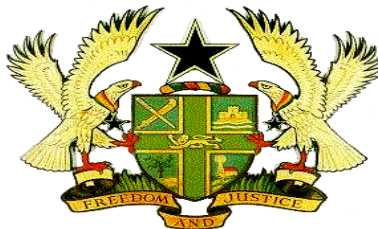


**GOVERNMENT OF GHANA  
MINISTRY OF TRANSPORTATION  
DEPARTMENT OF URBAN ROADS**



**RESETTLEMENT ACTION PLAN**

**REHABILITATION OF GIFFARD ROAD, TESHIE LINK ROAD AND BURMA  
CAMP ROADS IN ACCRA.**

**PREPARED BY:  
Municipal Development Collaboration Ltd  
Accra, Ghana**

**DECEMBER 19/2008**

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**ACRONYMS**

AER	-	Annual Environmental Report
AIDS	-	Acquired Immune Deficiency Syndrome
BOQ	-	Bill of Quantities
CBO	-	Community-Based Organisation
DUR	-	Department of Urban Roads
EA	-	Environmental Assessment
EAR	-	Environmental Assessment Regulations
ECG	-	Electricity Company of Ghana
EIA	-	Environmental Impact Assessment
EIS	-	Environmental Impact Statement
EMP	-	Environmental Management Plan
EMU	-	Environmental Management Unit
EP	-	Environmental Permit
EPA	-	Environmental Protection Agency
FC	-	Forestry Commission
FSD	-	Forest Services Division
GPRS II	-	Ghana's Growth and Poverty Reduction Strategy II
GT	-	Ghana Telecom
GWCL	-	Ghana Water Company Limited
HIV	-	Human Immune Virus
L.I	-	Legislative Instrument
MA		Metropolitan Assembly
MoT	-	Ministry of Transportation
NGO	-	Non-Governmental Organisation
PEA	-	Preliminary Environmental Assessment
ROW	-	Right-Of-Way
RFS	-	Road Fund Secretariat
RMI	-	Resource Management Institutions
STI	-	Sexually Transmitted Infections
TOR	-	Terms of Reference
USPI	-	Utility Service Providing Institutions
VEC	-	Valued Ecosystem Components
WD	-	Wildlife Division
WRC	-	Water Resources Commission

## **DEFINITIONS FOR CATEGORIES OF PROJECT AFFECTED PERSONS (PAPs)**

For the purpose of this Resettlement Action Plan (RAP) the categories of PAPs have been defined below.

**Business (Owner):** A project affected person who owns a structure and business.

**Business (Tenant):** A project affected person who only owns a business.

**Residence (Owner):** A person who owns a building or structure and is affected by the project.

**Residence (Tenant):** Affected person who rents the premises but has no interest in the land which the premises occupies.

**Utilities:** An electric, water mains or telecommunication pole or line within the right-of-way

**Community and Cultural Properties:** A community owned assets, facility or structure within the right- of-way.

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## **EXECUTIVE SUMMARY**

**Project Name:** Resettlement Action Plan for Giffard Road, Teshie Link Road and Burma Roads.

**Department:** Department of Urban Roads

**Date:** December, 2008

### **Introduction**

The Department of Urban Roads (DUR) of the Ministry of Roads and Transport (MoT) is participating in the preparation of the Transport Sector Development Programme (TSDP), which among other reasons, aims at reducing congestion and facilitating the free movement of goods and people within the Accra East corridor and the capital at large to enhance accelerated growth of the national economy and poverty reduction. In view of the three selected roads namely, Giffard Road, Teshie Link Road and Burma Camp Road which are in the Corridor, are to be improved. However it is anticipated that the Civil Works of the proposed roads will have adverse impacts on properties and people who live and work within the corridor and as a result the need for resettlement/rehabilitation of the project persons.

This Resettlement Action Plan describes the policies, the institutional framework, the procedures, the census of project affected properties and persons, and the mitigation measures to be implemented. This RAP will be implemented prior to the commencement of Civil Works.

### **Objectives of the RAP**

The main objectives of this RAP are:

- To prevent or at least mitigate the adverse impacts associated with the implementation of the Giffard Road, Teshie Link Road and Burma Camp Roads project:
- To deliver the entitlements to the PAPs and support the restoration of their livelihoods, in line with the 2006 Resettlement Policy Framework (RPF) of the Ministry of Transportation (MoT) and the Policy of the World Bank, OP 4.12.
- To maximize the involvement of PAPs in all stages of the implementation of the RAP;

### **Legal Framework**

The key documents upon which the legal frameworks of this resettlement action plan are:

- The constitution of the Republic of Ghana i.e. Article 20 of the 1992 constitution.
- The State Lands Acts, 1962 (Act 125) which gives authority for land to be acquired.
- The Statutory Way-leaves Instrument provides for or empowers the President, whenever in his opinion, entry on any land for construction and maintenance of public works.
- The 2006 Resettlement Policy Framework (RPF) of the Ministry of Transportation and its Agencies. The RPF states that no one is to be denied compensation

because he/she is not the holder of a legal document. It proposes payment of supplemental assistance to non-holders of legal titles.

- The World Bank Operational Policy OP 4.12, which outlines the conditions under which the World Bank will fund a project if it involuntarily displaces persons or affects their social and economic well being.

### **Project Affected Persons (PAPs)**

Project Affected Persons in this RAP refers to house owners, business owners, business tenants, tenants of houses; pavement owners and squatters, who have been identified to be adversely affected by the road project operations. The total number of eligible persons is two hundred and seventy four (274), sixty three (63) being permanent structures and the remaining two hundred and eleven (211) as temporary structures. The total number of project affected persons is one thousand and thirty-two (1032).

#### **Eligibility**

- Any person who was identified to suffer loss or damage to a building, business, trade or loss of access to productive resources, as a result of the rehabilitation of the Giffard Road, Teshie Link Road and Burma Camp Roads project was considered eligible for compensation and/or resettlement assistance. The cut-off date for being eligible for compensation and/or resettlement assistance was 9<sup>th</sup> July 2008, which was the last day during which the socio-economic survey was completed. This is consistent with the laws of Ghana. The cut-off date was explained and agreed with the Metropolitan Assemblies (MA's) in Accra as well as the community and opinion leaders.

### **Impacts of the Project**

The rehabilitation of the roads will take strips of urban plots which are currently being used for socio-economic activities. Apart from house and business owners losing portions of their building, and traders who operate within the right-of way will be paid compensation by DUR and provided assistance to relocate. DUR's planning and development section is currently in discussion with La - Sub- Metropolitan and Teshie Sub- Metropolitan Assemblies for a place to relocate the affected persons.

### **Structures to be Affected**

#### **Permanent structures**

Sixty-three (63) permanent structures and two hundred and eleven (211) temporary structures will be affected in varying degrees at the various corridors as shown in Tables E1 and E2 by the project. They have all been referenced and valued for compensation (See Annex 4). Offers have been made to property owners. DUR has to pay assessed values to each property owner based on estimated values by their valuation section.

**Table E 1: Permanent Structures and Persons Impacted**

<b>GIFFARD ROAD</b>			
<b>Item</b>	<b>^No. of Affected Properties</b>	<b>^ No. of Persons</b>	<b>*Cost GH¢</b>
<i>Buildings Impacted</i>	4	24	190,698.76
<i>Fence Walls Impacted</i>	3	-	4,545.74
<b>Sub-total</b>	<b>7</b>	<b>24</b>	<b>195,244.5</b>
<b>TESHIE LINK ROAD</b>			
<i>Buildings Impacted</i>	25	185	42,900.00
<i>Fence Walls Impacted</i>	1	-	386.29
<b>Sub-total</b>	<b>26</b>	<b>185</b>	<b>238,530.79</b>
<b>BURMA CAMP ROAD</b>			
<i>Buildings Impacted</i>	26	196	453,069.21
<i>Fence Walls Impacted</i>	13	-	42,257.69
<b>Sub-total</b>	<b>30</b>	<b>196</b>	<b>497,528.90</b>
<b>Total</b>	<b>63</b>	<b>405</b>	<b>931,314.19</b>

\*Source: Valuation report from feasibility studies

^ Survey results

**Table E 2: Temporary Structure and Persons Impacted**

<b>GIFFARD ROAD</b>			
<b>Type of Structure</b>	<b>No. of structure</b>	<b>Persons Affected *(Including Owners)</b>	<b>Cost GH¢</b>
<i>Container</i>	38	82	12,350.00
<i>Kiosk</i>	34	76	6,698.00
<i>Shed</i>	8	21	1,040.00
<i>Wooden Structure</i>	26	101	4,082.00
<b>Sub-total</b>	<b>106</b>	<b>288</b>	<b>24,170.00</b>
<b>TESHIE LINK ROAD</b>			
<i>Container</i>	34	55	11,050.00
<i>Kiosk</i>	23	87	4,531.00
<i>Shed</i>	7	28	910.00
<i>Wooden Structure</i>	28	73	4,396.00
<b>Sub-total</b>	<b>92</b>	<b>243</b>	<b>20,887.00</b>
<b>BURMA CAMP ROAD</b>			
<i>Container</i>	5	10	1,625.00
<i>Kiosk</i>	4	8	788.00
<i>Shed</i>	1	2	130.00
<i>Wooden Structure</i>	3	76	471.00
<b>Sub-total</b>	<b>13</b>	<b>96</b>	<b>3,014.00</b>
<b>Total</b>	<b>211</b>	<b>627</b>	<b>48,071.00</b>

Source: Valuation report from feasibility studies



## Assessment and Payment of Compensation

Five categories of project affected persons were identified within the road corridor and these have been compiled to receive compensation. The categories are:

- Business Owners
- Residence Owners
- Business Tenant
- Residence Tenants
- Squatters/encroachers

All properties that fall within the right-of-way have been captured and photographed with measurement as well as constructional details. The type, age, state stages and values of all affected properties have been estimated. The amount of compensation to be paid is based on the depreciated replacement cost plus the value of the land/structure. The identified PAP's will be offered and paid compensation that will be based on assessed values of their properties. Compensation to owners of structures is based on three components:

- Land value;
- Cost of replacement of structure;
- Disturbance.

Compensation to tenants is based on four components:

- Mobility cost
- Disconnection/reconnection of power
- Outstanding advanced rent/goodwill fee\* from owner
- Average monthly rent

An Average of Six months is used for calculation of compensation to such tenants. Owners of permanent structures whose properties are affected by the project are protected by law and would receive adequate compensation for their properties. The State Lands Act gives them adequate legal coverage. About **GH¢931,314.19** will be paid as compensation for permanent structures on the various projects.

Owners of temporary structures that need to relocate will be paid supplemental assistance that will enable them move their structure, reconnect power if they need it, pay their obligatory fees to various utility companies, while the business gets back on its feet. In all about **GH¢48,071.00** will be paid as supplemental assistance for temporary structures on the three projects.

\* The goodwill fee is money paid to business/residential house owners in lieu of occupying their properties over a defined and/or agreed period usually number of years.

## Entitlement Matrix

Table E 3 presents an entitlement matrix showing categories of the project affected persons, type of loss and categories of entitlement to the affected persons to enable them move from the ROW and continue with their business.

**Table E 3 : Entitlement Matrix**

<b>Category of PAP</b>	<b>Type of Loss</b>	<b>Eligibility Criteria</b>	<b>Entitlements</b>
Business Owner	Loss of land	Holder of a title, leaseholder	Compensation at current market price Compensation at full replacement cost value, mobility allowance and disturbance
	Loss of structure	Building permit, structure drawings, Three neighbour witnesses and photographs (of informal properties)	Compensation for missed profit
	Loss of business income	Audited accounts, Account books, Ledger book,	
	Loss of temporary structures	Lease contract, rental receipts, MOU	Compensation at current market price Compensation at full replacement cost value, mobility allowance and disturbance
Business tenant	No loss of land	Lease contract, rental receipts, MOU	Compensation for advanced lease
	Loss of rental accommodation Loss of goodwill	Lease contract, rental receipts, MOU	Compensation for equivalent lease and lost goodwill fee, mobility allowance and disturbance
Residence owners	Loss of land	Holder of a title, leaseholder	Compensation for equivalent lease Compensation at full replacement cost value
	Loss of structure	Building permit, structure drawings, three neighbour witnesses and photographs (of informal properties)	
Residence tenant	Loss of rental accommodation	Lease contract, rental receipts, MOU	Compensation for advanced rent
		Lease contract, rental receipts, MOU	Compensation for equivalent accommodation or three months lease, mobility allowance and disturbance
Vulnerable Groups	Comfort and security	Elderly, physically challenged, long-term sick,	Supplementary compensation to be settled case by case
Squatters/ encroachers/	Loss of use of land	Three neighbour Witnesses	Assistance in getting title for new land, and or/supplementary assistance, mobility allowance and disturbance
Public amenities	Relocation of amenities	Amenities in the Right of way (ROW)	Relocation Cost
Religious site (Church)	Loss of structure	Holder of a title, leaseholder	Compensation for equivalent lease
		Building permit, structure drawings	Compensation at full replacement cost value

**Grievances and Redress Procedure**

Under Ghana's State Land Act Act 125, of 1962, Each individual PAP has the right to refuse the compensation proposed and take his or her case to a court of justice if he or she finds the compensation to be inadequate and unfair under replacement cost. The DUR has, however, set up a Grievance and Redress Committee to receive and mediate compensation disputes amicably. The Committee is composed of the Regional Surveyor, a valuer from LVB, the Environmental Manager from DUR and Legal Officer from MoT, an EPA officer as well as a representative from the works department of the two Metropolitan Assemblies of Accra. It is expected that this Committee will be able to amicably settle any claims and disputes. Otherwise the PAP's can seek redress from the Magistrate court at Metropolitan Assembly level or continue to the High Court as is common practice in Ghana.

**Resettlement/Rehabilitation Programme**

To ensure successful implementation of the resettlement/rehabilitation–expropriation / compensation programme, the DUR will set up a Project Management Unit (PMU) to implement this RAP. The PMU will ensure continuous consultations with the PAP's throughout the implementation process.

**Monitoring & Evaluation**

The DUR will be responsible for the internal monitoring of the day to day implementation of this RAP. External monitoring will be carried out periodically by the Works Department of the two Metropolitan Assemblies of Accra and the EPA. Furthermore, external consultants or NGOs would be hired to evaluate and audit the implementation.

**Estimated Cost of RAP**

The budget of this RAP includes compensation fee for affected temporary structures, affected permanent structures, affected businesses, affected tenants, affected squatters, and affected utilities. The overall cost of implementation of this RAP is GH¢1,005,321.90 (US\$ 837,768.25) including cost for administration, monitoring and evaluation. The implementation cost of this RAP will be covered by the Investment Credit of this project. (See references, footnote, assistance to borrower) The budget is presented in the Table below.

**Table E4: Budgets estimate of compensation and resettlement for Giffard Road, Teshie Link Road and Burma Camp Road 1&2.**

Number	Items	No of Units	Average Unit Cost (GH¢)	Amount (GH¢)
1	Direct Cost			
2	Fully Impacted Permanent Properties	13	31,337.92	407,393.00
3	Partially Impacted Permanent Structures	16	17,454.69	279,275.00
4	Fence Walls	9	5,243.33	47,190.00
5	Kiosk	61	410.25	25,025.00
6	Container	77	156.06	12,017.00
7	Shed	16	130.00	2,080.00
8	Wooden Structure	59	151.68	8,949.00
9	Consultation with PAPs	13	31,337.92	12,000.00
10	Monitoring			120,000.00
11	<b>Sub-total</b>			<b>913,929.00</b>
12	Contingencies/provisional cost(10% of subtotal cost)	Lump sum		91,392.90
13	<b>Grand Total</b>			<b>1,005,321.90</b> <b>(\$ 837,768.25)</b>

NB: \$1=GH¢1.20

## Socio-Economic Characteristics of PAPs

A socio-economic survey along the project corridors was conducted in June 2008 to identify project affected households. A survey results identified two hundred and eighty-six (286) households affected of which thirteen (13) had properties that were fully affected. All affected properties were in the road right of way.

A summary of the results are presented in *the Table below*:

**Table E5: Survey Results**

<b>A</b>	<b>DEMOGRAPHIC</b>	<b>No. Persons</b>	<b>Percentage (%)</b>
	<b>Gender</b>		
	Females	132	46.20
	Males	154	53.80
	<b>Marital Status</b>		
	<b>Sub-total</b>	<b>286</b>	
	Married	176	61.50
	Not Married	110	38.50
	<b>Sub-total</b>	<b>286</b>	
	<b>Age Distribution</b>		
	Below 18 years	45	15.70
	Between 18 – 60 years	241	84.30
	<b>Sub-total</b>	<b>286</b>	
<b>B</b>	<b>SOCIAL</b>		
	<b>Religion</b>		
	Christian	271	94.80
	Moslem	8	2.80
	Other	7	2.40
	<b>Sub-total</b>	<b>286</b>	
	<b>Education</b>		
	None	20	7.0
	Primary, JSS, SSS, VOC	240	83.90
	Tertiary	26	9.10
	<b>Sub-total</b>	<b>286</b>	
	<b>NATIONALITY</b>		
	Ghanaian	277	96.90
	Other	9	3.10
	<b>Sub-total</b>	<b>286</b>	
	<b>ETHNIC</b>		
	Akan	102	35.70
	Ga	110	38.50
	Ewe	64	22.40
	Hausa	6	2.10
	Other	4	1.40
	<b>Sub-total</b>	<b>286</b>	
<b>C</b>	<b>ECONOMIC</b>		
	<b>Occupation Structure</b>		
	Trading	140	50
	Artisan	100	36
	Civil/Public	34	10
	Other	12	4
	<b>Sub-total</b>	<b>286</b>	
<b>D</b>	<b>INCOME</b>		

	Average monthly Income GH¢		180.78*
	Average monthly of Household GH¢		296.33*
<b>E</b>	<b>HOUSING</b>		
	<b>Ownership of Property</b>		
	Owner	140	50
	Caretaker	51	18
	Tenant	85	30
	Other	10	2
	Sub-total	286	
	<b>Structure Type</b>		
	Kiosk	86	30
	Container	46	16
	Detached	46	16
	Semi – Detached	24	5
	Traditional Compound House	68	21
	Traditional Compound Storey	13	4
	Other (including tent etc)	3	8
	Sub-total	286	
	Average Household Size (No.)		4.4*
	Average No of Household (No.)		2.8*
	<b>Construction Material</b>		
	Cement	134	47
	Wood	100	35
	Metal	46	16
	Landcrete	16	2
	Sub-total	286	
	<b>Use of Dwelling Structure</b>		
	Wholly Residential	83	29
	Wholly Commercial	100	35
	Residential / Commercial	69	24
	Other	34	12
	Sub-total	286	
<b>F</b>	<b>ENVIRONMENTAL</b>		
	<b>(Having environmental services)</b>		
	<b>WATER SUPPLY</b>		
	Individual Tap	100	35
	Public Tap	174	61
	Well	12	4
	Sub-total	286	
	<b>ELECTRICITY</b>		
	Available	211	74
	Not Available	75	26
	Sub-total	286	

\*figures are absolute figures

## CHAPTER 1

### 1.0 Introduction

#### 1.1 Background

Under the Transport Sector Development Programme (TSDP) the Department of Urban Roads (DUR) of the Ministry of Transportation (MoT) is to undertake rehabilitation and expansion of some selected roads within the Accra East corridor to enhance free flow of traffic in the corridor and to ease congestion in Accra at large.

Accra as the capital of Ghana is metropolitan area under the administrative purvey of the Accra Metropolitan Assembly. The eastern part of Accra is mainly characterized by rapidly developing middle to high cost residential areas, industrial enclaves and stretches of undeveloped land that have the potential to be developed into developments aforementioned.

The metropolis is bounded on the east by Tema Metropolitan Area, where Ghana's largest port and a significant number of industries, including the Export Processing Zone are located. Tema has a population of 141,479 (2000 Population & Housing Census) with a large number of factories and industries.

Several thousands of people commute between Tema and Accra daily, traversing the corridor, and traffic flow is characterized by high travel time with limited alternative routes. This has made the operation of a public transport system inefficient.

It for this reason that the three roads namely, Giffard road, Teshie Link road and Burma Camp roads 1 and 2 have been selected within the corridor for reconstruction.

However it is anticipated that the proposed road rehabilitation will affect persons who live and work within the corridor and as a result the need for resettlement of the projected affected persons. This Resettlement Action Plan essentially describes the policy and institutional framework for carrying out of the resettlement of the project affected persons.

#### 1.2 Objectives of the RAP

The RAP objectives conform to the World Bank's Operational Policy (OP 4.12, 2001) and the MOT's Environmental and Social Management Framework and Resettlement Policy Framework. *The main objectives of this RAP are the following:*

*The main objectives of this RAP are the following:*

- *To prevent or at least mitigate the adverse impacts associated with the implementation of the Giffard Road, Teshie Link Road and Burma Camp Roads project:*
- *To deliver the entitlements to the PAPs and support the restoration of their livelihoods, in line with the 2006 Resettlement Policy Framework (RPF) of the Ministry of Transportation (MoT) and the policy of the World Bank, OP 4.12.*
- *To maximize the involvement of PAPs in all stages of the implementation of the RAP;*

The Resettlement Action Plan establishes, among other things, the following:

- The means by which the project can be used to preserve the livelihood of the affected people along the corridor
- The institutional responsibilities for the execution and management of the resettlement plan
- Mechanisms for consultation with affected persons
- An implementation schedule for the resettlement plan
- A budget for the implementation of the resettlement action plan
- A timetable for implementation, showing inter alia that all compensation will be paid and any transfer of people or business enterprises will be accomplished before actual movement or loss of assets is suffered.

### **1.3 The Project Roads - Giffard Road, Teshie Link Road and Burma Camp Road**

The three above roads form part of the Accra East Corridor network 19.3km, which is bounded on the north by the Accra – Tema section of the Kwame Nkrumah Motorway, on the south by the Accra-Tema Coastal Road, on the west by the Giffard Road and the east by the Tema General Hospital Road. Fig 2.1 shows the location map of the project roads



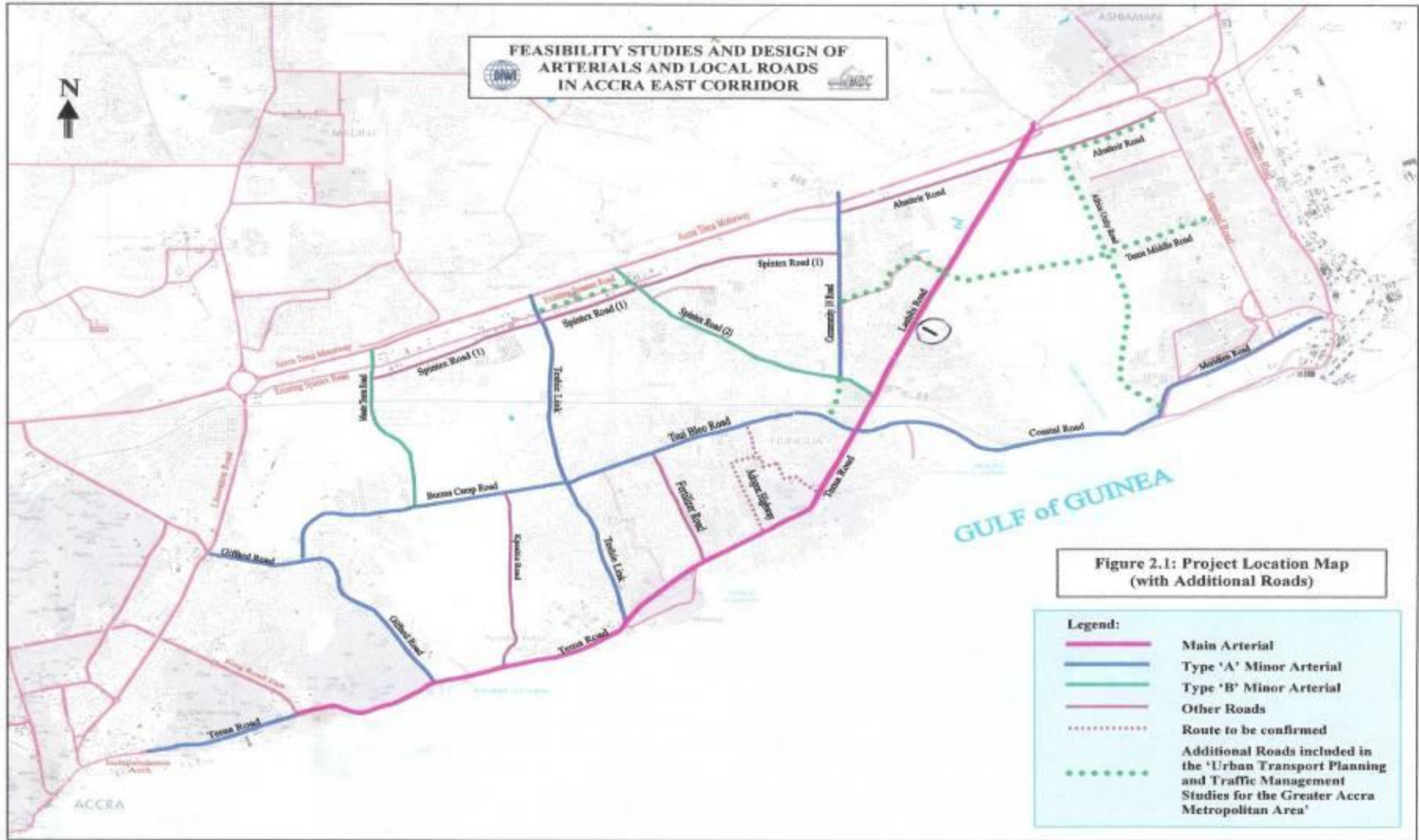


Figure 1.1: Location Map – Accra East Corridor Roads

### 1.3.1 Description of the Proposed Roads

Detailed descriptions of the various roads are discussed below

- **Giffard Road**

This paved road starts from 37 Military Hospital across El-Wak Stadium, Burma Camp and the Trade Fair Centre at La to the intersection with Tema Beach Road, opposite the La Palm Royal Beach Hotel. From the 37 Military Hospital intersections to the Lands Department traffic lights, the road is 2-lane, dual carriageway. However, from the El-Wak stadium onward the road reservation is preserved though a tree plantation on the Burma Camp side of the road after the Air Force Officers Mess/Station could be affected by the cutting down of some of the trees. On the approaches of the entrance to the Burma Camp, provision is made on either side of the road to accommodate vehicles entering or leaving the Camp, provision is a crucial link between the 37 Hospital Area and La/Cantonments/Labone areas, and traverses largely built-up areas. Traffic congestion on the road peaks during the morning rush hours and the after-work hours, especially between the Lands Department traffic lights and the Burma Camp traffic lights.

The road provides the only access to the Ghana International Trade Fair Site and there is acute/crippling traffic congestion whenever there is a function at this site. Taking into consideration the huge pedestrian concentrations in the vicinity of the trade fair site during International Fairs, pedestrian footway bridge crossing facilities should be considered should any widening of the road be considered.

- **Teshie Link**

Teshie Link starts from Tema Beach Road and traverses with a northern alignment to cross the existing Spintex Road at the Manet Court Estates junction, the Accra – Tema Motorway to join a proposed service road in the vicinity of Adjiringanor as an interchange. The ROW is generally available and well secured.

The road when complete will present an opportunity for north-south movement within the corridor and also serve to divert traffic on the Tema Beach Road from the Southern part of Teshie. Its linkages with east-west routes link the Burma Camp Road and the Tsui Bleo Road will make it a preferred route for motorist from areas to the north of the Motorway and east of Liberation Road, whose journey destination is Tema Harbour. The proposed road is crossed by a tributary of the Kpeshie Stream at a location close to the intersection with the Tsui Bleo Road. It is also crossed by a tributary of the Songhor Stream in an area called Mangoase. The northern part of this unpaved link road crosses the Tema-Accra railway line around Manet Court Estates to join the existing Spintex Road. The proposed design of this road will include the road joining the existing Spintex Road and crossing the Motorway as an overhead bridge into Adjiringanor.

- **Burma Camp Road**

The road starts from the main entrance to the Burma Camp off Giffard Road, traverses through the camp meets the Kpeshie road continues parallel to the Volta River Department's (VRA) transmission line and ends on the Teshie Link Road. The existing earth road appears to have been constructed by the VRA for inspecting its transmission line in the past. However, local residents have mistaken it to be the true alignment of the road and have built very close to it. The road is traversed by five streams, all of which drain into the Kpeshie Lagoon and would require suitable culverts to be constructed.

It is understood that a proposed alignment for the eastern section has been discussed with the Military Authorities and there is indication that the acceptable junction on the Giffard Road would be through the woodland opposite the ECG sub-station located west of the current entrance to Burma Camp.

The project also involves the following:

- Improvement of the alignment at the poor sections;
- Rehabilitation of the base material of the entire road length;
- Reconstruction or replacement of major drainage structures;
- Up-grading of road to asphalt concrete surfacing
- Installation of necessary traffic control and safety devices.
- Installation of edge and culvert marker posts as well as distance marker posts;
- Marking of pavement in thermoplastic materials of white or yellow colour in accordance with the guidelines presented in the DUR standard designs.

## **1.4 Project Impacts**

### **1.4.1 Potential Negative Impacts**

The proposed project has both physical and social implications on the roads. The negative impacts anticipated as a result of the implementation of the project will include the following:

#### **Construction Phase**

- Business structures (permanent and temporary);
- Residential houses (permanent and temporary);
- Impacts on public amenities and properties;
- Impact on land ;
- Impact on trees ;
- Loss of business;
- Impact of well-being of Project Affected Persons;
- Traffic hold-ups and congestion;
- Disruption of public transportation system;
- Disruption of utilities.
- Temporary loss of access to properties;
- Probable increase in accidents;
- Occupational health and safety of workers
- Impacts on women's livelihood;

#### **Operational Phase**

- Road safety;
- Impacts on existing businesses in the corridor.

### **1.4.2 Potential Benefits**

The rehabilitation of the Accra East corridor project roads will create some benefits for road users, those who live and work in the corridor and for the country as a whole. The implementation of the project, as already mentioned will also help facilitate the increased movement of goods in the corridor.

The design of road will ensure that the following benefits accrue to users.

- Travel comfort will be enhanced and travel time reduced
- Stress on business people caused by delays will be reduced
- Pedestrians will be adequately catered for by well-designed walkways, signalized junction crossings, lay byes, and pedestrian refuges in the median at selected points

- Perennial floods would be managed and controlled
- Aesthetics of corridor will improved
- There will be free flow of traffic Less air pollution because vehicles will be travelling at a speed, which permits optimum combustion, which reduces emissions
- Public transport will function more efficiently because of free flow of traffic facilities, faster return trips and this tends to attract transport owners.
- Added to these benefits that will accrue from road rehabilitation is the fact that construction will provide employment for different categories of people ranging from labourers to highly trained professionals.

## Chapter 2

### 2.0 OPERATIONAL PROCEDURES

#### 2.1 Institutional Framework

The institutions presented in this section all have a role to play in relation to the implementation of the resettlement action plan and to ensure that the plan is effectively and efficiently monitored.

##### ▪ 2.1.1 Ministry of Transportation

The Ministry of Transportation (MoT) is the ministry responsible for road transport in Ghana. It is the duty of the MoT to ensure that this RAP is carried out effectively, in line with its 2006 Resettlement Policy Framework. The Ministry will ensure that funds required for the implementation of this RAP are made available.

##### ▪ 2.1.2 Department of Urban Roads (DUR)

DUR is the road agency implementing the road rehabilitation of the Giffard Road, Teshie Link Road, Burma Camp Roads 1&2 and will therefore implement and monitor this plan.

The DUR will be directly responsible for ensuring that every PAP entitled to supplemental assistance and/or compensation is adequately paid and on time. The Environmental Unit and the Accounts section of the DUR are directly responsible for the implementation of the RAP.

##### ▪ 2.1.3 Land Valuation Board (LVB)

The LVB is the government agency mandated to evaluate property and approve rates paid as compensation on government projects. LVB have received and verified documentation on affected properties. This is to ensure that payments are not made to people who are not adversely affected and also compensations offered affected persons are reasonable.

##### ▪ 2.1.4 The Metropolitan Assemblies

The Assemblies are the local authorities who have jurisdiction over the road corridor. The Assembly grants permits and licenses for development and operation of infrastructure and any commercial activity. Any development, redevelopment and relocation of businesses induced by the road project as a result of implementing this resettlement action plan will be approved by the metropolitan Assemblies and the necessary permits issued.

##### ▪ 2.1.5 Utility Companies

Utility companies such as Electricity Company of Ghana (ECG), Ghana Water Company Ltd (GWCL), Ghana Telecom (GT), would all assist in the relocation of the public services to the PAPs, which will be disconnected back onto their systems.

The local engineering coordinating committee made up of the planning, developing and environmental sections of DUR with the assistance of the utility companies will manage and ensure that person(s) that are relocated and have access to those utility services are reconnected without added cost and distress.

- **2.1.6 Ministry of Finance/Accountant General's Department**

On request from the DUR/Ministry of Transportation, the Ministry of Finance will authorize and release to DUR, the funds required to implement this resettlement action plan payment shall be on supplemental assistance and compensations.

- **2.1.7 DUR Project Management Unit**

The organizational framework for the management of the payment of compensation will be the responsibility of the Department of Urban Roads (DUR). The DUR will set up a Project Management Unit (PMU) comprising of representatives from the Environmental Unit, Planning and Development sections. The main task of this PMU is to oversee the effective implementation of the RAP.

**2.1.8 Land Commission/Ministry of Lands and Forestry**

The Lands Commission prepares all legal issues related to land acquisition. The Ministry of Lands and Forestry as the oversight Ministry ultimately approves by the signature of the substantive minister, the Executive Instrument. It will be their duty to gazette and publish the Executive Instrument, which authorizes DUR to relocate affected properties. They will also prepared by the Executive Instrument that will be gazetted to give DUR acquisition rights to the land needed for road expansion on the Accra East Corridor Roads.

**2.1.9 Town and Country Planning Department**

The Department prepares planning layouts for towns and cities. It also vets and approves layouts prepared by prospective developers and specifies all road reservations based on forecasted land use plans. The department is required to approve developments and grant permits in conformity with the already prepared layout of the area. The TCPD provide in area plan for the road corridor and confirmed approval for the approved reservation.

**2.1.10 Attorney General's Department and Ministry of Justice**

It has redress mechanisms in place for aggrieved persons. Individuals who will not be satisfied with compensation offered them are empowered by constitution to seek redress in a court of law, e.g the high courts and the Fast Track Courts.

## Chapter 3

### 3.0 Legal Framework for Expropriation and Compensation

#### 3.1 Introduction

The land acquisition procedures are based on full consultation with stakeholders including the affected community or owner(s) and are aimed at the following:

- Ensuring full participation of all stakeholders and the Project Affected Persons ( PAPs ) in project design, implementation and operation;
- Considering socio-economic issues during determination of road alignment to minimize physical relocation of people and structures;
- Ensuring that no land is taken unless full payment is made and affected people who choose in-kind replacement are relocated prior to the actual start of road project or as the case may be;
- Acquiring land (or rights to land use) through negotiated agreements, with expropriation only as a last resort; and negotiations based on a good faith assumption that compensation will be adequate for replacement of assets and restoring land based incomes to levels equal to or better than pre-project levels; and
- Keeping PAPs and the community fully informed about the project, the processes to be followed to acquire and compensate for land and their related rights.

The key documents upon which the legal framework of this resettlement action plan hinges on were: The Constitution, State Lands Act which gives authority for land to be acquired if it serves the public interest, the Statutory Wayleaves Instrument and the World Bank Operational Policy, OP 4.12, which outlines the conditions under which the World Bank will fund a project if it displaces persons or affects their social and economic well being. All power and authority to evoke the various documents is vested in the National Constitution, which is assumed to give authority for the actions taken.

#### Definition of Project Affected Persons (PAPs)

Project Affected Persons include, house owners, business owners, including their workers and owners of assets like land and buildings to be affected by, non-resident lessees; tenants of buildings; squatters and pavement dwellers.

#### 3.1.1 Constitution of the Republic of Ghana

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 defense, public safety, public order, public morality, town and country planning, or the development or utilization of property to promote the public benefit. The project road reservations are therefore being acquired to promote public benefit.

#### 3.1.2 State Lands Act, 1962 (Act 125)

This is an Act to provide for the acquisition of land in the national interest and or other purposes connected therewith. The relevant extracts to support this Act are sections 1; item 1, 2 and 3, sections 2, section 4 as well as section 4A of the Amendment Decree of 1974. Details of all these can be found in MoT's Resettlement Policy Framework (RPF) of 2006.

Quoted below are the relevant sections of the Act 125.

#### Section 1

(1) *Provided that where the National Liberation Council is satisfied that special circumstances exist by reason of which it appears to the Council to be expedient that any particular land which is subject to the Administration of Lands Act, 1962 Act 125 should be declared under the subsection to be land required for public interest, the Council may by writing declare that it is so satisfied and thereupon it shall be lawful for the said land to be declared under this subsection to be land required in the public interest and the administration of Lands Act 1962 shall not apply to any such land in respect of which an executive instrument has been made in accordance with this subsection.*

(2) *An instrument made under the preceding subsection may contain particulars in respect of date on which the land so declared shall be surrendered and any other matter incidental or conducive to the attainment of the objects of the instrument including an assessment in respect of the compensation that may be paid.*

(3) *On the publication of an instrument made under this section the land shall without further assurance then this subsection vest in the President on behalf of the Republic, free from any encumbrance whatsoever*

#### Section 2

A copy of the instrument made under the preceding section shall

- be served personally on any person having an interest in the land; or
- be left with any person in occupation of the land; and
- be affixed at a convenient place on the land; and
- be published on three consecutive occasions in a newspaper circulating in the district where the land is situated.

#### Section 4

(1) 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 section 1, 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;
- the amount of compensation claimed and the basis for the calculation of the compensation
- and 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.



(2) 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.

(3) In assessing compensation under this Act no account shall be taken of any improvement on the land made within two years previous to the date of the publication of the instrument made under section 1 of this Act unless with improvement was bona fide and not made contemplation of acquisition under this Act.

#### **AMENDMENT DECREE 1974**

##### **4A**

*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.*

*The appeal shall be lodged within 28 days after the date on which the decision was given by the Tribunal / The Court of Appeal may upon hearing the appeal confirm, reverse or vary the decision of the Tribunal and may make such other order as it may think fit.*

*The rules applicable to a civil appeal before the court of Appeal shall apply to an appeal brought under this section.*

### **3.1.3 Statutory Wayleaves Instrument**

This Act is probably the most relevant Act in place with regards to land acquisition for road construction. Section 1 of this Act empowers the President whenever, in his opinion, it is in the public interest to:

- Provide for entry on any land for construction, and maintenance of public interest.
- Provide for entry on any land for construction and maintenance of public works and for the creation of ROWs and other similar rights with respect to such works. Works are to be provided by the Local Authority or any Statutory Organization, Corporation or Department.

If this means of compulsory acquisition is undertaken, 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 must contain the following elements:

- Description (with measurements) of the land affected by the Lands Act together with a plan showing the position of the works to be constructed thereon, and
- Particulars of the person or body receiving the benefits of the Executive Instrument.
- A copy of a Way leaves Instrument shall be served on the owner or occupier of the land affected by the executive instrument and, if neither the owner nor occupier can be found, it shall be posted in a conspicuous place on the land and published in a local newspaper.

The right may be terminated in accordance with statutory wayleaves Act, (Act 186) Regulations 1963, including revocation by the President, based on the recommendation of the Minister of Lands and Forestry after the instrument ceases to be used for the purpose for which it was granted.

### **3.1.4 The World Bank Operational Policy OP 4.12**

Sections of the World Bank OP states that:

Development projects that displace people involuntarily generally give rise to severe economic, social, and environmental problems: production systems are dismantled; productive assets and income sources are lost; people are relocated to environments where their productive skills may be less applicable and the competition for resources greater; community structures and social networks are weakened; kin groups are disperses; and cultural identity, traditional authority, and the potential for mutual help are diminished. Involuntary resettlement may cause severe long-term hardship, impoverishment, and environment damage unless appropriate measures are carefully planned and carried out. (Please refer to Annex 1.)

The policy objectives and details of the OP 4.12 can be found in the RPF.

#### **3.1.4.1 Policy Objectives**

The objective of the Bank's resettlement policy is to ensure that population displaced by a project receives benefits from it. Involuntary resettlement is an integral part of project design and should be dealt with from the earliest stages of project preparation (para. 28), taking into account the following policy considerations:

- (a) Involuntary resettlement should be avoided or minimized where feasible, exploring all viable alternative project designs. For example, realignment of roads or reductions in dam height may significantly reduce resettlement needs.
- (b) Where displacement is unavoidable, resettlement plans should be developed. All involuntary resettlement should be conceived and executed as development programs, with resettlers provided sufficient investment resources and opportunities to share in project benefits. Displaced persons should be (i) compensated for their losses at full replacement cost prior to the actual move; (ii) assisted with the move and supported during the transition period in the resettlement site, and (iii) assisted in their efforts to improve their former living standards, income earning capacity, and production levels, or at least to restore them. Particular attention should be paid to the needs of the poorest groups to be resettled.
- (c) Community participation in planning and implementing resettlement should be encouraged. Appropriate patterns of social organization should be established, and existing social and cultural institutions of resettlers and their hosts should be supported and used to the greatest extent possible.
- (d) Resettlers should be integrated socially and economically into host communities so that adverse impacts on host communities are minimized. The best way of achieving this integration is for resettlement to be planned in areas benefiting from the project and through consultation with the future hosts.

- (e) Land, housing, infrastructure, and other compensation should be provided to the adversely affected population, indigenous groups, ethnic minorities, and pastoralists who may have usufruct or customary rights to the land or other resources taken for the project. The absence of legal title of land by such groups should not be a bar to compensation.

According to OP 4.12, the resettlement plan should include measures to ensure that displaced persons are:

- i. Informed about their options and rights pertaining to resettlement;
- ii. Consulted on, offered choices among, and provided with technically and economically feasible resettlement alternatives and
- iii. Provided prompt and effective compensation at full replacement cost for losses
- iv. Provided assistance (such as moving allowances ) during relocation: and
- v. Provided with residential housing, or housing sites, or as required agricultural sites for which a combination of productive potential, location advantages and other factors is at least equivalent to the advantages of old sites.

Where it is necessary to achieve the objectives of the resettlement action plan, it should also ensure that displaced persons are:

- i. Offered support after displacement, for a transition period, based on a reasonable estimate of the time likely to be needed to restore their livelihood and standard of living; and
- ii. Provided with development assistance in addition to compensation measures, such as land preparation, credit facilities, training, or job opportunities.

The policy objectives and details of the OP 4.12 can be found in the RPF.

### **3.1.4.2 Resettlement Planning**

Where large-scale population displacement is unavoidable, a detailed resettlement Action plan, timetable, and budget are required. Resettlement plans should be built around a development strategy and package aimed at improving or at least restoring the economic base for those relocated. Experience indicates that cash compensation alone is normally inadequate. Voluntary settlement may form part of a resettlement plan, provided measures to address the special circumstances of involuntary resettlers are included. Preference should be given to land-based resettlement strategies for people dislocated from agricultural settings. If suitable land is unavailable, non land-based strategies built around opportunities for employment or self-employment may be used.

### **3.1.5 Comparing the Ghanaian Law and the World Bank OP 4.12**

The Constitution is the final legal authority on acquisition and compensation. However, it allows the adoption of other directives whenever the funding source for a project specifies otherwise. In this project, funding is from the World Bank thus the Bank's rules on involuntary settlement are adopted.

The World Bank Operational Policy OP 4.12 explicitly makes adequate provision for project affected persons who are either displaced or suffer other loss, as a result of projects, to be adequately catered for. Livelihoods of persons to be affected must be preserved, but in cases when this is inevitable, minimal displacements should occur. In instances where displacement is unavoidable, compensation should be paid to PAPs to help them to restore their social, economic and environmental livelihoods.

The Ghanaian statutes make provision for compensation to be paid out to only persons who have suffered any loss and can produce any form of title that is legal in the form of deeds, leaseholds, or legally binding tenancy agreement to the land in question. However, the Operational Policy expects all forms of losses without exception to be catered for.

Under the Ghanaian statute, it is the preserve of the minister to assess loss due to works done but the World Bank OP 4.12, advocates the involvement of project affected persons through fora, surveys etc. to ensure that the project enjoys the full support of the Bank and affected persons.

The Operational Policy advises that project affected persons are assisted during their transition period in the resettlement site and efforts made to restore their livelihood whereas the State Lands Act is very silent on that. Table 3-1 contains a comparison between the Ghanaian Laws to the World Bank.

To operate within the directives of the Bank, this RAP is being developed in line with the OP 4.12 with the involvement of affected persons through consultations and compensation paid based on full replacement cost; disturbance and restoration of livelihood.

**Table 3.1: Comparison of Ghanaian laws and World Bank Policies**

Item	Ghanaian Law Requirement	World Bank Policy Requirement
Timing of compensation payment	Prompt	Prior to displacement
Calculation of compensation	Fair and adequate	Full replacement cost
Squatters	No provision, they are deemed not to be eligible	Are to be provided supplementary assistance( but no compensation for land)
Resettlement	In situations where inhabitants have to be displaced, the state is to resettle all on <i>“suitable land with due regards for their economic well being and social and cultural values”</i>	Affected persons who are physically displaced are to be provided with residential housing, or housing sites, or as required, agricultural sites at least equivalent to old site. Preference to be given to land –based resettlement for displaced persons whose livelihoods are land-based.
Resettlement Assistance	No specific provision with respect to additional assistance and monitoring	Affected persons are to be offered support after displacement, for a transition period
Information & consultation	The owner /tenants on the land must be formally notified at least a week in advance of the intent to enter, and be given at least 24 hours notice before actual entry.	Displaced persons and their communities are provided timely and relevant information, consulted on resettlement options, and offered opportunities to participate in planning, implementation and monitoring resettlement
Grievances	Informal mechanisms and formal access to court of law	Appropriate and accessible grievance mechanisms to be established.

However, in the event of a conflict between the national legal framework and the World Bank Policy, the latter will supersede the local legal framework. This is because this forms part of the terms of the credit agreement tenets of the International Convention which Ghana is a party to and had signed.

### **3.1.6 MOT's Resettlement Policy Framework (RPF)**

The Ministry of Transportation prepared, in 2006, a Resettlement Policy Framework (RPF) which serve as a guideline for the preparation of a RAP on its entire sector related projects. The RPF represent statements of policy, guiding principles and procedures, as well as environmental and social safeguards instruments of reference for the transport sector projects.

### **3.1.7 The Executive Instrument (EI)**

The laws of Ghana requires that an Executive Instrument is prepared as part of the process for the acquisition of land. Based on the frameworks indicated in this RAP and lessons from previous projects of similar nature, the Department of Urban Roads has applied to the Lands Commission through the Ministry of Transportation for the acquisition of an EI for the right-of-way for the rehabilitation of Giffard Road, Teshie Link Road and Burma Camp Roads.

The DUR has, since July 2008, initiated the process of acquiring an Executive Instrument for the project, the legal document that authorizes them to enter the project area and take possession of land acquired. While DUR is pursuing the EI, it is also carrying out other activities that would normally occur after the EI has been issued.

All persons in the corridor will be duly notified of the government's intention to acquire the land in the corridor for the national interest of rehabilitation the project roads and all owners of affected property will be served with notice and be requested to tender in property documents for valuation assessment.

## Chapter 4

### 4.0 Socio-Economic Survey of Project Affected Persons (PAPs)

#### 4.1 Socio-Cultural and Economic Landscape of PAPs

Two main sources were employed to obtain baseline socio-economic data with regard to the three selected roads. The first one comprised secondary data sources obtained from various agencies, institutions and organized groups. The second consisted of a survey of project affected persons along the project corridors. Data obtained were analyzed, using simple statistical techniques.

##### 4.1.1 Population and Settlement

The three (3) roads form part of the Accra East Corridor roads. The main communities within the corridor include the following: Osu, La, Teshie, Nungua, Lashibi, Sakumono and Tema. Table 4.1 shows the population of the main communities within the Accra East corridor.

**Table 4.1: Population of the Main Communities in Accra East Corridor Road Project**

No	Settlement	Population		Total	Population Density
		Male	Female		
1	Osu	21,168	22,859	44,027	55 - 79 persons per km
2	La	39,726	41,958	81,684	
3	Nungua	30,827	32,075	62,902	
4	South Teshie	35,41	17,279	18,131	
5	North Teshie	27,815	29,134	56,949	
6	Lashibi	15,383	14,810	30,193	
7	Tema	68,467	73,012	141,479	
8	Tema New Town	28,894	29,892	58,786	

Source: Ghana Statistical Service, March 2000. Population and Housing Census.

##### 4.1.2 Characteristics of PAPs

A survey of two hundred and eighty-six (286) people was conducted in the project corridors for those whose properties were marked for demolition as well as for squatters who would be relocated elsewhere during the implementation of the project.

From the analysis of the data obtained from the survey, a summary of the results are presented in Table 4.2. However the principal demographic and socio-economic characteristics of the affected persons are highlighted as follows:

- Demographic characteristics showed that on the average male were more than females, i.e fifty-four (54%) for males and forty-six (46%) for females. There were more married persons than those unmarried. About fifty-seven (57%) PAPs were unmarried. Finally about eighty-five (85%) of those affected were between the ages 18-60 years
- Social Condition

Literacy status among the affected persons was high persons. About sixty-three (63%) were found to have had at least primary education. In the same vein, about ninety-eight (98%) were found to be Christians: also, while about ninety-eight (98%) were found to be Ghanaians, Ga and Akan were the two major languages spoken by the PAPs.

#### 4.1.3 Economic Condition

Trading seemed to be the most major activity of the affected persons, i.e fifty percent (50%). This was followed by Artisans thirty-six (36%) and Civil / Public Service ten percent (10%). Trading activities included petty trading such as selling in shops, kiosks and containers. The average monthly income of the PAPs was GH¢ 180.78 and the average household income was GH¢ 296.6.

#### 4.1.4 Land Use

Land use along the project corridors comprise residential, commercial, industrial civic, culture and tracts of unoccupied land. The inventory carried out shows pockets of intensive roadside economic activities along sections of some of the road corridors. The busiest corridor is the Giffard road, where there are various economic activities including trading and provision of services by artisans.

#### 4.1.5 Housing and Ownership of property

Fifty percent (50%) of affected properties were owned, while thirty percent (30%) were occupied by tenants. Of the affected properties sampled, kiosk, formed about thirty percent (30%), traditional compound house twenty-one percent (21%) while container and detached house each has sixteen percent (16%).

Average household size was 4.4 per household and average number of household was 2.8 per house. About forty-seven percent (47%) of materials used for the construction of affected houses and structures. Thirty-five percent (35%) of the structures was for wholly commercial purpose twenty-nine (29%) for wholly residential purpose and twenty-four (24%) for residential/commercial purposes.

A socio-economic survey along the project corridors was conducted in June 2008 to identify project affected households. A survey results identified two hundred and eighty-six (286) households affected of which thirteen (13) had properties that were fully affected. All affected properties were in the road right of way.

A summary of the results are presented in *the Table 4.2 below*:

**Table 4.2: Survey Results**

<b>A</b>	<b>DEMOGRAPHIC</b>	<b>No. Persons</b>	<b>Percentage (%)</b>
	<b>Gender</b>		
	<i>Females</i>	132	46.2
	<i>Males</i>	154	53.8
	<i>Sub-total</i>	286	
	<b>Marital Status</b>		
	<i>Married</i>	176	61.5
	<i>Not Married</i>	110	38.5
	<i>Sub-total</i>	286	
	<b>Age Distribution</b>		
	<i>Below 18 years</i>	45	15.7
	<i>Between 18 – 60 years</i>	241	84.3

	Sub-total	286	
<b>B</b>	<b>SOCIAL</b>		
	<b>Religion</b>		
	Christian	271	94.8
	Moslem	8	2.8
	Other	7	2.4
	Sub-total	286	
	<b>Education</b>		
	None	20	7.0
	Primary, JSS, SSS, VOC	240	83.9
	Tertiary	26	9.1
	Sub-total	286	
	<b>NATIONALITY</b>		
	Ghanaian	277	96.9
	Other	9	3.1
	Sub-total	286	
	<b>ETHNIC</b>		
	Akan	102	35.7
	Ga	110	38.5
	Ewe	64	22.4
	Hausa	6	2.10
	Other	4	1.40
	Sub-total	286	
<b>C</b>	<b>ECONOMIC</b>		
	<b>Occupation Structure</b>		
	Trading	140	50
	Artisan	100	36
	Civil/Public	34	10
	Other	12	4
	Sub-total	286	
<b>D</b>	<b>INCOME</b>		
	Average monthly Income GH¢		180.78*
	Average monthly of Household GH¢		296.33*
<b>E</b>	<b>HOUSING</b>		
	<b>Ownership of Property</b>		
	Owner	140	50
	Caretaker	51	18
	Tenant	85	30
	Other	10	2
	Sub-total	286	
	<b>Structure Type</b>		
	Kiosk	86	30
	Container	46	16
	Detached	46	16
	Semi – Detached	24	5
	Traditional Compound House	68	21
	Traditional Compound Storey	13	4
	Other (including tent etc)	3	8
	Sub-total	286	
	Average Household Size (No.)		4.4*
	Average No of Household (No.)		2.8*
	<b>Construction Material</b>		
	Cement	134	47
	Wood	100	35
	Metal	46	16
	Landcrete	16	2
	Sub-total	286	
	<b>Use of Dwelling Structure</b>		
	Wholly Residential	83	29
	Wholly Commercial	100	35
	Residential / Commercial	69	24
	Other	34	12
	Sub-total	286	



<b>F</b>	<b>ENVIRONMENTAL (Having environmental services)</b>		
	<b>WATER SUPPLY</b>		
	Individual Tap	100	<b>35</b>
	Public Tap	174	<b>61</b>
	Well	12	<b>4</b>
	Sub-total	<b>286</b>	
	<b>ELECTRICITY</b>		
	Available	211	<b>74</b>
	Not Available	75	<b>26</b>
	Sub-total	<b>286</b>	

*\*figures are absolute figures*

## Chapter 5

### 5.0 Social Impacts of the Project

#### 5.1 Impacts on Land Use

The rehabilitation of the roads will impact of strips of urban plots along the road corridor which are currently being used for socio-economic activities. For example, traders and artisans who operate in the right-of-way will have to be relocated during the construction phase.

#### 5.2 Impacts on Economic Activities

Along the Giffard road, there are various economic activities such as selling on tables, local food vendors and small shops housed in wooden structures, sheds and containers which may be conveniently described as temporary structures. Unlike the Giffard road, the Teshie Link road is characterized by small scale industries like sandcrete block making factories, artisans working on household furniture, security gates, sign writing and some petty trading towards Spintex road. The situation is very much different from the Burma Camp roads where there are virtually no trading activities. The road alignment traverses through undeveloped area. Additionally, Burma Camp is a military zone and economic activities are restricted. Table 5.1 shows temporary structures affected along the Giffard Road, Teshie Link Road and Burma Camp Roads.

**Table 5.1: Temporary Structures and Persons Impacted**

<b>GIFFARD ROAD</b>			
Type of Structure	No. of structure	Persons Affected *(Including Owners)	Cost GH¢
Container	38	82	12,350.00
Kiosk	34	76	6,698.00
Shed	8	21	1,040.00
Wooden Structure	26	101	4,082.00
<b>Sub-total</b>	<b>106</b>	<b>288</b>	<b>24,170.00</b>
<b>TESHIE LINK ROAD</b>			
Container	34	55	11,050.00
Kiosk	23	87	4,531.00
Shed	7	28	910.00
Wooden Structure	28	73	4,396.00
<b>Sub-total</b>	<b>92</b>	<b>243</b>	<b>20,887.00</b>
<b>BURMA CAMP ROAD</b>			
Container	5	10	1,625.00
Kiosk	4	8	788.00
Shed	1	2	130.00
Wooden Structure	3	76	471.00
<b>Sub-total</b>	<b>13</b>	<b>96</b>	<b>3,014.00</b>
<b>Total</b>	<b>211</b>	<b>627</b>	<b>48,071.00</b>

\*Source: Valuation report from feasibility studies

Business owners well as their respective tenant will lose some profit as a result of their relocation. It is however not expected that those who use simple display counters like tables, will suffer much. They will just move backwards onto the new ground space that is created beyond the road right of way.

Possible traffic diversions and closing of these roads to construction could also cause loss of business. Past experience has shown that permanent fixtures like filling stations suffer most under these circumstances. This is because customers of the stations find it difficult to access the place so they find alternative places to buy fuel. Those persons to be impacted greatly as a result of the project are those who are currently operating in the right-of-way.

### 5.3 Impacts on Housing

Along the project roads are residential premises. As a result of the expansion of the roads some of the buildings which provide residential accommodation for people, will have to be demolished either partially or fully. Occupants of completely demolished buildings will have to be relocated. Other houses will lose their fence-walls. In other words the expansion of the existing roads will affect permanent structures which will require payment of compensation approximately, about sixty-three (63) residential accommodation scattered along the three roads were found. Out of the total housing structures, seven (7) are located along the Giffard road, twenty-six (26) on the Teshie Link and thirty (30) on the Burma Camp road. Table 5.2 below shows the various categories of permanent structures as well as the distribution of the affected structures along the three roads. Also provided in the table are households and tenants affected as a result of the proposed project. The figures were obtained by the summation of number of households or tenants in the residential premises that would be affected along the project roads (see Annex 4).

**Table 5.2: Permanent Structures and Persons Impacted**

<b>GIFFARD ROAD</b>			
<b>Item</b>	<b>^No. of Affected Properties</b>	<b>^ No. of Persons</b>	<b>*Cost GH¢</b>
<i>Buildings Impacted</i>	4	24	190,698.76
<i>Fence Walls Impacted</i>	3	-	4,545.74
<b>Sub-total</b>	<b>7</b>	<b>24</b>	<b>195,244.5</b>
<b>TESHIE LINK ROAD</b>			
<i>Buildings Impacted</i>	25	185	42,900.00
<i>Fence Walls Impacted</i>	1	-	386.29
<b>Sub-total</b>	<b>26</b>	<b>185</b>	<b>238,530.79</b>
<b>BURMA CAMP ROAD</b>			
<i>Buildings Impacted</i>	26	196	453,069.21
<i>Fence Walls Impacted</i>	13		42,257.69
<b>Sub-total</b>	<b>30</b>	<b>196</b>	<b>497,528.90</b>
<b>Total</b>	<b>63</b>	<b>405</b>	<b>931,314.19</b>

\*Source: Valuation report from feasibility studies

^Survey results

#### **5.4 Impacts on Cultural Heritage**

Impacts on cultural heritage will be very minimal. The cultural impacts expected as a result of the project include relocation of mosques, churches, shrines; etc which may fall within the existing ROW, However, these cultural sites may only be affected where they are critically located in the carriageway. There is, for example, one church on the Burma Road which will have to be relocated.

#### **5.5 Impacts on HIV/AIDs**

During the rehabilitation of the road, there will be an increase in sexually transmittable diseases (STDs). Road projects have long been associated with commercial or casual sex workers who ply their trade with the long distance/haulage drivers

Initially, the influx of migrant workers would increase the movement of traffic along the road corridors. This could lead to the increase in incidence of sexually transmitted diseases including HIV/AIDS. The transfer could be in the form of new arrivals infecting the locals or vice versa. The effect is applicable on all the three selected roads.

#### **5.6 Construction Phase Impacts**

##### **5.6.1 Affected Properties**

Degrees of dislocation are varied, and range from partial removal of pavements, fence wall and portions of properties to total demolitions. (Refer to Tables 5.2)

##### **5.6.2 Well-being of Project-Affected Persons**

Persons who live, work and use the corridor will face a lot of discomfort during construction. The following will bring about the discomfort:

- Increased levels of dust
- Increased levels of noise and vibrations
- Increase in disease vectors eg. Mosquitoes
- Improper management of waste material
- Distortion of landscape
- Disruption of access and delays

The movement of construction equipment and other vehicles on scarified road surfaces will increase suspended particles in the atmosphere. It is known that suspended particles cause irritation in lungs, promote respiratory diseases and increase incidence of asthma. Noise levels will increase as a result of construction activity like riveting, drilling, demolition, haulage and discharge of material. Noise from construction activities will add to noise from traffic, which is aggravated by blaring of horns by drivers and public announcements.

High levels of noise can have an impact on the nervous system and create irritability. It also causes headaches and leads to hearing impairment.

For noise to be described as obtrusive even in a commercial area it must be about 75dbA and persist for fifteen minutes or more. No construction activity is likely to achieve that level of noise for such a sustained period.

Vibrations will occur when heavy construction equipment and large trucks move along the road. Vibrations, which are continuous can cause cracks in structures and create discomfort and nervous problems in humans. Uncovered trenches will increase sources of disease vectors particularly during raining season and when streams and river channels are blocked

to facilitate construction of bridges and culverts. Water that collects in trenches and pools that are created by blockage of river channels will become breeding ground for mosquitoes.

### **5.6.3 Traffic Hold-ups and Congestion**

Traffic hold ups can be caused by obstructions caused by construction equipment and vehicles moving in and out of the construction area. The Giffard road for example, presently has a capacity that exceeds the accepted limit for a two-lane road.

The added numbers of Contractors equipment will therefore aggravate the traffic hold ups. Congestion on the road may also be caused by slow moving equipment like the bulldozer and parking of equipment on the road. The hold ups and added congestion will slow down travel time even further. Sixty-four percent 64% of residents in the corridor believe that construction will increase travel time considerably.

However, since the volume of traffic on both the Burma Camp and Teshie Link are low the effect of traffic hold-ups will be minimal.

### **5.6.4 Temporary Loss of Access to Properties along the Route**

During construction, homes and business tend to have their accesses blocked for some period. This may be because a trench has been dug across their entrance or because the road has been elevated and has cut them off.

Blockages will make it difficult for vehicles owners to park their cars on their premises. Businesses that have their access blocked may lose customers who cannot cross a trench or drive in. It is not expected that these obstructions will last for long periods. It should be pointed out that even though the aforementioned negative effect of access loss will be experienced on all the three roads, it will be more pronounced on the Giffard road.

### **5.6.5 Probable Increase in Accidents**

The old road will be stripped of its old furniture during construction. Road users will have to use temporary road signs put up during construction. Sometimes drivers become so familiar with a particular route that they no longer pay full attention as they drive along. Such drivers can have accidents because of changes that have occurred.

Attempts by drivers to make up for lost time may also lead to reckless driving that may result in accidents.

Contractor's vehicles transporting material to and from the site will increase the number of turns into the road, which also increases the probability of accidents occurring.

Without Zebra crossing and a clearly marked road, the risk of pedestrians being knocked down by on coming vehicles also increases.

### **5.6.6 Occupational Hazards- Construction Workers**

On construction sites many accidents can occur that are caused by:

- Poor handling of equipment.
- Being hit by falling object
- Slips and falls
- Vehicular accidents

A worker's inability to understand or follow instructions correctly could lead to the malfunction of an equipment and result in accidents on the construction site. There is a number of equipment on a construction site that lift objects, any human error or malfunction of equipment could cause an object to fall on a worker or group of workers. Slips and falls

can occur on embankments and during construction of big culverts and bridges. There are also occasional falls while maintaining or operating heavy-duty equipment.

All these accidents can lead to major or minor injuries, which may jeopardise the health, safety or even life of workers.

### **5.6.7 Women's Livelihood**

Women of lower income groups usually work close to home so they can manage their homes and earn income at the same time. Forcing the women who are affected to relocate may move them further away from their homes and it would create difficulties for them.

### **5.6.8 Impact on Utilities**

During site preparation, utility service lines will be relocated throughout the project. This will involve digging trenches, laying several kilometers of pipes, cables and relocating poles that will carry telephone and electricity lines. It will also entail the construction of manholes that will contain joints. To carry out this assignment, water, electricity and telephone services will be disrupted intermittently.

## **5.7 Operational Impacts**

### **5.7.1 Road Safety**

Road safety measures will be put in sections of the Accra East corridor roads when the rehabilitation work is complete. Informational and warnings signals will be installed during and after the rehabilitation works. Road safety will therefore not pose any challenge during implementation of the RAP.

## Chapter 6

### 6.0 Valuation Procedures

This chapter now presents valuation procedure of estimates of assets and other costs to the people who will be affected and the mode of restitution that can be followed. The Land Valuation Board will do their assessment of the assets after an Executive Instrument covering the area has been published. However, for the purpose of budgeting, estimation of properties to be affected was done by the DUR. In this section, the estimates made for structures that were to be affected have been reviewed by applying the valuer's rates to the structures that will be affected under the proposed project. The values given do not include government administrative cost, salaries of consultants and land acquisition.

### 6.1 Eligibility Criteria For Project Affected Persons

Any person who will suffer loss of or damage to a building, business, trade or loss of access to productive resources, as a result of the rehabilitation of the Giffard Road, Teshie Link Road, and Burma Camp Roads were considered eligible for compensation and/or resettlement assistance.

The cut-off date for being eligible for compensation and/or resettlement assistance was the 9<sup>th</sup> July 2008, which is the last day during which the socio-economic survey was completed. The cut-off date was explained and agreed with the two Metropolitan Assemblies in Accra as well as the community and opinion leaders.

Project affected persons also include

- Those who have formal legal rights to land (including customary and traditional rights recognized under the laws of the country);
- Those who 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; as well as
- Those who have no recognizable legal rights or claim to the land they are occupying.

### 6.2 Proof of Eligibility

The DUR will consider various forms of evidence as proof of eligibility as stated in the RPF, to cover following:

- Affected persons with formal legal rights, documented in the form of land title registration certificates, leasehold indentures, tenancy agreements, rent receipts, building and planning permits, business operating licenses, and utility bills among others: unprocessed/unregistered formal legal documents will be established in the RAP.
- Affected persons with no formal or recognized legal rights-criteria for establishing non-formal, undocumented or unrecognized claims to eligibility shall be established paying particular attention to each situation and its peculiarities. Alternative means of proof of eligibility will include:
  - Affidavit signed by landlords and tenants;
  - Witnessing or evidence by recognized traditional authority, customary heads, community elders, family heads and elders and the general community.

However only PAPs enumerated during the baseline survey shall be eligible for either the compensation or supplemental assistance. In other words the date of completion of baseline survey (9<sup>th</sup> July, 2008) is the cut-off date for receipt of compensation or any assistance. Any new structures or additions to existing structures carried out after the cut-off date and their occupants will not be eligible for compensation or supplemental assistance.

### **6.3 Notification**

All properties affected by construction and rehabilitation have been valued and assessed according to laid down procedure. Details of extent of dislocation and compensation of affected properties are provided in Tables 5.1 and 5.2.

Owners of affected properties have been notified in several ways. These included marking of buildings and structures by the Land Valuation Board. During the exercise DUR explained to all affected persons about its readiness to implement the project. In addition to these two actions a survey of affected persons was initiated to collect data and at the same time to inform them about the project. A compensation valuation of all affected properties was carried out to assess commensurable values.

On Tuesday 6<sup>th</sup> August 2007, a presentation on the proposed Burma Camp Road was made by DUR and DIWI/MDC to the Military authorities at Burma Camp. A copy of the presentation is shown in Annex 5. Similar presentation has been planned for Teshie in February, 2009.

### **6.4 Values of Land Parcels In the Right-of-Way**

- **Land Ownership**

Land ownership in Ghana is complex. No land is without an owner but at the same time more than one person may own a piece of land at a time.

The stool may own Land, i.e. the final authority is vested in the occupant of the stool which is the chief; he then is the ultimate decision-maker. A subject of the stool can occupy part of the land and his or her children can make use of the land when he or she dies but he has no authority to part with the land without reference to the stool.

Family land is vested in the family or clan head. Like the stool land a member of the family can use a part of the land for years but cannot sell it or give it out without reference to the family head.

Outright purchase refers to land that was bought and paid for by an individual. This could be land that belonged to a particular family or in the past a stool decided to sell to defray some cost. The land then belongs to the one who paid for it and he/she has ultimate right to make any decisions(s) relating to the land. Land that has been bought outright can be handed down to a child, a wife or a friend.

The lands in the corridor that are not government owned, fall in the category of family lands and individual appropriations. There is no land in the corridor for which there is no specific owner, so compensations for land take are paid to those who can prove ownership through documentation or a history of occupancy that can be verified by others.



- **Land Values in the Accra East Corridor**

Land values in the corridor range in price from GH¢10,000.00 to GH¢15,000.00 per plot in the project area.

When the Executive Instrument is ready, all affected persons will be expected to produce their documents or prove their undisputed ownership by historic occupation or verified proof (from original land owners), Claims will then be assessed and paid for according to the going price in the given area.

### **6.5 The Valuation Process**

As per the planning scheme of the road corridor, land survey is carried out by DUR to ascertain the level of encroachment and determination of the road right of way. Marking and numbering of all structures within the ROW is done. The DUR arranges with the LVB to undertake the inspection/referencing of the affected properties to collect basic data for compensation assessment. In addition, the affected property owners are requested to furnish the DUR and LVB with any relevant document relating to interest in their properties.

### **6.6 Basis Of Valuation**

The appraisal exercise was based on the Open Market Value which is defined as the best price at which the sale of an interest in a property might reasonably be expected to have been completed unconditionally for cash consideration on the date of the valuation assuming:

- A willing seller and a willing purchaser capable of purchasing a particular property in a predetermined location or condition at a particular point in time;
- That prior to the date of valuation there had been a reasonable period
- That the values will remain static during that period;
- That the property will be freely exposed to the open market; and
- That no account will be taken of any higher price that might be paid by a purchaser with special interest.

The open market value of the property is arrived at by the under listed methods based on the purpose of valuation, the availability and reliability of basic data for the valuation.

### **6.7 Method of Valuation**

In appraising the properties affected by the road project, 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.

The two methods have been briefly described in the next section.

#### **i) Replacement Cost Method**

The Replacement Cost Method, which is used in estimating the value of the building/structure, is based on the assumption that the capital value of an existing development can be equated to the cost of reinstating the development on the same plot at the current labour, material and other incidental costs. The estimated value represents the cost of the property as if new.

#### **ii) Direct Capital Comparative Method**

The value of bare land is determined by the comparison of market evidence of recent sale of plots in the vicinity or similar neighbourhood. Comparable data are collected and analyzed to determine the unit rate per acre taking into consideration, statutory use, alternative use,

size of plot, nature and terms of interest, proximity of the land to utility services, peculiar advantages of location, the trends of redevelopment and construction.

The appropriate adjustments are made to reflect the differences between the comparable data and the subject land (affected land) and the appropriate rate adopted for the assessment of the current open market value of the subject land (affected land).

### **iii) Disturbance and Other Incidental Contingencies**

The project has impacted on entire/part of properties to make room for the road reservation. Depending on the extent to which a property is affected, the occupant will have to resettle elsewhere, construct another building on the remaining portion of land or look for alternative accommodation. The affected persons require the services of professionals which be paid for by the government of Ghana or through the investment credit agreement.

Based upon the level of inconvenience these 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 affected person.

### **iv) Modes of Restitution**

Owners of permanent structures whose properties are affected by the project are protected by law and would receive adequate compensation for their properties. The State Lands Act gives them adequate legal coverage, which guarantees them compensation, which must be based on mutual agreement. If the property owner is not satisfied with the Government offer he/she has the option of employing a Private Valuer of his/her choice to reassess the property and submit same to the LVB for consideration and final determination of the value of the property. The determined figure by the LVB is then communicated to the DUR for payment to the beneficiaries.

In situations where the beneficiary is still not satisfied with the amount of compensation payable to him, he is at liberty to seek redress at the courts. However, the property cannot be demolished until the issue is resolved.

Temporary structures that need to relocate will be paid a supplemental assistance that will enable them move their structure, reconnect power if they need it, pay their Metropolitan Assembly Annual License fee and have some income while their business gets back on its feet.

The usual practice as has been observed on other projects is that trader's move of their own volition to areas where pedestrian traffic is high and commercial activity is brisk. It is for this very reason that there are so many temporary structures along some of roads residents of the neighborhood.

**v) Grievances and Redress Procedure**

*Under Ghana's State Land Act Act 125, of 1962, Each individual PAP has the right to refuse the compensation proposed and take his or her case to court of justice if he or she finds the compensation to be inadequate and unfair under replacement cost. The DUR has, however, set up a Grievance and Redress Committee to receive, mediate and compensation disputes amicably. The Committee is composed of the Regional Surveyor, a valuer from LVB, the Environmental Manager from DUR and Legal Officer from MoT, an EPA officer as well as a representative from the Works Department of the two Metropolitan Assemblies of Accra. It is expected that this Committee will be able to amicably settle any claims and disputes. Otherwise the PAP's can seek redress from the Magistrate court at District Assembly to the High court as is common practice in Ghana.*

**6.8 Structures to be Affected**

- **Permanent and Temporary Structures**

*Sixty-three (63) permanent structures and two hundred and eleven (211) temporary structures will be affected in varying degrees at the various corridors as shown in Tables 5.1 and 5.2 by the project. They have all been referenced and valued for compensation (See Annex 3). Offers have been made to property owners. DUR has to pay assessed values to each property owner based on estimated values by the Land Valuation Board.*

*There may be a delay in the final determination of values of the affected properties. The DUR arranges and make initial payment of estimated values by to the beneficiaries and the difference paid when the determined values are received from the LVB. This is to enable the PAPs to start arranging for alternative accommodation or resettle elsewhere.*

To avoid further prolonged delays on the construction site, the government will pay supplemental assistance to affected traders to enable them relocate.

The mode of resettlement recommended for residents of affected structures combines the provision of the following elements:

- Compensation for displaced residents
- Compensation for land taken
- Supplemental assistance paid to shop owners who can provide credible records and documentation to support it
- Supplemental assistance to enable relocation of temporary structures

## 6.9 Payment of Compensation

### i) Compensation to Owners of Permanent Structures

Owners of permanent structures will be paid compensation that will be based on assessed values of their properties. The compensation will be paid by GOG through the DUR which is implementing agency.

Compensation to owners of these structures has three components:

- Land value;
- Cost of replacement of structure;
- Disturbance.

Legal land ownership must be established with a proof of ownership and the appropriate compensation will then be paid to the owners. When land is owned by a community, the Client would dialogue with the community on the terms of acquisition, emphasizing the benefits of the project to the community. Private land owners who lose their lands would be given the replacement value. Based on these valuation procedures compensation for permanent structures has been calculated as shown in Table 6.1.

**Table 6.1: Permanent Structures and Persons Impacted**

<b>GIFFARD ROAD</b>			
<i>Item</i>	<i>^No. of Affected Properties</i>	<i>^ No. of Persons</i>	<i>*Cost GH¢</i>
<i>Buildings Impacted</i>	4	24	190,698.76
<i>Fence Walls Impacted</i>	3	-	4,545.74
<b>Sub-total</b>	<b>7</b>	<b>24</b>	<b>195,244.5</b>
<b>TESHIE LINK ROAD</b>			
<i>Buildings Impacted</i>	25	185	42,900.00
<i>Fence Walls Impacted</i>	1	-	386.29
<b>Sub-total</b>	<b>26</b>	<b>185</b>	<b>238,530.79</b>
<b>BURMA CAMP ROAD</b>			
<i>Buildings Impacted</i>	26	196	453,069.21
<i>Fence Walls Impacted</i>	13		42,257.69
<b>Sub-total</b>	<b>30</b>	<b>196</b>	<b>497,528.90</b>
<b>Total</b>	<b>63</b>	<b>405</b>	<b>931,314.19</b>

**ii) Compensation for Shop Owners**

The normal practice of valuation is to use business accounts to determine extent of loss. However, in this country small businesses do not make their records available to Valuers because they fear that the information will be passed onto the Internal Revenue Service. So Valuers are forced to make a general estimate of how many businesses make and use it to assess extent of loss. It is because of this that the LVB in other situations has added five percent (5%) of full replacement cost of property as the disturbance due businesses. Shop owners in a given structure have to be paid a share of the disturbance allowance that is paid as compensation apart from the money due them from the landlord, which includes unused portions of goodwill and other payments. Goodwill in this setting does not apply to money paid for using the name or premises of a previous business.

As has been the practice, a landlord commences the construction of a chain of shops then puts up a notice requesting for interested occupants. The interested persons who respond then negotiate and pay to the landlord an agreed sum that is used to complete the shop. The amount paid is then assigned a given period within which the Lessee can occupy the shop. Periods can range from three to ten years and within this period the shop owner is deemed the de facto owner of the premises. Apart from this sum a shop owner pays the utility bills and pays to the landlord a fixed monthly rent, which may be paid in advance. The difference between the sum paid to acquire the lease and the advanced rent are the payments due the shop owner when the landlord is paid his/her compensation.

Ideally each tenant should have assessed his/her personal extent of loss based on verifiable loss of business and profit but because business people have usually understated profits to evade tax, they are not able to take advantage of this. Shop owners who can provide credible figures that represent loss of business will be paid some money for loss of business. It will however be difficult to do this across board because most shop owners do not keep proper records of business operations.

**iii) Compensation for Tenants**

Tenants of business structures who produce their tenancy agreements will have their interest assessed as a secondary compensation. The extent of their interest in the property would be assessed and paid for.

For tenants who do not have an expressed interest, the landlord would refund to them unused rent and share among his tenants the disturbance paid as part of the compensation. To prevent landlords from cheating tenants DUR will demand that an agreement between tenants and landlords be drawn that will state clearly how much tenants will be paid out of the compensation. The landlord will be expected to deposit a duly signed agreement in DUR and no landlord will be paid without that agreement.

**iv) Supplemental Assistance For Temporary Structures**

Supplemental assistance has become a part of restitution for persons affected by development projects since World Bank Operational Directive OD4.30, amended by Operational Policy OP 4. 12 became the guiding principle. This assistance will be paid to all persons who occupy temporary structures and need to relocate at no cost to them. This will include all those who cannot move backwards out of the right of way.

To arrive at a reasonable supplemental assistance payable to occupants of temporary structures, as part of a questionnaire survey each person was asked to estimate their monthly business expenditure for the month. A further investigation was done into how much it costs to acquire a piece of land to locate a temporary structure, how much an artisan will charge to disconnect lines from a structure and cost of moving a structure from one location to the other .

The supplemental assistance arrived at was made up of the following components:

- Cost of movement
- Disconnection/reconnection of power
- Land acquisition fee
- Average monthly expenditure
- Metropolitan Assembly Annual license fee
- Thirty (30) percent of total cost of movement was estimated as cost of monthly loss of income.

Each recipient will be paid an equivalent of three (3) months lost income. It was pegged at three months because it is most likely that in three months they would have recovered. If traders do not recover in three months it will be captured during the monitoring phase and further assistance will then be offered. A supplemental assistance for categories of temporary structures has been derived and presented in Table 6.2

**Table 6.2 Estimation of Supplemental Assistance**

Activity	Container (GH¢)	Kiosk (GH¢)	Shed (GH¢)	Wooden Structure (GH¢)
Moving structure	50.00	30.00	20.00	50.00
Disconnection / reconnection of utilities	10.00	10.00	-	10.00
Cost of land	25.00	25.00	15.00	30.00
Average monthly expenditure	40.00	40.00	40.00	40.00
D A License	100.00	2.00	5.00	15.00
Lost monthly income (3 moth)	100.00	90.00	50.00	12.00
<b>TOTAL</b>	<b>325.00</b>	<b>197.00</b>	<b>130.00</b>	<b>157.00</b>

Users of containers will receive GH¢325.00 each, those in kiosks will receive GH¢197.700, sheds will receive GH¢130.00 and wooden structure users will receive GH¢157.00. It should be emphasised that there are variations in the temporary structures, especially the containers with respect to size. Of the variations identified the sizes (range from 10 to 40 feet). The estimated values provided in Table 6.2 are for the upper limits. Based on these rates the supplemental assistance for categories of temporary structures have been estimated for the individual roads (See Table 6.3)

**Table 6.3: Supplemental Assistance for users of Temporary structures**

<b>GIFFARD ROAD</b>			
<b>Type of Structure</b>	<b>No. of structure</b>	<b>Persons Affected *(Including Owners)</b>	<b>Cost GH¢</b>
Container	38	82	12,350.00
Kiosk	34	76	6,698.00
Shed	8	21	1,040.00
Wooden Structure	26	101	4,082.00
<b>Sub-total</b>	<b>106</b>	<b>288</b>	<b>24,170.00</b>
<b>TESHIE LINK ROAD</b>			
Container	34	55	11,050.00
Kiosk	23	87	4,531.00
Shed	7	28	910.00
Wooden Structure	28	73	4,396.00
<b>Sub-total</b>	<b>92</b>	<b>243</b>	<b>20,887.00</b>
<b>BURMA CAMP ROAD</b>			
Container	5	10	1,625.00
Kiosk	4	8	788.00
Shed	1	2	130.00
Wooden Structure	3	76	471.00
<b>Sub-total</b>	<b>13</b>	<b>96</b>	<b>3,014.00</b>
<b>Total</b>	<b>211</b>	<b>627</b>	<b>48,071.00</b>

Source: Valuation report from feasibility studies

#### iv) Employees in Affected Businesses

Even though all kiosks and containers have been assessed for supplemental assistance it is not expected that traders will move out of the corridor. This is because there are fairly large amounts of unoccupied land particularly where the space between the road and fence walls of houses that front the road are large enough to accommodate temporary structures that need to be moved out of the right of way employees of traders are not expected to lose their jobs since about 91% of those interviewed lived in the corridor.

Those that need to commute to work will use the existing transport network to get to and from work.

#### 6.10 Entitlement Matrix

Table 6.3 presents an entitlement matrix showing categories of project affected persons, type of loss and compensation to squatters to enable them move from the ROW and continue with their business.

**Table 6.3 : Entitlement Matrix**

Category of PAP	Type of Loss	Eligibility Criteria	Entitlements
Business Owner	Loss of land	Holder of a title, leaseholder	Compensation at current market price Compensation at full replacement cost value, mobility allowance and disturbance
	Loss of structure	Building permit, structure drawings, Three neighbour witnesses and photographs (of informal properties)	Compensation for missed profit
	Loss of business income	Audited accounts, Account books, Ledger book,	
	Loss of temporary structures	Lease contract, rental receipts, MOU	Compensation at current market price Compensation at full replacement cost value, mobility allowance and disturbance
Business tenant	No loss of land	Lease contract, rental receipts, MOU	Compensation for advanced lease  Compensation for equivalent lease and lost goodwill fee, mobility allowance and disturbance
	Loss of rental accommodation Loss of goodwill	Lease contract, rental receipts, MOU	
Residence owners	Loss of land	Holder of a title, leaseholder	Compensation for equivalent lease  Compensation at full replacement cost value
	Loss of structure	Building permit, structure drawings, three neighbour witnesses and photographs (of informal properties)	
Residence tenant	Loss of rental accommodation	Lease contract, rental receipts, MOU	Compensation for advanced rent
		Lease contract, rental receipts, MOU	Compensation for equivalent accommodation or three months lease, mobility allowance and disturbance
Vulnerable Groups	Comfort and security	Elderly, physically challenged, long-term sick,	Supplementary compensation to be settled case by case
Squatters/ encroachers/	Loss of use of land	Three neighbour Witnesses	Assistance in getting title for new land, and or/supplementary assistance, mobility allowance and disturbance
Public amenities	Relocation of amenities	Amenities in the Right of way (ROW)	Relocation Cost
Religious site (Church)	Loss of structure	Holder of a title, leaseholder	Compensation for equivalent lease
		Building permit, structure drawings	Compensation at full replacement cost value



## **Chapter 7**

### **7.0 Sources of Funding and Disclosure**

#### **7.1 Sources of Funding**

The Constitution of Ghana states that, people affected by compulsory acquisition have to be adequately compensated. This forms the basis for the commitment of the Government towards compensation of PAPs along the Accra East corridor project roads. The implementation of this RAP will be covered by the Government of Ghana and as part of the World Bank investment credit facility. The DUR being the project implementing agency will source the necessary funding through GOG, prior to the commencement of the Civil Works. The funds are released through the Accountant General's office to the DUR accounts held at the Bank of Ghana. Once the DUR receives the funds from the Ministry of Finance the affected persons will be compensated.

#### **7.1 Disclosure**

This Resettlement Action Plan will be disclosed in Ghana by MoT, and EPA by publishing copies in the major newspapers and at the websites of the MoT, DUR and the EPA.

Copies would also be available at their offices of MoT, DUR and EPA. Copies would also be disclosed at the Accra Metropolitan Assembly and Tema Metropolitan Assembly offices, the district offices DUR as well as the offices of the EPA. The GOG through the MoT will also authorize the World Bank to disclose this RAP electronically through its InfoShop.

Additionally, the DUR will establish three Public Information Centres (PIC), one at the La Sub-Metropolitan Assembly, the other at the Teshie Sub-Metropolitan Assembly, and the last one at the Nungua Sub-Metropolitan Assembly. The establishment of the PIC will be publicly announced both in the electronic as well as in the print media.

## Chapter 8

### 8.0 Resettlement/Compensation Programme

#### 8.1 Objectives

To ensure an effective and successful implementation of the expropriation/compensation programme there is the need to put in place an efficient system of planning and coordination. In order to achieve this objective, public fora and workshops had been organized with the various stakeholders and other relevant government agencies, at the commencement and other stages of project.

During these public interactions, the PAPs were invited to participate in the data-collection phase and also contribute to the decision making process.

#### 8.2 Implementation Schedule

As was previously discussed in the earlier chapters, to determine which properties were affected, a valuation of properties was carried out as part of the property impact assessment. On the proposed project there were basically two categories of affected properties.

- Temporary structures made up of kiosks wooden structures and metal containers.
- Permanent structures dislocated at varying degrees.

Each category of affected property was handled separately.

Implementation schedule is presented in Table below.

**Table 8.1 Proposed Implementation Schedule for both permanent and temporary Structures**

Major Activities	Period				Period				Period			
	Quarter				Quarter				Quarter			
	1	2	3	4	1	2	3	4	1	2	3	4
Assessment and evaluation of compensation	xx	xx										
Formation & strengthening of project implementation & redress committees				xx	xx							
Education and awareness Creation about RAP procedures and compensation payment	xx	xx										
Stakeholder Consultation	xx	xx	xx									
Approval and payment for compensation for both permanent & temporary properties as well as supplemental assistance					xx	xx	xx	xx	xx	xx		
Grievance redress measures				xx	xx	xx	xx	xx	xx	xx	xx	
Monitoring and Evaluation					xx	xx	xx	xx	xx	xx	xx	
Completion Report Writing												xx

There will be a number of crucial and important activities to be carried out to facilitate physical relocation of the PAPs under this project possible. These activities will be undertaken either through the direct involvement of the DUR or the recommended committees.

Assuming that there will not be any budget constraints, the tentative time schedule within which the compensation payment will take place is proposed to be within 6 -12 weeks. All the compensation payments, relocation of PAPs could be completed ahead of the civil works if it is implemented as per the plan shown in the RAP. The re-establishment during the transition period is minimized and believed to be adequate when adequate support is provided. The proposed time schedule is presented in the table below.

From the point of view of giving high priority to the project, the officials have confirmed that implementation of the RAP will be effectively and efficiently undertaken within reasonable time specified by the client.

The re-establishment transition period is minimized and believed to be adequate (4 to 6 months) if proper support is provided during the transition period. A total period of six (6) months will be used in implementing this RAP.

It is anticipated that the RAP implementation will start three months after the effectiveness of the credit and before the commencement of civil works. Disclosure will be done in December 2008.

### **8.3 Community Participation**

A series of meetings will be held with affected persons. The meetings will be held at three different locations in the corridor to ensure that as many persons as possible are reached.

At each meeting the new road concept will be introduced. The new alignment will be described and then all persons present will be allowed to state their views, concerns and queries about the road development.

### **8.4 Cost and Budget**

The full costs of resettlement activities necessary to achieve the objectives of the project are included in the total costs of the project.

**Table 8.2: Budgets estimate of compensation and resettlement for Giffard Road, Teshie Link Road and Burma Camp Road1&2.**

Number	Items	No of Units	Average Unit Cost (GH¢)	Amount (GH¢)
1	Direct Cost			
2	Fully Impacted Permanent Properties	13	31,337.92	407,393.00
3	Partially Impacted Permanent Structures	16	17,454.69	279,275.00
4	Fence Walls	9	5,243.33	47,190.00
5	Kiosk	61	410.25	25,025.00
6	Container	77	156.06	12,017.00
7	Shed	16	130.00	2,080.00
8	Wooden Structure	59	151.68	8,949.00
9	Consultation with PAPs	13	31,337.92	12,000.00
10	Monitoring			120,000.00
11	<b>Sub-total</b>			<b>913,929.00</b>
12	Contingencies/provisional cost(10% of subtotal cost)	Lump sum		91,392.90
13	<b>Grand Total</b>		-	<b>1,005,321.90</b> <b>(\$ 837,768.25)</b>

NB: \$1=GH¢1.20

## Chapter 9

### 9.0 Monitoring & Evaluation Arrangements

In line with the World Bank's OP 4.12 and the MOT's 2006 RPF, implementation of RAP activities shall be monitored regularly to ensure those actions have proceeded in accordance with provisions in the RAP.

The DUR will be responsible for the internal monitoring of the day to day implementation of this RAP. External monitoring will be carried out periodically by the Works Department of the two Metropolitan Assemblies of Accra and the EPA. Furthermore, external consultants or NGOs would be hired to evaluate and audit the implementation.

The purpose of this internal monitoring is to maintain responsibilities of the resettlement implementation institution i.e. DUR.

The services of an external consultant monitoring organization would be procured regularly independent monitoring and evaluation on activities of this 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.

The Policy Planning and Monitoring & Evaluation Directorates of the MoT will co-ordinate the activities of all the monitoring agencies.

**Table 9 -1: Monitoring Role Cast**

Actors	Role
Policy Planning and M & E Directorates of MoT	Lead agency and coordinating institution for both internal and external monitoring of the implementation of this RAP. Regular 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 impact.
Accra Metropolitan & Tema Metropolitan Assemblies (MA)	Periodic monitoring on impacts of the Plan implementation
External Consultant(s)	Periodic monitoring, evaluation and auditing of implementation of RAP

## **9.1 Ex-post Evaluation**

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 of that exercise is to assess progress of the operations executed, suggest corrective measures where needed and solve pending issues.

After completion of all expropriation/compensation operations, PAPs will be consulted in a household survey. The aim of that survey is to assess the impacts of the measures implemented.

The findings of the survey and the workshops will be presented in the Project Completion Report, which will be prepared by the DUR.

The World Bank Operational Policy (OP 4.12) states that upon completion of the project, the project proponent shall undertake an assessment of the RAP to determine whether the objectives of the resettlement instrument have been achieved. The audit will allow DUR and its stakeholders ascertain whether all physical inputs identified in the RAP have been delivered and all services provided to have been in compliance with OP 4.12.

## **9.2 Reports**

A quarterly report will be written and submitted. These reports will report findings of the evaluation team and recommend ways of assisting dislocated persons gain back their level of financial and social well-being. Some possible recommendations may be to contact NGO's to assist traders and businesses improve their delivery of service and keep proper records. NGOs could also assist by providing micro credit financing for struggling but viable businesses or retraining for persons who need it.

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**Footnote:** Assistance to Borrower

*The World Bank's Policy OP 4.12., paragraph 32 and 33 specify:*

**Assistance to the Borrower**

"32. In furtherance of the objectives of this policy, the Bank may at a borrower's request support the borrower and other concerned entities by providing (a) assistance to assess and strengthen resettlement policies, strategies, legal frameworks, and specific plans at a country, regional, or sectoral level; (b) financing of technical assistance to strengthen the capacities of agencies responsible for resettlement, or of affected people to participate more effectively in resettlement operations; (c) financing of technical assistance for developing resettlement policies, strategies, and specific plans, and for implementation, monitoring, and evaluation of resettlement activities; and

(d) financing of the investment costs of resettlement.

33. The Bank may finance either a component of the main investment causing displacement and requiring resettlement, or a free-standing resettlement project with appropriate cross-conditionalities, processed and implemented in parallel with the investment that causes the displacement. The Bank may finance resettlement even though it is not financing the main investment that makes resettlement necessary.



- **ANNEXES**

## **ANNEX1**

### **Involuntary Resettlement**

OP 4.12  
December 2001

*These policies were prepared for use by World Bank staff and are not necessarily a complete treatment of the subject.*

## Involuntary Resettlement

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**Note: OP and BP 4.12 together replace OD 4.30, *Involuntary Resettlement*. This OP and BP apply to all projects for which a Project Concept Review takes place on or after January 1, 2002. Questions may be addressed to the Director, Social Development Department (SDV).**

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1. Bank<sup>1</sup> experience indicates that involuntary resettlement under development projects, if unmitigated, often gives rise to severe economic, social, and environmental risks: production systems are dismantled; people face impoverishment when their productive assets or income sources are lost; people are relocated to environments where their productive skills may be less applicable and the competition for resources greater; community institutions and social networks are weakened; kin groups are dispersed; and cultural identity, traditional authority, and the potential for mutual help are diminished or lost. This policy includes safeguards to address and mitigate these impoverishment risks.

### Policy Objectives

2. Involuntary resettlement may cause severe long-term hardship, impoverishment, and environmental damage unless appropriate measures are carefully planned and carried out. For these reasons, the overall objectives of the Bank's policy on involuntary resettlement are the following:

(a) Involuntary resettlement should be avoided where feasible, or minimized, exploring all viable alternative project designs.<sup>2</sup>

(b) Where it is not feasible to avoid resettlement, resettlement activities should be conceived and executed as sustainable development programs, providing sufficient investment resources to enable the persons displaced by the project to share in project benefits. Displaced persons<sup>3</sup> should be meaningfully consulted and should have opportunities to participate in planning and implementing resettlement programs.

(c) Displaced persons should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.<sup>4</sup>

## Impacts Covered

3. This policy covers direct economic and social impacts<sup>5</sup> that both result from Bank-assisted investment projects<sup>6</sup>, and are caused by

(a) the involuntary<sup>7</sup> taking of land<sup>8</sup> resulting in

- (i) relocation or loss of shelter;
- (ii) lost of assets or access to assets; or
- (iii) loss of income sources or means of livelihood, whether or not the affected persons must move to another location; or

(b) the involuntary restriction of access<sup>9</sup> to legally designated parks and protected areas resulting in adverse impacts on the livelihoods of the displaced persons.

4. This policy applies to all components of the project that result in involuntary resettlement, regardless of the source of financing. It also applies to other activities resulting in involuntary resettlement, that in the judgment of the Bank, are (a) directly and significantly related to the Bank-assisted project, (b) necessary to achieve its objectives as set forth in the project documents; and (c) carried out, or planned to be carried out, contemporaneously with the project.

5. Requests for guidance on the application and scope of this policy should be addressed to the Resettlement Committee (see [BP 4.12](#), para. 7).<sup>10</sup>

## Required Measures

6. To address the impacts covered under para. 3 (a) of this policy, the borrower prepares a resettlement plan or a resettlement policy framework (see paras. 25-30) that covers the following:

(a) The resettlement plan or resettlement policy framework includes measures to ensure that the displaced persons are

- (i) informed about their options and rights pertaining to resettlement;
- (ii) consulted on, offered choices among, and provided with technically and economically feasible resettlement alternatives; and
- (iii) provided prompt and effective compensation at full replacement cost<sup>11</sup> for losses of assets<sup>12</sup> attributable directly to the project.

(b) If the impacts include physical relocation, the resettlement plan or resettlement policy framework includes measures to ensure that the displaced persons are

(i) provided assistance (such as moving allowances) during relocation; and

(ii) provided with residential housing, or housing sites, or, as required, agricultural sites for which a combination of productive potential, locational advantages, and other factors is at least equivalent to the advantages of the old site.[13](#)

(c) Where necessary to achieve the objectives of the policy, the resettlement plan or resettlement policy framework also include measures to ensure that displaced persons are

(i) offered support after displacement, for a transition period, based on a reasonable estimate of the time likely to be needed to restore their livelihood and standards of living;[14](#) and

(ii) provided with development assistance in addition to compensation measures described in paragraph 6(a) (iii), such as land preparation, credit facilities, training, or job opportunities.

7. In projects involving involuntary restriction of access to legally designated parks and protected areas (see para. 3(b)), the nature of restrictions, as well as the type of measures necessary to mitigate adverse impacts, is determined with the participation of the displaced persons during the design and implementation of the project. In such cases, the borrower prepares a process framework acceptable to the Bank, describing the participatory process by which

(a) specific components of the project will be prepared and implemented;

(b) the criteria for eligibility of displaced persons will be determined;

(c) measures to assist the displaced persons in their efforts to improve their livelihoods, or at least to restore them, in real terms, while maintaining the sustainability of the park or protected area, will be identified; and

(d) potential conflicts involving displaced persons will be resolved.

The process framework also includes a description of the arrangements for implementing and monitoring the process.

8. To achieve the objectives of this policy, particular attention is paid to the needs of vulnerable groups among those displaced, especially those below the poverty line, the landless, the elderly, women and children, indigenous peoples,[15](#) ethnic minorities, or other displaced persons who may not be protected through national land compensation legislation.

9. Bank experience has shown that resettlement of indigenous peoples with traditional land-based modes of production is particularly complex and may have significant adverse impacts on their identity and cultural survival. For this reason, the Bank satisfies itself that the borrower has explored all viable alternative project designs to avoid physical displacement of these groups. When it is not feasible to avoid such displacement, preference is given to land-based resettlement strategies for these groups (see para. 11) that are compatible with their cultural preferences and are prepared in consultation with them (see [Annex A](#), para. 11).

10. The implementation of resettlement activities is linked to the implementation of the investment component of the project to ensure that displacement or restriction of access does not occur before necessary measures for resettlement are in place. For impacts covered in para. 3(a) of this policy, these measures include provision of compensation and of other assistance required for relocation, prior to displacement, and preparation and provision of resettlement sites with adequate facilities, where required. In particular, taking of land and related assets may take place only after compensation has been paid and, where applicable, resettlement sites and moving allowances have been provided to the displaced persons. For impacts covered in para. 3(b) of this policy, the measures to assist the displaced persons are implemented in accordance with the plan of action as part of the project (see para. 30).

11. Preference should be given to land-based resettlement strategies for displaced persons whose livelihoods are land-based. These strategies may include resettlement on public land (see footnote 1 above), or on private land acquired or purchased for resettlement. Whenever replacement land is offered, resettlers are provided with land for which a combination of productive potential, locational advantages, and other factors is at least equivalent to the advantages of the land taken. If land is not the preferred option of the displaced persons, the provision of land would adversely affect the sustainability of a park or protected area,<sup>16</sup> or sufficient land is not available at a reasonable price, non-land-based options built around opportunities for employment or self-employment should be provided in addition to cash compensation for land and other assets lost. The lack of adequate land must be demonstrated and documented to the satisfaction of the Bank.

12. Payment of cash compensation for lost assets may be appropriate where (a) livelihoods are land-based but the land taken for the project is a small fraction<sup>17</sup> of the affected asset and the residual is economically viable; (b) active markets for land, housing, and labor exist, displaced persons use such markets, and there is sufficient supply of land and housing; or (c) livelihoods are not land-based. Cash compensation levels should be sufficient to replace the lost land and other assets at full replacement cost in local markets.

13. For impacts covered under para. 3(a) of this policy, the Bank also requires the following:

(a) Displaced persons and their communities, and any host communities receiving them, are provided timely and relevant information, consulted on resettlement options, and offered opportunities to participate in planning, implementing, and monitoring resettlement. Appropriate and accessible grievance mechanisms are

established for these groups.

(b) In new resettlement sites or host communities, infrastructure and public services are provided as necessary to improve, restore, or maintain accessibility and levels of service for the displaced persons and host communities. Alternative or similar resources are provided to compensate for the loss of access to community resources (such as fishing areas, grazing areas, fuel, or fodder).

(c) Patterns of community organization appropriate to the new circumstances are based on choices made by the displaced persons. To the extent possible, the existing social and cultural institutions of resettlers and any host communities are preserved and resettlers' preferences with respect to relocating in preexisting communities and groups are honored.

### **Eligibility for Benefits [18](#)**

14. Upon identification of the need for involuntary resettlement in a project, the borrower carries out a census to identify the persons who will be affected by the project (see the [Annex A](#), para. 6(a)), to determine who will be eligible for assistance, and to discourage inflow of people ineligible for assistance. The borrower also develops a procedure, satisfactory to the Bank, for establishing the criteria by which displaced persons will be deemed eligible for compensation and other resettlement assistance. The procedure includes provisions for meaningful consultations with affected persons and communities, local authorities, and, as appropriate, nongovernmental organizations (NGOs), and it specifies grievance mechanisms.

15. *Criteria for Eligibility.* Displaced persons may be classified in one of the following three groups:

(a) those who have formal legal rights to land (including customary and traditional rights recognized under the laws of the country);

(b) those who do not have formal legal rights to land at the time the census begins but have a claim to such land or assets—provided that such claims are recognized under the laws of the country or become recognized through a process identified in the resettlement plan (see [Annex A](#), para. 7(f)); and [19](#)

(c) those who have no recognizable legal right or claim to the land they are occupying.

16. Persons covered under para. 15(a) and (b) are provided compensation for the land they lose, and other assistance in accordance with para. 6. Persons covered under para. 15(c) are provided resettlement assistance [20](#) in lieu of compensation for the land they occupy, and other assistance, as necessary, to achieve the objectives set out in this policy, if they occupy the project area prior to a cut-off date established by the borrower and acceptable to the Bank. [21](#) Persons who encroach on the area after the cut-off date are not entitled to compensation or any other form of

resettlement assistance. All persons included in para. 15(a), (b), or (c) are provided compensation for loss of assets other than land.

### **Resettlement Planning, Implementation, and Monitoring**

17. To achieve the objectives of this policy, different planning instruments are used, depending on the type of project:

(a) a resettlement plan or abbreviated resettlement plan is required for all operations that entail involuntary resettlement unless otherwise specified (see para. 25 and [Annex A](#));

(b) a resettlement policy framework is required for operations referred to in paras. 26-30 that may entail involuntary resettlement, unless otherwise specified (see [Annex A](#)); and

(c) a process framework is prepared for projects involving restriction of access in accordance with para. 3(b) (see para. 31).

18. The borrower is responsible for preparing, implementing, and monitoring a resettlement plan, a resettlement policy framework, or a process framework (the "resettlement instruments"), as appropriate, that conform to this policy. The resettlement instrument presents a strategy for achieving the objectives of the policy and covers all aspects of the proposed resettlement. Borrower commitment to, and capacity for, undertaking successful resettlement is a key determinant of Bank involvement in a project.

19. Resettlement planning includes early screening, scoping of key issues, the choice of resettlement instrument, and the information required to prepare the resettlement component or subcomponent. The scope and level of detail of the resettlement instruments vary with the magnitude and complexity of resettlement. In preparing the resettlement component, the borrower draws on appropriate social, technical, and legal expertise and on relevant community-based organizations and NGOs.<sup>22</sup> The borrower informs potentially displaced persons at an early stage about the resettlement aspects of the project and takes their views into account in project design.

20. The full costs of resettlement activities necessary to achieve the objectives of the project are included in the total costs of the project. The costs of resettlement, like the costs of other project activities, are treated as a charge against the economic benefits of the project; and any net benefits to resettlers (as compared to the "without-project" circumstances) are added to the benefits stream of the project. Resettlement components or free-standing resettlement projects need not be economically viable on their own, but they should be cost-effective.

21. The borrower ensures that the Project Implementation Plan is fully consistent with the resettlement instrument.



22. As a condition of appraisal of projects involving resettlement, the borrower provides the Bank with the relevant draft resettlement instrument which conforms to this policy, and makes it available at a place accessible to displaced persons and local NGOs, in a form, manner, and language that are understandable to them. Once the Bank accepts this instrument as providing an adequate basis for project appraisal, the Bank makes it available to the public through its InfoShop. After the Bank has approved the final resettlement instrument, the Bank and the borrower disclose it again in the same manner.[23](#)

23. The borrower's obligations to carry out the resettlement instrument and to keep the Bank informed of implementation progress are provided for in the legal agreements for the project.

24. The borrower is responsible for adequate monitoring and evaluation of the activities set forth in the resettlement instrument. The Bank regularly supervises resettlement implementation to determine compliance with the resettlement instrument. Upon completion of the project, the borrower undertakes an assessment to determine whether the objectives of the resettlement instrument have been achieved. The assessment takes into account the baseline conditions and the results of resettlement monitoring. If the assessment reveals that these objectives may not be realized, the borrower should propose follow-up measures that may serve as the basis for continued Bank supervision, as the Bank deems appropriate (see also [BP 4.12](#), para. 16).

## Resettlement Instruments

### *Resettlement Plan*

25. A draft resettlement plan that conforms to this policy is a condition of appraisal (see [Annex A](#), paras. 2-21) for projects referred to in para. 17(a) above.[24](#) However, where impacts on the entire displaced population are minor,[25](#) or fewer than 200 people are displaced, an abbreviated resettlement plan may be agreed with the borrower (see [Annex A](#), para. 22). The information disclosure procedures set forth in para. 22 apply.

### *Resettlement Policy Framework*

26. For sector investment operations that may involve involuntary resettlement, the Bank requires that the project implementing agency screen subprojects to be financed by the Bank to ensure their consistency with this OP. For these operations, the borrower submits, prior to appraisal, a resettlement policy framework that conforms to this policy (see [Annex A](#), paras. 23-25). The framework also estimates, to the extent feasible, the total population to be displaced and the overall resettlement costs.

27. For financial intermediary operations that may involve involuntary resettlement, the Bank requires that the financial intermediary (FI) screen subprojects to be

financed by the Bank to ensure their consistency with this OP. For these operations, the Bank requires that before appraisal the borrower or the FI submit to the Bank a resettlement policy framework conforming to this policy (see [Annex A](#), paras. 23-25). In addition, the framework includes an assessment of the institutional capacity and procedures of each of the FIs that will be responsible for subproject financing. When, in the assessment of the Bank, no resettlement is envisaged in the subprojects to be financed by the FI, a resettlement policy framework is not required. Instead, the legal agreements specify the obligation of the FIs to obtain from the potential subborrowers a resettlement plan consistent with this policy if a subproject gives rise to resettlement. For all subprojects involving resettlement, the resettlement plan is provided to the Bank for approval before the subproject is accepted for Bank financing.

28. For other Bank-assisted project with multiple subprojects<sup>26</sup> that may involve involuntary resettlement, the Bank requires that a draft resettlement plan conforming to this policy be submitted to the Bank before appraisal of the project unless, because of the nature and design of the project or of a specific subproject or subprojects (a) the zone of impact of subprojects cannot be determined, or (b) the zone of impact is known but precise sitting alignments cannot be determined. In such cases, the borrower submits a resettlement policy framework consistent with this policy prior to appraisal (see [Annex A](#), paras. 23-25). For other subprojects that do not fall within the above criteria, a resettlement plan conforming to this policy is required prior to appraisal.

29. For each subproject included in a project described in para. 26, 27, or 28 that may involve resettlement, the Bank requires that a satisfactory resettlement plan or an abbreviated resettlement plan that is consistent with the provisions of the policy framework be submitted to the Bank for approval before the subproject is accepted for Bank financing.

30. For projects described in paras. 26-28 above, the Bank may agree, in writing, that subproject resettlement plans may be approved by the project implementing agency or a responsible government agency or financial intermediary without prior Bank review, if that agency has demonstrated adequate institutional capacity to review resettlement plans and ensure their consistency with this policy. Any such delegation, and appropriate remedies for the entity's approval of resettlement plans found not to be in compliance with Bank policy, are provided for in the legal agreements for the project. In all such cases, implementation of the resettlement plans is subject to ex post review by the Bank.

### *Process Framework*

31. For projects involving restriction of access in accordance with para. 3(b) above, the borrower provides the Bank with a draft process framework that conforms to the relevant provisions of this policy as a condition of appraisal. In addition, during project implementation and before to enforcing of the restriction, the borrower prepares a plan of action, acceptable to the Bank, describing the specific measures to be undertaken to assist the displaced persons and the arrangements for their implementation. The plan of action could take the form of a natural resources management plan prepared for the project.

## Assistance to the Borrower

32. In furtherance of the objectives of this policy, the Bank may at a borrower's request support the borrower and other concerned entities by providing

- (a) assistance to assess and strengthen resettlement policies, strategies, legal frameworks, and specific plans at a country, regional, or sectoral level;
- (b) financing of technical assistance to strengthen the capacities of agencies responsible for resettlement, or of affected people to participate more effectively in resettlement operations;
- (c) financing of technical assistance for developing resettlement policies, strategies, and specific plans, and for implementation, monitoring, and evaluation of resettlement activities; and
- (d) financing of the investment costs of resettlement.

33. The Bank may finance either a component of the main investment causing displacement and requiring resettlement, or a free-standing resettlement project with appropriate cross-conditionalities, processed and implemented in parallel with the investment that causes the displacement. The Bank may finance resettlement even though it is not financing the main investment that makes resettlement necessary.

34. The Bank does not disburse against cash compensation and other resettlement assistance paid in cash, or against the cost of land (including compensation for land acquisition). However, it may finance the cost of land improvement associated with resettlement activities.

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1. "Bank" includes IDA; "loans" includes credits, guarantees, Project Preparation Facility (PPF) advances and grants; and "projects" includes projects under (a) adaptable program lending; (b) learning and innovation loans; (c) PPFs and Institutional Development Funds (IDFs), if they include investment activities; (d) grants under the Global Environment Facility and Montreal Protocol, for which the Bank is the implementing/executing agency; and (e) grants or loans provided by other donors that are administered by the Bank. The term "project" does not include programs under adjustment operations. "Borrower" also includes, wherever the context requires, the guarantor or the project implementing agency.

2. In devising approaches to resettlement in Bank-assisted projects, other Bank policies should be taken into account, as relevant. These policies include [OP 4.01 Environmental Assessment](#), [OP 4.04 Natural Habitats](#), [OP 4.11 Safeguarding Cultural Property in Bank-Assisted Projects](#), and [OD 4.20 Indigenous Peoples](#).

3. The term "displaced persons" refers to persons who are affected in any of the ways described in para. 3 of this OP.

4. Displaced persons under para. 3(b) should be assisted in their efforts to improve

or restore their livelihoods in a manner that maintains the sustainability of the parks and protected areas.

5. Where there are adverse indirect social or economic impacts, it is good practice for the borrower to undertake a social assessment and implement measures to minimize and mitigate adverse economic and social impacts, particularly upon poor and vulnerable groups. Other environmental, social, and economic impacts that do not result from land taking may be identified and addressed through environmental assessments and other project reports and instruments.

6. This policy does not apply to restrictions of access to natural resources under community-based projects, i.e. where the community using the resources decides to restrict access to these resources, provided that an assessment satisfactory to the Bank establishes that the community decision-making process is adequate, and that it provides for identification of appropriate measures to mitigate adverse impacts, if any, on the vulnerable members of the community. This policy also does not cover refugees from natural disasters, war, or civil strife (see [OP/BP 8.50](#), *Emergency Recovery Assistance*).

7. For purposes of this policy, "involuntary" means actions that may be taken without the displaced person's informed consent or power of choice.

8. "Land" includes anything growing on or permanently affixed to land, such as buildings and crops. This policy does not apply to regulations of natural resources on a national or regional level to promote their sustainability, such as watershed management, groundwater management, fisheries management, etc. The policy also does not apply to disputes between private parties in land titling projects, although it is good practice for the borrower to undertake a social assessment and implement measures to minimize and mitigate adverse social impacts, especially those affecting poor and vulnerable groups.

9. For the purposes of this policy, involuntary restriction of access covers restrictions on the use of resources imposed on people living outside the park or protected area, or on those who continue living inside the park or protected area during and after project implementation. In cases where new parks and protected areas are created as part of the project, persons who lose shelter, land, or other assets are covered under para. 3(a). Persons who lose shelter in existing parks and protected areas are also covered under para. 3(a).

10. The *Resettlement Sourcebook* (forthcoming) provides good practice guidance to staff on the policy.

11. "Replacement cost" is the method of valuation of assets that helps determine the amount sufficient to replace lost assets and cover transaction costs. In applying this method of valuation, depreciation of structures and assets should not be taken into account (for a detailed definition of replacement cost, see [Annex A](#), footnote 1). For losses that cannot easily be valued or compensated for in monetary terms (e.g., access to public services, customers, and suppliers; or to fishing, grazing, or forest areas), attempts are made to establish access to equivalent and culturally acceptable resources and earning opportunities. Where domestic law does not meet the standard of compensation at full replacement cost, compensation under domestic law is supplemented by additional measures necessary to meet the replacement cost standard. Such additional assistance is distinct from resettlement assistance to be provided under other clauses of para. 6.

12. If the residual of the asset being taken is not economically viable, compensation and other resettlement assistance are provided as if the entire asset had been taken.

13. The alternative assets are provided with adequate tenure arrangements. The cost of alternative residential housing, housing sites, business premises, and agricultural sites to be provided can be set off against all or part of the compensation payable for the corresponding asset lost.
14. Such support could take the form of short-term jobs, subsistence support, salary maintenance or similar arrangements
15. See [OD 4.20](#), *Indigenous Peoples*.
16. See [OP 4.04](#), *Natural Habitats*.
17. As a general principle, this applies if the land taken constitutes less than 20% of the total productive area.
18. Paras. 13-15 do not apply to impacts covered under para. 3(b) of this policy. The eligibility criteria for displaced persons under 3 (b) are covered under the process framework (see paras. 7 and 30).
19. Such claims could be derived from adverse possession, from continued possession of public lands without government action for eviction (that is, with the implicit leave of the government), or from customary and traditional law and usage, and so on.
20. Resettlement assistance may consist of land, other assets, cash, employment, and so on, as appropriate.
21. Normally, this cut-off date is the date the census begins. The cut-off date could also be the date the project area was delineated, prior to the census, provided that there has been an effective public dissemination of information on the area delineated, and systematic and continuous dissemination subsequent to the delineation to prevent further population influx.
22. For projects that are highly risky or contentious, or that involve significant and complex resettlement activities, the borrower should normally engage an advisory panel of independent, internationally recognized resettlement specialists to advise on all aspects of the project relevant to the resettlement activities. The size, role, and frequency of meeting depend on the complexity of the resettlement. If independent technical advisory panels are established under [OP 4.01](#), *Environmental Assessment*, the resettlement panel may form part of the environmental panel of experts.  
See [BP 17.50](#), *Disclosure of Operational Information* (forthcoming) for detailed disclosure procedures.
24. An exception to this requirement may be made in highly unusual circumstances (such as emergency recovery operations) with the approval of Bank Management (see BP 4.12, para. 8). In such cases, the Management's approval stipulates a timetable and budget for developing the resettlement plan.
25. Impacts are considered "minor" if the affected people are not physically displaced and less than 10% of their productive assets are lost.
26. For purpose of this paragraph, the term "subprojects" includes components and subcomponents.

# **ANNEX 2**

**Selected Pictures of Project Corridors.**



# **ANNEX 3**





## **Annex 4**

### List of Organisations/Persons Consulted

Name	Organisation
1. Mr. Noah Twumfo	Director, La Sub – Metro
2. Mr. Yaw Boateng	Director, Teshie Sub - Metro
3. The Coordinating Director	Nungua Sub – Metro
4. Mr. Steven Ayittey Mensah	ECG Project Officer, Accra
5. Mr. Arday	Area Manager Ghana Telecom
6. Mr. Agyei Boateng	Project Engineer GWCL
7. Mr. Charles Amankwa	Coordinator Wetlands Conservation
8. Mr. Sarpong	EPA
9. The Chief of Defence	Ghana Armed Forces
10. The Director	Forestry Department, Accra

# **ANNEX 4**

## **Survey of Project affected Persons.**

SURVEY OF PROJECT AFFECTED PERSONS IN THE RIGHT-OF-WAY					
Name of Road	Type of Structure	Owner	No. of Households	No. of Tenants/Dependants/Apprentince	Activity
Giffard	Building	Augustina Abbey	1	3	Residential
Giffard	Building	Dominic Abbey	1	3	Residential
Giffard	Building	Becky Rockson	1	4	Residential
Giffard	Building		10	32	Residential
Giffard	Container	Dei Yaw Owusu		5	Home use and craftshop
Giffard	Container	Charles Owusu		5	Home use and craftshop
Giffard	Container	Josephine Adjorkor Oforikrom		4	Provision shop
Giffard	Container	Patience Arkaah Adjetey			Clothes and jewellery
Giffard	Container	Ice cool distributor			Provision shop
Giffard	Container	Albert Nii Annan		3	Secretarial Services
Giffard	Container	Mrs Osei Gyateng		16	Tailoring Shop
Giffard	Container	M. C. Owusu			Provision shop
Giffard	Container	Mr James Amoah		4	Car tyre dealer
Giffard	Container	Mr Rasta		2	Draughtmanship
Giffard	Container			2	Provision shop
Giffard	Container			1	
Giffard	Container	Becky Rockson		3	Bar
Giffard	Container	Becky Rockson		1	Boutique
Giffard	Container	Madam Mercy		2	Cosmetic Shop
Giffard	Container	Tetteh Abraham		2	Barbering Shop
Giffard	Container	Happy Kpotsi		2	Bar
Giffard	Container	Madam Rose Bondi		1	Clothes and appliances
Giffard	Container	Auntie Matty		3	Cement Dealer
Giffard	Container	Papa Nii Ofori Kumah			Provision Shop
Giffard	Container	Aunti Afua		2	Foodstuff
Giffard	Container	Mrs Viad Bredzei		2	Provision Shop
Giffard	Container	Pat Okpoti Sam		2	Clothing Shop
Giffard	Container	Philicia			Clothing Shop
Giffard	Container	Unoccupied			
Giffard	Container	Deborah Sackey		2	Drinks

Giffard	Container	Sister Gladys		2	Rice Wholesale
Giffard	Container	Mr Darko		3	Tyre Dealer
Giffard	Container	Humphery Hossoo		2	Clothing Shop
Giffard	Container	Mad. Harrietta Wilbeck		2	Tie and Dye Shop
Giffard	Container	Christiana Oforiwa Antwi		2	Clothes
Giffard	Container	Sabina Akwetey		3	General goods
Giffard	Container	Akweley Namoaly		1	Provision Shop
Giffard	Container	Elizabeth Boakye		2	Drinks
Giffard	Container	Charity Ablu Cudjoe		3	Foodstuff
Giffard	Container	Berikisu Kommey		4	Boutique
Giffard	Container	Berikisu Kommey		4	Rentals
Giffard	Container	Doris Boli		1	General goods
Giffard	Container	Paul Shardey		1	Foam Mattress
Giffard	Fence Wall	Tina Ocansey		6	Residential
Giffard	Fence Wall	Benedicta Obeng		1	Residential
Giffard	Fence Wall	Alex Okraku		3	Reidental
Giffard	Kiosk	More Blesing		2	Wakye and rice
Giffard	Kiosk			1	Phone Cards
Giffard	Kiosk	Delali Bawuah		18	Carpentry
Giffard	Kiosk	EI - Roli Ent		3	Supermarket
Giffard	Kiosk	Mr Richard		1	Art Shop
Giffard	Kiosk	Rebecca Owusu		1	Cabbage and Provision
Giffard	Kiosk	Ruby Yeboah		3	Boutique
Giffard	Kiosk	Doris Ala		1	Lotto Operator
Giffard	Pavement	Kwik Lunch Box		8	Restaurant
Giffard	Pavement	Kwesi Agyapong		2	Provision shop
Giffard	Pavement	Mr Wahab		2	Auto paint shop
Giffard	Pavement	Mr Stephen		4	Communication Center
Giffard	Pavement	Barbering Shop			
Giffard	Pavement	Seth Ofori Kumah			
Giffard	Pavement	Mad Catherine Oddikoe		2	Building Mateials Shop
Giffard	Pavement	Christrie Debrah		2	Cosmetic Shop
Giffard	Pavement	Agnes Azaglo		2	Boutique

Giffard	Pavement	Sylvia Williams		1	Lubricants
Giffard	Pavement	Halleluyah 2000 Ent			
Giffard	Pavement	Good day Ventures			
Giffard	Pavement	Stephen .O. Boateng		10	General goods
Giffard	Pavement	Steven Donkor		7	Medical Lab
Giffard	Pavement	Steven Donkor		1	Medical and Clothes
Giffard	Pavement	Mary Odai		2	Shop
Giffard	Pavement	Mrs Opoku		3	Books
Giffard	Pavement	Victoria Nanoaley		8	Repair of office equipment
Giffard	Pavement	Abigail Nanoaley		1	Barbering
Giffard	Pavement	Mrs Adeobo		3	Plastic Chairs
Giffard	Pavement	Antwi Aikins		1	Fashion Designing
Giffard	Pavement	Dora Asuate		3	Boutique
Giffard	Pavement	Auntie Ama		1	Drinks
Giffard	Pavement	William Kotei		4	Tailoring Shop
Giffard	Pavement	Sammy Aboagye		6	Air Condition Repair Shop
Giffard	Pavement	Adley Ahenkra		7	Hairdressing Saloon
Giffard	Pavement	Auntie Esther		1	Tailoring Shop
Giffard	Pavement	Mrs Helina Nana Nelson		2	Top - Up Services
Giffard	Pavement	Francis Woode		3	Pharmacy
Giffard	Pavement	Mighty Gbeve		1	Phone Cards (Wholesale)
Giffard	Pavement	Thomas		1	Residential/Commercial
Giffard	Pavement	Dickson Yaw		2	Residential
Giffard	Pavement	Locked		1	Residential
Giffard	Pavement	Empty			Residential
Giffard	Pavement				Pig Sty
Giffard	Shed	Madam Grace Nyankyere		2	Textile Shop
Giffard	Shed	Aku Ocansey		2	Tie and dye clothes
Giffard	Shed	Dela William		5	Windscreen repairer
Giffard	Shed	Comfort Asiamah		3	Foodstuff
Giffard	Table top	Beatrice Narh		1	Petty trader
Giffard	Table top	Esther Anyorkor Sowah		1	Plantain Roaster
Giffard	Table top	Josephine Dede		2	Kenkey Seller

Giffard	Table top	Regina Narh		1	Foodstuff
Giffard	Table top	Dora Agbey		1	Provision Shop
Giffard	Table top	Elizabeth Mensah		1	Fruits Seller
Giffard	Table top	Richard Yeboah		1	Phone Cards Seller
Giffard	Table top	Asana Zakari		1	Waakye Seller
Giffard	Wooden Structure	Mercy Amegah		2	Clothes
Giffard	Wooden Structure				
Giffard	Wooden Structure	Cobbler			
Giffard	Wooden Structure	Jane Amewuvi		9	Chop Bar
Giffard	Wooden Structure	Aggies Rice		3	Food joint
Giffard	Wooden Structure	Ruth Ala		2	Provision Shop
Giffard	Wooden Structure	Mr Darko		3	Communication Centre
Giffard	Wooden Structure	Felicia Nyame		1	Hairdressing
Giffard	Wooden Structure	Gifty Gaisie		2	Tie and Dye Shop
Giffard	Wooden Structure	Aunti Naana		2	Floral Shop
Giffard	Wooden Structure	Emmanuel Odai		2	Phone Accessories
Giffard	Wooden Structure	Mr Narh		10	General goods
Giffard	Wooden Structure	Vida Conney		2	Saloon
Giffard	Wooden Structure	Prosper Aryee		4	Carpentry
Giffard	Wooden Structure	Samuel Arthur		4	Shoes
Giffard	Wooden Structure	Lizzy Tetteh		2	Foodstuff

Giffard	Wooden Structure	Monica Tawia		1	Foodstuff
Giffard	Wooden Structure	Agnes Akrobotu		5	Saloon
Giffard	Wooden Structure	Samson Oti		6	Vulcanizing
Giffard	Wooden Structure	Adelaide		2	Foodstuff
Giffard	Wooden Structure	Dongily Ventures			Mobile Phones
Giffard	Wooden Structure	Alidu			Meat Shop
Giffard	Wooden Structure	Joe Tetteh		3	Tailoring
Giffard	Wooden Structure	Agnes Kuranteng			Foodstuff
Giffard	Wooden Structure	Siste Arku		1	Vegetable Shop
Giffard	Wooden Structure	Regina Narh		1	Foodstuff
Giffard	Wooden Structure	Victor Asante		6	Electrical goods
Giffard	Wooden Structure	Emelia Yartey		1	Food and Drinks
			<b>13</b>	<b>362</b>	
<b>Name of Road</b>	<b>Type of Structure</b>	<b>Owner</b>	<b>No. of Households</b>	<b>No. of Tenants/Dependants/Apprentince</b>	<b>Activity</b>
Teshie Link	Building	Mr Alhassan	1	3	Residential
Teshie Link	Building	Palmer Botsay	1	3	Residential
Teshie Link	Building	Br. Kwaku	1	2	Residential
Teshie Link	Building	Moses Kwakye	6	10	Residential
Teshie Link	Building	Comfort Owusu	1	2	Residential
Teshie Link	Building	Edith Bologah	2	5	Residential
Teshie Link	Building	Fedor Sewornu	3	4	Cement Dealer
Teshie Link	Building	Joyce	3	7	Rubber Shop
Teshie Link	Building		5	6	



Teshie Link	Building		2		
Teshie Link	Building	Felix Agbo	1	1	Mini Boutique
Teshie Link	Building		7	11	Residential
Teshie Link	Building	Juliana Sosu	5	9	Drinks
Teshie Link	Building	Home Light	3	5	Electrical goods
Teshie Link	Building	Edward	3	3	Cement Dealer
Teshie Link	Building	Beatrice Awuku Aboagye	2	2	Hardware Center
Teshie Link	Building		2		
Teshie Link	Building	Anointed Body Ent.	1		Hardware Center
Teshie Link	Building	Shaibu Ahbed	5	12	Auto Mobile Shop
Teshie Link	Building	Mr Atta	2	3	Glass frame shop
Teshie Link	Building	Tasly Health Industry	2	3	China product shop
Teshie Link	Building	Duodu	1	2	Second hand clothing
Teshie Link	Building	Labisah	3	8	Provision Shop
Teshie Link	Building	Abigail Tawiah	3	3	Shop (Boutique)
Teshie Link	Building	Auntie	5	11	Shop(Cement)
Teshie Link	Container	Auntie		1	Shop
Teshie Link	Container	George Amofah		1	Shop (Shalex)
Teshie Link	Container	Isaac Laryea		20	Concrete Production
Teshie Link	Container	Joyce Akondor		1	Food Vendor
Teshie Link	Container	Meco Alumunium Company		3	Aluminium Products
Teshie Link	Container	Anthony Boadi		1	Plumbing Products
Teshie Link	Container	Grace Alahassan		1	Provision Shop
Teshie Link	Container	Mary Adjei		1	Spare Parts Shop
Teshie Link	Container	Solace Deku		1	Electrical goods
Teshie Link	Container	Kofi Asante		3	Cement Dealer
Teshie Link	Fence Wall			100 x 80 wall	Uncompleted
Teshie Link	Kiosk	Mr Eric Tetteh		6	Drinks
Teshie Link	Kiosk	Daniel		6	Pavement block moulders
Teshie Link	Kiosk	Patrick		5	Residential
Teshie Link	Kiosk	Fatawu		3	Residential
Teshie Link	Kiosk	Emmanuel		4	Fitting Shop
Teshie Link	Kiosk	Sister Comfort		1	Spaying Shop

Teshie Link	Kiosk	Madam Salomey		2	Saloon
Teshie Link	Kiosk	Mr Yaw Asare		2	Carpentry
Teshie Link	Kiosk	Abdu Latif Muhammed		2	Fuel Dealer
Teshie Link	Kiosk	Abdu Latif Muhammed		2	Residential
Teshie Link	Kiosk	Manet Junction Drivers Union			
Teshie Link	Kiosk	Mr Bright Ohene Andrews		2	Electrical goods
Teshie Link	Kiosk	Madam Gifty Asarewaa		2	Foodstuff
Teshie Link	Kiosk	Mr Eric Tetteh		4	Residential
Teshie Link	Kiosk	Mr James One Man		5	Mechanic Shop
Teshie Link	Kiosk	Felicia Ayenegor		2	Provision Shop
Teshie Link	Kiosk	Empty	100 x 80 wall		Mobile Shop
Teshie Link	Kiosk	Emmanuel Mensa		4	Timber Shop
Teshie Link	Kiosk	Peter Nara		1	Mobile Shop
Teshie Link	Kiosk	Kyere Nwabeng		1	Communication Shop
Teshie Link	Kiosk	Patience Yeboah		1	Fruit Shop
Teshie Link	Kiosk	Home Sweet		3	Waakye Seller
Teshie Link	Kiosk	Muchmun		4	Weilding
Teshie Link	Kiosk	Grace Nartey		10	Chop Bar
Teshie Link	Shed	Godfred K. Kudowora		6	Block Factory
Teshie Link	Shed	Beatrice Awuku Aboagye		2	Block Workshop
Teshie Link	Shed	Mr Alhassan		4	Mechanic Shop
Teshie Link	Shed	Mr Nkrumah		5	Drinks
Teshie Link	Shed			1	Akpeteshie Spot
Teshie Link	Shed	Mr Illiasu		2	Vulcanizing
Teshie Link	Table top	Mad Fati Awudu		1	Wakye vendor
Teshie Link	Table top	Akosua Asabea		1	Plantian Roaster
Teshie Link	Uncompleted	Mr Annan Dade Laryeu		10	Residential
Teshie Link	Wooden Structure	Gabriel Appiah		2	Fashion Designing
Teshie Link	Wooden Structure	George Adjei		1	Lotto Operator
Teshie Link	Wooden Structure	Maggie Azumah		3	Chop Bar

Teshie Link	Wooden Structure	Abraham N. Oteng			3	Weilding
Teshie Link	Wooden Structure	Akos			1	Drinks
Teshie Link	Wooden Structure					
Teshie Link	Wooden Structure					
Teshie Link	Wooden Structure					
Teshie Link	Wooden Structure	Mrs Felicia Mintah			2	Shoe Shop
Teshie Link	Wooden Structure	Rebecca Agbetor			1	Drinks
Teshie Link	Wooden Structure	Faustina Kunyagle			2	Drinks
Teshie Link	Wooden Structure	John Paul			3	Residential
Teshie Link	Wooden Structure					
Teshie Link	Wooden Structure	Abdul Latif Salifu			1	Meat Shop
Teshie Link	Wooden Structure	Patience Aforleh			2	Foodstuff
Teshie Link	Wooden Structure	Beatrice Kumi			1	Unit Transfer
Teshie Link	Wooden Structure	Rasia			2	Foodstuff
Teshie Link	Wooden Structure	Christiana Oteng Sefa			1	Provision Shop
Teshie Link	Wooden Structure	Fofie John			1	Unit Transfer
Teshie Link	Wooden Structure	Happy Adjei			1	Foodstuff
Teshie Link	Wooden Structure	Ebenezer			1	Vulcanizing
Teshie Link	Wooden Structure	Nicolas Obeng			1	Cylinder and Gas Shop

Teshie Link	Wooden Structure	Kofi Owusu		5	Furniture and Wood Shop
Teshie Link	Wooden Structure	Kwesi Asare		1	Second hand clothing
Teshie Link	Wooden Structures				
Teshie Link	Wooden Structures				
Teshie Link	Wooden Structures	Odifour Akwah		9	Residential
Teshie Link	Wooden Structures				
			<b>70</b>	<b>296</b>	
<b>Name of Road</b>	<b>Type of Structure</b>	<b>Owner</b>	<b>No. of Households</b>	<b>No. of Tenants/Dependants/Apprentince</b>	<b>Activity</b>
Burma Camp	Building	Wayo	4	12	Residential
Burma Camp	Building		1	1	Residential
Burma Camp	Building				Residential
Burma Camp	Building	Mr Mensah	1	2	Residential
Burma Camp	Building	Armed Forces	8	32	Residential
Burma Camp	Building	Emmanuel (Alanle)	1	6	Residential
Burma Camp	Building		1	4	Residential
Burma Camp	Building	Akborh Adjei	2	3	Residential
Burma Camp	Building	Amoah Annan	5	9	Residential
Burma Camp	Building	Akpanaa	5	14	Residential
Burma Camp	Building	Lydia Otikokanar	3	16	Residential
Burma Camp	Building	Mr Joseph Adjei	1	6	Residential
Burma Camp	Building	Mr Felix Aryee	7	4	Residential
Burma Camp	Building	Mad. Philomena	1	5	Residential
Burma Camp	Building	Mr and Mrs Noreh	4	13	Residential
Burma Camp	Building	Mr Elizabeth Yartey	3	8	Residential
Burma Camp	Building	Mr Love Amasah	7	8	Residential
Burma Camp	Building	Christ Disciples Assembly			Church
Burma Camp	Building	Christ Disciples School			School
Burma Camp	Building		1	2	Residential

Burma Camp	Building		1	3	Residential
Burma Camp	Building	Church Dominion			Church
Burma Camp	Building	Joseph Nii - Quaye Kotey	2	12	Residential
Burma Camp	Building	Mr Ninoi	1	5	Residential
Burma Camp	Building	Empty	2	5	Residential
Burma Camp	Building		2	6	Residential
Burma Camp	Container	Mr Korley		1	Cement Dealer
Burma Camp	Container	Beta		1	Shop (Rubber Products)
Burma Camp	Container	Doris Kafui		1	Shop (Rubber Products)
Burma Camp	Container	Efo		2	Carpentry
Burma Camp	Container	Johans Acheampong		1	Provision Shop
Burma Camp	Fence Wall	Mr Lomotey		2	Uncompleted
Burma Camp	Fence Wall			4	Uncompleted
Burma Camp	Fence Wall	Mr Winfred Joe - Mensah		8	Uncompleted
Burma Camp	Fence Wall	Aunti Harriet		4	Uncompleted
Burma Camp	Fence Wall	Nii Gaway Adjetye		10	Residential
Burma Camp	Fence Wall	Empty		2	Residential
Burma Camp	Fence Wall	Empty			Residential Uncompleted
Burma Camp	Fence Wall				Residential
Burma Camp	Fence Wall				Residential
Burma Camp	Fence Wall				Residential
Burma Camp	Fence Wall	Empty			Uncompleted fallow land
Burma Camp	Kiosk	Mad. Comfort A. Mensah		1	Electrical goods
Burma Camp	Kiosk	Mr George Mensah		1	Dressmaking
Burma Camp	Kiosk	Mad. Ardee		1	Provision Shop
Burma Camp	Kiosk	Joyce		1	Shop (Drinking Spot)
Burma Camp	Shed	Mad. Dede		1	Fish Monger
Burma Camp	Shops				Uncompleted
Burma Camp	Toliet Building	Mr Mensah		18	Residential
Burma Camp	Unoccupied				Residential
Burma Camp	Wooden Structure				Residential
Burma Camp	Wooden	Mr Eric Yawson		70	School

	Structure				
Burma Camp	Wooden Structure	Mr Joseph		3	Residential
			<b>63</b>	<b>308</b>	

# ANNEX 5





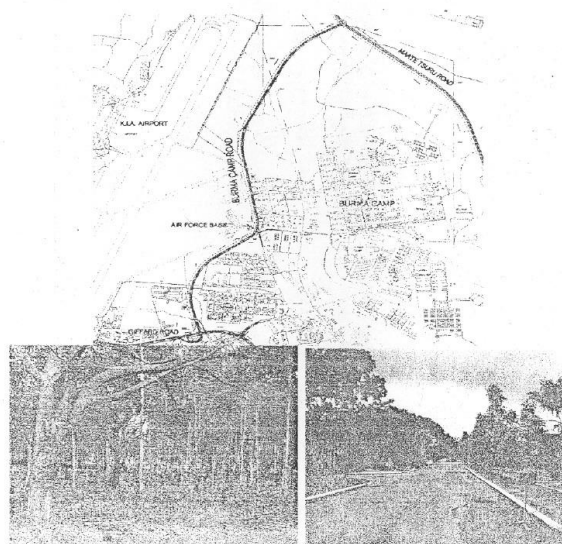
Department of Urban Roads  
(DUR)  
Ministry of Roads and  
Transport  
Republic of Ghana

International  
Development  
Association  
(IDA)



ROAD SECTOR DEVELOPMENT PROGRAM CR.3554 GH

FEASIBILITY STUDIES AND DESIGN OF  
ARTERIALS AND LOCAL ROADS IN ACCRA EAST CORRIDOR



REPORT ON BURMA CAMP ROAD PRESENTATION

August 2007

**DIWI Consult International GmbH**

Essen, Germany



In Association with

**Municipal Development Collaborative Ltd**

Accra, Ghana





Report on Burma Camp Road Presentation

DIWI Consult International GmbH



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1.0 Background

The Department of Urban Roads (DUR) of the Ministry of Transportation of the Republic of Ghana is currently implementing a part of the Road Sector Development Program (RSDP), which aims at reducing congestion and facilitating the free movement of goods and people to enhance accelerated growth of the national economy and poverty reduction.

It has become obvious from studies conducted within the Greater Accra Metropolitan Area (GAMA) that in order to alleviate traffic congestion in the eastern part of Accra, it is necessary to have an Urban Arterial Road passing through Burma Camp. In view of the security implications of such a road, discussions were initiated in March 2005 between the military authorities at Burma Camp on one hand and DUR and DIWI/MDC (consultants for DUR) on the other. These discussions were aimed at coming up with a suitable route for a proposed urban arterial road through Burma Camp, *The Burma Camp Road*.

After several meetings, site visits and studies by the consultants; a suitable route for the proposed Burma Camp Road was agreed. The consultant was tasked to study it and present a design.

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2.0 Presentation of Burma Camp Road

On Tuesday, 6<sup>th</sup> August 2007 a presentation of the design of the proposed Burma Camp Road was made by the DUR and DIWI/MDC to the military authorities at Burma Camp. In attendance were the Chief of Defence Staff and his service chiefs or their representatives.

2.1 The Burma Camp Road

The Burma Camp Road is proposed to be a four lane Urban Arterial 3.65km long. Its proposed route is as follows:

- i. It starts from Giffard Road 320m before the Congo Junction (main entrance into Burma Camp) from the 37 Military Hospital direction.
- ii. It enters Burma Camp through a wood lot along Giffard Road, behind Juba Villas (see figure 1) and heads north and then east along the alignment of an abandoned road to the Republic/M. A. Ottu/Ashley Larsen Street intersection.
- iii. It turns northwards along the alignment of the Ashley Larsen Street passing in front of the Air Force Base (see figure 2). It leaves Burma Camp to intersect with the proposed Maate Tsuru Road north of Burma Camp with a roundabout.
- iv. The first 0.5km and the last 1.7km of the road alignment are through virgin terrain.

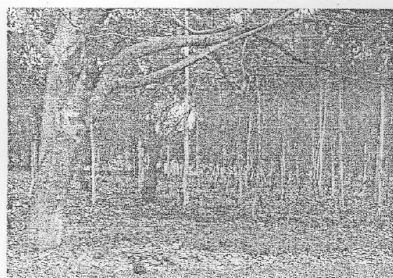


Figure 1 Wood lot along Giffard Road



Figure 2 Ashley Larsen Street, in front of the Air Force Base

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The proposed Burma Camp Road has the following characteristics:

- i. It is a Dual Carriageway with two lanes per carriageway of width 7m. The carriageways are separated by a 2.5m wide median with street lighting poles. There are 2m shoulders, 1.5m verges for landscaping and security fencing on either edge. (see figure 3)
- ii. It intersects the Giffard Road with a Trumpet Interchange. (see figure 4)
- iii. The Burma Camp Road/Republic Street/M. A. Ottu Street intersection is grade separated with the Burma Camp Road below the other streets. (see figure 5)
- iv. It is at least 300m away from the Kotoka International Airport back fence.
- v. The only access unto the Burma Camp Road would be the interchange on Giffard Road in the south and the roundabout on Maate Tsuru Road in the north. There would be no direct access to and from Burma Camp.
- vi. No u-turns would be allowed on the road.

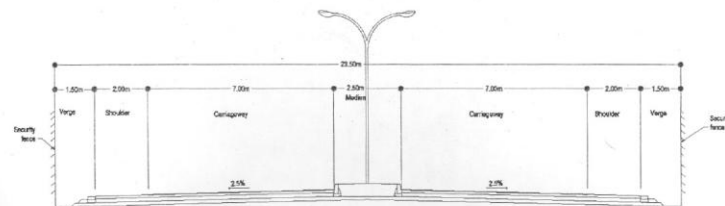


Figure 3 Typical Cross Section of Burma Camp Road

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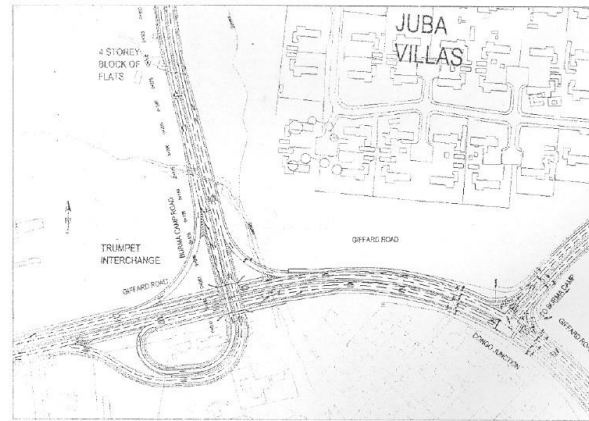


Figure 4 Giffard/Burma Camp Road Intersection

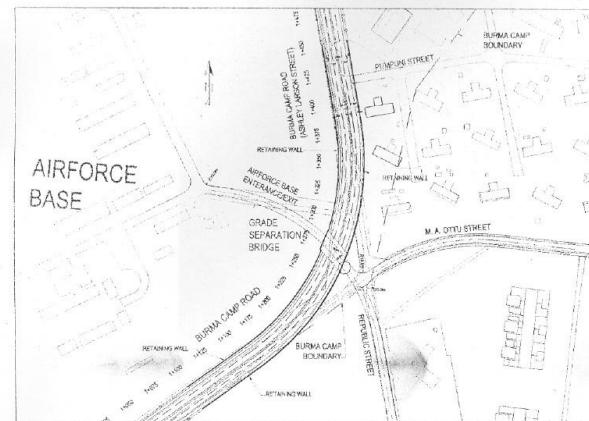


Figure 5 Burma Camp/Republic/M. A. Ottu Street Intersection

The proposed Burma Camp Road has the following property impacts:

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- i. An old four storey block of flats behind Juba Villas. (see figure 6)
- ii. The back fence wall of the Air Force Special Pre-school which is located along the Ashley Larsen Street. (see figure 7)

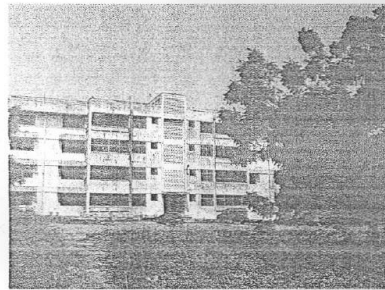


Figure 6 4 storey block of flats to be impacted

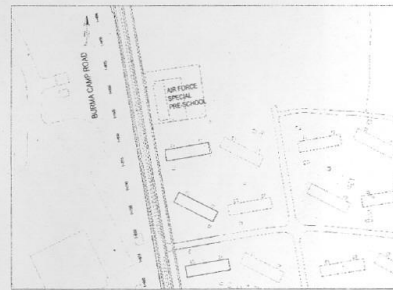


Figure 7 Impact on Air force special Pre-school

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### 3.0 Burma Camp Response

The military authorities accepted the route and character of the proposed road. The following concerns were, however, expressed:

- a. The proximity of the proposed road to residential buildings along the Ashley Larsen Street exposes them to the risk of being run into by vehicles should they get out of control.
- b. High noise levels from vehicles using the Burma Camp Road would disturb Burma Camp residents.
- c. A building similar to the four storey building to be impacted be built as a replacement.

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#### 4.0 Remedies to Burma Camp Concerns

The DUR and the Consultants have proposed the following remedies for the concerns expressed by the military authorities:

- a. Guard rails would be provided at the edges of the road to stop out-of-control vehicles leaving the road to hit buildings. Further, the road median type would be changed from a normal kerbed median to a New Jersey median. This would reduce the median width from 2.5m to 1.4m. By so doing the land take of the road would be reduced and the distance from the edge of the road to the buildings along it would be increased (see figure 8).

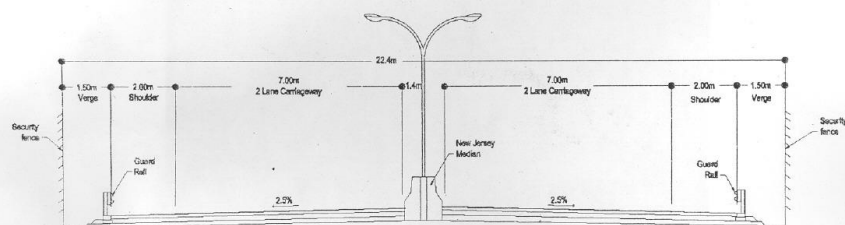


Figure 8 New Typical Cross Section of Burma Camp Road

- b. The following road signs would be mounted along the road to inform and caution motorists:
  - i. Military Zone sign
  - ii. 50km/h speed limit sign
  - iii. No Sounding of Horn sign

Vegetation and noise absorbing agents would be provided within the verge of the road to reduce the effect of vehicle exhaust fumes and noise from the road.