

Social Monitoring Report

Semi-Annual Report (July-December 2020)
Project Number: 50211-001
September 2021

Timor-Leste: Dili to Baucau Highway Project

Prepared by the Project Management Unit, Directorate of Roads Bridges and Flood Control,
Ministry of Public Works for the Government of Timor-Leste and the Asian Development Bank.

This social monitoring report is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature.

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.



República Democrática de Timor Leste



Ministério das Obras Públicas

SEMI-ANNUAL MONITORING REPORT

Social Safeguard (Resettlement)

ADB Funded / Administered Projects

December 2020

Table of Contents

.....	I
1. INTRODUCTION	3
2. MONITORING ACTIVITIES	11
3. LIVELIHOOD IMPROVEMENT AND RESTORATION PROGRAM	18
4. GRIEVANCE REDRESS MECHANISM	19
5. IMPACT DURING CONSTRUCTION	18
6. RESETTLEMENT COMPLIANCE	19
7. CONCLUSIONS AND FOLLOW UP ACTION PLAN	21

Abbreviations

ADB	Asian Development Bank
AP	Affected Person
AH	Affected Household
BNCTL	Banco Nacional de Comercio Timor Leste
CAIF	Commission for Administration of the Infrastructure Fund
DNTPC	Diresaun Nasional de Terras, Propriedades e Servicos Cadastrais
DLPCS	Directorate of Land, Property and Cadastral Services
EA	Executing Agency
ESU	Environmental and Social Unit
FGD	Focus Group Discussion
GoTL	Government of Timor Leste
H.H.	Household
K.m.	Kilometer
L.m.	Linear Meter
MOF	Ministry of Finance
MOJ	Ministry of Justice
MPW	Ministry of Public Works
NDB	National Directorate for Buildings
PISC	Project Implementation Supervision Consultant
PMU	Project Management Unit
PCM	Public consultation Meeting
RCBC	Reinforced Concrete Box Culvert
RNUSP	Road Network Upgrading Project
RROW	Road Right-of-Way
RP	Resettlement Plan
SCRT	Support Consultant Resettlement Team
SSM	Social Safeguards Monitoring
SSQMR	Social Safeguards Quarterly Monitoring Report
SSSMR	Social Safeguards Semi-Annual Monitoring Report
Sqm.	Square Meter
Sta.	Station

1. INTRODUCTION

1.1. Overview

1. Timor-Leste has begun rebuilding its national infrastructure after many years of under development. Physical infrastructure development including road network is now recognized by the country as a top priority to accelerate its economic development and is also a means to reduce poverty in the country. Given the emphasis on nationwide development of road infrastructure, the Government of Timor-Leste (GoTL) is implementing programs to upgrade the national road network under nine project packages financed or administered by the Asian Development Bank (ADB) Table 1.1.

2. In line with the Strategic Development Plan (2011-2030) of the Government of Timor Leste (GoTL), one of the top priorities to accelerate the country's economic development and poverty reduction is to invest in core and productive infrastructure, particularly road network improvement.

3. The core road network of Timor-Leste comprises about 1,430km of National Roads and 870km. of District Roads. The National Road Network that links the country's thirteen (13) National Districts covers the East-West Northern Coastal Road, the East-West Southern Coastal Road and five North-South Roads that connects the two Coastal Roads.

1.2. Project Description

4. Under RNUP, the road projects are Dili-Liquica (R3-28.72 km) and Tibar-Gleno (R4-31.77 km) with loan nos. 2857/2858-TIM for upgrading and rehabilitation of national roads. The road passes through the northern coastline of the island as it runs towards Liquica where it ends in Sta. 35+673.91 and connects to the Liquica-Maubara Road. This road is part of the strategic east-west road network that directly connects Dili to District Centers along the northern coastline and it also forms part of the main artery to and from the proposed international container Port at Tibar. These two (2) projects were turned over to Government in 2015.

5. Another project under RNUP is the Tasitolu-Tibar road that starts at the Tasitolu-Tibar Boundary (Sta. 8+740). At station 10+300, the road corridor turns southwesterly where it has been cut through the east-west trending ridge proceeding to the east coast and ending at Sta. 13+290 about 600m after Tibar junction.

6. The additional financing under RNUSP includes the Maubara-Karimbala road that starts Section at the approach "A" of Maubara Bridge at Km49+691 in Suco Vaviquinia traversing flat terrain and further onwards over a hilly and mountainous alignment until it reaches Km. 54+335 in Suco Gugleur. The road after this section is a paved section, constructed by others with an approximate length of 3.5km asphalt pavement. This section is considered as exception (not included in the project). Section 2 starts at Km. 57+825 and passes adjacent to Mt. Gugleur protected area before it ends at Km. 62+567 in Suco Vatuboro.

7. Also part of the improvement of the northern coastal road under the RNUSP is the Atabae-Mota ain road upgrading project which is an extension of R2, and is approximately 28.9 kilometers. The project starts in Fatulagon Bridge, Km 85.3 to Km 114.2. This is strategically located within Atabae Sub-District covering Suco Aidabaleten, Suco Sanirin, and Suco Batugade.

8. The RNUSP additional financing includes the Baucau-Laga-Lautem road section, with a length of about 38.2 km, which lies along the major national route between Manatuto, Baucau and Lospalos. The road then continues on to Lautem to Com and the Lautem to Los Palos road sections which connect Baucau, Lautem and Lospalos districts. The road is situated within Laga and Lautem Sub districts.

9. The Manatuto-Baucau road project is located along the north coast and runs easterly from Manatuto (Sta. 56 + 400) for around 58 kilometers towards Baucau. Located along the existing road way.

10. The Aipelo-Bazartete (C17), the Bazartete-Tokoluli (C16) and the Ermera-Fatubessi (C13) road projects are funded by the EU and administered under the requirements of the Asian Development Bank (ADB) These Projects do not widen the roads but will improve and rehabilitate 13.5 km the existing bitumen road which will be resurfaced to bring it up to standard. The improvement works shall also include drainage construction/rehabilitation. The works will be carried out within the existing right of way. There is either no land acquisition or very minimal impacts on community's assets.

11. The Baucau-Venilale-Viqueque road project is about 58.4km long and it is a road strategically placed to link the districts of Baucau-Venilale-Viqueque, which may further help to improve the area's business transactions and tourism activity in the future.

1.3. Project Status

12. Civil works were awarded to several contractors by the government and are implemented by the MPW through PMU. The PMU in MPW handles all on-going foreign assisted projects. Notices to Commence are issued to all contractors by the PISC with specific effective dates and schedules.

13. Prior to implementation of civil works, resettlement plans were updated to verify all the data in order to carry out the compensation. Prior to this reporting period in some cases the RPs have been implemented in parallel and simultaneously with the civil works. However it is recognized that in order to comply with the ADB SPS 2009 no civil works will start at a certain section prior to compensation.

14. The Dili-Liquica (R3), Tibar-Gleno (R4), Manatuto-Laclubar Jct. (CP1), and Laclubar Jct.-Natarbora roads were already completed and were turned over to the government. Other projects' civil works are still on-going. The implementations of Resettlement Plan are also on-going in parallel including those near completion.

15. The status of accomplishments of civil work for each on-going project is shown in Table 1.1. below;

Table 1. The status of accomplishments of civil work for each on-going project (December 2020)

	Project/Sub-Project	Contract Amount	Starting Date	Completion Date	Scheduled Accompl.	Actual Accompl.	Slippage
A	Road Network Upgrading Sector Project						
	ADB LOAN 3341 / 3342						
1	Maubara-Karimbala & Atabae-Mota- ain	\$ 20,748,566.21	Sept. 05, 2017	Feb. 21, 2020 + 542 days EOT	79.30%	73.24%	- 6.06%
2	Baucau-Laga-Lautem	\$ 29,315,546.10	Sept. 05, 2017	Feb. 21, 2020 + 542 days EOT	88.02%	78.53%	- 9.49%
B	Dili - Baucau Highway Project						
	ADB Loan 3456-TIM						
3	Manatuto Baucau Section	\$ 59,287,453.55	May 31, 2016	Aug 14, 2020	99.91%	99.15%	- 0.76%
C	Upgrading and Maintenance of the Baucau - Viqueque Highway Project						
	ADB Loan No. 3643-TIM and 3644-TIM (COL)						
4	Baucau-Venilale	\$ 16,024,500.97	July 31, 2019	Jan 16, 2022	63.37%	10.19%	-53.18%
5	Venilale-Viqueque	\$ 23,853,175.70	July 31, 2019	July 030, 2022	49.34%	14.92%	-34.42%
D	RNUP (Additional Financing - European Union) EUF						
	EU Grant No. 0504 TIM EF, Contract No. LIB/001/MOPTC-2018						
6	C16/17 Package 1 Aipelo-Bazartete	\$ 5,083,696.15	May 18, 2018	June 09, 2020	100.00%	100.00%	0.00%
7	C16/17 Package 2 Bazartete- Tokoluli	\$ 5,730,438.78	May 21, 2019	Nov. 11, 2020 + 364 days EOT	28.44%	28.53%	+ 0.09%
8	C13 Ermera - Fatubessi	\$ 4,294,258.10	Mar. 15, 2019	July 07, 2020 + 491 days EOT	63.74%	61.16%	- 2.58%
E	RNUP (Additional Financing)						
	ADB Loan 3181 - AF to 2857/2858-TIM (SF)						
9	Tasitolu-Tibar (4 Lanes)	\$ 12,964,487.49	Feb. 28, 2017	Dec. 14, 2020	91.18%	90.79%	- 0.39%

1.4. Work Description

16. The general scope of works of the RNUP and RNUSP contracts includes rehabilitation/widening and maintenance of the existing road up to an international standard with Asphalt Concrete Pavement (ACP) surface course, 6.0m carriageway and providing 1.0-1.5m shoulders on both sides of the road. Drainage is scheduled to be improved by providing structures such as: Reinforced Concrete Box Culvert (RCBC), Reinforced Concrete Pipe Culvert (RCPC), Stone masonry, retaining walls, etc. Cleaning or reconstruction of the existing drainage structures is also included. As part of road safety, the projects include the provisions of pavement markings, road signs, regulatory signs and stone masonry guard wall blocks. There are no proposed major changes in alignment or gradients.

Table 2. General Work Description

No	Project/Sub-Project	Total Road Length		Typical Cross Section		Drainages	
		Starting (Sta)	Ending (Sta)	ACP (m)	Shoulder (m)	RCPC (#)	RCBC (#)
Road Network Upgrading Sector Project							
ADB LOAN 3341/3342							
1	Maubara-Karimbala & Atabae-Mota ain Sections	49+700	62+500	6.00	1.00 - 1.50	-	-
		85+590	114+213	6.00	1.00 - 1.50	-	-
2	Baucau - Laga - Lautem Sections	123+105	182+040	6.00	1.00 - 1.50	-	-
Dili - Baucau Highway Project							
ADB Loan 3456-TIM							
3	Manatuto - Baucau section (A01-02)	56+400	114+102	6.00	1.00 - 1.50	197	33
Upgrading and Maintenance of the Baucau - Viqueque Highway Project							
ADB Loan No. 3643-TIM and 3644-TIM (COL)							
4	Baucau - Venilale (Lot 1)	3+740	27+120	6.00	1.00 - 1.50	-	-
5	Venilale - Viqueque (Lot 2)	27+120	59+720	6.00	1.00 - 1.50	-	-
RNUP (Additional Financing - European Union) EUF							
EU Grant No. 0504 TIM EF, Contract No. LIB/001/MOPTC-2018							
6	Aipelo - Bazartete (C16/17) P1	L = 13.500km		3.00	0.50	-	-
7	Bazartete - Tokoluli (C16/17) P2	L = 16.025km		3.00	0.50	-	-
8	Ermera - Fatubessi (C13)	L = 11.810km		3.00	0.50	-	-
RNUP (Additional Financing)							
ADB Loan 3181 - AF to 2857/2858-TIM (SF)							
9	Tasitolu – Tibar section Section 2 (4 Lanes)	8+740	12+260	14.00	4.00	-	-

1.5. Resettlement Plan

17. A Resettlement Plan was prepared for each project as a part of the detailed engineering design (DED) to address the resettlement impacts and to provide assessment of compensation for the APs.

18. The policy framework governing the RP was guided by Resettlement Framework (RF) adopted by the GoTL and approved by ADB for RNUP and RNUSP in accordance with the ADB SPS 2009.

19. The RNUSP and RNUP are both resettlement Category B since the numbers of affected persons (APs) with significant impacts are minimal. Overall, most of the APs are marginally affected mostly because of their temporary kiosks. These kiosks can be reestablished within a day and will not therefore cause significant loss of income.

Table 3. The Resettlement Plan.

Magnitude of Impact	Manatuto-Laclubar-Natarbora	Baucau-Laga-Lautem	Maubara-Karimbala, Atabae-Mota ain	Tasitolu-Tibar (Section 2)	Manatuto-Baucau ADB Funded	District Roads EU Projects (C16 & C17)	District Roads EU Projects (C13)	Baucau-Venilale	Venilale-Viqueque
Prepared the RP	Aug. 2013	Oct. 2015	Sept. 2015	May 2014	March 2014	March 2018	June 2019	Nov. 2015	Nov. 2015
ADB's approval	Aug. 2013	None	None	May. 2014	None	None	None	None	None
Prepared the URP	Oct. 2015	Feb. 2018	Feb. 2018	Jan. 2016	Nov. 2016	Oct. 2018	Feb. 2020	Oct. 2019	Oct. 2019
ADB's approval	Oct. 2015	June. 2018	June. 2018	Ongoing	May. 2018*	April 2019	Ongoing	Nov. 2019	Nov. 2019
Affected House	8 units	22 units	2 units	17 unit	15 unit	None	1 unit	12 Units	24 units
Affected Trees	4,939	389	185	48	1291	377	5,303	11,206	1,674
Affected Kiosk	13 units	38 units	12 units	8 units	42 units	1 unit	1 unit	17 Units	16 Units
Affected Fence/Anc.	6 units	32 units	20 units	5 units	7 units	4 units	7 units	23 units	4 Units
Affected Land	None	None	None	3 lots	None	None	None	None	None
Affected Household	295	251	56	23	331	80	42	457	133
Affected Person	513	1104	333	109	2,316	264	95	2,919	775
Budget Cost of RP	\$163,375.93	\$314,144.05	\$53,630.88	\$352,340.13	\$339,934.23	\$10,492.75	\$45,759.00	\$390,599.28	\$303,174.14

(*) Corrective Action Plan

20. The implementation of the subprojects has adopted measures to avoid and minimize resettlement impacts to the extent possible. These strategies include:

- reducing the embankment width at certain sections of the alignment in tortuous stretches but not to the extent of compromising traffic safety;
- careful attention to the detailed alignment in the vicinity of sensitive cultural features such as sacred places, cemetery and places of worship in order to avoid resettlement impacts upon them;
- providing sidewalks in some urban areas by using the top slab of the drainage maximizing use of the limited space;
- Adjusting the alignment wherever possible within government-owned lands.

1.6. Resettlement Update / Resettlement Addendum.

21. Since the previously prepared and approved RPs for the RNUP and RNUSP sub projects is considered incomplete by the ADB's Social and resettlement specialist, the PMU has now been asked to update all of the RPs by using the final revised format provided by the ADB TA for Social and resettlement. Detail information is provided in the table below.

Table 4. Resettlement Update/Resettlement Addendum

No	Project/Sub-Project	Draft RP	Draft URP	ADB's Approval	ADB's finding (2020)
Road Network Upgrading Sector Project					
ADB LOAN 3341 / 3342					
1	Maubara-Karimbala, Atabae-Mota ain	Sept. 2015	Feb. 2018	June. 2018	Need to include the updated RCS and the LIRP in the URP.
2	Baucau-Laga-Lautem	Oct. 2015	Feb. 2018	June. 2018	Need to include the updated RCS and the LIRP in the URP.
Dili - Baucau Highway Project					
ADB Loan 3456-TIM					
3	Manatuto-Baucau section	March 2014	Nov. 2016	May. 2018	None, Project is completed. Further completion report to be submitted.
Upgrading and Maintenance of the Baucau - Viqueque Highway Project					
ADB Loan No. 3643-TIM and 3644-TIM (COL)					
4	Baucau-Venilale	Nov. 2015	Oct. 2019	Nov. 2019	Need to include the updated RCS and the LIRP in the URP.
5	Venilale-Viqueque	Nov. 2015	Oct. 2019	Nov. 2019	Need to include the updated RCS and the LIRP in the URP.
RNUP (Additional Financing - European Union) EUF					
EU Grant No. 0504 TIM EF, Contract No. LIB/001/MOPTC-2018					
6	District Roads EU Projects (C16 & C17) P1&P2	March 2018	Oct. 2018	April 2019	Need to include the updated RCS and the LIRP in the URP.
7	District Roads EU Projects (C13)	June 2019	Feb. 2020	Ongoing	Need to include the updated RCS and the LIRP in the URP.
RNUP (Additional Financing)					
ADB Loan 3181 - AF to 2857/2858-TIM (SF)					
8	Tasitolu-Tibar (Section 2)	May 2014	None	May. 2014	None, Project is completed. Further completion report to be submitted.

1.7. Institutional Arrangement

22. The Concelho de Administração do Fundo Infrastructure (CAFI) is the Executing Agency. The Ministry of Public Works (MPW) is the implementing agency. The Project Management Unit (PMU) is responsible for the day to day implementation with technical support from the assigned Project Implementation Supervision Consultants (PISC). The PISC includes an International Social Safeguard Consultant (ISC) and National Social Safeguard Consultant (NSC) to work with PMU on all social safeguards related activities including resettlement. Concerned Suco/Aldeia Chiefs were also involved during public consultations, validation/verification of APs and direct negotiation for settlement. The Ministry of Justice (MOJ) and Directorate of Land, Property and Cadastral Services (DLPCS) are involved during the implementation of the RP. The MOJ and DLPCS dealt with lot claimants for the land to be acquired and property valuation including resolution of land disputes.

23. The PMU is now has obtained a No-objection from the World Bank to proceed with the recruitment of four (4) additional support staff in order to strengthen its Resettlement Unit. Hopefully ADB can also provide the same additional support in order to expedite all of pending issues of the current implementation and to undertake the new upcoming projects.

1.8. Budget Allocation

24. All funding associated with resettlement are provided by the government. The estimated RP cost is requested from the Ministry of Finance. After revalidation/verification of the affected assets and affected persons, the actual negotiated settlement cost is determined prior to the implementation of RP. The PMU ensures that adequate funds will be available by providing contingency for likely unanticipated any additional assets that could be affected during project implementation. After validation and checking, the PMU requests the processing of payment to MPS and verifies all the documents required by the Ministry of Finance. Prior to the request of payment, PMU supervised the PISC in completing the requirements, including the opening of individual bank account of APs where the compensation will be sent. The PMU will inform APs on the availability of payment upon securing the confirmation from BNCTL that the money is already transferred by the Central Bank. The allocated budget for resettlement compensation is based upon the PMU's yearly compensation budget projection intended to all projects including the WB, JICA and EU funded projects. For the year of 2020 a monthly lump sum of \$100,000.00 is available from the government infrastructure fund to compensate the affected persons and other resettlement expenses.

Table 5. Accumulated RP compensation disbursement year 2015 - 2020

No	Project/Sub-Project	Processed		Paid		Unpaid / failed	
		Total Gross Amount	Total Agree.	Total Gross Amount	Total Agree.	Total Gross Amount	Total Agree.
Road Network Upgrading Sector Project							
ADB LOAN 3341/3342							
1	Maubara-Karimbala & Atabae-Mota ain Sections	\$ 77,815.42	312	\$77,112.42	304	\$ 703.00	8
2	Baucau - Laga - Lautem Sections	\$428,647.09	446	\$426,925.89	443	\$1,721.20	3
Dili - Baucau Highway Project							
ADB Loan 3456-TIM							
3	Manatuto - Baucau section (A01-02)	\$958,402.45	508	\$958,402.45	508	\$ -	0

No	Project/Sub-Project	Processed		Paid		Unpaid / failed	
		Total Gross Amount	Total Agree.	Total Gross Amount	Total Agree.	Total Gross Amount	Total Agree.
Upgrading and Maintenance of the Baucau - Viqueque Highway Project							
ADB Loan No. 3643-TIM and 3644-TIM (COL)							
4	Baucau - Venilale (Lot 1)	\$116,918.27	118	\$114,322.27	115	\$2,596.00	3
5	Venilale - Viqueque (Lot 2)	\$ 75,756.94	52	\$72,558.94	50	\$3,198.00	2
RNUP (Additional Financing - European Union) EUF							
EU Grant No. 0504 TIM EF, Contract No. LIB/001/MOPTC-2018							
6	Aipelo - Bazartete (C16/17) P1	\$19,556.90	72	\$19,149.90	71	\$407.00	1
7	Bazartete - Tokoluli (C16/17) P2	\$31,128.89	80	\$31,128.89	80	\$ -	0
8	Ermera - Fatubessi (C13)	\$49,642.22	93	\$49,642.22	93	\$ -	0
RNUP (Additional Financing)							
ADB Loan 3181 - AF to 2857/2858-TIM (SF)							
9	Tasitolu – Tibar Section 2 (4 Lanes)	\$406,262.47	15	\$406,262.47	15	\$ -	0
TOTAL		\$2,164,130.65	1,708	\$2,155,505.45	1,691	\$8,625.20	17

1.9. Monitoring and Evaluation

25. The Social Safeguards Monitoring (SSM) is undertaken by the PISC's ISC and NSC. Monitoring includes reporting on the progress of the implementation of activities envisaged in the RP. The NSS prepare and submit individual monthly SSM reports to PMU for each road project. The ISC integrates all monthly reports into Semi-annual report to be submitted to the ADB.

26. The additional affected assets are inspected by the PISC's Resettlement Specialist. Where an assessment report is submitted to the PMU for necessary actions it will be included as an addendum to the previous RP. The final completion report for resettlement implementation will be submitted to the PMU one month before the PISC's demobilization date. The evaluation shall also assess resettlement efficiency, effectiveness, impact and sustainability and drawing lessons as a guide to future resettlement planning.

2. MONITORING ACTIVITIES

2.1. Monitoring period and Methodology

27. This Semi-Annual Social Safeguard Monitoring Report (SASMR) covers the status of the implementation of the Resettlement Plan (RP) for the period from July 01 to December 30, 2020. Related activities in coordination with PMU Office, Suco/Aldeia Chiefs and concerned government agencies were undertaken to ensure timely and appropriate provision of assistance to all affected persons in accordance with the approved RP and to determine whether or not there are any unanticipated impacts which need to be considered during implementation.

28. The PMU's International Social Safeguards Specialist (ISS) was demobilized in December 2018. The PMU's National Social Safeguards Specialist (NSS) has been directly handling any further issues with regards to resettlement issues in the meantime. The post of International Resettlement and Environmental Specialist was under procurement in this reporting period.

2.2. Total Number of AHs/APs Compensated

29. Assessment of unforeseen affected assets and Compensation Payment. During the reporting period, verification and identification of assets and affected persons were carried out within the established construction limit along the whole stretch of all the project roads in coordination with concerned Suco/Aldeia Chiefs. Assessment of unforeseen affected assets has also been undertaken.

30. In the implementation of RPs, payments were made after the submission of the required documents particularly signed agreements and individual bank accounts. These were facilitated after disclosure with the APs. The actual payment process is being monitored by the resettlement team and once payments are already available, the APs will be informed immediately. As of December 2020 the government has already disbursed a total amount of **\$2,155,505.45** (1,691 AHs/Agreements) and living **\$8,625.20** (17 AHs/Agreements) still pending.

31. The updated Summary of Impacts after re-validation/verification prior to implementation of RP is shown in the Matrix below. Information of the identified APs with corresponding agreement/settlements is shown in the Annexes. As per experienced, all of the compensation payments were not finalized prior to the physical work implementation of any project which was caused by lacking of human resources in the PMU's Resettlement Unit which resulted all compensation payments tend to start parallel with the physical work.

Table 6. Total Number of AHs/APs Compensated

No	Project/Sub-Project	As of RP / DMS		Total paid as of this period (Jul-Dec 2020)		Total accumulated payment (2015-2020)	
		Total AHs	Total APs	Total AHs	Total APs	Total AHs	Total APs
Road Network Upgrading Sector Project							
ADB LOAN 3341 / 3342							
1	Maubara-Karimbala & Atabae-Mota ain Sections	225	916	15	63	311	1,246
2	Baucau - Laga – Lautem Sections	251	1,104	63	248	446	1,785
Dili - Baucau Highway Project							
ADB Loan 3456-TIM							
3	Manatuto - Baucau section (A01-02)	331	2,316	0	0	453	2,971
Upgrading and Maintenance of the Baucau - Viqueque Highway Project							
ADB Loan No. 3643-TIM and 3644-TIM (COL)							
4	Baucau - Venilale (Lot 1)	457	2,919	55	194	169	537
5	Venilale - Viqueque (Lot 2)	133	775	52	211	86	207
RNUP (Additional Financing - European Union) EUF							
EU Grant No. 0504 TIM EF, Contract No. LIB/001/MOPTC-2018							
6	Aipelo - Bazartete (C16/17) P1	71	274	36	139	71	274

No	Project/Sub-Project	As of RP / DMS		Total paid as of this period (Jul-Dec 2020)		Total accumulated payment (2015-2020)	
		Total AHS	Total APs	Total AHS	Total APs	Total AHS	Total APs
7	Bazartete - Tokoluli (C16/17) P2	80	322	80	322	80	322
8	Ermera - Fatubessi (C13)	86	442	72	267	86	442
RNUP (Additional Financing)							
ADB Loan 3181 - AF to 2857/2858-TIM (SF)							
9	Tasitolu – Tibar section Section 2 (4 Lanes)	15	109	3	16	15	109
TOTAL		1,649	9,177	376	1,460	1,717	7,893

Figure 1 Location of ADB financed projects

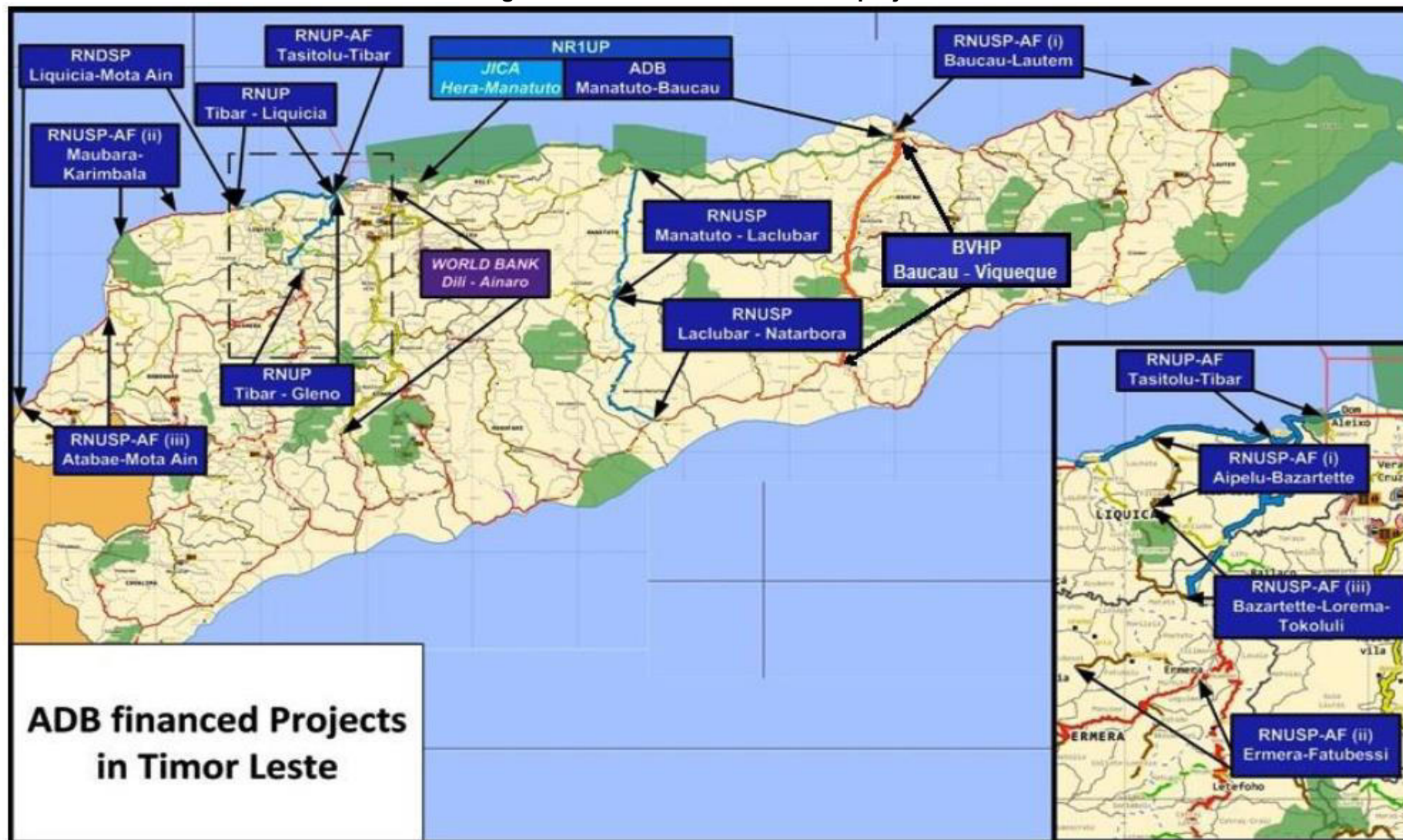


Table 7. Status of the Resettlement Plan Implementation (As of December 2020)

Magnitude of Impact	Baucau-Laga-Lautem		Maubara-Karimbala & Atabae-Mota Ain		Tasitolu-Tibar (Section 2)		Manatuto-Baucau		EU Projects (C16/C17, Package 1&2)		EU Projects (C13) Ermera - Fatubessi		Baucau-Venilale		Venilale-Viqueque	
	Original	Status	Original	Status	Original	Status	Original	Status	Original	Status	Original	Status	Original	Status	Original	Status
Validated RP	Feb. 2018	Completed	Feb. 2018	Completed	May. 2014	Completed	Nov. 2016	Completed	April. 2019	Ongoing	May 2020	Ongoing	Nov. 2019	Ongoing	Nov. 2019	Ongoing
Affected House	22 units	27 units	2 units	11 units	17 units	17 units	15 units	15 units	None	None	1 unit	3 units	12 Units	3 Units	15 Units	9 units
Affected Trees & Plants	389	3,741	185	1,982	48	48	1,291	5,350	377	393	5,303	4,319	11,206	8,447	1,674	1,302
Affected Kiosk, and Stalls	38 units	65 units	12 units	81 units	8 units	8 units	42 units	56 units	1 unit	1 unit	1 unit	1 unit	17 Units	14 Units	16 Units	8 units
Affected Ancillary structure	32 units	43 units	20 units	165 units	5 units	5 units	7 units	148 units	4 units	5 units	7 units	5 units	23 units	5 Units	35 units	30 units
Affected Land	None	None	None	None	None	3 lots	None	None	None	None	None	None	None	None	None	None
Affected rice field	17,896.00 Sqm	16,210.04 Sqm	None	64.00 Sqm	None	None	28,648.55 Sqm	28,648.55 Sqm	None	None	None	None	2,929.00 Sqm	1,181.50 Sqm	1,613.00 Sqm	6,984.10 Sqm
Affected Household	251 AHs	446 AHs	225 AHs	311 AHs	15 AHs	15 AHs	331 AHs	453 AHs	80 AHs	80 AHs	86 AHs	86 AHs	457 AHs	169 AHs	133 AHs	86 AHs
Affected Person	1,104	1,785	916	1,246	109	109	2,316	2,971	322	322	442	442	2,919	537	775	207

Note:

LIRP for eligible AHs is still being prepared as part of the URP or RP addendums for the ongoing projects.

URP for C13 including due diligence of completed payments and gap filling measures is still being finalized for submission to ADB.

Ancillary structure: fence, toilet, kitchen, garage or stall.

2.3. Resettlement/Relocation

32. The implementation of these road projects have resulted a total number of 73 households (348 persons) whose main structures were fully affected or partially affected but the remaining proportions of the structures are not sufficient or viable for continued use at their original functions. Among these accumulated 73 households, 18 households (88 persons) were relocated during this monitoring period.

33. The households are entitled to;

- Cash compensation for the income loss (if any) during the relocation time to the new place and income disruption during the time of re-establishment of business after relocation based on minimum two months average income;
- Re-establishment of the affected water source;
- Subsistence assistance up to two months;
- Transportation assistance; and
- Participation in the Livelihood and Income Rehabilitation Program (LIRP) to be implemented soon.

Table 8. Relocated affected households (House/Kiosk)

No	Project/Sub-Project	Total AHs to be relocated as per (RP / DMS)		Total relocated AHs as per this period (Jul-Dec 2020)		Total relocated AHs as per actual (2015-2020)	
		Total AHs	Total APs	Total AHs	Total APs	Total AHs	Total APs
Road Network Upgrading Sector Project							
ADB LOAN 3341 / 3342							
1	Maubara-Karimbala & Atabae-Mota ain Sections	6	27	2	8	6	27
2	Baucau - Laga – Lautem Sections	26	103	4	19	20	72
Dili - Baucau Highway Project							
ADB Loan 3456-TIM							
3	Manatuto - Baucau section (A01-02)	30	182	None	None	30	182
Upgrading and Maintenance of the Baucau - Viqueque Highway Project							
ADB Loan No. 3643-TIM and 3644-TIM (COL)							
4	Baucau - Venilale (Lot 1)	24	151	2	11	2	11
5	Venilale - Viqueque (Lot 2)	36	178	6	28	6	28
RNUP (Additional Financing - European Union) EUF							
EU Grant No. 0504 TIM EF, Contract No. LIB/001/MOPTC-2018							
6	Aipelo - Bazartete (C16/17) P1	1	4	1	4	1	4
7	Bazartete - Tokoluli (C16/17) P2	0	0	0	0	0	0
8	Ermera - Fatubessi (C13)	7	35	3	18	3	18
RNUP (Additional Financing)							

No	Project/Sub-Project	Total AHs to be relocated as per (RP / DMS)		Total relocated AHs as per this period (Jul-Dec 2020)		Total relocated AHs as per actual (2015-2020)	
		Total AHs	Total APs	Total AHs	Total APs	Total AHs	Total APs
ADB Loan 3181 - AF to 2857/2858-TIM (SF)							
9	Tasitolu – Tibar section. Section 2 (4 Lanes)	15	109	0	0	15	109
TOTAL		145	789	18	88	83	451

2.4. Consultations, Disclosure, and Participation

34. Regular visits have been made to the project area in coordination with the AP's, the Local Leaders (Suco, Aldeia, District etc.) and community to record grievances and status of complaints, to determine the level of satisfaction amongst APs, and to address other issues and concerns related to resettlement, disturbance and compensation.

35. Respective focal persons were contacted and advised to call attention to the grievances to the PISC resettlement team to resolve the issues in the first place. The various grievances that were recorded and handled by the GRC are reflected in the monitoring reports.

Table 9. Stakeholder Engagement Activity

No	Project/Sub-Project	Total Number of PCM conducted as of this period			Total accumulated Number of PCM conducted during implementation		
		Total PCM	Total Attendance		Total PCM	Total Attendance	
			M	F		M	F
Road Network Upgrading Sector Project							
ADB LOAN 3341 / 3342							
1	Maubara-Karimbala & Atabae-Mota ain Sections	6	21	16	11	230	57
2	Baucau - Laga - Lautem Sections	0	0	0	12	271	34
Dili - Baucau Highway Project							
ADB Loan 3456-TIM							
3	Manatuto - Baucau Section (A01-02)	NA	NA	0	6	280	32
Upgrading and Maintenance of the Baucau - Viqueque Highway Project							
ADB Loan No. 3643-TIM and 3644-TIM (COL)							
4	Baucau - Venilale (Lot 1)	3	148	11	6	208	29
5	Venilale - Viqueque (Lot 2)	2	65	6	5	218	12
RNUP (Additional Financing - European Union) EUF							
EU Grant No. 0504 TIM EF, Contract No. LIB/001/MOPTC-2018							
6	Aipelo - Bazartete (C16/17) P1	NA	NA	NA	2	73	13
7	Bazartete - Tokoluli (C16/17) P2	4	98	9	5	104	22
8	Ermera - Fatubessi (C13)	3	109	13	4	105	26
RNUP (Additional Financing)							
ADB Loan 3181 - AF to 2857/2858-TIM (SF)							

No	Project/Sub-Project	Total Number of PCM conducted as of this period			Total accumulated Number of PCM conducted during implementation		
		Total PCM	Total Attendance		Total PCM	Total Attendance	
			M	F		M	F
9	Tasitolu - Tibar section Section 2 (4 Lanes)	1	10	2	3	32	9
	TOTAL	19	445	57	54	1,521	234

36. As the implementation of the project progresses, excavation works, side and slope cutting were executed to accommodate the road design. Although the contractor undertook the procedure with care, cutting of trees is unavoidable and some fell down naturally after the excavation works. Moreover, the range for the scheduled installation of railing protection and retaining wall was delineated maximizing the RROW, thus, additional assets needed to be included. The Addendum to the RP will be prepared accordingly.

37. Through the course of this consultation, the stakeholders were properly informed concerning unanticipated impacts during construction. The National Social Safeguards (NSS) monitored the removal of assets by the Contractor to assure that it shall be properly executed and to avoid additional impacts due to improvements and especially on trees. The additional impacts will be covered in the RP addendum report for further clearance. Photographs were taken at strategic locations during assets removal.

38. Determination of compensation and entitlements is derived from a series of consultations and coordination with the local government. The Replacement cost for affected structures was estimated using the 2015 Prices with additional assessments to the actual cost of materials in the market with labor cost and mark up values 2019-2020. The cost per square meter for structures was presented and discusses in the consultation meetings in which all concerned stakeholders including APs agreed on the rates of compensation and entitlements for the APs. The residential and commercial structures were valued based on full replacement cost in accordance with the existing market value and with consideration given to construction cost plus the rate of additional assistance and entitlements.

39. The Unit Price (Presu Unidade) for various species of affected trees is based on Ministry of Agriculture and Fishery lists issued in 2014 for tree valuation. A projected value of crops and trees for 2-3 years was considered during valuation by the Ministry; accordingly this remains valid as per the existing market rate to be used for compensation. The PMU already initiated the request for re-evaluation from the concerned ministry and the result is that the 2014 unit price will still be used as a valid compensation rates.

Table 10. Value used in the compensation.

Item	Unit (Square Meter)	Size (Diameter)	Unit Price (US\$)
Compensation for Structure			
Compensation for permanent Structure	Sqm	-	100 - 175
Compensation for Semi permanent Structure	Sqm	-	80 - 100
Compensation for Temporary Structure	Sqm	-	30 - 50
Note: Unit rate for structures ranges from the stated unit prices depending on the materials of the affected structures as per assessment of the Resettlement Team. Additional assistance was provided, i.e Reconstruction cost of 30% from the estimated negotiated settlements.			
Compensation for Trees			
Teakwood	Pc	Small	5
		Medium (Naton)	20
		Big (Bo'ot)	30
Mahoney	Pc	Small (kiik)	3
		Medium (Naton)	15
		Big (Bo'ot)	25
Gamelina	Pc	Small (kiik)	3
		Medium (Naton)	15
		Big (Bo'ot)	25
Sandalwood	Pc	Small (kiik)	10
		Medium (Naton)	40
		Big (Bo'ot)	60
Compensation for Plants			
Coconut	Pc	Small (kiik)	5
		Medium (Naton)	25
		Big (Bo'ot)	60
Coffee	Pc	Small (kiik)	5
		Medium (Naton)	10
Cashew	Pc	Productive	15
Cocoa	Pc	Productive	15
Palm	Pc	Productive	15
Betel	Pc	Productive	5
Candlenut	Pc	Productive	35
Tohu	Group	Productive	5
Compensation for Fruits			
Papaya	Pc	Productive	5
Banana	Group	Productive	15
Orange	Pc	Productive	10
Lemon	Pc	Productive	7
Pineapple	Pc	Productive	1
Guava	Pc	Productive	4
Jackfruit	Pc	Productive	15
Mango	Pc	Productive	25
Belimbi	Pc	Productive	5
Durian	Pc	Productive	20
Water apple	Pc	Productive	7
Sour sop	Pc	Productive	5
Avocado	Pc	Productive	10
Pomegranate	Pc	Productive	4
Compensation for Vegetable			
Marungi	Pc	Productive	20
Eggplant	Pc	Productive	5
Tomato	Pc	Productive	5
Cobi	Pc	Productive	1
Cabbage	Pc	Productive	2
Mostarda	Pc	Productive	0.10
Alfase	Pc	Productive	0.20
Spinach	Pc	Productive	0.10

Item	Unit (Square Meter)	Size (Diameter)	Unit Price (US\$)
Kankung	Pc	Productive	0.05
Ervilha	Pc	Productive	0.20
Fore chikote	Pc	Productive	0.20
Chili	Pc	Productive	0.50
Compensation for Crops			
Corn	Pc	Productive	0.25
Rice paddy	Pc	Productive	0.10
Beans	Pc	Productive	0.20
Cassava	Pc	Productive	1
Sweet potato	Pc	Productive	2
Kumbili	Pc	Productive	2
Taro	Pc	Productive	1
Flower	Pc	Productive	5

40. The value for compensation of rice crop was based on the current market price since there was no value given by the Ministry. The computation per square meter (m²) was based on 2 harvests per year plus 3 years annual yield income.

3. LIVELIHOOD IMPROVEMENT AND RESTORATION PROGRAM

41. The detail assessment for the livelihood improvement and restoration program was not included in the previously prepared RP and Updated RP for all road projects. Within this period the PMU's resettlement unit is now undergoing of updating the RP of almost all road projects in order to comply with the ADB's requirement on IR.

42. The status of the livelihood improvement and restoration program is presented below;

Table 11. Status of the livelihood improvement and restoration program

No	Project/Sub-Project	Total eligible AHS		Total AHS involved in the program (As of this period)		Total accumulated AHS involved in the program (2015-2020)	
		Total AHS	Total APs	Total AHS	Total APs	Total AHS	Total APs
Road Network Upgrading Sector Project							
ADB LOAN 3341 / 3342							
1	Maubara-Karimbala & Atabae-Mota ain Sections	6	27	0	0	0	0
2	Baucau - Laga - Lautem Sections	20	72	0	0	0	0
Dili - Baucau Highway Project							
ADB Loan 3456-TIM							
3	Manatuto - Baucau section (A01-02)	NA	NA	NA	NA	NA	NA
Upgrading and Maintenance of the Baucau - Viqueque Highway Project							
ADB Loan No. 3643-TIM and 3644-TIM (COL)							
4	Baucau - Venilale (Lot 1)	2	11	0	0	0	0
5	Venilale - Viqueque (Lot 2)	6	28	0	0	0	0
RNUP (Additional Financing - European Union) EUF							
EU Grant No. 0504 TIM EF, Contract No. LIB/001/MOPTC-2018							

No	Project/Sub-Project	Total eligible AHS		Total AHS involved in the program (As of this period)		Total accumulated AHS involved in the program (2015-2020)	
		Total AHS	Total APs	Total AHS	Total APs	Total AHS	Total APs
6	Aipelo - Bazartete (C16/17) P1	1	4	0	0	0	0
7	Bazartete - Tokoluli (C16/17) P2	0	0	0	0	0	0
8	Ermera - Fatubessi (C13)	3	18	0	0	0	0
RNUP (Additional Financing)							
ADB Loan 3181 - AF to 2857/2858-TIM (SF)							
9	Tasitolu - Tibar section. Section 2 (4 Lanes)	0	0	0	0	0	0
TOTAL		38	160	0	0	0	0

4. GRIEVANCE REDRESS MECHANISM

43. It is important to deal effectively with AP's concerns relating to the project generally or pertaining to resettlement impacts. i.e. affected assets, compensation, rehabilitation, and delays in payment. To support these actions a simple, accessible, transparent, and effective grievance redress system is established following the procedures set out in the Resettlement Framework and based upon the PMU's experience in other projects.

Table 12. GRM process

STEP	PROCESS	TIMEFRAME
1	Complainant notifies or submits their grievance through: Complain box, Hotline services or Verbal	
2	The GRC operator collect complaint; documents and registers grievance using the grievance action form.	Within one (1) day the grievance was notified or submitted.
3	Screening and sorting of issues by the GRM operator.	Within two (2) days after the notification/submission of the grievance.
4	Maintainable Acknowledgement Sent to the Grievance Owner (Valid or invalid grievance) by the GRM operator	Within two (2) days after the Screening and sorting of the grievance.
5	Grievance forwarded to the GRC Designated Focal Points for internal process.	Within two (2) days after the Maintainable Acknowledgement Sent to the Grievance Owner.
6	Verification of Grievance/Investigate/Redress by the GRC Focal points together with the respective parties above.	1 week small issue, 2weeks medium issue & 4weeks even more for big and complicated issue
7		

STEP	PROCESS	TIMEFRAME
	The resolution will be provided to the GRM Operator from the GRC Focal Points. GRM Operator will forward the resolution to the complainant.	Within 2 days
8	If case remains unresolved, PMU will refer the grievance to the External Process. In the case of GBV issues the external process refers to annex 3.	Within three (3) days upon receipt of Non-resolution of the Grievance from the GRC
9	Complainant agrees to the resolution of the grievance	Case documents filed at PISC and PMU within one day the case was resolved. Register the final resolution in the database
10	If the complainant is not satisfied with the decision of the (External process), he or she can take the matter to appropriate court.	PISC and PMU to monitor the resolution of the case by the appropriate court.
11	PISC and PMU to continue monitoring of the cases those were resolved and unresolved for reporting purposes.	

Table 13. Records of Grievance Redress

No	Project section	Grievances	Previous period July-December, 2019	Previous period Jan-Jun, 2020	This period July-Dec, 2020	Resolution Deadline	Remarks
1	Tasitolu–Tibar	3 Land Claimants	The MoJ has officially certified 3 land claimants as rightful owners of the lands there are claiming for (October 2019), it is also found out that the total land claimants are (12) APs. Based on this certification the PMU has started the compensation process arrangements for these said (3) APs. The remaining (9) APs are now subjected for verification under the MoJ.	The MPW has already compensated the 3 Land claimants which have been certified by the MoJ. The remaining (9) land claimants will be process as soon as the land claimants have already obtained the MoJ certification.	The (9) land claimants are on close coordination with the MOJ with regards to the issue. Meanwhile the project is progressing. The MPW will immediately carry out the compensation processing as soon as the MoJ has release their certification on these land claimants.	TBD	To be updated in the next report. Meanwhile the monitoring activity for this particular issue is ongoing.
2	Tasitolu–Tibar Manatuto–Baucau	Continuous coordination meetings with APs along the project areas.	The supervision consultant has been demobilized temporarily. The PMU's International Social Safeguards Specialist has been demobilized with effect of December 2018. The PMU's National Social Safeguards Specialist will handle directly any further complain with regards to Resettlement.	The PMU's National Social Safeguards Specialist still directly handling any further complains with regards to Resettlement.	The PMU's National Social Safeguards Specialist still directly handling any further complains with regards to Resettlement.	N.A	To be updated in the next report.
3	Manatuto–Baucau	Delayed of payment of 2018.	The delayed payment has been released within the month of June 2019, but the MOF still cannot transfer some of the APs payment due to bank account number error. (5 APs) Status: 95% Solved	All payment is now 100% solved within May 2020.	Although slowing down the compensation processing is continuing to progresses even with the current Covid-19 pandemic restriction.	N.A	To be updated in the next report if any additional impacts occur.
4	Baucau-Laga-Lautem	Request for compensation on barren land that Claimed to be rice field area (144+820 - 145+800) The community nearby complained that the lot	Issued solved. The barren land will consider as a Corn plantation area. Compensation will be giving as soon as the PISC finalized the agreement with the APs.	Agreement is being prepared On-going	Payment processing is ongoing	TBD	To be updated in the next report.

No	Project section	Grievances	Previous period July-December, 2019	Previous period Jan-Jun, 2020	This period July-Dec, 2020	Resolution Deadline	Remarks
		which the contractor is using for their activities was a rice field area, so there should be a compensation.					
5	Baucau-Laga-Lautem	Location: Laivai (Sta. 161+100 & 163+300) Description of Grievance: Sacred Area. Community nearby proposed to the project to realign the road to avoid passing thru the sacred areas. (Note: <i>Cannot be disturbed</i>)	Realignment was approved but the community again changes their mind by not allowing any activity at the area (Approx. 100 meters of a road stretch is skipped temporarily). New approach will be discussed in order to solve this issue either (Big cultural ceremony to be carried out in coordination with the Cultural dept. of Timor Leste or Cancellation of civil works for the section).	New approach is being carried out and the Issue is now solved and the realignment to the sea side is under preparation and to be implemented. Solved	No new issue	N.A	Any additional info will be updated in the next report.
6	Baucau-Laga-Lautem	Location: Suco Bahu (Sta. 129+600) Description of Grievance: Demanding compensation rice production loss on barren land (Claimed to be rice field area). A person complained that the new road alignment has affected his rice field area, so there should be compensation.	Action Taken: The grievance was endorsed to the Administrator of the Administrative Post of Lautem and it is also found out that the area is a barren land which is not ideal for growing rice. After the focus group discussion by the GRC and the Complainants, it was decided that the road needs to be realign in order not to disturbed the sacred area	solved	No new issue	NA	
7	Maubara-Karimbala, Atabae-Mota ain	Delayed Compensation. of	Delayed payment for Five (5) APs. The grievance was endorsed and brought to the attention of the PMU's Resettlement Unit. The pending of compensation occurred because of the error on the IBAN and the Vendor code's Number correction for	All delayed APs are now 100% solved .	No new issue	NA	To be updated in the next report if there will be new additional impacts.

No	Project section	Grievances	Previous period July-December, 2019	Previous period Jan-Jun, 2020	This period July-Dec, 2020	Resolution Deadline	Remarks
			further re-processing is on-going. Status: On-going				
8	Manatuto-Baucau	The community in both Packages complains the dust accumulated by the on-going civil works and accordingly most of the residents acquired asthma or related illness due to dust	Both contractors were advised to do watering regularly. The schedule of watering was submitted to PISC for monitoring and instructed for strict compliance. It is believed that even though the contractor have been doing a tremendous job by watering the dust 3 times a day as per regulation but still dust can't be avoided. New scheduled of 4 times watering per day is being implemented.	The road nearby the community area has been asphalted which lead to the decreasing of dust. This issue is solved because all road surfaces are asphalted now. Status: Solved	No new issue	NA	To be updated in the next report if there will be new additional impacts.

5. IMPACT DURING CONSTRUCTION

44. All of the new additional affected households (in terms of Houses, Trees or other) during construction will be all subjected for further assessment before endorsed for payment to be done by the government of Timor Leste because, it is so often found out that some of these additional affected households occur due to Contractor's faults in implementing the clearing and grubbing and/or the removal of trees activity at the project's corridor of impact, which the compensation amounts should be coming from the Contractor's own expenses following the same compensation rate formulated under the RAP.

45. The details are as follows;

Table 14. Total unforeseen impact during construction

No	Project/Sub-Project	Total unforeseen impact (As of this period)		Total accumulated unforeseen impact (2015-2020)	
		To be Paid by contractor	Eligible to be paid by the Gov.	To be Paid by contractor	Eligible to be paid by the Gov.
Road Network Upgrading Sector Project					
ADB LOAN 3341 / 3342					
1	Maubara-Karimbala & Atabae-Mota ain Sections	0	126	0	242
2	Baucau - Laga - Lautem Sections	0	88	0	195
Dili - Baucau Highway Project					
ADB Loan 3456-TIM					
3	Manatuto - Baucau section (A01-02)	0	0	0	180
Upgrading and Maintenance of the Baucau - Viqueque Highway Project					
ADB Loan No. 3643-TIM and 3644-TIM (COL)					
4	Baucau - Venilale (Lot 1)	0	0	0	0
5	Venilale - Viqueque (Lot 2)	0	0	0	0
RNUP (Additional Financing - European Union) EUF					
EU Grant No. 0504 TIM EF, Contract No. LIB/001/MOPTC-2018					
6	Aipelo - Bazartete (C16/17) P1	0	0	0	0
7	Bazartete - Tokoluli (C16/17) P2	0	0	0	0
8	Ermera - Fatubessi (C13)	0	0	0	0
RNUP (Additional Financing)					
ADB Loan 3181 - AF to 2857/2858-TIM (SF)					
9	Tasitolu – Tibar Section 2 (4 Lanes)	0	3	0	3

No	Project/Sub-Project	Total unforeseen impact (As of this period)		Total accumulated unforeseen impact (2015-2020)	
		To be Paid by contractor	Eligible to be paid by the Gov.	To be Paid by contractor	Eligible to be paid by the Gov.
TOTAL		0	217	0	620

6. RESETTLEMENT COMPLIANCE

46. ADB's Safeguard Policy Statement (2009) provides comprehensive guidance on complying with the requirements for environmental and social safeguards (involuntary resettlement and Indigenous Peoples) in projects. It aims to avoid or minimize the impacts on people affected by a project, and to provide support and assistance for those who lose their land and property, as well as for others whose livelihoods are affected by the acquisition of land or restriction on land use. Resettlement planning is designed to provide APs with a standard of living equal to, if not better than, that which they had before the project.

47. The policy is guided by the following principles:

- Involuntary resettlement is to be avoided or at least minimized;
- Compensation must ensure the maintenance or improvement of the APs' pre-project living standards;
- APs should be fully informed and consulted on compensation options;
- APs' socio-cultural institutions should be supported/used as much as possible;
- Compensation will be carried out with equal consideration of women and men;
- Lack of formal legal land title should not be a hindrance to assistance/rehabilitation;
- Particular attention should be paid to households headed by women and vulnerable groups, such as indigenous people and ethnic minorities, and appropriate assistance should be provided to help them improve their status;
- Land acquisition and resettlement should be conceived and executed as a part of the project, and the full costs of compensation should be included in project costs;
- Compensation/rehabilitation assistance will be paid prior to ground levelling and demolition, and in any case, before an impact occurs
- Compensation to replace lost assets, livelihood, and income;
- Assistance for relocation, including provision of relocation sites with appropriate facilities and services; and
- Assistance for rehabilitation to improve or achieve at least the same level of well-being with the project as without it.

48. The resettlement implementation compliance to the IR Principle is presented below;

Table 15. Implementation compliance to the IR Principle

No	IR Principles	RNUSP	RNUP (Add. Financing)	RNUP (EUF)	Baucau – Viqueque Highway Project	Dili – Baucau Highway Project
1	Involuntary resettlement is to be avoided or at least minimized;	Fully	Fully	Fully	Fully	Fully
2	Compensation must ensure the maintenance or improvement of the APs' pre-project living standards;	Fully	Fully	Fully	Fully	Fully
3	APs should be fully informed and consulted on compensation options;	Fully	Fully	Fully	Fully	Fully
4	APs' socio-cultural institutions should be supported/used as much as possible;	Fully	Fully	Fully	Fully	Fully
5	Compensation will be carried out with equal consideration of women and men	Fully	Fully	Fully	Fully	Fully
6	Lack of formal legal land title should not be a hindrance to assistance/rehabilitation;	Fully	Fully	Fully	Fully	Fully
7	Particular attention should be paid to households headed by women and vulnerable groups, such as indigenous people and ethnic minorities, and appropriate assistance should be provided to help them improve their status;	Fully	Fully	Fully	Fully	Fully
8	Land acquisition and resettlement should be conceived and executed as a part of the project, and the full costs of compensation should be included in project costs;	NA	NA	NA	NA	NA
9	Compensation/rehabilitation assistance will be paid prior to ground levelling and demolition, and in any case, before an impact occurs	Fully	Fully	Fully	Fully	Fully
10	Compensation to replace lost assets, livelihood, and income;	Partly	Partly	Partly	Partly	Partly
11	Assistance for relocation,	NA	NA	NA	NA	NA

No	IR Principles	RNUSP	RNUP (Add. Financing)	RNUP (EUF)	Baucau – Viqueque Highway Project	Dili – Baucau Highway Project
	including provision of relocation sites with appropriate facilities and services; and					
12	Assistance for rehabilitation to improve or achieve at least the same level of well-being with the project as without it.	Partly	Partly	Partly	Partly	Partly

7. CONCLUSIONS AND FOLLOW UP ACTION PLAN

49. The monitoring results and list of actions required as well as outstanding issues and concerns for each project are attached as annexes including the Monitoring Checklist presented originally in the draft RP. All social safeguards activities of the PISC during this monitoring period were properly coordinated with the PMU. Minor grievances such as APs enquiry for the assessment of additional assets and enactment of rituals to places they considered sacred were addressed by the consultant through proper coordination with the contractor and to the PMU.

50. PMU ensures that the resettlement funds are available. However even with constant follow up of the disbursement process by PMU, compensation sometimes takes 2-3 months. Income loss was compensated to the affected businesses. There was no major disruption to APs whose kiosk/Barakas were relocated. Their activities were not paralyzed because APs continue their businesses while reorganizing their temporary structures in the adjacent spaces.

51. It is anticipated that additional assets, especially the trees, could still be affected while civil works is ongoing. However, the identification of these additional affected assets is being prioritized for assessment of impacts and required compensation. The project design limits resettlement impacts by confining the road upgrades within government lands, using the existing width of the road and maximizing spaces like using the top of the drainage for the sidewalks. The affected assets are mostly trees of various species, temporary kiosks/barakas and temporary residential structures.

52. The compensation to the APs is considered favorable since the negotiated compensation and entitlements provided for APS is more than enough to re-build better structures and they will no longer intruding within the RROW. The issues with land claimants at Tibar roundabout are resolved contractor to continue its physical works implementation given that the DNTPSC will carry out their activity to final solution to their claimants not later than **December 2020**. The final decision of the DNTPSC with regards to land ownership will be honor by all concern parties. If the final decision will favor the land claimants as the rightful owners the government will provides compensation and assistance as per mention in the entitlement matrix of the RP for this project.

53. Previously the implementation of all Resettlement Plans under PMU management has been carried out in parallel with the implementation of civil works. A major issue faced by the Resettlement team is that, the team only consisted by two (2) personnel (*1 Resettlement Specialist and 1 Assistant*), meaning the team lacks human resources and other support in order to expedite the work as per requirements. Based on these findings the Ministry of Public Works is committed to comply with project resettlement policy and has coordinated with the PMU to establish a new work plan in order to address this issue. The work plan for future project is:

- Adding more support staff to the current team.
- All Resettlement works with regards to identification and compensation will be handled directly by the PMU's Resettlement team.
- The future TOR of the Resettlement Officer of the PISC will be dedicated exclusively to resettlement monitoring and reporting activity.

54. Detailed follow up action is outline in the table below:

Table 16. Follow up Action Plan

No	Project/Sub-Project	Submission of URP (+ RCS & LIRP)		LIRP implementation		Completion of compensation to the AHS		Completion report	
		Tentative dateline	Responsible entity	Tentative dateline	Responsible entity	Tentative dateline	Responsible entity	Tentative dateline	Responsible entity
Road Network Upgrading Sector Project									
ADB LOAN 3341 / 3342									
1	Maubara-Karimbala & Atabae-Mota ain Sections	Within Q4 of 2021	PMU's in-house resettlement unit + PISC	Within Q4 of 2021	PISC under PMU's motorization	Within Q4 of 2021	MPW & MoF	Within Q1 of 2022	PMU
2	Baucau - Laga - Lautem Sections	Within Q4 of 2021	PMU's in-house resettlement unit + PISC	Within Q4 of 2021	PISC under PMU's motorization	Within Q4 of 2021	MPW & MoF	Within Q1 of 2022	PMU
Dili - Baucau Highway Project									
ADB Loan 3456-TIM									
3	Manatuto - Baucau section (A01-02)	NA	NA	NA	NA	Done, 2020	MPW & MoF	Within Q4 2021	PMU
Upgrading and Maintenance of the Baucau - Viqueque Highway Project									
ADB Loan No. 3643-TIM and 3644-TIM (COL)									
4	Baucau - Venilale (Lot 1)	End of Q4, 2021	PMU's in-house resettlement unit + PISC	End of Q4, 2021	PISC under PMU's motorization	End of Q4, 2021	MPW & MoF		
5	Venilale - Viqueque (Lot 2)	End of Q4, 2021	PMU's in-house resettlement unit + PISC	End of Q4, 2021	PISC under PMU's motorization	End of Q4, 2021	MPW & MoF		
RNUP (Additional Financing - European Union) EUF									
EU Grant No. 0504 TIM EF, Contract No. LIB/001/MOPTC-2018									
6	Aipelo - Bazartete (C16/17) P1	NA	NA	NA	NA	Done, 2020	MPW & MoF	Within Q4 2021	PMU

No	Project/Sub-Project	Submission of URP (+ RCS & LIRP)		LIRP implementation		Completion of compensation to the AHS		Completion report	
		Tentative dateline	Responsible entity	Tentative dateline	Responsible entity	Tentative dateline	Responsible entity	Tentative dateline	Responsible entity
7	Bazartete - Tokoluli (C16/17) P2 + 2.5km additional	End of September 2021	PMU's in-house resettlement unit + PISC	October 2021	PISC under PMU's motorization	October 2021	MPW & MoF	Within Q1 of 2022	PMU
8	Ermera - Fatubessi (C13)	August 2021	PMU's in-house resettlement unit + PISC	September 2021	PISC under PMU's motorization	September 2021	MPW & MoF	Within Q1 of 2022	PMU
RNUP (Additional Financing)									
ADB Loan 3181 - AF to 2857/2858-TIM (SF)									
9	Tasitolu – Tibar Section 2 (4 Lanes)	NA	NA	NA	NA	Done, 2020	MPW & MoF	Within Q4 2021	PMU

Note:

The Manatuto - Baucau section (A01-02), Aipelo - Bazartete (C16/17 -P 1) and the Tasitolu - Tibar road sections have been substantially completed and the implementation of the RP has been concluded and we advise no further additional changes to these road sections in terms of RP implementation because it will create more problems.

For the other road sections with ongoing RP implementation additional changes can be made in order to comply with the ADB's safeguards requirement.