

Government of Samoa /AusAID

Samoa: Enhanced Road Access Project

Public Consultations Report



GOVERNMENT OF SAMOA
LAND TRANSPORT AUTHORITY



Australian Government

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REPORT 1

This report was made possible by the generous support of the Government of Australia.



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1. INTRODUCTION

The World Bank (WB) and the Government of Samoa (GoS) are jointly preparing a new road sector operation, the Enhanced Road Access Project (ERAP). The objective of ERAP is to help enhance access for all road users on the Islands of Savai'i and Upolu through improvements to the road network. This report provides a record of consultations undertaken by LTA in late June 2013 with communities and key stakeholders as required under World Bank safe guard policies and guidelines.

2. OBJECTIVE

The objective of this assignment is to provide guidance to the GoS to prepare, carry out and document the public consultations for the ERAP .

3. APPROACH

Initial discussions were undertaken with LTA Management and PR unit regarding logistics (dates and times and who to invite) on the agreed consultation programme.

A record of this meeting is included as Annex A

A total of 3 consultations in total would be carried out one each for Upolu and Savaii islands and a third for key stakeholders mainly those involved in the implementation which would include Government ministries and corporations as well as private sector entities who would largely be affected by the project for example utility services. A TV interview attended by two senior officials from LTA on the two local TV networks not only provided information on when the consultations would take place and the venues but was also an opportunity to further the awareness of the ERAP to not only those residing in or close to the project areas but also to the wider community in the country. The consultations spanned over 3 half days.

4. GENERAL

The public consultations on both Upolu and Savaii were well attended and the total number of participants for each consultation is listed below:

- Savaii Public Consultation 13 participants
- Upolu Public Consultation 51 participants
- Upolu Consultation with Key Stakeholders 7 participants

A list of the attendees is attached as annex B for all 3 consultations. A record of consultation minutes is included as Annex D

4.1 Savaii

The consultation in Savaii was attended by chiefs and orators from the village of Samalaeulu because of the priority now being accorded to it by LTA and Government with regards to the Maliolio ford and bridge. It would be fair to say that while it was in the interest of the team from LTA to convene discussions around the content of the presentation, which is provided as annex C reactions from some of the village matais who felt that the project needed to be reopened for discussions at the village level had to be respected by the team to ensure that the project would not be derailed at this very early stage. The team was given the assurance by the village mayor (sui o le nuu) that they would make known their decision at the end of two weeks which to the time of this report no confirmation of the outcome has been delivered to LTA.

4.2 Upolu

The public consultation was well attended and many views were shared regarding the programme of projects being planned as well as those being implemented at the present stage. In general there was overall support and appreciation for the programme especially in relation to the quality of roads being provided under the current and proposed sub projects. Some of the highlights of the Upolu consultation are included under the various components

a) Component 1- *Widen Vaitele Street from Vailoa Road to Atone Road through the industrial Zone.* The main concerns for residents of this area were

- i) Safety with regards to the communities especially with the number of schools and a continued growth of both residential and industrial area.
- ii) Concerns were voiced at whether expansion to a 4 lane road was warranted given it would affect residents especially those on the seaward side of Vaitele. Residents are requesting a shift of the road expansion should it continue

towards the Government reserve area (inland side) to ensure that their developments in future are not compromised given the possibility of more of their already shrinking land being taken up by the road expansion.

- iii) The view that perhaps a 2 lane resilient road with proper sidewalks and bicycle lanes, and other essential road facilities is all that may be required, which may also resolve some of the safety issues already mentioned.
- iv) The road expansion impacting on the environment especially a fresh water spring claimed to have cultural significance on the seaward side of existing road.

b) Component 2 : *Vaisigano River Crossings*

- i) Safety was again highlighted with this area as it is used primarily by heavy vehicles, container trucks, and it is a densely populated area and within the vicinity of the main sports stadium and schools. The priority for road safety facilities for schools and the general public was requested to be included in the redesign of the roads and bridges around this area. The request to perhaps revisit the natural deviations of the river bank and flows before rebuilding Leone bridge to better contain flooding such as the one experienced during cyclone Evan was put forward.

c) Component 4: *Upgrade of Cross - island Road*

- i) The community was very supportive of the project thus far and have urged LTA to continue what is now being seen on the already built areas to the rest of the cross island road. The concerns for LTA at this point is the consistency of the road width reserves, which needs to be resolved prior to any further works. The participants were informed that the current works were aimed at rehabilitating areas severely damaged by cyclone evans with the proposed works mirroring the new road works under the emergency program. The proposed works look at

improving the road from Leufisa to Vailima such that covered drains and footpaths will be features of this section of road.

d) Component 5: *Upgrade of the Aleisa Road*

Again the community representatives and the audience in general were very supportive to the upgrade of this road given its importance to connectivity with other parts of the island but was also seen as prominent alternative for users who reside on the West coast of Upolu. Given Aleisa as a traditional farming area and as a growing residential area and the current site for the relocation of the EPC power plant the upgrade is essential.

4.3 Key Stakeholder Consultation

The main issues raised by key stakeholders in this 3rd and final consultation are as follows

- a) The umbrella for special needs community NOLA highlighted a number of safety issues which affected them with regards to the current four lane road. Their concerns focused on design of some of these facilities for example footpaths. These specific concerns are noted in the consultations records as included in Annex D
- b) PUMA (MNRE) confirmed that while there were specific guidelines, standards and procedures in place in relation to road construction projects, there is opportunity under ERAP now to perhaps review and improve specific areas to better address not only the needs of this particular community but for road users in general.
- c) The opportunities for more input from key stakeholders during design and construction phase would be useful, however, would need to be mindful of budget and timing constraints as noted by LTA
- d) Effective communication between the key stakeholders especially the utility providers for example EPC, SWA and communication companies

needs improvement to avoid expensive disruptions especially during the construction phase.

- e) Utility providers in particular need to commit detailed information and plans for ongoing and future plans for consideration by design consultant and LTA to ensure a comprehensive design outcome.

5. Key Issues and Considerations

The key issues raised in this section is a preview to some of the areas that require to be considered under the requirements of the funding agency notably the World Bank and its ESSAF safeguard polices. While some of the issues cannot be fully addressed at this stage due to non availability of information regarding concepts, alignments and designs of roads and bridges in some of the sub project areas, the information received thus far is critical to preparations of LTA and relevant ministries and agencies come project implementation period .

Considerations for a way forward are included in some of the issues mentioned below. Project designers and planners need to be mindful of the lessons from the previous road projects (Vaitele Street) to ensure this next phase is a lot more “smoother” in most of if not all facets .

5.1 Confirmation of project – Maliolio Ford - Bridge

To the time of this report the final position of the village is yet to be reached and confirmed. LTA senior representatives on Savaii Have followed up with the village to confirm their position regarding this issue. At the time of this report, matais now want another consultation to be held at their village as it was reported that about 50% of the attendees to the previous consultation were outcasted from the village council. Herein is the main reason why LTA did not want this proposed format in the first place (of hosting the consultation in the village) as it would not give these ostracised families representation in the project. However, LTA now plans to concur with their request on the

condition that the women, untitled men, youth and the outcasted community should be well represented at this consultation.

5.2 Compensation

A lot of interest throughout the consultations was directed at the issue of compensation for lands which stand to be taken under this project. All queries were advised to await consultations with MNRE as LTA is not mandated to deal with these queries and/or negotiations.

5.3 Environmental

A Resident pointed out a significant fresh water spring running adjacent to the Vaitele road along the Vailoa – Atone Road stretch. Also another spring at Vailoa adjacent to the Lepea-Vailoa road section which has been completed is severely affected by the runoffs from the roads during rains. The spring is in danger of either being buried or being affected from runoffs from the proposed road as is currently happening with the road at Vailoa. (note that only Seiuli Titi mentioned 1x spring at Vaitele next to Faasootauloa shop and 1x spring reported by Ms Oge at Vailoa (Lepea – Vailoa).

There is a freshwater spring in the Pesega stretch of road along Vaitele Street which has been preserved under that contract – perhaps if the springs noted by Vailoa and Vaitele residents could be accorded the same design to preserve their springs as these are very important water sources during water shortages and after natural disasters.

5.4 Road Safety and Livelihood

Much concern was expressed by residents regarding the speeds at which vehicles could travel at after the road widening project. Reports and experiences of the speeds cars are travelling at with the new road from Lepea to Vailoa have residents of these areas concerned for their safety if their part of the road is widened. This is a grave concern especially for the residents of the Vaigaga village as theirs is primarily a residential area and primary schools and churches line the roadside. The area is also an important site for

mangroves in which residents utilise for their economic well being. Fish and molluscs which are gathered or caught are sold by the roadside and safety for both motorists and vendors will be of utmost concern.

5.5 Special needs

After extensive discussions with the primary focus group for people with special needs, especially with respect to their experiences on road travel for them - it has become evident that there is a great need for accessibility audits to be carried out especially in the design and construction phases. There was mention of other sources of funding available to these special needs groups which could perhaps be tapped into to either assist building of more suitable and user friendly facilities specific to these individuals or could perhaps further promote the project in relation to awareness campaigns for those with special needs and senior citizens on completion of the project and when the facilities are ready to be used.

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ANNEXES

Annex A – Meeting (LTA/Consultant)

Meeting with LTA officials 6th June 2013

Venue: LTA Board Meeting Vaitele

Present: Leasi Vainalepa Galuvao (CEO), Michael Anderson (LTA Consultant), Anna Aiolupotea, Anelisa Auelua, Saveatama Virginia Tuatagaloa, Chris Solomona (WB –local Coordinator)

1. Introductions
2. Confirmation of the roles of the LTA and Local Coordinator re the ERAP/ESSAF consultations.
3. Local Coordinator will work closely with LTA officials in ensuring the objectives of the consultations are achieved and outcomes are recorded and submitted to the WB and LTA in an approved report format at the end of all 3 consultations.
4. The following activities were discussed in the meeting and agreed to be auctioned immediately
 - a. A total of 2 public consultations have been agreed to and will be conducted on 13th and 14th of June 2013. A third to be confirmed will be for the main stakeholders mainly service providers in the communication, electricity water and other partner ministries mainly MNRE and MWCSO.
 - b. LTA (Ms Anelisa Auelua) to ensure letters from LTA are sent to MWCSO re the bookings and dates of the consultations on both Upolu and Savaii – It is proposed that Sui o le nuu in particular those who's villages and communities are likely to be affected by the various sub projects, will invite their communities on behalf of the LTA to attend the consultations.
 - c. LTA will also liase with the 2 local prominent TV stations – TV1 and TV3 regarding the Lali Programme and Samoa I le aso. The programmes are half hour panel discussions on local affairs. Coverage is around 90% of the whole country. The programmes will be viewed by the community on Wednesday evening preceding the first public consultation on Thursday morning in Savaii and Upolu island on Friday morning.
 - d. Local newspapers and radio will also be utilized for further awareness of the consultations and their purpose from Tuesday through to Thursday.
 - e. Logistics will be attended to by LTA and MWCSO. This will include organising allowances for the participants at the consultations as well as the venue.
 - f. The third consultation will be hosted by LTA for all major stakeholders at its board room. The proposed consultation will be conducted around the week of the 18 -22nd of June.

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- g. A budget will be compiled by Ms Auelia and forwarded to Michael Anderson for appropriate action.
5. Presentations will be made by staff of the LTA (engineering division) at the consultations. These will contain basic information on the various sub projects and is intended to provide a guide for Q&A sessions. Ms Aiolupotea from the engineering division will provide the presentation drafts at end of business on Monday 10th June . A one page information sheet , in Samoan will also be drafted and given out to the attendees.
 6. Information in the presentation will touch briefly on the standards and perhaps some basic design concepts of the roads and bridges intended under the sub projects.
 7. Time frame for the projects to be implemented will be discussed in a meeting of LTA and World Bank officials who may be on island before the community consultations take place.

The above is a draft record of the first meeting of the ERAP consultation committee lead by LTA.

Attch:

A list of proposed participants for the main stakeholders meeting is attached. Please feel free to add on to the list.

Proposed list of Participants for the 3rd consultative programme for the ERAP

1.	MNRE
2.	EPC
3.	SWA
4.	Bluesky and Digicel
5.	MWTI
6.	MCIT
7.	Emergency Services including DMO, Police and Fire
8.	Samoa Airport Authority
9.	Samoa Shipping

Annex B - List of Attendees (Consultations Savaii, Upolu and Key Stakeholders)

PARTICIPANTS FOR PUBLIC CONSULTATION
SAVAII, 13TH JUNE 2013
MAOTA O TINA FALE, SALELOLOGA

1. Vaifale Vui
2. Vaifale Aiesi
3. Vaifale Sefo
4. Vaifale Sofe
5. Tevaga Malaga
6. Vaifale Falo
7. Kapaina Esera
8. Kelipa Tevaga
9. Paul Cafarelli
10. Tupai Sili
11. Sala Vui Sale
12. Vai. E
13. Tino Samuelu

PARTICIPANTS FOR PUBLIC CONSULTATION
UPOLU 14TH JUNE 2013
TOOA SALAMASINA HALL, SOGI

1. Tofaeono Lafi
2. Su'a Konelio
3. Okea Faaase
4. Ifopo Pilitati
5. Titua Sega Tiafeleai
6. Tietie Maleko Milosi
7. Lematua Lava
8. Asilematua Lava
9. Papalii Poloa
10. Seiuli Titi Grey Sapolu
11. Tauauve'a Ene Soi
12. Matautia Flo Faletolu
13. Papalii Otaimalelagi
14. Salaelonia Chu Shing
15. Polataivao Tipasa
16. Ana Flaelua
17. Selesele Uili
18. Fesolai Toeaso Malio
19. Faumuina Wayne Fong

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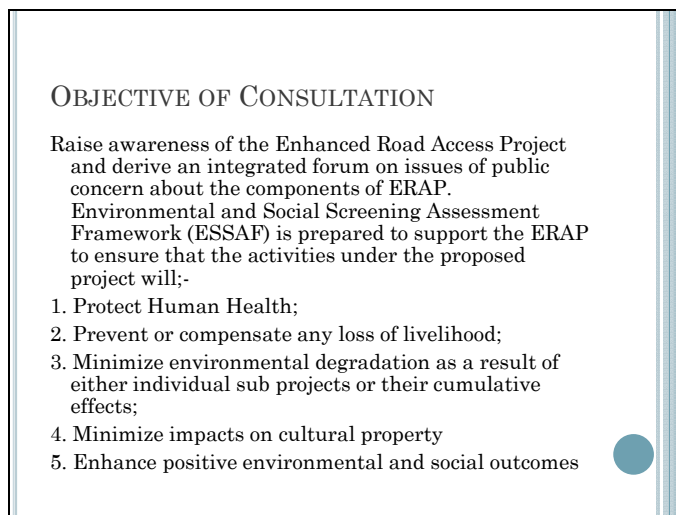
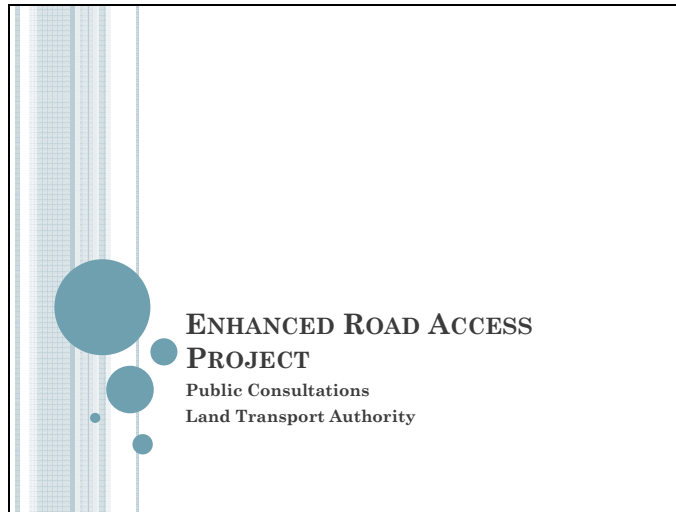
20. Ulugia Maimai Tua
21. Taafua Iutana Afele
22. Levau Filemoni
23. Simon Potoi
24. Tagaloa Godinet
25. Ulugia Siaki
26. Tavu'I Anne Laumea
27. Sailimalo Laloata
28. Liugata P Pasina
29. Leatinu'u Ray
30. Naopea
31. Taunai
32. Fotu Simona
33. Lafai Leala
34. Fuimaono Taumaia Gaopai
35. Eaopoa Leasiolagi
36. Maiava Grey
37. Tuiletufuga
38. Masololo Misikopa
39. Shirley Tafatolu
40. Tauolo Falauisisi
41. Simaono O
42. Tautua Simona
43. Papali'I Pene
44. Avila Mareko
45. Mane Siosefa
46. Malae Ulu
47. Michael
48. Sosopo
49. Nu'u
50. Telea Kamu
51. Tusa Tupuola

PARTICIPANTS FOR ERAP KEY STAKEHOLDERS CONSULTATION
UPOLU, 27TH JUNE 2013
LTA TRAINING ROOM, VAITELE

1. Nofovaleane Maposua
2. Fuatino Utumapu
3. 3rd Nuanua o le Alofa rep (NOLA)
4. Tagaloa Jude Kohlhase
5. Leota Kapeneta Perelini
6. Tupa'Imau Simanu (EPC)
7. Leua Alani (Bluesky)

Annex C Presentations

UPOLU & SAVAII PUBLIC CONSULTATION PRESENTATION



OUTLINE OF PRESENTATION

1. Widening Vaitele St from Vailoa to Atone Rd
2. Vaisigano River Crossings
3. Ford Crossings in Savaii
4. Upgrade of Cross Island Road
5. Upgrade of Alafa'alava Road - Aleisa

1. WIDENING OF VAITELE ST FROM VAILOA TO ATONE RD

Villages: Vailoa, Vaiusu, Vaigaga, Vaitele, Saina

Scope: Widening of existing 2-lane road to 4-lane carriageway inclusive of drainages and other road infrastructure.

Time frame: 6-8 months construction period

1. VAITELE ST WIDENING



2. VAISIGANO RIVER CROSSINGS

Villages: Faatoia, Matautu

Scope: Upgrade of existing damaged Vaisigano
Bridge & Lelata Bridge and Replacement of
Leone Bridge

2 - Bridges

2. VAISIGANO RIVER CROSSINGS –
UPGRADE OF VAISIGANO BRIDGE



2. VAISIGANO RIVER CROSSINGS – LEONE
BRIDGE



4. UPGRADE OF CROSS ISLAND ROAD

Villages: Papauta, Vailima, Vaoala, Tiapapata, Afiamalu, Tiavi, Siumu

Scope: Widening of existing carriageway to a suitable 2-lane with road shoulders

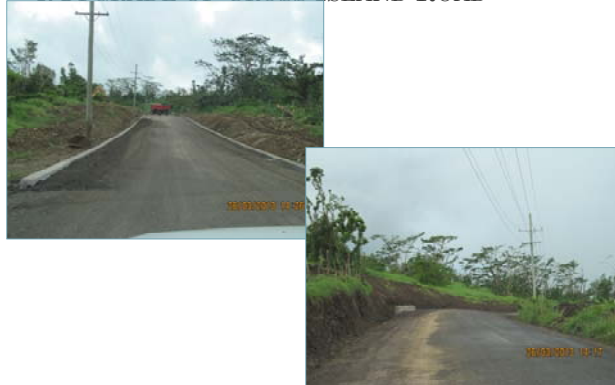
Length – 20km



4 UPGRADE OF CROSS ISLAND ROAD



4. UPGRADE OF CROSS ISLAND ROAD



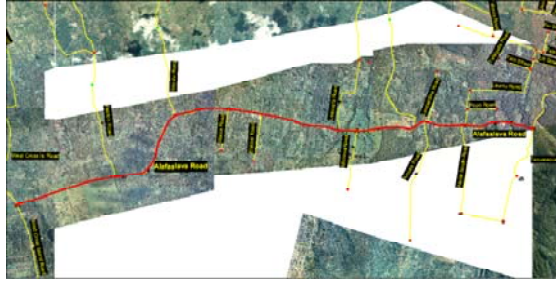
5. UPGRADE OF ALAFAALAVA ROAD - ALEISA

Villages: Ululoloa, Tanumapua, Aleisa

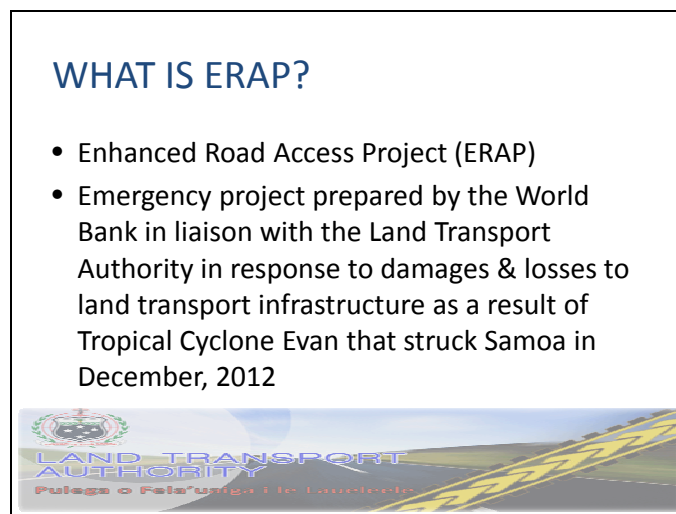
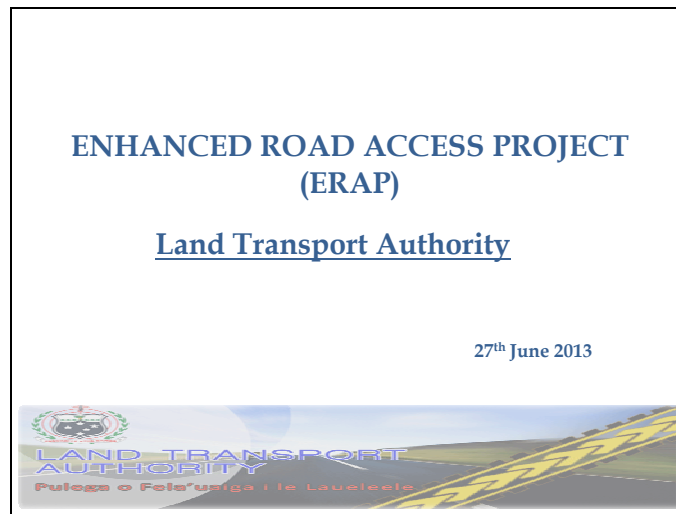
Scope: Widening of existing carriageway to a suitable 2-lane with road shoulders

Length – 14km

5. UPGRADE OF ALAFAALAVA ROAD -
ALEISA



ERAP KEY STAKEHOLDERS CONSULTATION PRESENTATION



PROJECT DEVELOPMENT OBJECTIVES

To provide emergency assistance to enhance suitable access for all road users by:

1. Addressing connectivity challenges caused by Tropical Cyclone Evan and
2. Improving the resilience of principal roads and bridges on the islands of Savaii & Upolu



Possible Road & Bridge Reconstruction Projects:

Roads

1. Widening Vaitele Street from Vailoa Road to Atone Road in Upolu
2. Upgrade of Cross Island Road in Upolu
3. Upgrade of Alafa'alava Road, Aleisa in Upolu

Bridges

1. Vaisigano River Crossings- Leone Bridge, Vaisigano Bridge
2. Mal'oli'o Ford, Savaii



1. Widening Vaitele Street from Vailoa Road to Atone Road

Villages: Vailoa, Vaiusu, Vaigaga, Vaitele

Section 1 (1.4km):

- From Vailoa Road to Vaitele Industrial Road
- Similar to extension from Lepea Bridge to Vailoa i.e. footpath on one side

Section 2 (0.9km):

- Through the Vaitele Industrial Area to Atone Road
- Four lane and footpaths on both sides

Total Length: 2.3 km

1. Widening Vaitele Street from Vailoa Road to Atone Road



2. Upgrade of Cross Island Road

Villages: Leufisa, Papauta, Vailima, Vaoala,
Tiapapata, Afiamalu, Tiavi, Siumu

Scope: Widening of existing carriageway to a
suitable 2-lane with road shoulders

Length: 20km



2. Upgrade of Cross Island Road



2. Upgrade of Cross Island Road



2. Upgrade of Cross Island Road



3. Upgrade of Alafaalava Road - Aleisa

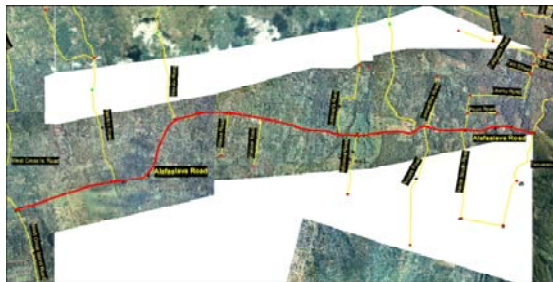
Villages: Ululoloa, Tanumapua, Aleisa

Scope: Widening of existing carriageway to a suitable 2-lane with road shoulders

Length: 20 km



3. Upgrade of Alafaalava Road - Aleisa



4. Vaisigano River Crossings

Villages: Faatoia, Matautu

Scope: Repair of existing damaged Vaisigano Bridge and Replacement/Repair of Leone Bridge

2 - Bridges



4. Vaisigano River Crossings- Repair or Replace Leone Bridge



4. Vaisigano River Crossings- Repair of Vaisigano Bridge



5. Mali'oli'o Ford, Savai'i

Village: Samalaeulu

2 options:

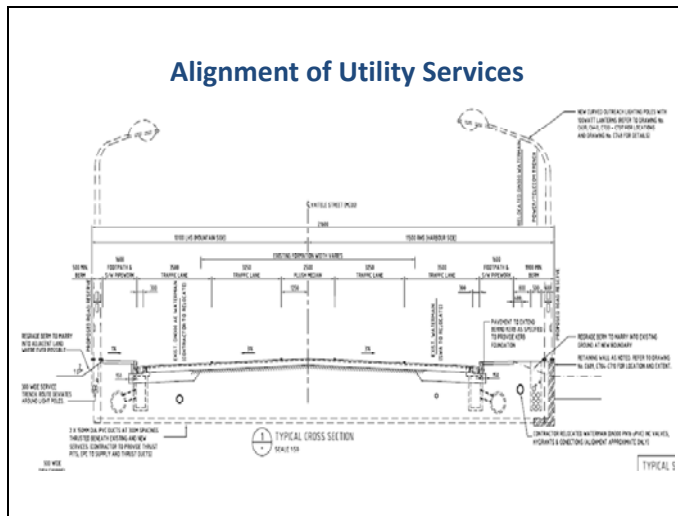
- 1) Construction of bridge about 400m before road crossing to make use of existing abutments that were constructed in 1989 but no agreement was reached between Government and land owners then
- 2) Construction of a bridge at the existing ford location

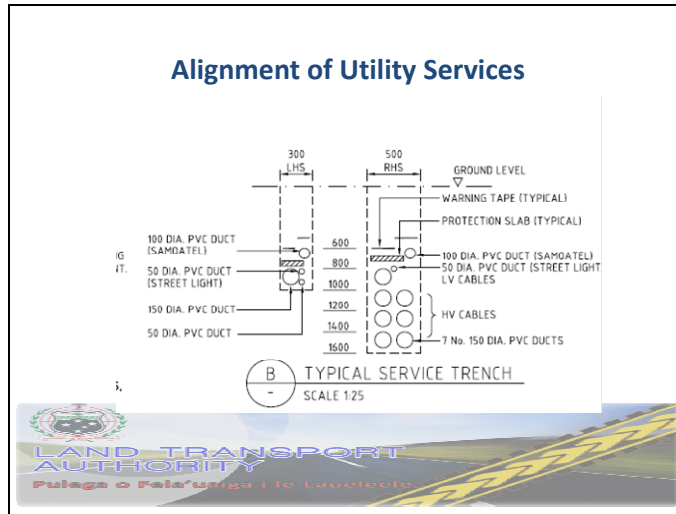


5. Mali'oli'o Ford, Savai'i



Alignment of Utility Services

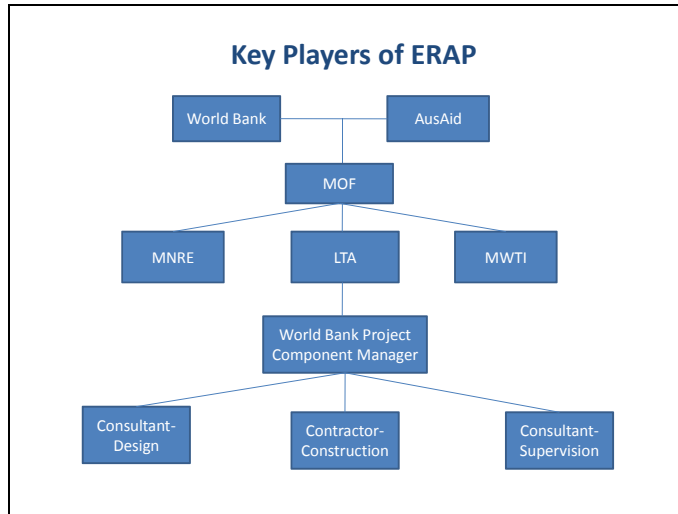




Communication

- The Consultant that LTA will engage in implementing the design will be in contact with each Agencies for their input





ANNEX D Record of Consultations – Savaii, Upolu and Key Stakeholders

REPORT FROM SAVAII PUBLIC CONSULTATION

13 JUNE 2013

COMPONENT 3: FORD CROSSINGS IN SAVAII:

Team Present: Seimaleula Sinapati Ulberg, Anelisa Auelua, Anna Aiolupotea, Namulauulu Filipo, Rachel Hunt, Chris Solomona

1. Namulauulu Filipo of the LTA Savaii welcomed all the participants – who were all from the village of Samalaeulu where the project site is – the Maliolio Ford. He then introduced the team.
2. Seimaleula Sinapati Ulberg led the consultation and spoke on behalf of the LTA outlining what the consultation was for – in essence – to find out the villagers views on the project – the planned bridge at Maliolio to replace the current ford which poses a hazard to the travelling public and villagers when it flows as well as taking into consideration their (LTA) commitments in terms of ensuring proper planning and conditions and policies of funding partners are adhered to especially with the environment, health and livelihoods of communities was considered prior, during and on completion of the project.
3. Before LTA's prepared presentation could be started, one of the matai present requested a digression in discussions to allow more time for their village to discuss the issue. Another matai disagreed and said that the village had already held discussions and the village had agreed to support the project in any way they could. It appeared that there may be some unresolved issues and differences in opinions amongst the villagers themselves. In this instance, there may also be a case of the Samoan concept of some of these matai being 'i tua ma le nuu' which means that some families still live in the village but are not privy to participate in village affairs and decision making and to some extent are not informed of village undertakings nor are likely to adhere

to village decisions. In this context, they could pose an imminent threat to the project which could possibly be resolved by further consultations with these individuals.

4. One request which featured quite prominently in discussions was an appeal for their main plantation roads to be constructed by LTA as compensation for lands taken for the planned bridge and road.
5. One matai requested clarification concerning the planned bridge. He wanted to know whether the planned bridge is going to be built on the 'old site' where the posts still stand further inland. In elaboration – he said that under a previous Government, a bridge was planned to be built at the Maliolio – villagers stopped the works and so the bridge was never built. Seimaleula explained clearly that the planned bridge is going to be built on the previously planned site with a new road going through the area where the bridge is going to be built. This matai went on to ask whether there could be a chance that the road could be left where it is now because of village developments and access. Knowing that if the current route is closed after the new bridge is opened then the village will be hard to access and residents of their village, especially those without vehicles will have further to walk to wait for public transport. Seimaleula explained that the proposed route is the more cost effective option however this would be looked at closely during the design phase and requests will be considered on practicality, conditions and cost.
6. At this point, one of the matai (Sala) asked whether the village could have more time – he proposed two weeks, for further consultations and discussions amongst the villagers to decide on any terms/issues they would like to bring to the table for Government consideration.
7. Namulauulu then explained that this is why the consultation today was being held – to ascertain their views after they have already been given time – and said that the villagers needed to understand that the GoS' utmost concern is the safety of the villagers and the travelling public as the villagers have requested the bridge because of past tragic incidents that have happened because of the river flow especially during the wet and cyclone seasons.
8. Seimaleula also reiterated that at this next proposed meeting other areas not discussed in this forum will need to be clearly expressed to inform and clarify

their stance to LTA. In particular for the benefit of design consultants to ensure that the bridge construction and design takes in to account sensitive areas e.g cultural and environmental significant areas and that it could also be included in the final cost.

9. With that, the session ended with an agreement to meet again in two weeks time for the villages' final decision.

REPORT FROM UPOLU CONSULTATION

14 June 2013

Tooa Salamasina Hall, Apia

1. The consultation was officially opened by the Associate Minister for LTA, Tusa Misi Tupuola on behalf of the Minister of Works, Transport and Infrastructure.
2. Consultations began with Seimaleula Sinapati Ulberg leading the discussions and reiterating the aims and objectives of the public consultation.
3. Handed over to Anna Aiolutepa who presented the project details in a clear, concise power point presentation.
4. Seimaleula then opened the floor for any queries or comments that the public may have had at this point. A lot of queries and comments were more complaints about the roads and traffic to which they were advised to write letters to the LTA for those concerns to be addressed. However some important points that were raised in the course of the discussion:
 - a. The Sui o le Nuu from Siumu voiced their village's support for the project and thanked Government for the improvements which are already underway on their stretch of road (Cross Island road).
 - b. A question was asked whether Government has any legislation which gives them the authority to seize lands for public use. Seimaleula replied that such a law is under MNRE and it is based on common consent between the land owner and Government whereby something of value may be involved to compensate owner

if not voluntarily offered for Government use. The Government however will not attempt to take any private property involuntarily as this also will negate World Bank guidelines.

- c. Speakers from the Vaitele area voiced concern at the road which is to be widened to the seaward side of Vaitele – the preferred option for the people along this stretch of road is that the road be widened inward as it is a Government reserve area – especially due to the fact that their backyard is the sea so there is not much room to move back to. Another speaker from Vaitele, a lady, voiced concern that along this same stretch of road there is a natural freshwater springs along the area where the widened road is proposed and are of cultural significance. A lady from the Vailoa area in which the road has already been widened voiced her concern at the natural springs along their stretch of road as well as some of the springs have been covered and others are affected by the runoff from the new roads because of the gradient of the road.
- d. Again, many comments were to do with compensation – but were told that it is a matter to be taken up with MNRE in a future forum.
- e. Sala, Resident of Aleisa (Alafaalava Road) praised the project but asked whether there was any possibility of the road project extending to the Tanumalala-Safata area for ease of travel because it is fast becoming a corridor for economic activity from that side of the island. LTA responded that some discussions have transpired but there was nothing in the current plans.
- f. Mayor for Faatoia, Leone and Lelata voiced his concern with regard to road safety as the area under his control is one of the popular, more economically viable routes for transportation purposes. That is, container trucks and shipping agents and wholesalers largely use these roads in transporting their goods and it is also an area which had a number of schools and the main sporting facility (Apia Park). Therein he appealed to the LTA for footpaths and crossings to be incorporated into the design of the roads for safety purposes.

- g. Mayor for the Apia village, Tuiletufuga Siaosi, spoke about the Leone Bridge and said that the problem with that bridge and most probably the reason why it was damaged during Cyclone Evan was that whoever designed the bridge and the excavation done on the site deviated too much from the natural path of the river – and this was shown in the areas that were worst hit by the flooding.
- h. The mayor for Saina requested crossings for their school children which was a great concern for him now that the road is to be improved/widened.
- i. The mayor for Tanumapua voiced their support for the Alafaalava Road and assured all present that there would be no opposition once the road improvements commence.
- j. The mayor for Vaitele-tai – the residential area directly opposite Bluebird Lumber and Hardware at Vaitele – said that his area is very unsafe especially for school children and requested road humps especially for when the road is widened. This concern was also voiced by other participants from this same area.
- k. The mayor for Vaigaga posed a question as to why the Government felt the need to have a four lane road – why not retain 2 lanes but build resilient roads with proper footpaths, bike lanes and drainage. Especially so for his area because schools and churches line the roadside at the moment.

The public consultation ended on a high note and then the Associate Minister officially closed the meeting.

REPORT FROM CONSULTATION WITH GOVERNMENT MINISTRIES, STATE OWNED ENTERPRISES AND NON GOVERNMENT ORGANISATIONS

27 JUNE 2013

VENUE: LTA TRAINING ROOM

Present: Nuanua o le Alofa (NOLA), Electric Power Corporation, Ministry Works, Transport and Infrastructure, Bluesky Communications, Ministry for Natural

Resources and the Environment (PUMA), Land Transport Authority, Local Coordinating team (WB)

Seimaleula Sinapati Ulberg (ACEO LTA Procurement) welcomed all the participants and provided a quick outline of the project which the GoS and the World Bank are looking at – 3 road projects and 2 bridge projects. He then invited Titi Tutuvanu (Principal Engineer LTA Procurement) to deliver her presentation to the participants. Titi delivered a very clear, concise address and there were no questions asked regarding her presentation.

GENERAL DISCUSSION:

1. Nofo Mapusua of the Nuanua o le Alofa organisation (an NGO for people with special needs) opened the discussion with an interesting perspective concerning the experience of people with special needs including senior citizens with regards to the road networks. He provided valuable input for possible steps to be taken into consideration with respect to road network projects in Samoa with particular emphasis to individual mobility and independence for their focus group. Pointers he raised:
 - a. The footpaths in many places are too narrow for those with wheelchairs.
 - b. In a number of cases, traffic lights and sometimes power poles are right in the middle of a footpath making it impossible to manoeuvre their wheelchair around them. In some instances they have to go on to the road to get around these obstacles, and is a real challenge and very dangerous.
 - c. Request for wider ramps/platforms for wheelchairs to perch on while waiting to cross the roads need to be added to the sidewalks. At the moment (in many places) there are no platforms and the gradient of the ramp is too steep so they are faced with the challenge of trying to stay on the ramp and away from traffic.
 - d. Bus stops have also been put too close to or on the sidewalks and so people are milling around these areas waiting for their buses and that makes it hard for them to pass through these sidewalks.

- e. He saw the plans for the new roads (Main Vaitele street – Atone Street) and asked why on these very wide 4-laned roads is there only one side with footpaths (reference to recently completed Lepea –Vailoa) as it would be convenient for them to have footpaths on both sides of the road. This is especially because of the fact that there are so many cars in Samoa now – even mothers with prams, senior citizens, joggers, for example, need footpaths along both sides for safety reasons. To park on one side of the road and cross to the other side is very difficult given the speeds cars are travelling at now.
 - f. The gradients for the sidewalks also prove a challenge for those who use wheelchairs.
 - g. Regarding the proposed Alafaalava Road – Nofo asked whether the Government would consider negotiating with families who own cattle farms bordering the roadside to move their cattle further inland as wandering cattle pose a real traffic hazard along this drive. Sometimes all the cattle from a farm are left to wander on the main road and because there are many bends in this stretch of road sometimes you do not see the cattle until it is too late.
2. Seimaleula explained that there are guidelines for road designs and other procedures that need to be carried out to fulfil donors' requirements which are followed by Government and that people with special needs now play a very important part in these guidelines and practices which need to be satisfied.
 3. Tagaloa from PUMA (MNRE) added on to Seimaleula's explanation saying that in any project there are universal guidelines that are followed which take into account special needs among other numerous items that need to be checked before a project can progress. The current road works follow the Australian roads guidelines and specifications but he agrees that people with special needs should be given priority with what they need for ease of movement/travel.
 4. Seimaleula then asked Nofo for his experience on the recently upgraded Vaitele road from the Malifa traffic lights to Vailoa. Nofo replied that again,

the footpaths in some areas have traffic lights in the middle of the ramps for wheelchair users who want to cross the road. He also said that in front of one of the major supermarkets at Lalovaea, when trying to cross the road, one side of the road has a footpath which has wheelchair ramps but the other does not so once they have crossed the road they have no access to the footpath on the other side.

5. Faatino Utumapu also of the Nuanua o le Alofa (NOLA) put forward a request for their organisation to be enlisted as a major stakeholder in road projects – not only in the design phase but also in every other step of the project cycle. She also suggested that NOLA could carry out 'Access Audits' during the process of road building to ensure that accessibility requirements for the disabled are met and the roadworks are suitable for them and promote independent travel. She also mentioned that there was funding available for special needs people which they could perhaps request to be given to the project so as to look after their needs with regards to accessibility. Tagaloa from MNRE explained that there is Technical Assistance funding under this project to look specifically at things like guidelines and frameworks to review accessibility issues given the opportunities now with this particular project. Seimaleula added that PUMA also had guidelines to direct the specifications for all projects and as much as they would like to take all these issues into account, at the end of the day, everything is reliant on resources made available to the project.
6. Chris added that he saw the value in having NOLA involved in the project cycle and perhaps further include a major testing exercise for at least one area before the rest are put in place. Seimaleula again highlighted the issues with budget/time constraints of such an arrangement, however, it would be an idea, perhaps, to have such a practice included in the standards/guidelines during implementation and would be considered during overall project financing talks between the donor and the Samoan Government.
7. Leota from MWTI posed the question as to why there seem to be no plans for Emergency Roads for the East Coast road as there have been works carried out for emergency roads in the Aleipata area and the West Coast

Road is now on its way to fruition but there is nothing in the plans about the East Coast Road (ie from Vailele towards Aleipata). He also made the observation about the Cross Island Road under construction at the moment and wanted clarification (because he thinks that the roads are still too narrow, for example, his observation that when there are two buses on this road people walking on the side of the road have to hop into the drains) whether the shoulders mentioned in the presentation include the carriageway or are the shoulders separate from the carriageway. He suggested that it would be better if the project covered 10km only and done properly.

8. Seimaleula explained that the projects noted in the presentation are still under discussion and not set in stone yet. With regards to the Cross Island Road he explained that the stretch of road from Leufisa to Vailima (which Leota was expressing concern about) would have covered drains, footpaths, etc. noting that these areas are heavily populated.
9. Tupai Mau Simanu of EPC noted their support for NOLAs suggestion. He also recommended that it was important to ensure designs are user friendly and practical especially for specific target communities like NOLA and the elderly. His view was that perhaps the various stages in design to building and monitoring, needed to be a bit more flexible to allow community perspectives to be considered given that it is them that will be utilising the roads and such facilities in future.
10. Leua of Bluesky asked whether there were any plans to upgrade other fords in the country which when the rivers flow transportation across is severely affected, for example, the ford at Salelesi.
11. It appeared that greater collaboration between Ministries and SOEs needed to be put in place – Leua described an incident at a bridge currently under construction in which they went to move the ducts but were stopped because of land issues with the families living next to the bridge as their cabling had not been taken into account during compensation discussions. He further suggested that when a road is being laid, perhaps it would be practical to lay pipes across the roads say every 200 metres to allow for companies like theirs to just dig at the sides of the completed

roads instead of cutting across the roads every time they need to either pull new cables or do routine maintenance on the old cables. This would also work for SWA too. Seimaleula explained that there were provisions for what Leua was suggesting under this current project. However these service providers needed to open up their plans and needs concerning cable positioning during the Design phase in consultation with the Design Consultant.

12. Nofovaleane then underlined the importance of monitoring for these projects to ensure that standards, guidelines, frameworks, etc had all been adhered to. Seimaleula reminded that the World Bank is always very strict on these guidelines and standards and also monitoring of the projects during and after.

There were no other issues raised at this point, so Seimaleula then closed the meeting officially after which we were all treated to lunch by LTA staff.

ANNEX E Photos

SAVAII PUBLIC CONSULTATION





UPOLU PUBLIC CONSULTATION PHOTOS



REPORT 1



KEY STAKEHOLDERS CONSULTATION, UPOLU PHOTOS

