



Plate 1 Wawoi Falls.



Plate 2 Meeting at Kamusie Base Camp Market.



Plate 3 Logging in Class 2 stream buffer.

Set-up C99 of the re-entered area. The operator has skidded into a Class 2 stream buffer in breach of Key Standards 2e, 16,17).

The stump (mersawa), could have been cut lower for maximum timber utilisation as the log will inevitably be trimmed.



Plate 4 Buffer zone destroyed by gardening.

Destruction of vegetation along the bank of the Turama River by employees living at the Base Camp (Block 3), for gardening purposes.



Plate 5 Exposed area requiring rehabilitation.

This photo illustrates an area where topsoil has been removed and laterite excavated for road surfacing. Attempts to rehabilitate the site by planting rosewood stakes have failed. An organic mulch would assist in the regenerative process.

There are many such "moonscapes" particularly near the Kamusie base camp where past road clearance has exceeded the 40 metre limit (Key standard 9.).

The Review Team noted that *Alstonia scholaris* (milky pine) was successfully regenerating in many such areas.

	<p>A barge of logs from Kuri (Turama Forest Industries Ltd Timber Permit), being offloaded at Panakawa. SGS (PNG) Ltd officers noted that barges were also arriving from the Vailala (RH subsidiary) operations.</p>
	<p>An unapproved deviation from a surveyed road line. Construction work was stopped by the Regional Inspector. The deviation has since been approved. This is a breach of Key Standard No. 8.</p>
	<p>This waste timber is a result of mechanical damage during handling of the otherwise sound logs. These waste pieces should be considered for processing or waste assessment.</p>
	<p>A “cock fight”; expatriates bet heavily on the result, which often leads to the death of the losing bird.</p>



Plate 10 Gardening along the Turama River.

A further example of destruction of Class 1 buffer zone by gardening by employees of the logging company.

The PNGFA Regional Inspector instructed the employee to cease clearing the buffer zone.



Plate 11 Jinker driven with no safety chain.

This expatriate Jinker Driver was stopped because of the absence of a chain to secure the load of logs. The vehicle was also not registered.



Plate 12 The Bank of the Guavi River breached.



Plate 13 Logs are still rafted down the Guavi River.

It is difficult to control the raft of logs once it is in motion so this adds to the bank erosion.



Plate 14 This concrete bund, ( built in November 2003) does not stop fuel oil leaking into the Guavi River.



Plate 15 A New "ship yard" at Kamusie.



Plate 16 Meeting at Panakawa.



Plate 17 Logs ready for the Veneer Mill at Panakawa.



Plate 18 Sunken Barge near Emeti.



Plate 19 The sawmill at Kamusie.



Plate 20 Erosion at Station 3.

This photo shows erosion at Station 3 along the banks of the Bamu River.

Landowners claim that siltation of the river has caused increases in the number of times there is a tidal bore and the height of the waves.

The Review Team noted that the erosion increased the further we travelled towards station 5, which is the last staging post on the way to Omuda, (where logs are loaded onto the ships for export).

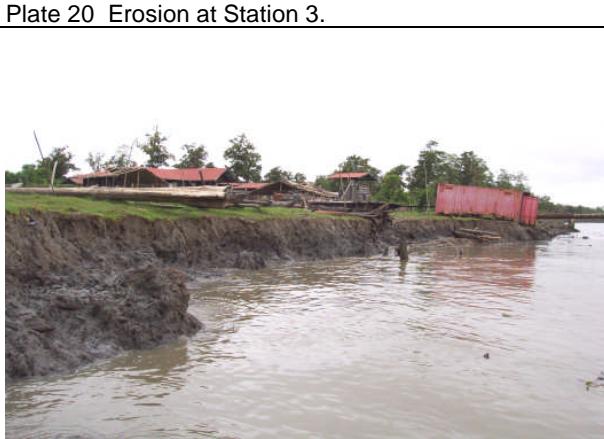


Plate 21 Serious erosion at Station 5.

Station 5 on Dibiri Island.

A combination of vegetative clearing, river traffic and tides has caused serious erosion on the foreshore where the Base Camp is located.

← This log illustrates where the jetty once reached. Buildings have been relocated inshore.

Protective measures are urgently required to stabilise the foreshore.

