b>	
<b>General GM:</b>	<p><b>All correspondence to:</b> Mr. Tos Nakayama Director</p>

	<p>Department of Transportation &amp; Public Works Chuuk State Government <b>By Phone:</b> (691) 330-2592 <b>By Email:</b> <a href="mailto:renomw1965@gmail.com">renomw1965@gmail.com</a> <b>In Person:</b> Department of Transportation &amp; Public Works Office, Weno Chuuk</p>
<b>GBV specific GM:</b>	<p><b>All GBV grievance correspondence to:</b> Ms. Christina “Kiki” Stinnet President – Chuuk Women Council <b>By Phone:</b> (691) 330-8397 <b>By Email:</b> <a href="mailto:kikistinnetcwc@gmail.com">kikistinnetcwc@gmail.com</a> <b>In Person:</b> CWC, Tongen Inepwinepw Counseling Center OR Ms. Jasyuri Fritz Assistant Coordinator/ ANT Focal Pont-Chuuk FSM Department of Justice (DoJ) <b>By Phone:</b> (691) 330-5977 <b>By Email:</b> <a href="mailto:j.fritz.fsm@gmail.com">j.fritz.fsm@gmail.com</a> <b>In Person:</b> FSM National Police Office, Weno</p>
<b>Yap State</b>	
<b>General GM:</b>	<p><b>All correspondence to:</b> Mr. Theophilus Thinnifel Director Department of Public Works &amp; Transportation <b>By Phone:</b> (691) 350-2175 <b>By Email:</b> <a href="mailto:pwtactingdirector@gmail.com">pwtactingdirector@gmail.com</a> <b>In Person:</b> Department of Public Works &amp; Transportation, Yap State Government</p>
<b>GBV specific GM:</b>	<p><b>All GBV grievance correspondence to:</b> Ms. Linda Teteth Women Interest officer Women Interest Office <b>By Phone:</b> (691) 350-5973 <b>By Email:</b> <a href="mailto:lmteeth@gmail.com">lmteeth@gmail.com</a> <b>In Person:</b> Women Interest Office, Yap State Government.</p>
<b>Kosrae State</b>	
<b>General GM:</b>	<p><b>All correspondence to:</b> Mr. Hairom Livaie Director Department of Transportation and Infrastructure <b>By Phone:</b> (691) 370-3011 <b>By Email:</b> <a href="mailto:hlivaie64@gmail.com">hlivaie64@gmail.com</a> <b>In Person:</b> Department of Transportation and Infrastructure, Kosrae State Government Building</p>

<b>GBV specific GM:</b>	<p><b>All GBV grievance correspondence to:</b></p> <p>Ms. Beverly Wabol Council Member Kosrae Women's Association</p> <p><b>By Phone:</b> (691) 370-3008/3208 <b>By Email:</b> <a href="mailto:beverlywabol@gmail.com">beverlywabol@gmail.com</a></p> <p><b>In Person:</b> Department of Education, Kosrae State Government, Tofol.</p> <p>OR</p> <p>Ms. Lelean Kephass Assistant Coordinator/AHT Focal Point - Kosrae FSM Department of Justice</p> <p><b>By Phone:</b> (691) 370-3008/3208 <b>By Email:</b> <a href="mailto:lelean.kephas@doi.gov.fm">lelean.kephas@doi.gov.fm</a></p> <p><b>In Person:</b> Kosrae Anti-Human Trafficking Office, Tofol.</p>
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## 6.8 Roles and Responsibilities

The following are persons involved in the complaints process and their supporting roles and responsibilities. All parties are expected to disclose conflicts of interest or potential conflicts of interest as new complaints arise, and recuse themselves accordingly. Should there be a conflict of interest with anyone in the following list, that individual will be placed with a designated alternative.

### General GM:

- **Focal Point for managing the FSM PRIME and SCORE projects Complaints Process:** Mr. Trevor Delandro, Project Manager for the FSM PRIME and SCORE Projects ([trevor.delandro@tci.gov.fm](mailto:trevor.delandro@tci.gov.fm)).
- **Person who will manage the database and record keeping:** Mr. Wilmer Kilmete (National Safeguard Coordinator) and Mr. Kwame Shiroya (Program Coordinator ) at the Central Implementation Unit (CIU) of the FSM Government Department of Finance & Administration (DoFA).
- **Person who will answer simple queries and manage simple complaints:** Mr. Trevor Delandro, Project Manager for the FSM PRIME and SCORE Projects ([trevor.delandro@tci.gov.fm](mailto:trevor.delandro@tci.gov.fm)).
- **Person who will manage difficult complaints or grievances:** Mr. Trevor Delandro, Project Manager for the FSM PRIME and SCORE Projects ([trevor.delandro@tci.gov.fm](mailto:trevor.delandro@tci.gov.fm)) and Mr. Carlson Apis, Secretary DTC&I with support from CIU.
- **Person/organization who will prepare report/s for World Bank reporting:** CIU (DoFA) team.
- **Grievance Committee** will be formed on an ad hoc basis for complex or significant grievance management. This will be made up of appropriate senior officials (Assistant Secretary level or above) from the following:
  - Department of Finance & Administration (DoFA) with support from CIU Safeguards Specialist;
  - Department or Office managing the project at which the complaint is aimed (FSM DoCT&I); and
  - Department of Justice FSM National Government and/or State departments of Justice.

### GBV Specific GM:

For all GBV (SEA/SH) grievance related issues the following are persons involve in the complaints process and their supporting roles and responsibilities.

**Focal point for managing the FSMTCC projects complaints process:** Mr. Trevor Delandro, Project Manager for the FSM PRIME and SCORE Projects or a designee (who has been trained in handling complaints of GBV and HT) where there is a conflict of interest.

**Person who will manage the database and record keeping:** Mr. Wilmer Kilmete (National Safeguard Coordinator) in coordination with Mr. Kwame Shiroya (Program Coordinator) at the Central Implementation Unit (CIU) of the FSM Government Department of Finance & Administration (DoFA).

**Person(s) who will answer simple queries and manage simple complaints:**

- Mr. Trevor Delandro, PRIME/SCORE Project Manager;
- The GBV service providers / trainers / women's rights advocates who are women and experienced in responding to GBV.

**Person who will communicate with the survivor:** Mr. Trevor Delandro, PRIME/SCORE Project Manager or where the survivor has chosen to speak to a woman, a woman (who has been trained in handling complaints of GBV) will be delegate this role by the PRIME/SCORE Project Manager.

**Person who will assess if the allegation is likely linked to the project:** Mr. Trevor Delandro, PRIME/SCORE Project Manager.

**Person who will inform DTC&I and DoJ of the allegation:** Mr. Trevor Delandro, PRIME/SCORE Project Manager.

**Person who will inform the World Bank Task Team of the allegation:** Mr. Trevor Delandro, PRIME/SCORE Project Manager.

**Person(s) who will verify the allegation:** GBV Grievance Committee, led by Trevor Delandro, PRIME/SCORE Project Manager.

**Person(s) who will determine disciplinary action:** GBV Grievance Committee, led by Mr. Trevor Delandro, PRIME/SCORE Project Manager.

**Person(s) who will take disciplinary action:** Employer of the perpetrator.

**GBV Grievance Committee will be formed on an ad hoc basis where verification and action is required. This will be made up of the following:**

- Mr. Trevor Delandro, PRIME/SCORE Project Manager
- Senior officials (Assistant Secretary level or above) or designee from:
  - Department of Finance & Administration (DoFA) with support from CIU Safeguard Team;
  - Department or Office managing the project at which the complaint is aimed (DoTC&I);
  - Department of Justice FSM national Government and/or State department of Justice.
- Representative of the employer of the alleged perpetrator;
- GBV service provider / trainer specialist.

## 6.9 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, ESIA) 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.

## 6.10 Record Keeping and Reporting of Grievances

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.

## 6.11 Reporting and Evaluation

Complaints shall be reported in the regular project reporting to the World Bank. It should contain:

- 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.

In the case of GBV/SEA/SH, reporting to the World Bank is required only after it has been determined if the allegation is related to the project.

If an allegation is determined to be likely to be linked to a project, DoTC&I must notify the World Bank Task Team of the anonymized incident as soon as it becomes known to DoTC&I. Only the following key pieces of data should be shared with the World Bank Task Team:

- The nature of the allegation;
- If the alleged perpetrator is, to the survivor's best knowledge, associated with the project (yes/no);
- The survivor's age and/or sex (if available);
- If the survivor was referred to services.

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

In the case of third-party complaints of GBV, if there is a substantial number of consistent third-party complaints registered in relation to a specific incident or an alleged perpetrator or survivor



the PRIME Project Manager may decide to investigate but this must be done in a way that ensure the safety and confidentiality of the survivor, ideally through a GBV service provider who will be able to safely and sensitively contact the survivor involved.

## 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 & SCORE Projects including roles and responsibilities are shown in Figure 7-1 and described below.

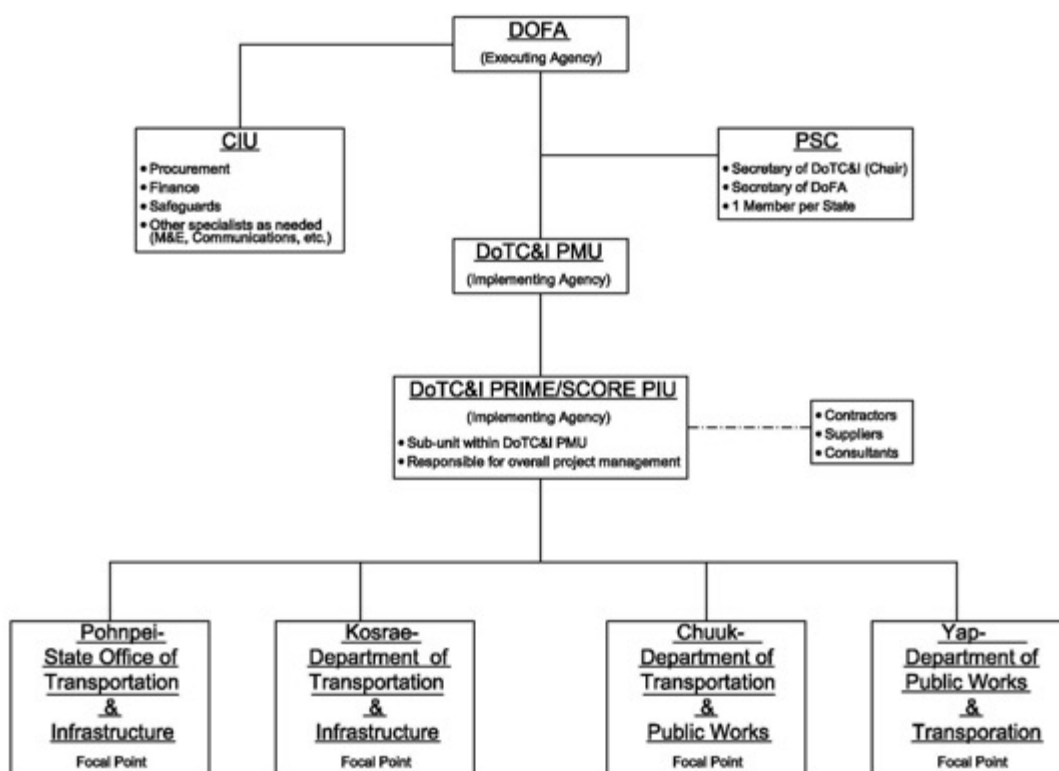


Figure 7-1: Implementation arrangements for the PRIME Project.

#### 7.1.1 Coordination among the National and State Governments and Departments

The PRIME and SCORE projects are designed to work with the National GoFSM and four State Governments and will be implemented over a five-year period following project effectiveness. DoFA is the Executing Agency (EA) while the National DoTC&I is the Implementing Agency (IA) working closely with each of the four States.

As the PRIME and SCORE Roads fall under the jurisdiction of the relevant State Governments, Project Implementation Agreements (PIAs) with each of the States will also be required to help

govern the PRIME and SCORE project activities in each State, with one PIA for each of the following groups:

- (a) National DoTC&I, Kosrae State Government and Kosrae Department of Transport and Infrastructure;
- (b) National DoTC&I, Pohnpei State Government and Pohnpei State Office of Transport and Infrastructure;
- (c) National DoTC&I, Chuuk State Government, and Chuuk State Department of Transport and Public Works; and
- (d) National DoTC&I, Yap State Government, and Yap State Department of Public Works and Transportation.

PIAs will be executed prior to the commencement of the Projects activities under Component 2 to ensure clarity and agreement between all relevant parties on implementation roles and responsibilities.

As each road authority is under its respective State's control and to ensure good technical coordination, focal points have been appointed in each State to work on and manage day-to-day, PRIME and SCORE activities associated with its land transport sector and to liaise with the National DoTC&I.

Within the National GoFSM, DoTC&I has a Project Management Unit (PMU) that has responsibility for the delivery of Overseas Development Assistance (ODA) funded infrastructure projects (including the World Bank, Asian Development Bank, United States Federal Aviation Administration, People's Republic of China and the United Nations) with the exception of energy (managed by the Department of Resources and Development) and telecommunications (managed by the DoTC&I Communications Division). The primary focus of the PMU is on program management with day-to-day project management tasks deferred to project implementation units.

A PRIME and SCORE joint Project Implementation Unit (PIU) will be established within DoTC&I. All contracts with consultants, contractors and suppliers will be signed by the DoTC&I Secretary with the administration and contract management tasks of the contract being implemented by the joint PIU as their day to day responsibility. The DoTC&I Secretary will sign off on all consultant and contractor invoices and authorize DoFA Central Implementation Unit (DoFA CIU) to make payments.

During project implementation, the DoFA CIU Safeguards Team will assist DoTC&I with the environmental and social aspects.

Both the CIU and DoTC&I are existing units, and are familiar with WB ESF and project-specific environmental and social risk management instruments from their experiences with other WB-funded projects.

### **7.1.2 PIU**

The PIU will coordinate the implementation of the PRIME and SCORE projects with DoTC&I management, DoTC&I PMU, DoFA CIU, PIU State Focal Points, and the State transport agencies in a manner that is to be set forth in the PIAs that outlines the roles of each organization. The PIU will also be responsible for preparing and implementing both projects in accordance with annual work plans and budgets which will detail the Project's activities and eligible expenditures. The PIAs will clarify, among other things, the necessary state and intra-government cooperation and support necessary for both Projects.

The PIU will have overall supervision of SEP implementation. The PIU will also ensure the availability of an appropriate budget for SEP implementation.

### **7.1.3 CIU**

The already established CIU within the DoFA, the PRIME and SCORE Projects Executing Agency, is a functional unit that supports the implementation of the WB portfolio and includes an environmental and social Safeguards Team.

In order to provide strong and efficient support throughout FSM, the CIU provides support to core implementation functions needed for all WB portfolio projects in FSM including, but not limited to, procurement, financial management, social and environmental risk management, monitoring and evaluation, as well as outreach and communications. The CIU team members responsible for these functions report to the CIU Program Manager and provide services and hands on support to the PRIME and SCORE Project Implementing Agency (i.e., DoTC&I) for preparation, implementation and capacity building activities. The CIU will be supported during project implementation by environmental and social consultants for due diligence, community engagement and instrument preparation as needed. Project implementation responsibilities however remains with the IA (DoTC&I).

### **7.1.4 Role and Composition of the PSC**

To ensure the four States are adequately represented in decision making process, a Project Steering Committee (PSC) will be established and chaired by DoTC&I.

The Secretary of DoFA will be a member, along with a member appointed by the Governor of each of the four States. The PSC will provide general oversight and policy direction to PRIME and SCORE projects stakeholders during Project implementation, convene key stakeholders in the event of disagreement and periodically review both Projects progress. The PSC will have a role in determining priorities for allocating Project funds after the completion of the VA and CRRS studies.

## **7.2 Implementation Roles and Responsibilities**

The management, coordination and implementation of the SEP and other project instruments and its integral tasks will be the responsibility of the PRIME and SCORE PIU with support from the CIU Safeguards Team.

It will be important for the PIU and other implementing agencies to ensure that the institutional capacity is in place before implementation of the SEP commences.

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

### **7.2.1 Joint PIU Project Manager and Project Officer**

The PIU will be initially staffed with a joint PIU PRIME and SCORE Project Manager, and a 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 joint PIU Project Manager will also 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 joint PIU Project Manager will also be responsible for the following with support from the CIU Safeguards Team as required:

- Approve the content of any future revisions to the SEP, based on technical review and recommendations by CIU Safeguards Team before sharing with the WB for review and clearance;
- Initiate the commencement of, and review the content of the SEP;
- Approve content of any SEP prepared for specific works or the Generic SEP;
- Implement and monitor all stakeholder engagement strategies/plans for both Projects;
- Coordinate, facilitate, and where appropriate participate, in face-to-face stakeholder meetings with on-the-ground support from the PIU Focal Points, and CIU Safeguards Team;
- Oversee implementation of any recommended environmental and social mitigation measures set out in the ESMPs for the specific works; and
- Prepare monthly and half yearly monitoring report/s as detailed in the individual projects ESCP.

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

### **7.2.2 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 and SCORE Projects such as coordinating and monitoring the implementation of specific Component 2 works. The PIU State Focal Point have been appointed from within the State Departments that manage Transport and Infrastructure.

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 joint 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 both Projects.

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

- Oversee all State level stakeholder engagement related activities for both Projects;
- Manage the grievance mechanism (GM) (outlined in the RF and SEP) at the State level, including receiving, screening, resolving for forwarding grievances (e.g. to joint 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;
- Act as mediator between the Contractor and stakeholders;
- Support CIU Safeguards Team (or E& S consultant/s) to undertake E&S screening for Component 2 works; 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.

### 7.2.3 PIU Project Assistant

The PIU has recruited a Project Assistant to provide support to both Projects by ensuring all administrative requirements are managed effectively. Main responsibilities include:

- Document management, including capture and filing (physical and electronic) of stakeholder and PAP documents and records.
- Database management, including:
  - Continuously update stakeholder information (contact details, organizational details, designation, engagement activities);
  - Continuously update stakeholder consultation records; 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).

### 7.2.4 CIU Safeguards Team

The CIU Safeguards Team currently undertakes a range of stakeholder engagement activities as part of its portfolio of WB funded Projects and has existing relationships with a many of stakeholders in each State which will be important to utilize for the PRIME and SCORE projects. The CIU will be supported by environmental and social consultants throughout project implementation as needed.

In relation to implementation of both projects 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 appropriately and is consistent with the requirements of ESS10.

In relation to implementation of the SEP and other instruments, the CIU Safeguards Team will be responsible for:

- Ensure awareness on the E&S risk screening is undertaken for each Component 2 works of both projects (with local support from PIU State Focal Points);
- Ensure awareness on environmental and social clauses and relevant E&S instruments are included in Contractor bid document, including environmental and social protection and mitigation measures are included;
- Ensure awareness on the projects grievance mechanism (GM) process to support management of grievances and EHS incidents as required;
- Ensure awareness on need to storing data (including grievance records), collating and interpreting stakeholder feedback and providing details to the PIU, DoTC&I, design team and others as necessary; and
- Provide E&S reporting on a quarterly basis as part of WB reporting.

## 7.2.5 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, as well as preparing a CESMP and implementing any environmental and social protection and mitigation measures as outlined in the bid documents, ESMF and CESMP. Specifically, the Contractor under SEP is required to:

- 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.); 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).

## 7.3 Implementation Process

All activities required to implement the ESMF, including the PRIME Generic ESMP or any works specific ESIA/ESMP required will be undertaken in line with the respective requirements for the specific activities and works of both projects.

### 7.3.1 Monitoring and Evaluation

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

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 of both projects. Quarterly monitoring reports are to be prepared for all components of the PRIME and SCORE projects by the PIU throughout project implementation including the status of each activity and the related environmental and social risks, as well as achievement of targeted indicators. The monitoring program will include arrangements for external reporting of monitoring information to stakeholder.

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 monitor 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.

### 7.3.2 Internal Reporting

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

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

- 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).

## 7.4 Implementation Process

PIU and DoFA shall ensure that the total cost of SEP implementation (including time inputs, material and reimbursements) are budgeted for within the PRIME and SCORE Projects Budget from counterpart funds.

An indicative budget of US\$154,000 for both projects (US\$77,000 for each project) has been estimated for the GoFSM to implement the SEP five years as outlined in **Error! Reference source not found.**

Table 7-1: Indicative budget for implementing the SEP

Item	Description	Amount (US\$)	
		PRIME	SCORE
Miscellaneous stakeholder consultation meetings and workshops, including travel.	Includes venue, refreshments, printing etc for numerous meetings across all four States through Project. Includes travel for key PIU and CIU staff from Pohnpei to other States, and travel for the PIU Focal Point within each State (including flights, car hire, fuel etc). <sup>9</sup>	\$70,000	\$70,000
Contingency (10%)		\$7,000	\$7,000
<b>PROVISIONAL SUM PER PROJECT</b>		<b>\$77,000</b>	<b>\$77,000</b>
<b>TOTAL PROVISIONAL SUM</b>		<b>\$154,000</b>	

<sup>9</sup> Assumed travel for international CIU Safeguards Team member/s and any separately engaged environment and social consultants to be covered under DoFA CIU budget, and project budgets, respectively.



## Appendix A PRIME and SCORE Project Summary

### Summary of PRIME and SCORE activities

<b>Component</b>	<b>PRIME activities</b>	<b>SCORE activities</b>
<i>Component 1: Spatial and Sector Planning Tools</i>	<ul style="list-style-type: none"> <li>• Vulnerability Assessment and Climate Resilient Road Strategy (VA/CRRS)</li> <li>• Climate-informed road asset management system (RAMS)</li> </ul>	<ul style="list-style-type: none"> <li>• Road Crash Database</li> </ul>
<i>Component 2: Climate Resilient Infrastructure Solutions</i>	<ul style="list-style-type: none"> <li>• Feasibility studies, design, and construction of identified primary road network assets</li> </ul>	<ul style="list-style-type: none"> <li>• Feasibility studies, design, and construction of identified secondary road network assets</li> </ul>
<i>Component 3: Strengthening the Enabling Environment</i>	<ul style="list-style-type: none"> <li>• Institutional and Governance Review</li> <li>• Road safety program (road safety and access audits) for primary road network assets</li> <li>• Project Implementation Unit</li> <li>• Driver licensing Pilot</li> <li>• Capacity Building Initiatives</li> </ul>	<ul style="list-style-type: none"> <li>• Road safety program (road safety and access audits) for secondary road network assets</li> <li>• Transport Data Collection Unit</li> <li>• Materials Testing Laboratory</li> <li>• Capacity Building Initiatives</li> <li>• Sustainable Motorization Management</li> </ul>

# Appendix B Presentations from Project preparation consultation meetings (PRIME and SCORE)

## PRIME PROJECT



### 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.

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### 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).
- » 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.
- » The three key components of the PRIME Project include:
  1. **Component 1: Spatial and Sector Planning Tools** (incl. Climate Resilient Road Strategy (CRSS) and Vulnerability Assessment (VA), road asset management systems).
  2. **Component 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 VVCRSS studies).
  3. **Component 3: Strengthening the Enabling Environment** (e.g. E&S Frameworks, Institutional strengthening, regulatory reforms, capacity building etc).

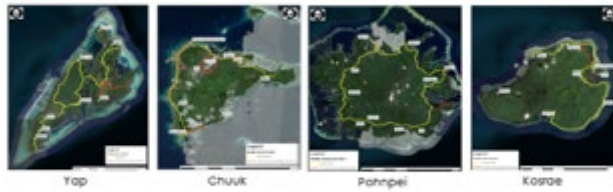
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### Expected Scope of PRIME Project

- » Roads that will be assessed under Component 1 include the majority of existing primary roads on the main islands of each FSM State and some additional secondary roads considered to be of strategic and/or economic importance by DoTC&I.
- » Only the primary roads will be funded under Component 2 of the PRIME Project and works are only likely to include a small proportion (<10%) of these primary roads.
- » Recommended improvements identified in the VVCRSS on the secondary roads may form part of recommended future investment needs for FSM's road network.
- » Scope of physical works (Component 2) are expected to include (but not limited to):
  - **Pavement and surface strengthening** – maintenance, repair, rehabilitation or reconstruction of existing road pavement (including sealed shoulders and raising road levels);
  - **Drainage improvements** – longitudinal drainage, cross-drainage culverts, improving outfalls, subsoil drainage and out-of-drains, etc;
  - **Spot slope stabilization** – modifications to cutting slope and fill embankments to reduce landslide risk, soil bioengineering and biostructural stabilization techniques and anchoring of unstable rock slopes;
  - **Rock wall revetment strengthening** – for protection of coastal road sections;
  - **Improvements to causeways and bridges** – repairs or reconstruction of existing crossings and/or new crossings to provide safe, all weather access for vehicles and pedestrians;
  - **Road safety improvements** – traffic calming measures, guardrails, line marking and minor realignments etc.

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### Extent of 'PRIME Roads'



Note: Extent of roads included determined by DoTC&I in consultation with key State stakeholders & WS

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### E&S Assessment – Scope

- Argo Environmental Ltd (ARGO), a NZ-based international environmental consultancy was engaged by GoFSM to undertake a E&S baseline assessment and prepare E&S 'framework' documents for the PRIME Project (which are currently under preparation) including:
  - Environmental & Social (E&S) Management Framework
  - Resettlement Framework
  - Stakeholder Engagement Plan (including Grievance Mechanism)
  - Labor Management Procedures
  - Generic E&S Management Plan
- Next stages of PRIME Project will be undertaken by other consultants engaged by GoFSM including:
  - Climate Resilient Road Strategy (CRSS) and Vulnerability Assessment (VA) to determine the specific physical works
  - Design work for each physical works
  - Site-specific E&S management plans to be prepared for discrete works (once known)

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### E&S Baseline Assessment – Scope and Methodology

- The methodology for the E&S Baseline Assessment 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, basins, 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.

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### Environmental & Social Management Framework – Purpose

- Purpose of the Environmental and Social Management Framework (ESMF) is to examine the risks and impacts of a project when it consists of a program and/or series of works, and the risks cannot be determined until the works details have been identified.
- Once specific works are defined for the PRIME Project, after the completion of the VACRSS studies and the necessary information becomes available, the framework will be adapted into specific management plans proportionate to potential risks and impacts for specific works.



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### ESMF – Anticipated E&S Impacts and Mitigation

- Potential General Construction Impacts anticipated -
  - 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 archaeological and cultural heritage resources (e.g. within the works footprint – 'participatory design approach')
    - worker / community health & safety
- Potential General Operational Impacts anticipated -
  - Potential benefits – e.g. 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 assessed, and mitigation measures developed, once the physical works have been identified.

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### ESMF – E&S Risk Assessment Approach & Constraints

- E&S Risk Assessment undertaken as part of the ESMF process.
  - E&S risk / impacts rated to determine the appropriate response or management actions to minimize impacts.
  - There are 4x main levels of risk combining the 'likelihood' and 'consequences' (from Low to Extreme Risk)
  - Each risk level has a response or management control action to reduce risk.
- Risk assessment approach assists with early screening of potential E&S constraints, and inform design.
- E&S constraints mapping was undertaken as a result of the baseline resource assessment (e.g. data/information collected) for each state. (Note these locations are indicative only and further investigation will be undertaken in the vicinity of specific works sites).



### ESMF – Risk Management Procedures & Screening

- After road works determined by VA and CRRS studies, E&S screening will be undertaken:
  1. **Initial E&S Risk Screening** (activity selection / prioritization) - identifies potential high-level E&S risks and impacts
  2. **Detailed E&S Screening** - preparation of an 'E&S Screening Report' after the works are further defined as part of the preliminary design process, to feed into the design and impact mitigation process.
  3. **Further redesign of the works** to avoid/minimize land and/or asset loss, where practical
  4. **Implementation of a Generic Environmental and Social Management Plan (Generic ESMP)** in the event of minor E&S impacts with works largely contained within the existing road easement.
  5. **Preparation and implementation of a works specific E&S and ESMP**, if moderate or high E&S impacts are expected from works and are not suitably captured as part of the Generic ESMP.
- Works with 'High' or 'Extreme' E&S risks may be evaluated as being a lower priority for inclusion under the PRIME Project.
- The Project will emphasize a 'participatory design approach' (discussed later) in order to minimize E&S impacts.

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### Resettlement Framework – Purpose

- Purpose of the Resettlement Framework (RF) is to clarify resettlement principles, organizational arrangements and design criteria to be applied to works or project components.
- Once the works are defined, and the necessary information becomes available, the RF will be expanded into specific plans proportionate to potential risks and impacts for each specific road work.
- The over-riding objective of a RF is to ensure that all Project Affected Persons (PAPs) are provided with assistance and rehabilitation measures to allow them to improve, or at least maintain, their pre-Project living standards, livelihoods, and income earning capacity.



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### 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 E&S impacts will be screened out of works for consideration. Any works that would involve relocation of housing, permanent severe impact on livelihoods, land acquisition involving severe loss of land holdings of an affected person will not be included under the PRIME Project; and
  - Design of works will prioritize features that have impacts that can be mitigated simply and be temporary in nature.
- The Project will design and implement measures to mitigate land/asset/livelihood impacts aimed at restoring, if not improving, standards of living of those affected.
- Works will adopt a 'participatory design approach' with the respective landowners and communities.
- Consultations and public participation will be carried out as an ongoing process throughout project planning, design, implementation and post-project stages. Affected people and communities in the vicinity of project works will be given advance notice of planned works schedules.
- Particular attention will be given to socially and economically vulnerable groups, such as those without legal title to the land or other asset's, households headed by females (where appropriate), the elderly or disabled, vulnerable road users, and others (e.g. people living in extreme poverty or hardship).

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### Resettlement Framework – Key Project Principles (Cont.)

- Land requirements for Project works will be arranged through either voluntary land donation or involuntary land acquisition. Compensation for land, where required, will be at replacement cost.
- For displaced/disturbed non-land assets, assistance will be provided to relocate and reinstall the asset/structure. Where these cannot be viably relocated, a like-for-like replacement or compensation at replacement cost will be provided. Compensation will be provided for loss of income due to temporary business closure as a result of construction activities, where disruption cannot be avoided.
- A complaints and grievance mechanism has been established for the PRIME Project to solve disputes and complaints from PAPs.
- The impacts of the works, including unforeseen losses and damages that may occur during either construction or operation, will be carefully monitored and remedial steps taken as required.

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### Resettlement Framework – Participatory Design Approach

- Planning of improvement works will adopt a 'participatory design approach' with respective landowners, land users and communities.
- This will involve detailed consultations with communities and landowners commencing at the preliminary design phase.
- Design for road improvements will be an iterative process of consultation and design development.
- Design consultants are to present communities and landowners with objectives of the road improvements based on issues that need to be addressed (e.g. water drainage issues) and general design options and implications for road footprint/impacts.
- Feedback will be sought from communities and landowners on what is preferred and acceptable.
- Community participation will incorporate principles regarding clear consultation, documentation of agreements and monitoring procedures ensuring that planned works, impacts and mitigation / restorative measures are acceptable to affected people, and any impacts are minimal.

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### Resettlement Framework – Processes for Securing Land Access

- After road works determined by VA and CRRS studies, E&S screening will be undertaken:
  1. **Initial E&S Risk Screening** (activity selection / prioritization) - identifies potential high-level E&S risks and impacts
  2. **Detailed E&S Screening** - preparation of an 'E&S Screening Report' after the works are further defined as part of the preliminary design process, to feed into the design and impact mitigation process.
  3. Further redesign of the works to avoid/minimize land and/or asset loss, where practical
  4. A 'Land Access Due Diligence Report' is to be prepared, in the event of no anticipated land/asset impacts
  5. Preparation of either a 'Voluntary Land Donation Report', or a 'Resettlement Plan', if impacts to land and/or assets are identified.

#### Arrangement for Securing Land

- If land adjacent to the road corridor is required for minor road adjustment or works (e.g. installation of new culverts or drainage improvements) land access for the works will need to be secured.
- In some circumstances, Voluntary Land Donations (VLD) negotiations/agreement with the landowner may be appropriate, i.e. if landowner is to directly benefit from works (e.g. small/marginal areas of land, drainage installations/assessments, minor realignment of existing roads).
- If more significant realignment, or VLD cannot be negotiated with landowner, and the works are deemed essential with no suitable alternative site, then land may be involuntarily acquired (with losses compensated at replacement cost).

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### Stakeholder Engagement and Consultation

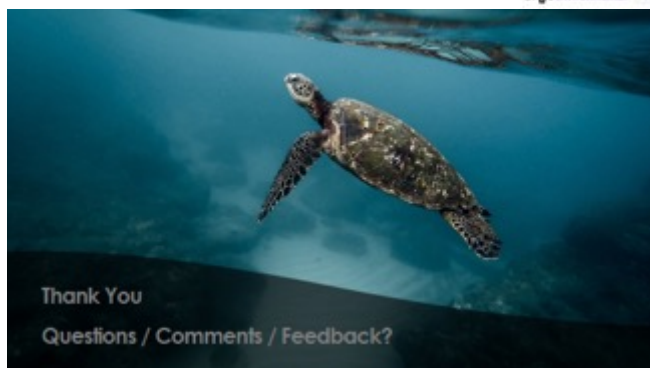
- Emphasis on 'participatory design approach' whereby local communities and affected landowners participate in the decisions related to the design of road improvements that affect them.
  - The design of road improvements will prioritize works within the corridors of existing primary roads and minimize the loss of private property, where technically feasible.
- Stakeholder Engagement Plan is being prepared which:
  - 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, will form a key component of the framework documents, which provides a mechanism for those who believe they are affected by the PRIME Project to express concern/issues and seek satisfactory resolution to grievances they may have relating to the Project activities.
- Draft E&S Framework documents will be publicly disclosed once completed.

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### Next steps and Indicative Schedule

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

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Thank You  
Questions / Comments / Feedback?

## SCORE PROJECT



### FSM SCORE PROJECT Environment & Social Assessment and Instruments STAKEHOLDERS CONSULTATION MEETING OCTOBER 2021



#### Overview of Meeting Agenda

1. Welcome & Introductions
2. Purpose of Consultation
3. Brief SCORE Project Overview (including update on PRIME)
4. Components, Scope & Selection Criteria of SCORE Project
5. Instruments for Impact Assessment:
  - Environmental & Social Management Framework (ESMF)
  - Resettlement Framework (RF)
  - Stakeholder Engagement and Consultation (SEP)
6. Grievance Redress Mechanism (GRM)
7. Next Steps and Indicative Schedule
8. Questions / Feedback



#### 2. Purpose of Consultation?

1. To **present secondary road selection criteria**, scope and timing of the SCORE Project.
2. 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).
3. To **receive comment and feedback** from stakeholders, in order to complete draft E&S framework documents.
4. To **engage stakeholders** in the development of these documents and management decisions for the Project.

### 3. Project Overview SCORE Project

<b>What is the Project?</b>	Strategic Climate-Oriented Road Enhancements (SCORE) will fund improvements on selected secondary roads in all 4 States to improve climate resilience under World Bank assistance.
<b>2. Difference with PRIME?</b>	SCORE is an extension to PRIME - PRIME funds primary roads, and SCORE funds secondary road improvements.
<b>3. What SCORE intends to do?</b>	To improve the climate resilience of FSM's secondary road network, specifically focusing on GoFSM-identified <i>strategic secondary roads</i>

### 4. SCORE Project – Components

#### The three key components of the SCORE Project include:

- **Component 1: Spatial and Sector Planning Tools.** This Component involves technical assistance (TA) to support FSM to make informed decisions based on the most accurate and up-to-date sector information available.
- PRIME is already programmed to deliver a robust combination of spatial and sector planning tools (i.e. VA/CRRS and the climate-informed road asset management system) in support of this aim. Consequently, SCORE will finance periodic potential updates (as needed) to those systems or complementary tools.
- **Component 2: Climate Resilient Infrastructure Solutions.** This Component involves feasibility studies, design, and construction of identified priority strategic secondary road assets to improve their resilience to climate-related hazards and/or events.
- **Component 3: Strengthening the Enabling Environment.** 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 the Government in addressing climate change risks.



#### 4.1 Scope of Works

#### 4. What will SCORE do?

SCORE will fund feasibility, design and construction of physical works within approx. 6 years

to enhance the resilience of the selected sections of secondary roads to potential climate-related impacts and natural hazards/events in Kosrae, Pohnpei, Chuuk and Yap.

## 4.2 Scope of SCORE Project

Scope of physical works (Component 2) may include these types of works:

1. **Pavement and surface strengthening**
2. **Drainage improvements** – longitudinal drainage, cross-drainage culverts, improving outfalls, etc;
3. **Spot slope stabilization** – modifications to cutting slope and fill embankments to reduce landslip risk;
4. **Rock wall revetment strengthening** – for protection of coastal road sections;
5. **Improvements to causeways and bridges** – repairs or reconstruction of existing crossings and/or new crossings;
6. **Road safety improvements** – traffic calming measures, guardrails, line marking and minor realignments etc.
7. Other improvements to causeways and bridges, as required.

## 4.3 Secondary Road Selection Criteria

1. Secondary roads that serve lifeline function providing vital alternative links to critical primary roads.

2. Have significant socioeconomic importance (e.g. providing a connection to critical infrastructure, sites of significant economic activity, and services).

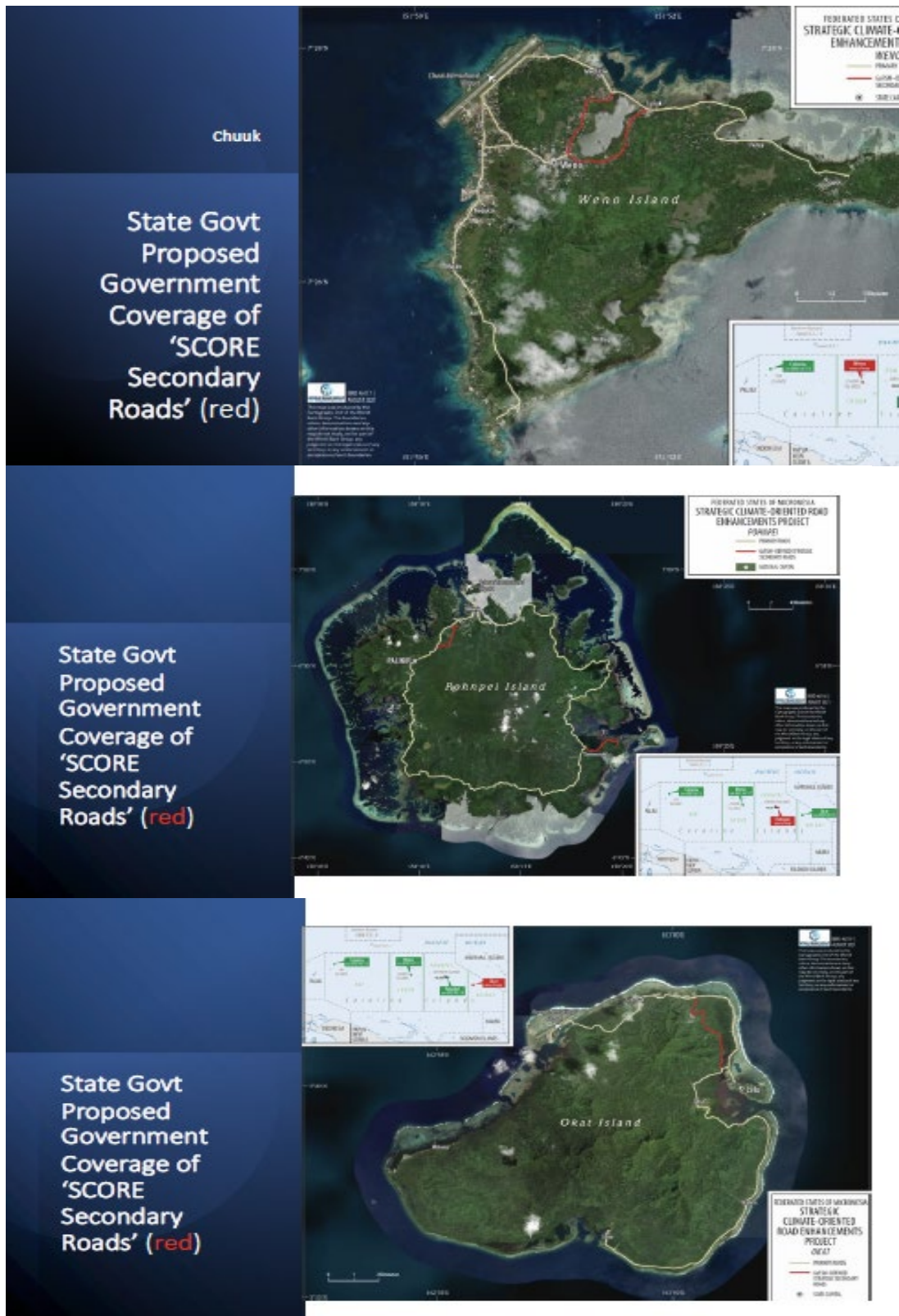
3. Based on Vulnerability Assessment and Climate Resilient Road Strategy (VA/CRRS) results that will provide a robust and objective prioritization methodology by FSM.

4. State recommended priority based on above # 1-3.

State Govt  
Proposed  
Government  
Coverage of  
'SCORE  
Secondary  
Roads' (red)







## 5. INSTRUMENTS FOR IMPACT ASSESSMENT

### 5 Instruments to prepare under SCORE process:

1. Environmental & Social (E&S) Management Framework (ESMF)
2. Resettlement Framework (RF)
3. Stakeholder Engagement Plan (including Grievance Mechanism) (SEP)
4. Labor Management Procedures (LMP)
5. Environment and Social Commitment Plan(ESCP)



### 5.1 Environmental & Social Management Framework – Purpose

- Purpose of the **Environmental and Social Management Framework (ESMF)** is to examine the risks and impacts of a project when it consists of a program and/or series of works, and the risks cannot be determined until the works details have been identified.
- WHEN required to develop site-specific environmental and social management plans (ESMP)



### 5.2 Resettlement Framework – Participatory Design Approach

**APPROACH: AVOID, MINIMIZE & MITIGATE IMPACTS. BY KEEPING WITHIN EXISTING ROAD EASEMENTS. ANY MINOR WORKS WILL BE CONSIDERED AND DISCUSSED WITH OWNERS through:**

- Stakeholders' involvement. Planning of improvement works will adopt a 'participatory design approach' with respective landowners, land users and communities.
- Consultations throughout project preparation & construction. This will involve detailed consultations with communities and landowners regarding design options that need to be addressed (e.g. water drainage issues) from preliminary design phase.
- Feedback will be sought from communities and landowners on what is preferred and acceptable.
- Secure and document agreements and monitoring procedures ensuring that planned works, impacts and mitigation / restorative measures are acceptable to affected people, and any impacts are minimal.



### 5.3 Resettlement Framework – Processes for Securing Land Access

#### Possible Arrangements for Securing Land:

- **Access agreement.** If land adjacent to the road corridor is required for minor road adjustment or works (e.g. installation of new culverts or drainage improvements) land access for the works will need to be secured.
- **Land donation.** In some circumstances, Voluntary Land Donations (VLD) negotiations/agreement with the landowner may be appropriate, i.e. if landowner is to directly benefit from works (e.g. small/marginal areas of land, drainage installations/easements, minor realignment of existing roads).
- **Land compensation, if applicable.** If more significant realignment, or VLD cannot be negotiated with landowner, and the works are deemed essential with no suitable alternative site, then land may be involuntarily acquired (with losses compensated at replacement cost).
- **Mitigation of losses,** including assistance to relocate/reinstate structures/productive trees or provide compensation to replace those assets where this is not possible.



### 5.4 Stakeholder Engagement and Consultation

#### Requires:

- **Stakeholder Engagement Plan**  
Presents and describes HOW stakeholders including property owners are consulted throughout the Project.
- **Grievance Mechanism,** will form a key component of the framework documents, which provides a mechanism for those who believe they are affected by the SCORE Project to express concern/issues and seek satisfactory resolution to grievances they may have relating to the Project activities.
- **Public Disclosure** of Draft E&S Framework documents once completed (e.g. community meeting, government and WB websites).



## 6. Grievance Redress Mechanism (Complaint Mechanism)

**Objective:** For people to express concern/issues and seek satisfactory resolution to grievances they may have relating to Project activities, impacts, compensation and assistance measures.

**How?** During both pre- and post-construction periods, the SCORE Project Manager and/or PIU, will endeavor to resolve any complaint - issue as soon as practical.

Where the Aggrieved Person (AP) is not satisfied, the PRIME/SCORE Project Manager will refer the Aggrieved Person to the PIU whom in turn will inform the Secretary of DoTC&I and the Central Implementation Unit -CIU (Program Officer and Safeguard team).

All grievances, both construction and non-construction related, and those related to sexual exploitation and abuse, sexual harassment, and gender-based violence (SEA/SH/GBV) –

to be either directly received by the PIU State Focal Point, or forwarded to the PIU State Focal Point (i.e. if grievances were received by the Contractor for construction related complaints).

**Where?** Construction site, PIU focal point offices, website or email and others

## 7. Next Steps and Indicative Schedule

Project Stage	Responsibility	Approx. Timing
1. Stakeholder consultation, E&S baseline assessment, and development of E&S Framework documents	GoFSM	First week of November 2021
2. Public disclosure of E&S Framework documents (WB/GoFSM)	GoFSM / WB	Early 2022
3. VA/CRRS studies to determine specific physical works proposed under SCORE	GoFSM	Early 2022
4. Preliminary design work for each physical works, including 'participatory design' consultations	GoFSM	Early Mid 2022
5. E&S screening and management plans prepared for physical works	GoFSM	Late 2022
6. Detailed design for each physical works	GoFSM	2022 (TBC)
7. Commencement of construction activities	GoFSM / Consultant (TBC)	TBC
8. Stakeholder engagement and consultation throughout Project	GoFSM / Consultant (TBC)	Ongoing

THANK YOU  
VERY  
MUCH FOR  
YOUR  
TIME! Any  
questions?



IF ANY QUESTIONS IN THE  
FUTURE, YOU MAY CONTACT:



Mr. Wilmer Kilmete:  
wilmer.Kilmete@dofa.gov.fm

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

State/ National	Date	Venue	Meetings Held	Number of Participants	Remarks	Women Participation
1. Kosrae	26-Oct-21	Governor's Conference Room	1	23	6 women pax	26%
2. Pohnpei	26-29 Oct 2021	Diff for 5 meetings	5	48	6 women pax	13%
3. Chuuk	27 & 28 Oct 2021	Governor's Conference Room & Weno Municipality	2	37	7 women pax	19%
4. Yap	26 Oct 2021 (YSPC)	5 Meetings (YSPC, Legislature/Media/Youth Org, Weloy community, Yap Chamber of Commerce, Yap Historic Preservation Office)	5	46	6 women pax	13%
5. National			1	16	4 women pax	25%
		Total stakeholders consultations held	14			

LOCATION	NO.	ORGANIZATION/GROUPS CONSULTED	COMMUNITIES			OTHERS/NGO STAKEHOLDERS	NO.
National	1	FSM Resources & Devt					
	1	Election Commission					
	1	Dept of Health					
	1	DOFA					
	1	Pub Affairs Office					
	1	Atty General's Office					
	<b>6</b>						<b>6</b>
Kosrae	11	Gov't agencies	2	Mayors	1	Kosrae Chamber of Commerce	
				Tafunsak Municipal Government		Inc women, youth, & conservation orgs	
		Telecom and Kosrae Utility			7		
				Lelu Town Government	1	KWA – Kosrae Women Association	
		DREA – Department of Resources & Economic Affairs			1	UBR – Utwe Biosphere Reserve	
	1	DOFA – Department of Finance & Administration			1	KCSO – Kosrae Conservation & Safety Org	
	1	Project Management Office					
	1	DT&I – Department of Transportation & Infrastructure					
	1	DHS – Department of Health Service					
	1	PIO – Public Information Office					
		<b>6</b>		<b>2</b>		<b>11</b>	
Pohnpei	1	PNI Legislature	2		1	Disability Group	
	1	Governor's Office			1	Senior Citizen	
					2	Private sectors	
					2	Women representatives	
					1	Micnesian Conservation Trust	
		<b>2</b>		<b>2</b>		<b>7</b>	
Chuuk	1	ODA (Overseas Development	6	Com reps	1	Intl Org of	
	1	Chuuk SBDC (Small Business Development Center)			1	Chuuk Women's Council	
	1	DMR (Department of Marine			1	Chuuk Chamber of	
	1	CVB (Chuuk Visitors Bureau)					
	1	DoT&PW or DT&PW (Department of Transportation					
	1	COM-CRE (College of Micronesia-Cooperative Research & Extensions)					
	1	Governor's Office					
	1	DoT&PW ( Department of Transportation & Public Works)					
	1	DAS ( Department of Administrative Services					
	1	DPS (Department of Public Safety)					
	<b>10</b>		<b>6</b>		<b>3</b>		<b>19</b>
Yap	1	Media	4	Okaw	1	Yap Women's Assn	
	1	Youth & Civic Affairs		Dugor	1	Historical Preservation Society	
	1	YSPSC		Atliw	8	Yap Chamber of Commerce	
	3		4	Adebue	10		17
<b>TOTAL</b>	<b>27</b>		<b>14</b>		<b>31</b>		<b>72</b>

## Appendix D Meeting notes from Project preparation consultation meetings

### 1. YAP STATE

#### CONSULTATION MINUTES

<b>Project:</b>	<b>FSM: Strategic Climate-Oriented Road Enhancement (SCORE) - Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Division of Media & Protocol Conference room		
<b>Date:</b>	Thursday, 28 October 2021	<b>Time:</b>	1130am (Lunch Hour)
<b>Presenter/ Facilitator</b>	ST	<b>Recorder</b> :	ST

#### Attendees:

*(SEE DETAILED ATTENDANCE LIST IN ANNEX)*

#### PURPOSE

Follow up meeting for Project commencement with DoTC&I State Representatives to introduce the Project and E&S Team, local contact points, expand upon Project understanding in terms of the Primary Road Network in Yap and the identified Priority Project (Machoyq Road), process for identifying key Project stakeholders etc.

#### PROCEEDINGS

No.	Agenda Item
1	<b>Welcome&amp; Introductions</b> Meeting with Yap Senator Jesse R. Sobulmar (Vice Chairman-Gov't, Health & Welfare), Yap Youth Representative, Yap Media Crew & other public guests
2	<b>Brief Project Overview</b> As an extension of PRIME Project, Senator Sobulmar applauded the state and national's efforts in working with the World Bank in securing important funding for significant needs due to climate change challenges faced by all. He further applauded the communities of Yap State for embracing road developments as private lands are mainly being used for commuters in Yap as public roads. Without the support from the private people the government services are pointless.
3	<b>Project Understanding – Road Network</b> Road network surrounding public areas including private roads, mainly secondary roads, are very well noted by the group based on their various roles in the government including youth projects around the island such as climate change awareness, food security and many more.
4	<b>Project Understanding – Priority Site</b> According to Machoyq secondary road the Youths of Yap see potential traveling improvements on those students who live on the west side of the island.
5	<b>Stakeholder Identification</b> A scale was used by the national consultant to define importance of the road improvement to the youth organization and its members where a scale of 1-10 was used defining 1 = least relevant and

No.	Agenda Item
	10 = most relevant. The youth organization was rated as 9 based on their frequent road usage particularly students on the other side of the island crossing to Kolonia, the capital of Yap.
6	<p><b>Communication &amp; Reporting</b></p> <p>The group is well aware of Public Works &amp; Transportation Dept and Planning Office of Yap. As well as TC&amp;I Dept/ Ntl</p>
7	<p><b>Other Matters</b></p> <ol style="list-style-type: none"> <li>1. Yap State Media felt secure knowing more in-depth on the SCORE Project as it can help their deliberation and promotion dealing with public including public awareness programs related to SCORE in the future.</li> <li>2. Yap State Legislature-Senator Jesse Sobulmar emphasized on primary roads as for major traveling to and from needed public services; school, hospital, work and etc. Meanwhile, secondary roads are as essential thus the importance of improving them for they are the main gateway to food security; gardens, taro patches, and etc.</li> <li>3. Yap Youth felt SCORE is too precious to ignore and wish the government would highly consider getting Machoyq road fixed as another reliable route in case of sea-water rise.</li> <li>4. Machoyq Road do serve as a better alternate and short cut to all commuters traveling on either side of the islands needing to get to school and in case of emergency-hospital much faster than rounding the island.</li> </ol> <p>Senator Jesse R. Sobulmar Contact: 10<sup>th</sup> Yap State Legislature Tel: 350-2400</p>
8	<p><b>Meeting closed at</b></p> <p>0100pm</p>

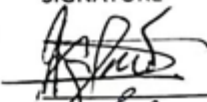
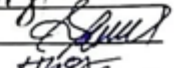


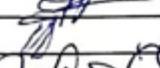

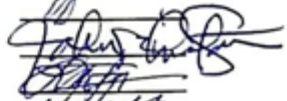
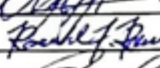
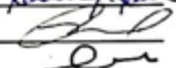
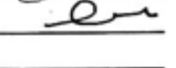
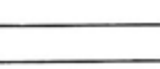




2021 SCORE CONSULTATION-YAP

DATE: 10/28/21

YAP LEGISLATURE, MEDIA DIV + YOUTH Org.

NAME	AGENCY	CONTACT EMAIL/PHONE	SIGNATURE
1. <u>Jesse Rag / mar Sabuluar YSL</u>		<u>ragixavijesse@gmail.com</u> <u>952-7866</u>	
2. <u>MEDSON J. KAWELMAI</u>	<u>MEDIA DIV</u>	<u>952-9976</u>	
3. <u>Henrietta Gilgorow</u>	<u>Media</u>	<u>952-3580</u>	
4. <u>DOVILIN KIRIAN</u>	<u>media</u>	<u>350-2174</u>	
5. <u>EUAN RUMETMAS</u>	<u>Media</u>	<u>952-9593</u>	
6. <u>CASEY TIBEMAI</u>	<u>MEDIA</u>	<u>952-9593</u>	
7. <u>John Gilmanam</u>	<u>MEDIA</u>	<u>950-4575</u>	
8. <u>Lester Riestel</u>	<u>MEDIA</u>	<u>952-7385</u>	
9. <u>Ronald F. Ruwan</u>	<u>Media</u>	<u>550-2727</u>	
10. <u>Martina Reichardt</u>	<u>WCH/DHR</u>	<u>350-2002/8351</u>	
11. <u>JOSH NAM</u>	<u>YAP YOUTH Org.</u>	<u>952-0029</u>	
12. _____	_____	_____	_____
13. _____	_____	_____	_____
14. _____	_____	_____	_____
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## Yap - Historic Preservation Organization CONSULTATION MINUTES

<b>Project:</b>	<b>FSM: Strategic Climate-Oriented Road Enhancement (SCORE) - Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Yap Historic Preservation Office (HPO) Conference room		
<b>Date:</b>	Friday, 29 October 2021	<b>Time:</b>	11am
<b>Presenter/ Facilitator</b>	ST	<b>Recorder</b> :	ST

**Attendees:**

**(SEE DETAILED ATTENDANCE LIST IN ANNEX)**

**PURPOSE**

Follow up meeting for Project commencement with DoTC&I State Representatives to introduce the Project and E&S Team, local contact points, expand upon Project understanding in terms of the Primary Road Network in Yap and the identified Priority Project (Machoyq Road), process for identifying key Project stakeholders etc.

**PROCEEDINGS**





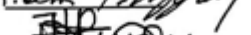



No.	Agenda Item
1	<b>Welcome&amp; Introductions</b> Meeting with HPO Board of Directors, staff and Director of Youth & Civic Affairs-Dept
2	<b>Brief Project Overview</b> As an extension of PRIME Project, Board members and staff of Yap HPO are fairly familiar on most of the intended development plans/projects for the state most especially on primary and secondary roads within Yap State.
3	<b>Project Understanding – Road Network</b> Road network surrounding public areas including private roads, mainly secondary roads, are very well noted by HPO based on their historical projects and sites.
4	<b>Project Understanding – Priority Site</b> According to Machoyq secondary road no HPO project is near or located within the area.
5	<b>Stakeholder Identification</b> On a scale of 1-10; HPO is 5 based on none-HPO project or Historical Sites near Machoyq road at the moment
6	<b>Communication &amp; Reporting</b> Board and staff are well aware of Public Works & Transportation Dept and Planning Office of Yap. As well as TC&I Dept/ Ntl
7	<b>Other Matters</b> Currently, Yap HPO does not have any on-going or previous project(s) at the Machoyq road. Nevertheless, due to lack of access they may have been prevented to explore the area to which in the future there may be one or two possible archaeological resources around the area during the Japanese era to which someone might bring to attention. But even so that must come from the Weloy community before engagement by the office.

<b>No.</b>	<b>Agenda Item</b>
	Yap HPO Contact: Acting Officer: Aloysious Guchbuw Tel: 350-4226
<b>8</b>	<b>Meeting closed at</b> 0100pm

**2021 SCORE CONSULTATION-YAP**

**DATE:** 10/29/21

**YAP HPO**

NAME	AGENCY	CONTACT EMAIL/PHONE	SIGNATURE
1. <u>Aloysious Guchbuw</u>	HPO	yshp0691@gmail.com 2027098851@GGG.gov	
2. <u>Eliwa Runioma</u>	MEDIA	ruefma914@gmail.com	
3. <u>Mary G. Risa</u>	HPO		
4. <u>Laura T. Ngaden</u>	HPO BOD	logaden1954@gmail.com	
5. <u>Monalisa Layon</u>	HPO BOD	monalisalayan@gmail.com	
6. <u>Francis Fittingmaal</u>	HPO BOD	350 2304	
7. <u>Anthony Tarea</u>	COT	350 3401 (950 7767)	
8. <u>Constantine Nwataw</u>	DYCA/HPO	952-8161 contact.dyca.yap@gmail.com	
9. _____	_____	_____	_____

## Yap Chamber of Commerce CONSULTATION MINUTES

<b>Project:</b>	<b>FSM: Strategic Climate-Oriented Road Enhancement (SCORE) - Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Yap Chamber of Commerce Conference Room		
<b>Date:</b>	Wednesday, 27 October 2021	<b>Time:</b>	10am
<b>Presenter/ Facilitator</b>	ST, Victor Bamog-Director of OPB & Jonathan Fichibman-Chief of Planning Office-Yap	<b>Recorder</b> :	ST

**Attendees:**

**(SEE DETAILED ATTENDANCE LIST IN ANNEX)**

**PURPOSE**

Follow up meeting for Project commencement with DoTC&I State Representatives to introduce the Project and E&S Team, local contact points, expand upon Project understanding in terms of the Primary Road Network in Yap and the identified Priority Project (Machoyq Road), process for identifying key Project stakeholders etc.

**PROCEEDINGS**

No.	Agenda Item
1	<b>Welcome &amp; Introductions</b> Meeting with Yap Chamber of Commerce
2	<b>Brief Project Overview</b> As an extension of PRIME Project, Mr. George Torwan (chairman) and all members are fairly familiar on most of the intended development plans/projects for the state most especially on primary and secondary roads within Yap State.
3	<b>Project Understanding – Road Network</b> Road network surrounding public areas including private roads, mainly secondary roads, are very well noted by YCC based on their intended business market plans for the state. Better access is better business services on private sector.
4	<b>Project Understanding – Priority Site</b> Chamber of Commerce (YCC) values all state's priority sites on all roads. This helps and enables the Chamber ease of access, assessments on market extension, extensive projects including but not limited to major sales/resales alongside all roads.
5	<b>Stakeholder Identification</b> On a scale of 1-10, where 1 = least relevant and 10 = most relevant, Yap Chamber of Commerce was rated as 9 based on the Chamber's interest to facilitate flow of business activities around Yap through a well-maintained road.
6	<b>Communication &amp; Reporting</b> YCC is well aware of Public Works & Transportation Dept and Planning Office of Yap. As well as TC&I Dept/ Ntl
7	<b>Other Matters</b>

No.	Agenda Item
	<p>Better road access is better services by YCC. Road construction materials, cargo movements on roads, safety of business workers are all dependent on ease of access rendered by developed roads.</p> <p>YCC Contact: Chairman of YCC-Mr. George Torwan Tel: 350-8990</p>
8	<p><b>Meeting closed at</b> 1230pm</p>



2021 SCORE CONSULTATION-YAP

DATE: 10/27/21

CHAMBER OF COMMERCE

NAME	AGENCY	CONTACT EMAIL/PHONE	SIGNATURE
1. <u>GEORGE TORWAN</u>	<u>YCC/WTE</u>		<u>[Signature]</u>
2. <u>Willie Banua</u>	<u>CSI/MT</u>	<u>willie.m@email.fm</u>	<u>[Signature]</u>
3. <u>Steven Marao</u>	<u>YCA</u>	<u>ycr@mail.fm</u>	<u>[Signature]</u>
4. <u>JACOB GILBERG</u>	<u>YCC</u>	<u>YapChamber21@gmail.com</u>	<u>[Signature]</u>
5. <u>Jonathan F. Fathot</u>	<u>OPB</u>	<u>jffathot@gmail.com</u>	<u>[Signature]</u>
6. <u>Victor Bromag</u>	<u>OPB</u>	<u>Yap200@gmail.com</u>	<u>[Signature]</u>
7. <u>XPRU WESMUND</u>	<u>Britesun</u>	<u>accounting@britesun.info</u>	<u>[Signature]</u>
8. <u>James G. Lukon</u>	<u>Dugar</u>	<u>jameslukon@ycho.com</u>	<u>[Signature]</u>
9. <u>Juanito Hasugumal</u>	<u>VITAL</u>	<u>jhasugumal@fsmwp.com</u>	<u>[Signature]</u>
10. _____	_____	_____	_____

## Yap State Public Service (YSPSC) CONSULTATION MINUTES

<b>Project:</b>	<b>FSM: Strategic Climate-Oriented Road Enhancement (SCORE) - Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Yap State Public Service Corporation (YSPSC) Conference Room		
<b>Date:</b>	Tuesday, 26 October 2021	<b>Time:</b>	3pm
<b>Presenter/ Facilitator</b>	ST	<b>Recorder</b> :	ST

**Attendees:**

**(SEE DETAILED ATTENDANCE LIST IN ANNEX)**

**PURPOSE**

Follow up meeting for Project commencement with DoTC&I State Representatives to introduce the Project and E&S Team, local contact points, expand upon Project understanding in terms of the Primary Road Network in Yap and the identified Priority Project (Machoyq Road), process for identifying key Project stakeholders etc.

**PROCEEDINGS**

No.	Agenda Item
1	<b>Welcome &amp; Introductions</b> Meeting with YSPSC General Manager-Mr. Faustino Yangmog and Asst. GM-Mr. Victor Nabeyan
2	<b>Brief Project Overview</b> As an extension of PRIME Project, Mr. Faustino and Mr. Nabeyan both are fairly familiar on most of the intended development plans/projects for the state most especially on primary and secondary roads within Yap State.
3	<b>Project Understanding – Road Network</b> Road network surrounding public areas including private roads, mainly secondary roads, are very well noted by the YSPSC due to its services' network in power lines, water and sewage waste water lines.
4	<b>Project Understanding – Priority Site</b> In the neighbourhood of well-established island power distributor YSPSC values all state's priority sites on all roads. This helps and enables the corporation ease of access, assessments on extension works, extensive projects including but not limited to major repairs alongside all roads during mass destructions after certain unfortunate events of typhoon and etc.
5	<b>Stakeholder Identification</b> On a scale of 1-10 where 1= least relevant and 10 = most relevant, YSPSC was rated as 9 by the national consultant due to their reliance on a good road to deliver power services. These include facilitation of YSPSC'S heavy vehicles such as bucket trucks and trailers carrying heavy poles to maintain and repair faulty power lines.
6	<b>Communication &amp; Reporting</b> YSPSC is well aware of Public Works & Transportation Dept and Planning Office of Yap. As well as TC&I Dept/ Ntl
7	<b>Other Matters</b>

No.	Agenda Item
	<p>Better road access is better services by YSPSC. Lighting of roads (street lights), solar services, maintenance of power lines, water services and waste water are all dependent on ease of access rendered by developed roads.</p> <ol style="list-style-type: none"> <li>1. YSPSC is closely working with Fiber-to-Home project (TC&amp;I) on underground lines; to save cost on earth excavation and earth moving as much as possible.</li> <li>2. YSPSC requesting close consideration on all public projects most especially on roads for better coordination on improving services to the public and by way of cost-sharing on earth digging.</li> <li>3. PLEASE REFER TO GIS MAPPING ON MACHOYQ ROAD BY YSPSC (3 ATTACHMENTS)</li> </ol> <p>YSPSC Contact: General Manager &amp; Asst. Mgr-350-4427 Website: www.yspsc.org</p>
8	<p><b>Meeting closed at</b> 0430pm</p>

**2021 SCORE CONSULTATION-YAP**

DATE: 10/26/21

*YSPSC*

NAME	AGENCY	CONTACT EMAIL/PHONE	SIGNATURE
1. <u>Faustino Yangmog</u>	<u>YSPSC</u>	<u>Sapthiy@gmail.com</u>	<u>[Signature]</u>
2. <u>Victor Nabayan</u>	<u>YSPSC</u>	<u>vnabayan@gmail.com</u>	<u>[Signature]</u>
3. _____	_____	_____	_____
4. _____	_____	_____	_____

## Weloy Community (Okaw, Atliw, Adubwe & Dugor)

### CONSULTATION MINUTES

<b>Project:</b>	<b>FSM: Strategic Climate-Oriented Road Enhancement (SCORE) - Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	ESA Bay Hotel & Restaurant		
<b>Date:</b>	Thursday, 28 October 2021	<b>Time:</b>	10am
<b>Presenter/ Facilitator</b>	ST, Victor Bamog-Director of OPB &Jonathan Fichibman-Chief of Planning Office-Yap	<b>Recorder</b> :	ST

#### Attendees:

*(SEE DETAILED ATTENDANCE LIST IN ANNEX)*

#### PURPOSE

Follow up meeting for Project commencement with DoTC&I State Representatives to introduce the Project and E&S Team, local contact points, expand upon Project understanding in terms of the Primary Road Network in Yap and the identified Priority Project (Machoyq Road), process for identifying key Project stakeholders etc.

#### PROCEEDINGS

No.	Agenda Item
1	<b>Welcome&amp; Introductions</b> Meeting with Weloy Municipality-Chief James Manguon & councilmen
2	<b>Brief Project Overview</b> As an extension of PRIME Project, Chief Manguon and his councilmen are fairly familiar on most of the intended development plans/projects for the state most especially on primary and secondary roads within Yap State.
3	<b>Project Understanding – Road Network</b> Road network surrounding public areas including private roads, mainly secondary roads, are very well noted by Weloy based on their intended plans to include Machoyq Road on the state development in the future. Today's presentation specifically to Machoyq Road is a blessing to the community something they have been looking forward to. They have registered their intent with the state government for a long time and have remain committed on repairing the road by hands, personal funds and donations to enable not only the community to commute but even to the public all the while.
4	<b>Project Understanding – Priority Site</b> Likewise, Weloy community values all state's priority sites on all roads. This helps everyone mitigate the climate change issue Yap is faced with at present. Weloy community hosts most of the Yap State Government, businesses and private firms alike in downtown Yap. All of which are faced with sea-level rise therefore climate change challenge is at greater concern than before.
5	<b>Stakeholder Identification</b> On a scale of 1-10 where 1 = least relevant to 10= most relevant, Weloy is rated as 10 based by the national consultant based on their location being the location of major businesses and government services in Yap .
6	<b>Communication &amp; Reporting</b>




<b>No.</b>	<b>Agenda Item</b>
	Weloy is well aware of Public Works & Transportation Dept and Planning Office of Yap. As well as TC&I Dept/ Ntl
<b>7</b>	<p><b>Other Matters</b></p> <p>Machoyq Road is owned by 4 Villages of Weloy Municipality; Dugor, Atliw, Adibuwe and Okaw. Several positive comments by the community:</p> <ol style="list-style-type: none"> <li>1. Community engagement during first stage to end; assessment, construction and opening. They would like to have inputs where possible.</li> <li>2. To ensure private property owners along the road; gardens, taro patches, sacred areas, tree plantations are consulted throughout the project preparation to implementation.</li> <li>3. Based on no 1; Weloy would like to be given ample time to take back the news to the community and revert with more feedback by around November 08, 2021.</li> </ol> <p>The community made suggestions on ways to connect the Nimar road (YSPSC energy solar site on Madaadee Hill) to Machoyq to fulfil a complete emergency access road on the hills. This suggestion is pending views of the gov't if they choose to. However, they strongly feel it serves entire purpose of mitigating climate change in case of inundation on Dugor primary road and/or the western loop road.</p> <p>James Manguon Contact: Chief-James Manguon Tel: 350-2304</p>
<b>8</b>	<p><b>Meeting closed at</b> 0145pm</p>

2021 SCORE CONSULTATION-YAP

DATE: 10/28/21 @ 10am

WELOY COMMUNITY (OKAW, ATLIW, ADUBUE, DUGOR)

NAME	AGENCY	CONTACT EMAIL/PHONE	SIGNATURE
1. Johnathan Fathol	OPB	jffathol@gmail.com	[Signature]
2. Steven Falan	OKAW Rep	stevenfalan62@gmail.com	[Signature]
3. John Rebofalan	OKAW	jrebofalan@gmail.com	[Signature]
4. Zachary Bamoa	Dugor	310-7608	[Signature]
5. Peter Cheoranga	OKAW	Cheoranga.falan@gmail.com	[Signature]
6. David Ramngan	ADUBUE	950-1521	[Signature]
7. JEFFREY FILENGUY, F.	DUGOR-Rep	jeff@lboom.io	[Signature]
8. GWEN G. JONG	ATLIW-Rep	Opng@gmail.com	[Signature]
9. Richard-Weh R	ATLIW	Richard@com.tsk	[Signature]
10. Macmag	OKAW	Macmag@weh.com	[Signature]
11. Joe Nam	Adubue		[Signature]
12. Steven Gurtmag	OKAW	gurtmagsteven@gmail.com	[Signature]
13. Justin FONG	ATLIW		[Signature]
14. Tony R. Torwan	OKAW	tonyr.torwan@gmail.com	[Signature]
15. James G. hekan	Dugor	jamahekan@yahoo.com	[Signature]
16. Victor Bamoa	OPB	Yaf200@gmail.com	[Signature]
17. James Mangon	OKAW	350-2214	[Signature]
18. SEN. ISAAC DIGIR	OKAW	CFSM-YAP	[Signature]
19.			
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Sebastian Jamagken  
SCORE Consultant

10/28/21  
Date

## 2. CHUUK STATE

### CHUUK STATE CONSULTATION MINUTES

<b>Project:</b>	<b>FSM SCORE: Strategic Climate Oriented Road Enhancements Project Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Chuuk State Governor's Auditorium		
<b>Date:</b>	27th of October, 2021	<b>Time:</b>	2:30 pm (Chuuk Time)
<b>Presenter/ Facilitator</b>	Donsean Mori	<b>Recorder:</b>	N/A

**Attendees:** *[Please find attached sign-in sheet]; (Governor Narruhn was in attendance but did not sign in. Lt. Governor William had to attend a last minute event)*

**(SEE DETAILED ATTENDANCE LIST IN ANNEX)**

#### **PURPOSE:**

State Stakeholders Consultations Meeting to introduce FSM SCORE; Scope and timing; Update on FSM PRIME; Present Secondary road selection criteria; Discuss ongoing E&S Impact assessment & framework documents and outline proposed key principles. To receive comments, questions and feedback from stakeholders in order to complete these documents.

#### **PROCEEDINGS**

No.	Agenda Item
1	Welcome & Introductions
2	Purpose of Consultation Meeting
3	Brief SCORE Project Overview (Including Prime Update)
4	Components, Scope and Selection Criteria of SCORE Project
5	Instruments of Impact Assessment: a.) Environmental and Social Management Framework (ESMF) b.) Resettlement Framework (RF) c.) Stakeholders Engagement Plan (SEP)
6	Grievance Redress Mechanism
7	Next Step and Indicative Schedule
8	Next Step and Indicative Schedule
9	Meeting adjourned at 3:15 (Chuuk Time)

**SUMMARY OF DISCUSSION**

No.	KEY POINTS (e.g., level of support for project, expected project benefits, questions, concerns, recommendations)	Who	Position/ Organization/ Community
1	<p>What is the size/width of the SCORE secondary roads?</p> <p>Avoid, Minimize and Mitigate impacts by keeping within existing road easements. Based on existing easements that were examined during baseline info assessment, most easements are 10 meters. There are deviations but 10 meters seems to be used as the template. So any of the road solutions should be well within that dimension.</p>	Sasha Savich	PMO, Project Manager
2	<p>It is our hope that Climate Resilience road solutions be implemented within limits of the SCORE roads, especially as Pou roads are heavily prone to climate/ disaster risks</p>	Brad Mori	Director, EPA
3	<p>What is the schedule for SCORE physical works? Can it be sped up by 6 months?</p> <p>We are still in the preparation of the SCORE Project. The instruments developed during the E &amp; S Impact Assessment will be the basis for project appraisal scheduled for early next year with WB. Timeline for physical works has yet to be determined and will be heavily based on subsequent studies that have yet to be implemented. I'm aware that measures have been taken to fast-track the SCORE Project, much like the FSM PRIME, however a lot of the studies mentioned still need to be undertaken. The FSM lockdown plays a big role in these delays. GoFSM acquiring international consultants that can work remotely to assist FSM National Safeguard Consultants in completing these requirements is a great example of measures taken by GoFSM to fast-track these projects.</p> <p>The Governor commented that stakeholders should be aware that the FSM Lockdown plays a big role in delaying these development projects, especially people's reluctance to open up our borders. This should also be made clear to the stakeholders during consultation meetings.</p> <p>What stakeholders groups/ communities have you consulted so far? It is critical to meet with communities along the proposed secondary road selections.</p>	Gov. Narruhn	Governor

	<p>This is our first general consultation meeting, it has been organized with the aim of consulting State Government stakeholders. Tomorrow, there is a second general consultation meeting with Weno Municipality, Council members and village chiefs. We have tried our best to organize community consultation meetings for this initial round of consultation but due to our limited time frame, I don't think we will be meeting with community members. It will be noted that consultations with community members, especially communities along the East and West Pou roads is of critical importance.</p> <p>The Weno Consultation Meeting is scheduled for Oct. 28, 2021, Thursday, 10AM, at L5 Conference Room. All are invited to join the meeting, and participate in the discussions</p>		
4	<p>Any particular groups/ stakeholders should be invited to the next level of consultations?</p> <p>Director Nakayama commented that IPIC (Infrastructure Planning and Implementation Committee) is an important group that should always be consulted. Director Tos invited DM to brief IPIC members last week, Oct. 19, 2021. All members were invited to this stakeholders consultation meeting.</p> <p>Communities from Tunnuk and Mechitiw should also be consulted since they will be impacted by SCORE</p>	Tos Nakayama	Director, DT&PW
5	<p>Secondary roads only on Weno? Will all secondary roads on Weno see improvements through SCORE?</p> <p>As of the moment, Pou Roads on Weno are being assessed as potentially being part of the SCORE Project. Other secondary roads may be considered as part of other projects supporting FSM's Pave the Nation initiative.</p>	Lee Perez	IOM
6	<p>Thank you for the presentation. Thank you for organizing stakeholders meetings with the Weno Municipality and village chiefs. It is important for them to understand the impediments of Covid-19. It brings everything to a halt, including these important development projects. We need to work together to safely open up and get these projects going. Chuuk is scheduled to welcome its first repatriation flight of citizens stranded abroad due to Covid.</p>	Gov. Narruhn	Chuuk State

## ACTIONS

No.	Action Item	Responsibility	Due
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**Annex 1:** Attendance Sheet

**Annex 2:** Photographs

ATTENDANCE SHEET

Project:	SCORE PROJECT	Purpose:	Consultation meeting
Venue:	Governors Auditorium	Date:	Oct. 27, 2021
		Time:	2:00 pm

No	Name	Organization	Contact (phone)	Contact (email)	Signature
1	DANSEAN MORI	GOFSM	691-930-6674	dansean@gmail.com	
2	SILVUSON ERWIN	ODA	330-2926	zzerwin1316@gmail.com	
3	LAE JOYHIE PEREZ	IDM	930 3380	laperez@iom.int	
4	Ketern Haregaidig	Chuuk State	330-5846	ketern@pacificstate.com	
5	KIRISSAS VICTUS	DMR	930-6090	kirissasvictus@gcho.com	
6	Douglas Mannar	CVB	330-4137	dmanaricv@gmail.com	
7	TON N	DMR	930-4930		
8	Iverson Aliven	COM-CRE	930-7596	iversonalien202@gmail.com	
9	Myyolonne K	GOV OFFICE	930-7208	myyolonne@state.gov.fm	
10	Rofan Arnold	Gov Office	330-7274	rofanarnold@gmail.com	
11	Dan Suda	Gov. Office	330-2234	dan.suda@state.gov.fm	
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## CONSULTATION MINUTES

<b>Project:</b>	<b>FSM SCORE: Strategic Climate Oriented Road Enhancements Project Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Chuuk PMO Conference Office		
<b>Date:</b>	19th of October, 2021	<b>Time:</b>	10:30 pm (Chuuk Time)
<b>Presenter/ Facilitator</b>	Tos Nakayama	<b>Recorder:</b>	N/A

**Attendees:** *[Please find attached sign-in sheet]*

**(SEE DETAILED ATTENDANCE LIST IN ANNEX)**

### **PURPOSE:**

IPIC Meeting. Invited to attend meeting and introduce SCORE Project.

### **PROCEEDINGS**

No.	Agenda Item
1	SCORE Project added to Miscellaneous in IPIC's agenda.

### **SUMMARY OF DISCUSSION**

No.	KEY POINTS (e.g., level of support for project, expected project benefits, questions, concerns, recommendations)	Who	Position/ Organization/ Community
1	<p>Introductions of SCORE Project</p> <p>Brief overview of SCORE and update FSM PRIME</p> <p>Discuss ongoing E&amp;S Impact assessment &amp; timeframe of preparation works. East &amp; West Pou Roads are part of the assessment as potential secondary road to be part of SCORE project</p> <p>Importance of completing stakeholder consultations prior to first week of Nov.</p> <p>Considering all members of Chuuk State Infrastructure Planning and Implementation Committee (IPIC) are also stakeholders for the FSM SCORE &amp; PRIME Projects, everyone is invited to join the dialogue during next week's SCORE Stakeholders Meeting. The Governor's office will be</p>	Donsean Mori	SCORE Project



	assisting in organizing one with Chuuk State and another one with Weno Municipal stakeholders.		
2	Chuuk State supports these WB projects, and will assist in completing these stakeholder consultations . Work with State focal points and Governor's office.  The Department of Transportation & Public works is the main focal point for both SCORE & PRIME Project.	Governor Narruhn, Director Nakayama	Chuuk State



**CHUUK STATE  
PROJECT MANAGEMENT OFFICE (PMO)**

P.O. Box 1659, Weno  
Chuuk 96942

Tel. No. : [691] 330 - 3069

**IPIC MEETING**

DATE : \_\_\_\_\_

VENUE : \_\_\_\_\_

#	NAME	ORGANIZATION	CONTACT NO.	EMAIL ADDRESS
1	DONSEAN MORI	SCORE Proj.	330-4607	donsean@gmail.com
2	DOB. LD	DOT&PW	930-4930	dot.chuuk@gmail.com
3	ANTHONY MORI	DHS	930-1274	amori@psmhealth.fm
4	Enjoy Rain	DMR	330-6729	atinwonranch@gmail.com
5	SASHA SAVICH	PMO	932-9082	SASHA@ENGR.INC.COM
6	SANJATA BASU	PMO	930-1391	sanjata.basu@gmail.com
7	Mohammed Fathy Ali			
8	Melody William	LG	926-3840	melody.william@gmail.com
9	Cindy S. Mori	State Planning Dpt.	930-9111	cindys.mori@gmail.com
10	Roger Arnold	Gw's office	931-1895	rogerarn@gmail.com
11	JONAS M. Pina	DPS	933-4377	jpinawckd@gmail.com
12	Alexander K. Namukh	Gov		
13	Bia Nanoto	Chuuk DPS	932-6842	bia.nanoto@gmail.com

## WENO MUNICIPALITY CONSULTATION MINUTES

<b>Project:</b>	<b>FSM SCORE: Strategic Climate Oriented Road Enhancements Project Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	L5 Conference Room		
<b>Date:</b>	28th of October, 2021	<b>Time:</b>	10:15 pm (Chuuk Time)
<b>Presenter/ Facilitator</b>	Donsean Mori	<b>Recorder:</b>	Available

**Attendees:**

**(SEE DETAILED ATTENDANCE LIST IN ANNEX)**

**PURPOSE:**

Municipality Stakeholders Consultations Meeting to introduce FSM SCORE; Scope and timing; Update on FSM PRIME; Present Secondary road selection criteria; Discuss ongoing E&S Impact assessment & framework documents and outline proposed key principles. To receive comments, questions and feedback from stakeholders in order to complete these documents.

**PROCEEDINGS**

No.	Agenda Item
1	Welcome & Introductions
2	Purpose of Consultation Meeting
3	Brief SCORE Project Overview (Including Prime Update)
4	Components, Scope and Selection Criteria of SCORE Project
5	Instruments of Impact Assessment: <ul style="list-style-type: none"> <li>a.) Environmental and Social Management Framework (ESMF)</li> <li>b.) Resettlement Framework (RF)</li> <li>c.) Stakeholders Engagement Plan (SEP)</li> </ul>
6	Grievance Redress Mechanism
7	Next Step and Indicative Schedule
9	Meeting adjourned at 11:30 (Chuuk Time)

**SUMMARY OF DISCUSSION**

<b>No.</b>	<b>KEY POINTS (e.g., level of support for project, expected project benefits, questions, concerns, recommendations)</b>	<b>Who</b>	<b>Position/ Organizational/ Community</b>
	[The Weno Municipality Chief of Staff and personnel will be representing the Weno executive branch as Mayor Stephan & Deputy Mayor Irons are unable to attend the stakeholders consultation.]	Chief of Staff	Weno Municipality
1	<p>You discussed the types of road solutions that can be included in SCORE, does it have to be concrete paved roads? can it be asphalt paved roads? So that road repairs can be easily undertaken.</p> <p>These projects focus on climate resilience and long term road investments that protect against the adverse effects of climate change and natural hazards. Concrete has a longer lifespan than asphalt, which is why our existing roads are concrete. There will be more studies throughout the project to determine what types of pavement are best suited for the design of selected secondary roads.</p> <p>We are also fortunate that the PRIME and SCORE Projects can include drainage, slope stabilization, cross-drainages etc. that will improve the lifespan of these road investments. The VA/CRRS will determine strategies to climate-proof/improve the resilience of these road investments.</p> <p>It's true, longitudinal drainages, cross drainages along the secondary roads need improvement to protect the road sub base and utilities that might lie underneath.</p> <p>Utilities are usually considered for these WB projects. Not only sewer, water and power but also communication lines.</p> <p>Key term here is Climate Proofing. Our roads are not climate proof. This is what these WB projects are focusing on to Climate-proof against sea-level rising, landslides, natural disasters and whatnot. The different types of works that will be included in the PRIME and SCORE will climate-proof our primary roads and secondary roads.</p>	Council Member, Director	Weno Municipality Council, DT&PW, EPA
2	Any particular information we should know about the secondary roads?	Council Member,	Weno Municipality

	<p>Pou is prone to flooding from the water that comes down from the Mountain-side along both the West Pou and East Pou roads. Drainages are poor and cross drainages are badly in need of repair, especially the Pou road next to the Mormon church and the Baluay Residence.</p> <p>Chuuk State has identified those areas mentioned. This E&amp;S Impact Assessment should have also identified those areas. It is also good that stakeholders are aware/pointing out these issues as well; this is the purpose of these consultations meetings; Getting feedback.</p> <p>These comments will be noted, Thank you.</p>	<p>Village Chief representative</p>	
<p><b>3</b></p>	<p>From your perspective, what do you think is the overall level of support from the Weno Municipality Gov. and communities?</p> <p>High level of support. The Pou roads have been long overdue for repairs. Different road improvements have come and go, Pou roads have been neglected</p> <p>Community is pretty significant but land development has been low due the poor road access to the communities there.</p> <p>We don't foresee the communities along Pou Road opposing the SCORE Project. If anything, they will be grateful that this development project is focusing on their community.</p>	<p>Council Member, Village Chief representative</p>	<p>Weno Municipality</p>
<p><b>4</b></p>	<p>We didn't get a chance to organize a community consultation meeting with the people of Pou during this initial round of consultation. However, there will be more consultations throughout the project. It is our hope that this initial consultation with Weno Municipality, Council, and Village chiefs will pave the way for these stakeholder meetings to come. We urge council members, village chiefs to inform their people of these upcoming developments and initiate the discussions that will lead to productive community stakeholders meetings that are going to be implemented throughout the project.</p> <p>For instance, if there is no community support for these projects it can be easily stopped. Community involvement is paramount throughout to ensure successful implementation.</p> <p>Any particular group/ stakeholders that you think need to be invited for the next level of consultation?</p> <p>Mechitiw, Tunnuk, Pou communities since they are directly along the Pou Roads. Peniesene, Penia and Sapuk communities should also be included because Pou road is a shorter alternate route for them to the Hospital, Government offices, Town.</p>	<p>Council Member, Village Chief representative</p>	<p>Weno Municipality</p>






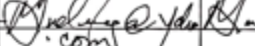





5	<p>While at the Planning Office, there were existing designs for the Pou Road that included utilities. It was done by E.M.Gen based out of Guam. This can be used as a baseline for any upcoming design work.</p> <p>The design should include a utility lift station along Pou. There were lift stations along Pou but none of them exist now. The ones along the main road still do, but not at Pou</p>	Director Nakayama, Council Member	Chuuk State, Weno Municipality
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### **ACTIONS**

No.	Action Item	Responsibility	Due
6	<p>We hope you may convey the information and discussions regarding the SCORE &amp; PRIME to everyone else that didn't make it from Weno Municipality. It is important that next time all parties invited could be in attendance so our discussions may be more inclusive. We are very fortunate to be receiving these projects as grants through the WB.</p>	Director Nakayama	Chuuk State
7	<p>During the State stakeholder's meeting yesterday, Governor Narruhn commented that stakeholders, particularly the people of Weno should be aware that the FSM Lockdown plays a big role in delaying these development projects, especially people's reluctance to open up our borders.</p>	Director Nakayama,	Chuuk State

ATTENDANCE SHEET

Project:	SCORE PROJECT	Purpose:	municipal Council meeting		
Venue:	LS Conference Room	Date:	Oct. 28, 2021	Time:	10:00 AM

No	Name	Organization	Contact (phone)	Contact (email)	Signature
1	DONSEAN MORI	GoFSM	691-930-6674	donscan@gmail.com	
2	TOS NAKAYAMA	DATA PD	930-4920	iemori@data.gov.fm	
3	RADSON SHOTARO	Weno Muni	930 6400	msm@weno.gov.fm	
4	Peter, Sangaw	WENO/Municipal	930 3197	psangaw@weno.gov.fm	
5	BRAD MORI	EPA	330-4158	brad_mori@hawaii.gov	
6	Maria Ludwig	Weno Municipal	330-6892	mludwig@weno.gov.fm	
7	Eleanor S. Mori	CWC/TIC	330 8422	msalecna@weno.gov.fm	
8	TR MORI	Chamber of Commerce	930 755-1	tmori@chamber.com	
9	CHETTES DANNY	W/MUN	330/6892	chettes@weno.gov.fm	
10	Cathy Raigy	" "	330/6892	cr@weno.gov.fm	
11	Harleen Stephen	" "	330/6892	hstephen@weno.gov.fm	
12					
13					
14					

### 3. KOSRAE STATE

#### KOSRAE STAKEHOLDER CONSULTATION MINUTES

<b>Project:</b>	<b>FSM: Strategic Climate-Oriented Road Enhancement (SCORE) - Environmental and Social Safeguards Assessment and Preparation of Instruments</b>		
<b>Venue:</b>	Kosrae Governor’s Conference Room		
<b>Date:</b>	26 October 2021	<b>Time:</b>	10:00 am – 12:00 pm (KosraeTime)
<b>Presenter/ Facilitator</b>	Andy George, National Consultant	<b>Recorder</b> :	Andy George, National Consultantt

**Attendees:** *(SEE DETAILED ATTENDANCE LIST IN ANNEX)*

#### **PURPOSE**

The purpose of the stakeholder consultation meeting in Kosrae was:

1. To **present secondary road selection criteria**, scope and timing of the SCORE Project.
2. 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).
3. To **receive comment and feedback** from stakeholders, in order to complete draft E&S framework documents.
4. To engage stakeholders in the development of these documents and management decisions for the Project.

#### **PROCEEDINGS**

<b>No.</b>	<b>Agenda Item</b>
<b>1</b>	<p><b>Welcome &amp; Introductions</b></p> <p>Opening Prayer – Mayor Jackson Albert of the Tafunsak Municipality delivered the opening prayer to bless the meeting.</p> <p>The Honourable Arthy G. Nena, Lieutenant Governor of the state of Kosrae, opened the meeting to welcome stakeholders from government, private sector, and civil society who were able to attend the meeting. He highlighted the importance of engaging stakeholders from planning to implementation of projects. He pointed out that similar stakeholder consultations were done for PRIME and now as of last week the PRIME has officially been launched. Lt. Governor Nena concluded his welcoming by giving a brief introduction to inform stakeholders about my involvement in the project as the national consultant in Kosrae to support the preparation of the Environment &amp; Social Instruments for the SCORE project.</p>
<b>2</b>	<p><b>Brief Project Overview</b></p> <p>The national consultant, AG, gave a brief overview of the project “Strategic Climate-Oriented Road Enhancements” and ran through the presentation highlighting the following:</p> <ol style="list-style-type: none"> <li>1. Components of the project;</li> <li>2. Scope of the project;</li> <li>3. Selection criteria used in identifying secondary roads for the SCORE Project;</li> </ol>

No.	Agenda Item
	<p>4. Instruments for Impact Assessment; and, 5. Grievance Redress Mechanism</p> <p>AG also presented on the “Next Steps” and “Indicative Schedule”.</p>
<p>3</p>	<p><b>Project Understanding – General Discussion/Secondary Road Information</b></p> <p>Lt. Governor Nena indicated the state’s fullest support of the project as it reinforces Kosrae leadership decision to prioritize road improvement and continue seeking opportunities to upgrade its road infrastructure. He further indicated that the state recommended SCORE road in Kosrae, the Mutunnenea to Sialat road, has been identified by the Kosrae Infrastructure Planning and Implementation Committee, IPIC, as a priority secondary road that has served the community for a long time and is in urgent need for upgrade and improvement.</p> <p>Director Gerson Jackson of the Department of Resources and Economic Affairs acknowledged that the updates on both the PRIME, which Lt. Governor gave, and SCORE projects are timely as IPIC is undergoing review of the Infrastructure Project Plan (IPP), the Strategic Development Plan (SDP), and IMF. He further inquired about whether other secondary roads can be considered for funding under SCORE. The national consultant responded by saying that each state has identified a priority SCORE road but ongoing VA/CRRS may determine that other secondary roads require climate resilience upgrade too. Lt. Governor Nena stated that IPIC has a list of priority secondary roads that need improvement. If SCORE can fund more than one, additional roads can be selected from the listing.</p> <p>Director Rensley Sigrah asked if there was a list of required data that Kosrae state needs to submit to the national government for the SCORE project. The national consultant informed Director Sigrah that there was not a list but what consultants in the states are doing is capturing data, stakeholder concerns, comments, etc from ongoing stakeholder engagements and providing them to the national government to help in the development of the E&amp;S instruments.</p> <p>Director Sigrah also sought clarification on whether Kosrae state can in fact rely on PRIME preliminaries and/or results of ongoing VA/CRRS studies and road asset management system to inform decisions for the SCORE project. In response, the national consultant again showed the slide which discussed information on ongoing efforts of PRIME to deliver spatial and sector planning tools.</p> <p>Director Sigrah also inquired about information on the administration of project funds. He stated that it would be helpful if this information is available to the state government early so that preparation work can begin to effectively carryout roles and responsibilities and to avoid delay.</p> <p>Lt. Governor Nena posted a question regarding data requirements for the state and what would happen to the selected state’s SCORE road if required data is not provided or submitted in time. Along the same line, Director Sigrah asked about what can be done to ensure that the SCORE road project continues even if it faces some restrictions and delays along the way.</p>
<p>4</p>	<p><b>Project Understanding – Road Easement &amp; Land Access</b></p> <p>Director Hairom Livaie of the Department of Transportation &amp; Infrastructure asked about the status of the road easement for the Kosrae SCORE road. In response, Director Jackson stated that there is an easement. He continued by saying that the original easement was destroyed in a fire some years back but the AG’s office has issued a “Statement of Prescriptive Easement” for that particular road.</p> <p>The Attorney General, Mr. Aliksa B. Aliksa, added that even if the “Statement of Prescriptive Easement” exists, the government should have the common courtesy to inform all landowners about the project and get their consents before the project goes through to avoid legal ramifications.</p> <p>Governor Carson Sigrah made it clear that the goal is to pave the “Mutunnenea to Sialat” road; thus, electric poles and telephone boxes that are in the way should be moved or relocated so improvement work on the road can be as complete as possible with drainage installed.</p> <p>Director Rensley Sigrah stated that he drives on that road daily as his home is build on land adjacent to the road. He stated that the road corridors in some areas are just quite narrow and</p>



No.	Agenda Item
	<p>may be restrictive for any improvement work to take place. He further stated that improvement work of any magnitude will most likely require use of private lands adjacent to the road.</p> <p>Director Jackson stated that secondary roads should also have a 60 ft. Easement but he will have to confirm it.</p>
5	<p><b>Stakeholder Identification</b></p> <p>Lt. Governor Nena quickly asserted that the people who lived along the road or used the road regularly are landowners and their families. Among them are students who used the road to school every day and/or community members who used the road to access medical help at the Kosrae state hospital. He further stated that the road is the only access to the Pikusrik water dam and to the former “Lelu Waters” facility.</p> <p>Mayor Jackson Albert from Tafunsak Municipality stated that he his municipal government has been doing minor upgrade of the Sialat section of the road with great support from the landowners.</p>
6	<p><b>Public Utilities</b></p> <p>The General Manager for the Kosrae Utility Authority (KUA), Mr. Fred Skilling, stated that KUA installed power poles along the secondary road some years ago they had to secure a separate easement from landowners in order to move forward with the project. He stated that KUA was under the impression that the state government has no road easement for the “Mutunnena to Sialat” road. Mr. Skilling noted that there were initial resistance from a couple of landowners who did not want the electric poles on their lands but they eventually gave in after former Senator Claude Phillip negotiated with them. GM Skilling further stated that FSM Telecom used the KUA easement to install telecom lines and poles along the same road some years ago.</p> <p>GM Skilling also stated that if the said secondary road undergoes upgrade and improvement, then KUA will also have to also upgrade and re-align electric poles along the road. He confirmed that some of the existing poles along this road are located in close proximity to the shoulder of the road. He further indicated KUA will definitely need funding for the realignment and upgrade work and requested SCORE to consider funding the work.</p>
7	<p><b>Other Matters</b></p> <p>Participants requested copy of the presentation to be shared with them. The national consultant agreed and has shared the presentation with all members of the IPIC committee and the representatives from private sector and civil society.</p>
8	<p><b>Meeting closed at 12:000 (Kosrae Time)</b></p>

### SUMMARY OF DISCUSSION

No.	KEY POINTS (e.g., level of support for project, expected project benefits, questions, concerns, recommendations)	Who	Position/ Organization/ Community
1	Very High Level of Support from both government, private sector, & civil society	Arthy Nena	Lt. Governor, Kosrae State
2	Improved access to land for agricultural developments and public services such as schools and hospital etc.	Arthy Nena	Lt. Governor, Kosrae State

### ACTIONS

No.	Action Item	Responsibility	Due
1	Confirm if “Mutunnena to Sialat” secondary road has a 60ft. road easement	Director Jackson	ASAP



#### 4. POHNPEI STATE

### FSM SCORE PROJECT POHNPEI STAKEHOLDERS CONSULTATION MEETING NOTES

<b>Project:</b>	<b>FSM Strategic Climate-Oriented Road Enhancements (SCORE)</b>		
<b>Venue:</b>	Governor's Conference Hall		
<b>Date:</b>	November 2, 2021	<b>Time:</b>	10am
<b>Chairperson:</b>	Mr. Kapilly Capelle, Chief of Staff	<b>Presenter:</b>	Mr. Eugene Joseph

**Attendees:** *Please refer to attached attendance listing*

#### PROCEEDINGS

No.	Agenda Item / Project SCORE Presentation
1	<b>Welcoming and introductions:</b> Chief of Staff Capelle
2.	<b>Opening Remarks: T.H. Reed B. Oliver, Pohnpei State Governor:</b> <ul style="list-style-type: none"> <li>Excited to see progress update on project PRIME;</li> <li>Expecting both branches (Executive and Legislative) to be on the same page with upcoming projects such as SCORE</li> </ul>
3.	<b>PRIME Project Presentation:</b> Eugene Joseph, SCORE Contractor.
4.	<p>Q&amp;A</p> <p>[Question] Hon. Speaker, 10<sup>th</sup> Pohnpei State Legislature, Stevick Edwin</p> <ul style="list-style-type: none"> <li>Who conducted the site selections and if any involvement of Pohnpei state government?</li> </ul> <p>[Response] Mr. Adolph – Administrator, Office of Transportation &amp; Infrastructure</p> <ul style="list-style-type: none"> <li>Office of T&amp;I was involved in the identification of Awak Bridge for project PRIME. However, we were not involved in the site selections for SCORE. We understand that the Nan Madol road is critical as it meets our collective need to improve tourism sector, but we were not involved in the identification of Dolonier/Sekere road.</li> </ul> <p>[Comment] Hon. Speaker Edwin</p> <ul style="list-style-type: none"> <li>State leadership needs to be consulted prior to site selection process so we can provide input.</li> <li>For the record, Dolonier road is considered a primary road. It is the Sekere loop that is a secondary road. Not sure if physical works on primary roads will be different from secondary road. As far as we understanding, the secondary roads have poor drainage system leading to easily deteriorating roads.</li> </ul> <p>[Comment] T.H. Governor Oliver</p> <ul style="list-style-type: none"> <li>I've worked with FSM TC&amp;I in discussing these WB and ADB projects. Although priorities have been made such as Awak bridge, but up this moment, we are still re-assessing. That's</li> </ul>

No.	Agenda Item / Project SCORE Presentation
	<p>why we are expecting the consultation team from Spain to come and do another assessment. So, in terms of final priority, we should curtail it to the needs of Pohnpei. Until the team arrives to provide in depth assessment, we have yet to make final decisions.</p> <ul style="list-style-type: none"> <li>• As an example, the Chinese government build a wonderful bridge in Kahmer, but 200 meters ahead is a small bridge that is vulnerable to collapse any time. If that happens, then the beautiful Kahmner bridge would be a waste of time and resources. Similar to Awak bridge, a small culvert in Madolenihmw collapsed couple of years ago and caused tremendous impact to the people commuting to Kolonia for work and such.</li> <li>• So, it will be much clearer on ways forward when we actually sit down with the consultants and engineers to provide their recommendations forward.</li> </ul> <p>[Comment] Robert Goodwin</p> <ul style="list-style-type: none"> <li>• On the issue of primary vs. secondary, it is something that we had a lot of debate with the WB technical experts. Due to the lack of classifications in the FSM, we settled on the concept that the primary network is basically linking the main populations hubs around the island. The secondary are the link road. So, Dolonier was considered a secondary for it only links to the power plant and not like the circumferential road.</li> <li>• This is something that we will continue to have discussion with the states and refine.</li> <li>• These assessments were done 2-3 years ago and it will be re-assessed when the consultation team arrives.</li> </ul> <p>[Question] Hon. Speaker Edwin</p> <ul style="list-style-type: none"> <li>• Given the sensitive issue on dredging on Pohnpei now, how do these road improvement projects are going to utilize construction materials, such as coral aggregates? Are limiting coral aggregates as the primary material used in road construction or are there any alternative options for materials?</li> </ul> <p>[Question] Senator Stevenson Joseph</p> <ul style="list-style-type: none"> <li>• There are existing laws in Pohnpei designating which road is primary and secondary. You mentioned about WB coming up with their own criteria and definitions. Who's definitions are we going to use, WB or Pohnpei laws?</li> <li>• Has there been inputs from Pohnpei state in this project?</li> <li>• The SCORE project included in the \$40M?</li> </ul> <p>[Response] Robert Goodwin</p> <ul style="list-style-type: none"> <li>• Unfortunately for now, yes, WB definitions. We had to make some assumptions in order to develop the project. Once we are done with the re-assessments in all the states, then we will probably come up with new definitions. The assessment will also look into existing legislations such as road definitions in Pohnpei.</li> <li>• Yes, Pohnpei T&amp;I work with WB team 2 years ago with the initial inspections.</li> <li>• The major consultations will take place when the consultation team arrives with the technical experts. They will meet with all stakeholders at state and municipal levels.</li> <li>• PRIME project is \$40M for 4 states. SCORE is looking at \$15M</li> </ul>

### ACTIONS

No.	Action Item	Responsibility	Due
1	Provide copies of SCORE presentation to everyone	Eugene J	Nov. 5

**FSM SCORE PROJECT**  
**Environment & Social Assessment and Instruments**  
**STAKEHOLDERS CONSULTATION MEETING**  
**With**  
**POHNPEI STATE LEADERSHIP**

	Name	Agency	e-mail	Male	Female
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2	Stevenson Joseph	PNI Legislature	Joseph.Stevenson@pni.gov.fm	✓	
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