

**AFRICAN DEVELOPMENT BANK  
AFRICAN DEVELOPMENT FUND**

**REPUBLIC OF GHANA**

**GHANA: AWOSHIE-POKUASE ROAD PROJECT**

**SUMMARY OF THE RESETTLEMENT ACTION PLAN**

**INFRASTRUCTURE DEPARTMENT (OINF)**

**JANUARY 2009**

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**Project Name: Awoshie–Pokuase Road Project - Summary of the Resettlement Plan**

**1.0 Description of the project, project area and area of influence**

1.1 The proposed project is the re-construction/construction of the 15km Awoshie-Pokuase road in the Ga West District of the Greater Accra Region in Ghana. A Right-of-Way (RoW) of 90 m (300 ft) is proposed to be maintained. The proposed road is a component of the Arterial Road Development Program (ARDP), which for Accra is targeted at linking the capital with by-pass roads to major highways leading to various parts of the country. Development of the Awoshie-Pokuase road has become crucial in order to: i) provide an alternative route for vehicular traffic currently using the Pokuase-Achimota route to access the western parts of Accra and beyond; ii) improve the transportation system between Pokuase and Awoshie; and iii) open up adjoining rural settlements in the district.

1.2 The project road will traverse the communities of Awoshie, Anyaa, Ablekuma, Amamorley and Ayawaso. The southern section starting from Awoshie at the Abeka-Mallam road intersection is built up for the first 2.7 km. The RoW follows the existing corridor through to the Ablekuma village. Beyond Ablekuma however, the road is untarred and the RoW steers west of the existing earth road, passing through a vegetated area of open grassland and light bush with low density of constructed properties. The proposed RoW then crosses the existing untarred road from the west to the eastern side at Km 13.7. It also crosses the Accra-Nsawam rail line and terminates at the ACP Estates junction on the Accra-Kumasi highway.

1.3 The project is scheduled for implementation in two construction phases. The phase one constitutes the major component and will mainly involve: i) Preparation of the entire 15km corridor for the construction of four-lane dual carriageway, four service lanes and bicycle lanes and walkways; ii) Construction of 10km (out of the 15km) of the two-lane carriageway and two service lanes in each direction, as well as bicycle lane and walkway (also in each direction) from Awoshie to Amamorley; iii) Continuation of construction of only the two service lanes in each direction from Amamorley to Pokuase; iv) Provision of traffic signals at specific intersections; and v) Construction of drains and culverts.

1.4 The phase two will involve the following main activities (for future construction): i) Construction of 5 km of the two-lane main carriageway in each direction (reserved in phase one), from Amamorley to Pokuase; ii) Construction of an overpass on the Accra-Nsawam rail line; and iii) Construction of a three-level inter-change connecting the Accra-Nsawam road and the ACP Junction.

1.5 The project is classified category 1, from the environmental and social perspective. The construction of this road will entail expropriation of properties along the Row. It is estimated that 1019 temporary and permanent structures (mainly used for business and a few residential) would be affected. A RAP has been prepared with cash/money compensation as the preferred compensation option agreeable to the PAPs. Elaborate methods for assessing cash compensation have been used reflecting market values;

with additional contingency of 25 % for compensating increase in property value has been made. The Resettlement Action Plan (RAP) followed the ADB's Involuntary Resettlement Procedure and Policy document, and also the provisions of the State Lands Act and the Resettlement Policy Framework of the Transport Sector Development Program of Ghana. The present report is a summary of the RAP.

1.6 The road stretches from Awoshie on the western part of the Accra-Tema Motorway Extension at the Awoshie Junction to Pokuase on the Accra-Nsawam-Kumasi highway in the Ga West District of the Greater Accra Region. The district is bordered to the west by the Central Region and north by the Eastern Region. The Tema Municipality and the Gulf of Guinea/Accra Metropolis border the east and south respectively.

1.7 The estimated population of the district is 280,656 (2000 PHC), with a growth rate of 6.2%. Population density (2000) stood at 326.7 persons per square km. The prominent settlements within the project corridor include: Awoshie, Anyaa, Ablekuma, Ayawaso, Amamorley and Pokuase. All the major utility services – electricity, water and telephone are present in the project corridor, especially within the first 7 km from Awoshie to Ablekuma. There are two hospitals, one health centre and four maternity homes in the area. Various socio-economic activities have given rise to several land-use types along and within the project corridor. The economic activities include commercial, agricultural, cultural, civic, mining (quarrying). Other common areas of employment are carpentry, hairdressing, construction, trading, mechanics, artisan, craftsmanship, etc.

## **2.0 Potential Impacts**

2.1 The expansion of the existing single-lane road with a RoW of about 4 m in either direction to a four-lane road with a 90 m RoW will lead to the demolition of about 1,019 structures. The structures include residential, commercial, and mixed-use properties, fence walls and utility facilities.

3.2 For the rural section, a minimal number of properties will be affected. Where absolutely necessary expropriation would be undertaken, without compromising on road safety. Such areas include the CP quarries on either side of the existing road at Anyaa, some potential tourist sites e.g. Okaikoi Shrine at Awoshie village and the Asofoman Presbyterian cemetery.

2.3 Traders and businesses will temporarily relocate or take time off for reconstruction of trading premises, leading to loss of business and income.

2.4 Persons who live, work and use the corridor will suffer a lot of discomfort and health risks during construction from dust pollution, noise and vibrations and, improper handling and disposal of waste.

2.5 Persons who live and work along the corridor will have their access routes blocked for some period of time.

2.6 Frequent accidents may occur at the project site because of poor equipment handling, slips and falls and, vehicular accidents in particular due to the existing narrow corridor.

2.7 Utility services (water, electricity and telephone) to surrounding areas will be intermittently disrupted as a result of clearing, trench digging, pipe laying and culvert and drain construction.

2.8 All these problems shall be adequately dealt with as described in the ESIA and the ESMP. The environmental clauses in the ESMP shall be scrupulously followed by the successful contractor and monitored by relevant authorities, Department of Urban Road (DUR).

### **3.0 Organizational Responsibility**

3.1 The DUR is the executing agency under the Ministry of Transportation with oversight responsibilities for roads in urban centres, including this project road in the Ga West District. DUR selected the design and will be responsible for supervising consultants and contractors, as well as for carrying out the resettlement plan. The DUR will manage the funds for the project on behalf of the MoT and ensure quality control. The DUR will employ consultants to provide services the DUR does not have the capacity to provide.

3.2 The Environmental Unit under the Planning and Development Department of the DUR has the lead role in RAP implementation, including monitoring. Four (4) officers of the Unit – very qualified and experienced – will assume the normal RAP implementation responsibility. The Unit will take proper custody and ownership of all studies and documentation relating to the PAPs, compensation, etc. for the effective implementation of the RAP. It will prepare all required reports, including monitoring, auditing and evaluation, in collaboration with other sections/departments of the DUR. The Unit is accountable to the Head of the Planning and Development Department, and ultimately to the management of the DUR.

3.3 The DUR through its Environmental Unit of the Planning and Development Department will liaise with and coordinate the functions and roles of all relevant institutions in the resettlement plan. The key stakeholder institutions are the LVB, EPA, LC, utility companies, Ministries of Finance/ Accountant General's Department, Lands & Forestry and Justice, NGOs, etc.

3.4 Funding for this project is being sourced by the Government of Ghana and the African Development Bank.

3.5 Other key collaborating organizations for the RAP implementation include: i) Land Valuation Board (LVB) – will receive and verify documentation on affected properties, assess claims presented by the property owners if any and review compensatory values proposed by the DUR valuation consultants; ii) Ministry of Finance – will authorize the release to DUR the amounts required to pay supplemental assistance and compensations on advice of DUR/Ministry of Transportation; iii) Lands Commission – will prepare all legal documents related to land acquisition; iv) Town and Country Planning Department – will prepare layouts for towns and cities as relates the RoW. It vets and approves layouts prepared by prospective developers and specifies all road reservations based on forecasted land use plans; v) Attorney General's Department and Ministry of Justice – has redress mechanisms in place for aggrieved persons not satisfied with compensation offered them and, empowered by constitution to seek redress in a law court; vi) GWDA– local authority responsible for the project corridor. They monitor all the activities by the roadside and grant permits and licenses for operation through their urban council offices.

## **4.0 Community Participation**

4.1 A number of community stakeholders were consulted including the chiefs, opinion leaders, unit committee members and PAPs. The following are examples of community leaders consulted: i) Edward Ocansey (Unit Committee member, Awoshie); ii) Abraham Adotei Pappoe (Sub Chief, Anyaa); iii) Quartey Papafio (Unit Committee, Ablekuma); iv) J.O. Kwei (Unit Committee, Ablekuma); v) Nii Atta Ashithey (Sub Chief, Olobu) ; vi) Ashon Komey (Unit Committee, GWD Armoley); vii) Tetteh Kemey (Opinion leader, GWD Amorley); viii) James Barnard (Unit Committee, Pokuase); ix) Nii Tettey Kojo II and Elders (Ayawaso).

4.2 During the stakeholders consultations, all the PAP are very keen for the execution of the project as their living conditions would substantially improved. They were also agreeable for the expropriation of their properties. However, they are expecting a fair and just compensation. The form of rehabilitation was fully agreeable to the PAPs for both the permanent and temporary properties affected is cash compensation. This is to enable: i) most owners of permanent properties to re-instate the affected properties, for use, without the need to re-locate; ii) most of the 716 occupants of temporary structures to shift onto unoccupied land immediately outside the new RoW (without the need to relocate elsewhere); ii) occupants of temporary structures to secure required temporary permit (as is the case for such businesses) from the GWDA to re-locate to one's preferred site along the new RoW; iv) The freedom to select preferred locations for shops and other buildings in order to continue their businesses along the new corridor. The PAP will receive all the help for temporary relocation. They will stay in the same area after the construction.

## **5.0 Integration with Host Communities**

5.1 During the stakeholders' consultations, all the PAP are very keen for the execution of the project as their living conditions would substantially improved. They were also agreeable for the expropriation of their properties. All of them have expressed their wish to be paid in cash for their property or activity affected. However, they will be given freedom to choose a site for their temporary relocation adjacent to their present site. in order to continue their businesses along the new corridor. The PAP will receive all the help for temporary relocation. They will stay in the same area after the construction. Hence, integration with the host community does not arise.

### **Grievance management**

5.2 In managing grievances, both informal mechanisms and formal access to court of laws will be employed. A number of laws have made provision for the establishment of land tribunals headed by a judge that have powers to give adjudication on land issues. In accordance with the State Lands Act, 1962 (Act 125), Where there is a dispute as to the right or interest claimed by reason of conflicting claims or interests, or any person is not satisfied with the compensation assessed by the Minister, the Minister may refer the matter to the Tribunal. Any person who is aggrieved by a decision of the Tribunal on any matter referred to it under this Act may appeal against the decision to the court of Appeal.

5.3 The DUR has set up a Grievance and Redress Committee to receive and mediate disputes amicably. In situation where the PAP is still not satisfied with the amount of compensation payable to him/her, he/she can seek redress from the court. The PAP is allowed to engage his own valuer at the cost of the project to determine the compensation due. The valuer and the LVB then together will negotiate a settlement. Compensation will only be paid to a PAP after receiving his/her written consent.

5.4 Proper documentation of grievances will be kept. For each case presented, a grievance file will be opened. A mediation committee will be put in place to handle grievances and to review claims and disputes. This will involve local traditional authorities such as the chiefs and opinion leaders.

## 6.0 Socio-Economic Studies

6.1 The Ga West District has an estimated population of 280,656 (2000 PHC), with annual growth rate of 6.2%. Population density for the district (at 2000) stood at 326.7 persons per square km.

6.2 The major utility services – electricity, water and telephone are present in the project corridor, especially, within the first 7 km from Awoshie to Ablekuma. There are two hospitals, one health centre and four maternity homes providing the health needs for the population.

6.3 The economic activities in the area include commercial, agricultural, cultural, civic, mining (quarrying). Other common areas of employment are carpentry, hairdressing, construction, trading, mechanics, artisan, craftsmanship, etc. The main cultural/historical resources along the RoW are two shrines in Ablekuma - the “male and female” shrines, one at Ayawaso and Anyaa each and the royal burial ground for Naa Dode Akai and other religious sites – churches and mosques. The As mentioned in section 4.4, the land is owned primarily by the chief. However, in practice, various lineages in the communities own lands, portions of which they lease, rent or sell outright. land is owned primarily by the chief. However, in practice, various lineages in the communities own lands, portions of which they lease, rent or sell outright.

6.4 About 50% of the project affected persons (PAPs) are between the ages of 26 – 40 years. The level of education is generally low with only about 44.6 percent having received primary and middle school education and about 3.3 percent with tertiary education background. Christians dominate the populace, with about 87% of PAPs while 0.1% is atheists. Moslems constitute 8% and 0.8% practice traditional religion. Potable water is available to only about one percent of the PAPs while 4.3 percent have their premises connected to the national electricity grid.

6.5 The types of permanent and temporary structures and the respective 303 and 716 PAPs (occupants/owners), as well as cost of compensation are summarized below (from the Property Impact Assessment Report).

<b>Permanent Properties Affected</b>						<b>Grand Total</b>
<b>Suburbs</b>	<b>Awoshie</b>	<b>Anyaaah</b>	<b>Ablekuma</b>	<b>Olebu</b>	<b>Pokuase</b>	
<b>Number</b>	91	52	50	74	36	303
<b>Total Compensation</b>	4,049,715.2	929,103.51	717,045.27	1,177,781.53	864,486.53	7,738,132.11

<b>Temporary Properties Affected</b>						
<b>Type of Structure</b>	<b>Awoshie</b>	<b>Anyaaah</b>	<b>Ablekuma</b>	<b>Olebu</b>	<b>Pokuase</b>	<b>Total</b>
Kiosk	59	84	39	0	5	187
Container	27	42	20	0	0	89
Container (Concrete Base)	52	169	65	2	1	289
Kiosk	15	85	25	0	2	127
Shed	5	13	5	0	0	23
Total	158	393	154	2	8	716
Total Compensation (GH¢)	120,687.2	302,567.15	120,728.73	1,477.2	5,583.0	551,043.28

6.6 During the settlement of compensation of the PAP, all the vulnerable groups shall be surveyed, their socio-economic conditions assessed for determining any additional compensation to be paid and support to be given.

## **7.0 Legal Framework Including Mechanisms for Conflicts Resolution and Appeals**

7.1 The State Lands Act, 1962 (Act 125) provide for the acquisition of land in the national interest and or other purposes connected therewith. The determination of the route and the acquisition of the RoW are done within the Lands (Way leaves) Act framework. Article 20 of the 1992 Constitution of the Republic of Ghana provides for the protection from deprivation of property unless such acquisition is made in the interest of defence, public safety, public order, public morality, town and country planning, or the development or utilisation of property to promote the public benefit. In case of a chance finding of any archaeological artefact in the course of road construction, the National Museums Decree, 1969 (NLCD 387), which governs the operations of the National Museums and Monuments Board will apply. Procedures to be followed on the discovery of any such artefacts are outlined in NLCD 387.

7.2 Concerning compensation, section 4 of the State Lands Act, 1962 (Act 125) stipulates the following: any person claiming a right or having an interest in any land subject to an instrument made under section 1 of this Act or whose right or interest in any such land is affected in any manner shall, within three months from the date of the publication of the instrument made under the said section1, submit in writing to the Minister; particulars of his claim or interest in the land, the manner in which his claim or interest has been affected by the instrument, the extent of any damage done and the amount of compensation claimed and the basis for the calculation of the compensation. The minister may, having regard to the market value or the replacement value of the land or the cost of disturbance or any other damage suffered thereby, pay compensation in respect of that land or make an offer of land of equivalent value. Provisions were made for the following: i) Compensation for displaced residents (land owners, tenants); ii) Compensation for land taken; iii) Supplemental assistance to be paid to shop owners; iv) Supplemental assistance to enable relocation of temporary structures.

## **8.0 Institutional Framework**

8.1 The statutory way-leaves instrument provides for entry on any land for construction and maintenance of public interest, the creation of RoWs and other similar rights with respect to such works. For such compulsory acquisition, an application is made to the Lands Commission, which then consults



with the Minister of Lands and Forestry to continue with the transfer process. The instrument for the acquisition will contain the following elements: i) Description (with measurements) of the land affected with a plan showing the position of the works to be constructed; ii) Particulars of the person receiving the benefits of the EI; and iii) A copy of a Way-leaves Instrument served on the owner or occupier of the land affected by the EI.

8.2 The institutions/organizations responsible for resettlement activities and have a role to play in the project implementation are MoT, DUR, LVB, EPA, LC, Ministry of Finance/Accountant General's Department, Ministry of Lands, Forestry & Mines, Ministry of Justice, utility companies, NGOs, etc. The NGO shall be chosen depending upon their experience in the country.

8.3 The role of the key institutions in the RAP implementation include: i) LVB – will receive and verify documentation on affected properties, assess claims presented by the property owners if any and review compensatory values proposed by the DUR valuation consultants; ii) Ministry of Finance – will authorize the release to DUR the amounts required to pay supplemental assistance and compensations on advice of DUR/Ministry of Transportation; iii) Lands Commission – will prepare all legal documents related to land acquisition; iv) Town and Country Planning Department – will prepare layouts for towns and cities as relates the RoW. It vets and approves layouts prepared by prospective developers and specifies all road reservations based on forecasted land use plans; v) Attorney General's Department and Ministry of Justice – has redress mechanisms in place for aggrieved persons not satisfied with compensation offered them and, empowered by constitution to seek redress in a law court; vi) GWDA– local authority responsible for the project corridor. They monitor all the activities by the roadside and grant permits and licenses for operation through their urban council offices.

#### ***Utility Companies***

8.4 Utility companies like Electricity Company of Ghana (ECG), Ghana Water Company Ltd (GWCL), Ghana Telecom (GT), will play a key role in minimizing the impact of the construction project. The companies will assist in the speedy resumption of services to inhabitants whose supplies are disrupted as a result of the project implementation.

## **9.0 Eligibility**

9.1 To be described, as a project-affected person (PAP), ones property or activity must fall within the RoW on either side from the centreline of the road as indicated on the planning scheme of the area. There are three groups of people entitled to compensation for the loss of property or livelihood as a result of the project. These groups are those who: i) have formal legal rights to land (including customary and traditional rights recognized under the laws of the country); ii) do not have formal legal rights to land at the time the census begins but have a claim to such land or assets and become recognized during the survey; and iii) have no recognizable legal rights or claim to the land they are occupying. It is to be highlighted that all the affected PAP shall be compensated whether holding title deeds or not.

9.2 Vulnerable people who will be considered include: i) Women and children who are at risk of being deprived of productive assets such as land as a result of compensation being paid to the male household heads; ii) People suffering from illness; and iii) Orphans, widows and the elderly

## 10.0 Valuation and Compensation for Losses

10.1 The economic activities in the area include commercial, agricultural, cultural, civic, mining (quarrying). Others are carpentry, hairdressing, construction, trading, mechanics, artisan, craftsmanship, etc. The main cultural/historical resources along the RoW are two shrines in Ablekuma - the “male and female” shrines, one at Ayawaso and Anyaa each and the royal burial ground for Naa Dode Akai and other religious sites – churches and mosques.

10.2 About 50% of the PAPs are between the ages of 26 – 40 years. The level of education is generally low with only about 44.6% having received primary and middle school education and about 3.3% with tertiary education. Christians dominate the populace, with about 87% of PAPs, 0.1% atheists, 8% Moslems and 0.8% practicing traditional religion. Potable water is available to only about 1% of the PAPs while 4.3% have their premises connected to the national electricity grid.

10.3 The survey to determine PAPs considered the following: i) Extent of business activity along the road corridor in each suburb; ii) Level of pedestrian, vehicular traffic and neighbourhood classification; iii) Income loss arising from location loss; iv) Classification of businesses; and v) Categorization of size of structures into small, medium and large sizes.

10.4 In appraising the properties affected, a combination of the Replacement Cost and the Direct Capital Comparative Methods were used in arriving at the open market capital value of the building and land respectively. Disturbance and other incidental contingencies are also paid based on the level of inconvenience, which are quantified and expressed as percentage of the total reinstatement cost of the property. The summation of the above estimated values of the building/structure, land and the disturbances, gives the adequate and fair amount of compensation payable to the PAPs. Additionally a contingency of 25 % for compensating increase in property value, among others will be paid.

### *Permanent Structures*

10.5 Offers for the 303 permanent structures have been made to property owners. Cash compensation will be paid based on assessed values for land, cost of replacement of structure and disturbance. DUR will pay initial estimated assessed values to enable the PAPs look for alternative accommodation or resettlement in advance. The difference will be paid when the determined values are received from the LVB. Estimated compensation values for affected landed assets are summarised below (from the Properties Impact Assessment).

	Permanent Properties Affected					Grand Total
Suburbs	Awoshie	Anyaaah	Ablekuma	Olebu	Pokuase	
Number	91	52	50	74	36	303
Total	4,049,715.2	929,103.51	717,045.27	1,177,781.53	864,486.53	7,738,132.11

### *Temporary Structures*

10.6 The mode of resettlement of the 716 occupants of temporary structures is as follows: i) Compensation for displaced residents; ii) Compensation for land taken; iii) Supplemental assistance to shop owners; iv) Supplementary assistance to enable relocation of temporary structures. The supplemental assistance will be made up of the following components: i) Cost of movement; ii) Disconnection/reconnection of power; iii) Land acquisition fee; iv) Average monthly expenditure; v) District Assembly Annual license fee; vi) Thirty (30) percent of total cost of movement estimated as cost of monthly loss of income. Each recipient will be paid an equivalent of three months lost income. Types of temporary structures affected and the estimates for supplemental assistance are summarized below (from the Property Impact Assessment Report).

<b>Type of Structure</b>	<b>Awoshie</b>	<b>Anyaaah</b>	<b>Ablekuma</b>	<b>Olebu</b>	<b>Pokuase</b>	<b>Total</b>
Kiosk	59	84	39	0	5	187
Container	27	42	20	0	0	89
Container (Concrete Base)	52	169	65	2	1	289
Kiosk	15	85	25	0	2	127
Shed	5	13	5	0	0	23
Total	158	393	154	2	8	716
<b>Total compensation (GH¢)</b>	<b>120,687.2</b>	<b>302,567.15</b>	<b>120,728.73</b>	<b>1,477.2</b>	<b>5,583.0</b>	<b>551,043.28</b>

## **11.0 Identification of Alternative Sites and Selection of Resettlement Site(s), Site Preparation and Relocation.**

11.1 The form of resettlement agreeable to the PAPs for both the permanent properties and temporary structures affected by the road project is rehabilitation with monetary compensation. Most of the permanent properties will only be partly affected. This will necessitate re-adjustment or modification to re-instate the properties by the owners to conform properly within the new RoW. Temporary structure owners can also shift the location of their structures onto unoccupied land immediately outside the new RoW. They also have the option to secure temporary permit from the GWDA to relocate their structures to preferred sites along the new RoW.

11.2 The process of mitigating the project impacts on PAPs will therefore involve only rehabilitation, where the PAPs will continue to live and carry on their livelihood in the project communities. It will not involve physically relocating the PAPs by the DUR. Therefore the option for resettlement site identification, selection and preparation for relocation is not envisaged.

## **12.0 Shelter, Infrastructure and Social Services**

12.1 The agreed mode of resettlement for the PAPs is rehabilitation involving cash compensation. The DUR is commitment to offering comprehensive rehabilitation to the PAPs for land, buildings, structures, displaced residents (tenants), shop owners, squatters, etc. This will include a contingency of 25 % to offset cost for unexpected expropriation, monitoring of the implementation of the RAP and capacity

building, to compensate for increase in property value, unvalued property, additional help to vulnerable groups, etc.

12.2 The rehabilitation program will not involve the physical development of any new site for purposes of relocating the PAPs. It therefore does not commit DUR to providing shelter, infrastructure and social services to any host population or community.

12.3 The DUR will however, provide the following ancillary facilities to communities along the corridor: i) Fencing (wall) for schools, church buildings, mosques and other civic buildings along the main settlements of the corridor; ii) Access road from the project road to the schools, religious and civic buildings along the corridor will be tarred and the areas properly drained; iii) Furniture for nearby rural schools (in the corridor); iv) Upgrading facilities and provision of ornamental trees for the shrines; v) Beautification (with fence walls, etc) to promote touristic attraction of the Asofoman Presbyterian cemetery and the royal burial ground for Naa Dode Akai at Anyaa; and vi) Public toilet facilities for the rural communities and markets along the corridor.

### 13.0 Environmental Protection

13.1 The rehabilitation program for the PAPs will not involve the development of any new site by the DUR for purposes of relocation as all the PAP will remain in the same areas; just few meters away from their present site. The preferred choice of rehabilitation by the PAPs is cash compensation. This is to enable the affected people continue their livelihood and businesses within the same project communities and, to take advantage of the business opportunities inherent in the urbanized settings being created.

13.2 The agreed mode of social mitigation acceptable to the PAPs therefore does not commit DUR to develop resettlement infrastructure and associated services neither in another location nor in the project communities, for of the PAPs. An assessment of the environmental impacts of the resettlement and measures to mitigate and manage such impacts is therefore not applicable to this case.

13.3 The DUR will however, undertake certain ancillary developments for the communities along the corridor, but which are largely environmental projects. These include fencing and provision of tarred access to schools and other religious sites/tourist attractions, upgrading and beautification through tree planting, toilet facilities and effective draining of sites along the corridor.

### 14.0 Implementation Schedule

The schedule for implementation of the major activities are given in the table below

Major Activities	Months												
	1	2	3	4	5	6	7	8	9	10	11	12	
Disclosure of RAP and re-disclosure of RPF	→												
Effectiveness of Credit				→									

Major Activities	Months											
	1	2	3	4	5	6	7	8	9	10	11	12
Formation of Project Implementation Committee		→										
Education and awareness creation about RAP procedures and compensation payment				→								
Payment for compensation for both permanent & temporary properties as well as tenants (Contractor's mobilization period)							→					
Grievance redress measures												
Monitoring and Evaluation												→
Completion Report Writing												→

## 15.0 Cost and Budget

15.1 The table below shows the costs and budget for permanent properties affected in the various communities.

	Permanent Properties Affected					Grand Total
	Awoshie	Anyaaah	Ablekuma	Olebu	Pokuase	
No.	91	52	50	74	36	303
<b>Total</b>	<b>4,049,715.2</b>	<b>929,103.51</b>	<b>717,045.27</b>	<b>1,177,781.53</b>	<b>864,486.53</b>	<b>7,738,132.11</b>

15.2 A summary of temporary structures affected and supplemental assistance estimates is given below.

Type of Structure	Awoshie	Anyaaah	Ablekuma	Olebu	Pokuase	Total
Kiosk	59	84	39	0	5	187
Container	27	42	20	0	0	89
Container (Concrete Base)	52	169	65	2	1	289
Kiosk	15	85	25	0	2	127
Shed	5	13	5	0	0	23
Total	158	393	154	2	8	715
<b>Total Compensation (GH¢)</b>	<b>120,687.2</b>	<b>302,567.15</b>	<b>120,728.73</b>	<b>1,477.2</b>	<b>5,583.0</b>	<b>551,043.28</b>

## **Sources of Funding and Disclosure**

15.3 The Constitution of Ghana requires that, people affected by compulsory acquisition be adequately compensated. This forms the basis of commitment towards compensation of PAPs along the Awoshie-Pokuase corridor. The cost for the implementation of this RAP will be covered by the Government of Ghana. The DUR being the project implementing agency will request for the amount required for compensation as part of its annual budget.

## **16.0 Monitoring and Evaluation**

16.1 Monitoring and evaluation are key components of the RAP. DUR will monitor the implementation schedule and ensure that each activity is carried out on time. The DUR will also be responsible for the overall monitoring of the RAP, using both internal and external monitors.

16.2 Monitoring will aim at documenting and investigating specific conflicts or difficult situation emanating from the implementation of the resettlement and compensation programs. The monitoring will keep track of efficiency of project implementation to indicate if there are any needs for changes.

### **Internal Progress Monitoring**

16.3 A resettlement monitoring committee will be formed made up of DUR, representatives from the Land Valuation Board, the EPA, Ga West District Assembly (DA) and of PAPs who will meet monthly to monitor the effects of resettlement on the PAPs in respect of the following areas: i) Number of households and individuals affected by the program activities; ii) Percentage of RoW compensated for; iii) Number of households and individuals directly displaced by the program activities; iv) Number of households and individuals economically displaced by the program activities; v) Issues from grievances and conflicts filed and solved; and vi) Amounts of compensation paid for each category of lost assets for instance; structures, lands, farms etc.

### **External (Independent) Monitoring**

16.4 The services of an external monitoring organization would be procured regularly to conduct independent monitoring and evaluation of activities of the RAP. The purpose of independent monitoring is to provide an evaluation and to review the overall implementation from a broader, long-term point of view.

### **Monitoring Indicators**

16.5 In order to effectively report on the effectiveness of the RAP implementation, the following indicators will be monitored during the project implementation.

<b>Date</b>	<b>Activity</b>	<b>Monitoring Indicator</b>	<b>Means of Verification</b>
Second to fourth months into the project implementation.	Education and awareness creation about RAP procedures and compensation payment	Number of awareness workshops. Communities covered by the awareness campaign programs. Number of PAPs compensated.	Number of awareness workshops. Communities covered by the awareness campaign programs. Number of PAPs compensated
Second to fourth month of the project.	Payment of compensation for both permanent & temporary properties, tenants, etc	Number of listed PAPs compensated for. Percentage coverage and communities covered.	Reports and pictures of compensated PAPs. Names, pictures, addresses and signatures of PAPs compensated
Fifth month to the end of the project	Interaction with PAPs to find out what problems they are encountering.	Number of grievances registered and solved from PAPs. Number of businesses successfully re-started.	Follow-ups with PAPs. PAPs filling in a designed questionnaire. Compiled reports including the findings
Fifth month to the end of the project (Monthly )	Follow-up meetings and visits to help solve problems faced by PAPs in their new locations	Number of follow up meetings with the PAPs and their locations.	Meeting reports or minutes and extent of compliance of the recommendations

<b>Actors</b>	<b>Role</b>
Department of Urban Roads (Environmental Unit)	Lead the internal monitoring, day to day and periodic.
Policy Planning and M & E Directorates of DUR	Lead agency and coordinating institution for both internal and external monitoring of the implementation of this RAP. Periodic monitoring of the Plan implementation and its impact
Land Valuation Board	Regular monitoring to ensure that the approved assessed compensation are paid
Environmental Protection Agency	Periodic monitoring of the Plan implementation and its environmental impacts
Ga West District Assembly (DA)	Periodic monitoring on impacts of the Plan implementation permits for project induced developments
External Consultant(s) or NGOs	Periodic monitoring, evaluation and auditing of implementation of the RAP

### **Compliance and Completion Audits**

16.6 The focus of the independent compliance and completion audit will be on the assessment of observance of the requirements as contained in the Resettlement Plan, the relevant national legislations and the ADB's policies.

### **Compliance Reviews**

16.7 The objectives of this review (to be conducted on quarterly) are: i) To assess the extent to which the quality of life and livelihoods of affected communities are being restored based on the results of the outcome evaluation above; ii) To verify the effectiveness of the implementation of the restoration and

enhancement measures of PAPs quality of life; and iii) To assess the overall compliance with the RP and relevant legislations and policy requirements. Monitoring reports will be produced by the independent reviewer and submitted to DUR.

### Completion Audit

16.8 After completion of all expropriation/compensation issues, PAPs will be consulted in a survey. The aim will be to assess the impact of measures implemented, whether the resettlement commitments, the RP and applicable policies and compensation can be deemed complete. The findings of the survey and the workshops will be presented in the Project Completion Report, prepared by the DUR.

### Implementation of Outcome Evaluation

16.9 The DUR will organize project completion workshops with government agencies, NGOs and representatives of PAPs after completion of the expropriation/compensation operations, but prior to the closure of the project. The aim is to assess progress of the operations executed, suggest corrective measures where needed and address pending issues. The DUR will also appoint an independent experienced evaluator to carry out two evaluation reviews based on measured indicators. The first review will be at mid-term of RP implementation. The second review will take place two years after the RP implementation, at which point, restoration of livelihoods will have been attained or near complete attainment.

## 17.0 Entitlement Matrix

An entitlement matrix showing categories of PAPs, types of loss and compensation (including squatters) to enable them continue business or livelihood is given below.

Category of PAP	Type of loss	ENTITLEMENTS				
		Compensation for loss of land & structures	Compensation for loss of assets	Compensation for loss of income	Moving Allowance	Other Assistance
Business Owner	Loss of land Loss of structure	-Compensation at going market price -Compensation at full replacement cost value	- Loss of income based on provision of business accounts	- Pay full cost of removal and fixing of movables	-	- 10% for inconvenience & disturbance
Business Tenant	-No loss of land -Loss of rental accommodation	No loss of structure, so no compensation	Replace loss of profits for period within which PAP relocates	-	Cover full cost of relocation	10% for inconvenience & disturbance
Residence Owners	Loss of land Loss of structure	-Compensation at going market price -Compensation at full replacement	-	-		5% for inconvenience & disturbance



		cost value				
Residence Tenant	-No loss of land -Loss of rental accommodation	Relocate to location of choice	Six months rent	-	Full transport cost covered	5% for inconvenience & disturbance
Licensees, Squatters & Encroachers	Loss of use of land	-	-	Payments in lieu of wages while moving	Coverage of full cost of transport expenses	Full cost of disconnection, & reconnection of utility services. Payment for loss of connectivity

## 18.0 Conclusion

18.1 The conversion of the road into a dual carriageway will greatly enhance the transportation system between Pokuase and Awoshie, provide an important alternative access route to the western parts of Accra and open up the area for brisk economic activities. Consultations with the communities and the PAPs all indicate that everybody looks forward to the realization of the project and its benefits.

18.2 The significant potential social impacts associated with the project include: i) increased airborne particulate and other emissions, with the potential for respiratory tract infections; ii) displacement of persons, business and property; iii) impact on cultural resources; iv) generation of noise from construction machinery; and v) traffic conflict/congestion and accidents during the construction phase.

18.3 With the implementation of the mitigation measures such as the RAP, the overall social impacts of the project will be minimal, while opening up significant socio-economic opportunities for communities and the population of the area, as well as diverse benefits at the district, regional and national levels.