

ExxonMobil PNG Limited



Papua New Guinea LNG Project

**Permanent Facility Compound
Resettlement Action Plan**

PGLN-EH-SPZZZ-000001

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ACRONYMS

Acronym	Definition
CNGL	Chevron New Guinea Limited
CRP	Communal Resource Plan
EHL	Esso Highlands Limited
EIS	Environmental Impact Statement
ELC	Environmental Law Centre
ESMP	Environmental and Social Management Plan
FN	Family Number
FRV	Full Replacement Value
HGCP	Hides Gas Conditioning Plant
IBD	Interest Bearing Deposit
IFC	International Finance Corporation
ILG	Incorporated Land Group
IPCA	In-Principle Compensation Agreement
Lanco	Landowner Company
LBBSA	License-Based Benefit Sharing Agreement
LLG	Local Level Government
LNG	Liquefied Natural Gas
LR	Livelihood Restoration
M&E	Monitoring and Evaluation
MSEL	Monitoring Social Environmental Law
O&GA	Oil and Gas Act
OIMS	Operations Integrity Management System
PFC	Permanent Facility Compound
PMV	Public Motor Vehicle
PNG	Papua New Guinea
PNG LNG	Papua New Guinea Liquefied Natural Gas Project
RAP	Resettlement Action Plan
RIT	Resettlement Implementation Team
RPF	Resettlement Policy Framework
RTC	Resettlement Team Coordinator
SIA	Social Impact Assessment
SMLI	Social Mapping and Landowner Identification
VG	Papua New Guinea Valuer General
VLO	Village Liaison Officer

1.0 INTRODUCTION

ExxonMobil PNG Limited (Company) proposes to develop the Papua New Guinea Liquefied Natural Gas (PNG LNG) Project (Project) to commercialize gas reserves within the Hela, Southern Highlands and Western Provinces. The Permanent Facilities Compound (PFC) is an aspect of the broader PNG LNG project and will consist of a permanent office, support services center and communal facilities for those operating the PNG LNG facility for the next 25-30 years.

The parcel of land on which the PFC is being constructed was purchased from the Airways Group of Companies, officially referred to as Portions 2853 and 2929. It is located between the Airways Development Ltd.'s Portion 2854, the National Airports Corporation Ltd's Portion 1229 and some customary land to the west. (Figure 1:1). A small portion of the land towards the western corner of the Compound is listed as customarily owned land.

This Resettlement Action Plan focuses on the displacement of people by the Airways group of Companies from the land required for the development of the Permanent Facility Compound. The Airways Group of Companies was the land leaseholder at that time.

2.0 INSTITUTIONAL AND LEGAL FRAMEWORK

The principle PNG legislation relating to land and compensation are the Land Act 1996 and the Oil & Gas Act 1998. PNG has no formal resettlement policy or statute for the Petroleum Industry.

The resource planning process will comply with all legal requirements and criteria, such as those specified in the Oil & Gas Act 1998, key PNG National Government institution guidelines, legislation governing both provincial and local governments and the International Finance Corporation's (IFC) Performance Standards on involuntary resettlement and Social and Environmental Sustainability.

3.0 PROJECT IMPACTS

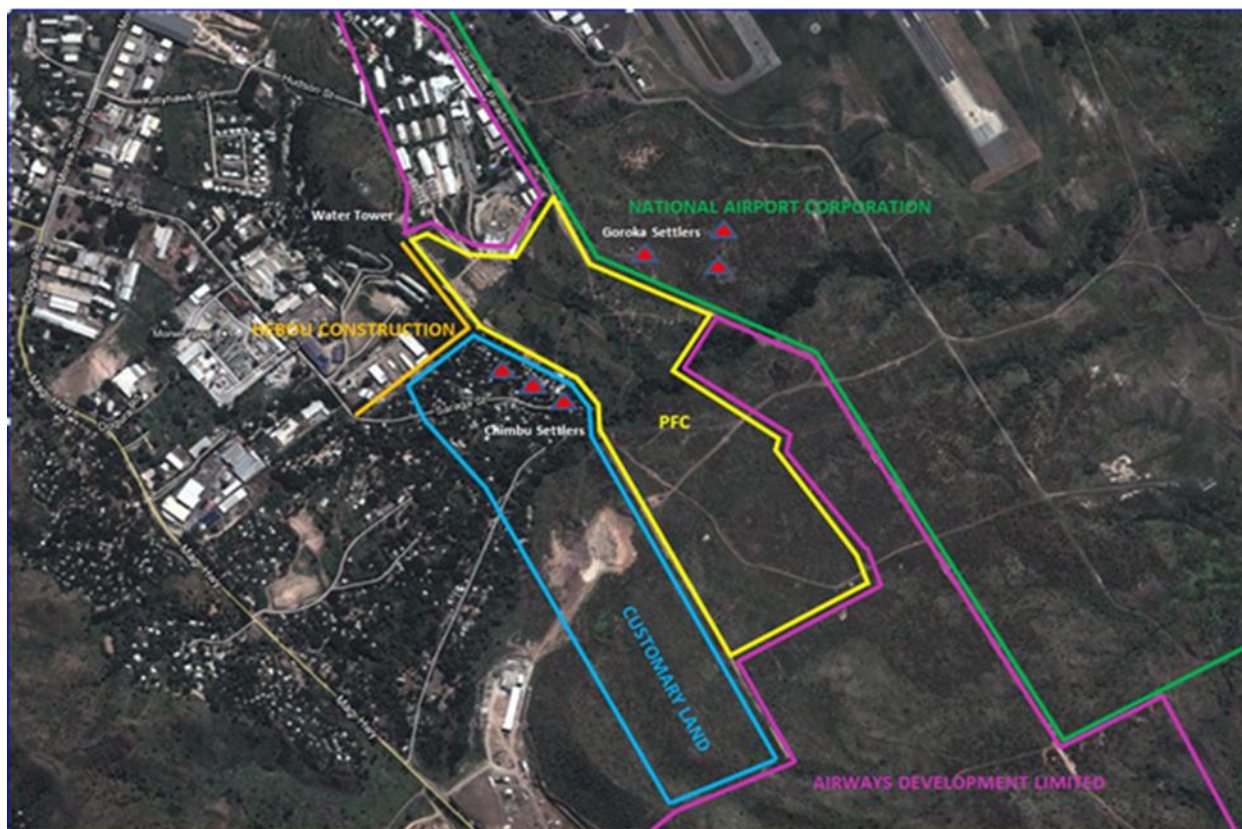


Plate 1.1 Locality and surrounding communities.

People who resided within the proposed PFC area, or use land and resources within the area, or live close to the intended infrastructure boundary, will no longer be able to do so as they have been relocated. As resettlement had occurred, both households living within and households owning land within the Proposed PFC area, have lost their land and fixed assets and will be affected by various physical, economical and or adverse impacts.

The list below summarizes the project impacts while acquiring and developing the land for the PFC:

Impact	Scale
Residential Structures affected	42 households displaced
Loss of field and agricultural land	42 households
Disruption in social network	Physically displaced Simbu settlers living immediately upstream of Saraga Creek Eastern Highlands settlers living and operating road side market stalls opposite the project site. Settlers living downstream of Saraga Creek.

Indirect Impacts include;

- The development of the area will require the use of heavy trucks and machinery and this will undoubtedly cause an increase in noise, traffic and dust. The Project's environmental management plans for emissions and noise will address these impacts.
- Any chance cultural heritage finds will be subject to the chance find protocols and other appropriate mitigation measures and programs.
- Regional population increase and influx may arise due to construction activities, improved services and employment opportunities.

3.1 The Social, Economic and Cultural Environment

The Dubara Idibana clan is the customary owner of the neighboring land to the south-west, and currently reside at Hanuabada village. The clan is registered as an Incorporated Land Group (ILG No. 6866).

The land on which the PFC is currently being built on was in fact state land, a portion of which was subleased to the settlers by the Dubara Idibana clan. The Airways Group of Companies is the leaseholder.

The Airways group of companies reached an agreement with the settlers to be resettled to a new location, an allotted portion of land which Airways had purchased for them. This agreement was signed on the 10th of November 2010. Consequently, the settlers' agreement with the Dubara Idibana clan was rendered null and void as they accepted the terms and conditions of the new agreement with the Airways Group of Companies. The resettlement exercise was completed in April 2011.

There is no anticipated occupation of the peripheries of the PFC during construction by an influx of migrants. As elsewhere, small opportunist road side market stalls or fence line vendor stalls may eventually establish themselves in close proximity to the construction site. Moreover, squatters will build new houses along the road to take advantage of the new opportunities brought about by the PFC development including a potentially new customer base and increased traffic.

A summary of Identified issues and Project Mitigation Measures relating to the development of the PFC is provided in Table 2.1.

Table 2.1: Identified Issues and Mitigation Measures

IDENTIFIED ISSUES / CHALLENGES	POTENTIAL RISK DESCRIPTION	MITIGATION MEASURE / COMMENT
Direct Impacts : Physical Displacement	<ul style="list-style-type: none"> Disruption to the Standard of Living of the displaced. 	<ul style="list-style-type: none"> Resettled 42 households to an allocated allotment subdivided into 42 individual blocks with access to bore water and electricity Relocation compensation Provided logistical support for the settlers to the new location Process individual title to the 42 blocks of land
Traffic Disruptions to the travelling public during construction phase.	<ul style="list-style-type: none"> Hold up of traffic due to the general public. Increased safety risks to pedestrians. Increase in risks for bag snatching and car jacking's due to increased pedestrian and vehicular traffic. 	<ul style="list-style-type: none"> Maintenance and upgrade of road access. Installation of pedestrian footpaths. Installation of pedestrian barrier fencing. Transportation of loads during non-peak hours. Police and security escorts. Stakeholder engagements for normal general public pedestrians and traffic
Roadside markets	<ul style="list-style-type: none"> Loitering, traffic hazards, disruptions 	<ul style="list-style-type: none"> Stakeholder engagements with appropriate messaging.
Settlements	<ul style="list-style-type: none"> Potential for people to build houses, shelters etc. near work sites 	<ul style="list-style-type: none"> Stakeholder engagements - Communicate and establish dialogue with other neighbors or leaseholders to mitigate illegal squatters.

3.2 Mitigation Measures for Displaced Households

The resettlement exercise began in November 2010. There were 42 households (settlers from the Highlands Region, predominantly people from the Simbu Province who have been living in this area for many years) that were relocated by the Airways Group of Companies to a 3.5 hectares of purchased land known as Manuti, Portion 2762 C.

The Airways Group of Companies assisted with transporting all relocatees' possessions and building materials to the new site and provided each household with a small relocation compensation payment. Those with larger houses received a more generous payment. The resettlement to the new land was undertaken in a very orderly and systematic fashion where each household's details were documented and each household was allocated a specific identification number. The particulars of the head of each household were documented and members were asked to stand in front of their house and a photograph taken for record purposes. The resettlement was completed in April 2011.

The new land portion (Manuti) is currently serviced with water via a bore well, whilst work on provision of electricity is progressing with the end objective to have all 42 allotments connected with electricity. Also, land title to each allotment in the new land portion at Manuti is being progressed with the Lands Department with the objective of ensuring individual land title transfer to respective block holders is achieved.

4.0 AWARENESS, CONSULTATION AND DISCLOSURE

The Airways Group of Companies consulted with the affected people and reached an agreement over the resettlement package. This RAP will be made available to the public on the PNG LNG Website (http://www.pnglng.com/commitment/resettlement_action_plans.htm). The Project was involved in safety messaging to the local communities in the area in early 2013, during the commencement of the PFC development.

5.0 GRIEVANCE MANAGEMENT FRAMEWORK

Grievances for this RAP will be considered through the PNG LNG Grievance Management Process, which has been applied across all Project activities. The Grievance Procedure is available to people affected by the development, other local populations residing in the Project impacted area, and other stakeholders, either directly or indirectly affected by the Project.

The Project will disclose information about the Grievance Procedure to the affected communities, as well as interested persons and organizations, as part of on-going stakeholder engagement.