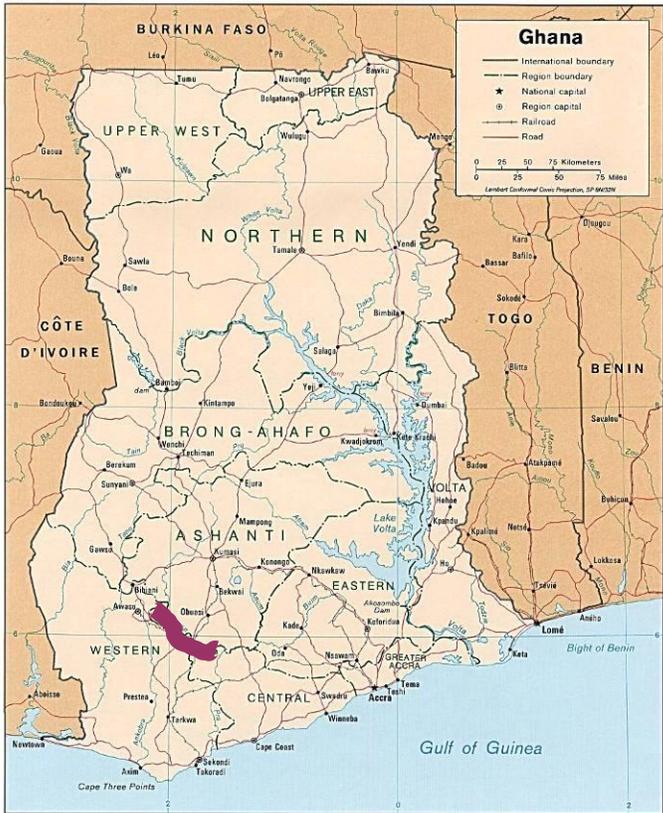


THE REPUBLIC OF GHANA MINISTRY OF TRANSPORTATION GHANA HIGHWAY AUTHORITY (GHA)



RESETTLEMENT ACTION PLAN REHABILITATION OF AYANFURI – ASAWINSO ROAD (52KM)

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December 2008

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ACRONYMS

BH	Borehole
DA	District Assemblies
DFR	Department of Feeder Roads
DUR	Department of Urban Roads
EI	Executive Instrument
EIA	Environmental Impact Assessment
EP	Electric Pole
GHA	Ghana Highway Authority
GOG	Government of Ghana
IDA	International Development Association
LVB	Land Valuation Board
M & E	Monitoring and Evaluation
MF	Ministry of Finance
MOT/MoT	Ministry of Transportation
NGOs	Non-Governmental Organisational(s)
OD	Operational Directive
OP	Operational Policy
PAP(s)	Project Affected Person(s)
RAP	Resettlement Action Plan
ROW	Right of Way
RSDP	Road Sector Development Programme
RSED	Road Safety and Environment Division
SA	Supplementary Assistance
SIA	Social Impact Assessment
TWAH	Trans West African Highway
WB	World Bank

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, facilities or structure within the right- of-way.

EXECUTIVE SUMMARY

Introduction

The Government of Ghana (GOG) has developed a policy to maintain and expand the road network in the country. As part of this policy implementation, it intends to rehabilitate the Ayanfuri to Asawinso section of the main road from Takoradi in the south to Awaso Bibiani in the north section of the Western Region. The section, which is 52.0km long, is considered as the “missing link” on the main road, which was rehabilitated some years ago.

The 52.0km Ayanfuri-Asawinso trunk road is to be rehabilitated in line with the Government of Ghana’s Growth and Poverty Reduction Strategy II (GPRS II), which seeks to achieve a high trunk road condition by end of the 2010. GOG is sourcing funding from the World Bank to finance the project, while Ghana Highway Authority (GHA) of the Ministry of Transportation is the implementing agency.

This Resettlement Action Plan (RAP) has been prepared to mitigate adverse social impacts on the identified project affected persons (PAPs). The plan 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 road 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; and*
- To maximize the involvement of PAPs and civil society in all stages of the implementation of the RAP; and*

Legal Framework

The key documents upon which the legal framework of this RAP hinges on 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, (including tenants), and tenants of houses who have been identified to be adversely affected by the road project operations.

Eligibility

Any person who was identified to suffer loss or damage to his/her building, business, trade or loss of access to productive resources, as a result of the rehabilitation of the Ayanfuri-Asawinso road project was considered eligible for compensation and/or resettlement assistance. The cut-off date for being eligible for compensation and/or resettlement assistance was 9th August 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 District Assemblies (DA's) as well as the community and opinion leaders along the project road.

Impacts of the Project

The rehabilitation of the road will take strips of land which are currently being used for socio-economic activities. Apart from house owners losing portions of their building, some business and tenants who operate within the right-of way will also to be affected, likewise, strips of farmland.

Summary - Categories of Project Affected Persons and Properties

Location	No. Properties			No. PAPs/Properties									Total No. PAPs
	PS	TS	Total	Permanent Structures					Temporary Structures				
				Owners		Tenants		Total	Owners		Tenants		
B	R	B	R		B	R	B	R					
Ayanfuri	2	5	7		2	-	2	5		-		5	7
Gyaman	1	2	3		1	-	1	2		-		2	3
Nkotomoaso	5	7	12		5	3	8	7		6		13	21
Dominase	11	12	23		11	13	24	12		-		12	36
Diaso	1	4	5		1	-	1	4		5		9	10
Amuabaka	6	-	6		6	17	23	-		3		3	26
Asawinso	-	3	3		-	-	-	3		6		9	9
Total	26	33	59		26	33	59	33		20		53	112

PS= Permanent Structure

TS = Temporary Structure

B = Business

R = Residence

Assessment and Payment of Compensation

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

- *Owners of Permanent Structures*
- *Owners of Temporary Structures*
- *Tenants*

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 and tenants of all structures is based on three components:

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

Compensation to tenants is based on three components:

- *Amount of rent being paid;*
- *Number of months of remaining advance rent;*
- *Additional three months of rent being paid, if a replacement tenure cannot be provided.*

Entitlement Matrix

Category of PAPs	Type of Loss	Eligibility Criteria	Entitlement
<i>Business Owners and Residence Owners</i>	<i>Temporary Business Structures (wooden kiosk)</i> <i>Permanent Structures (Residential houses)</i> <i>Church</i>	<i>Lease contract, rental receipts, MOU</i> <i>Building permit, structure drawings, three neighbor witnesses and photographs (of informal properties)</i>	<i>Compensation – Capital Market Value of Asset</i>
	2. Loss Incomes		
<i>Business Tenant and Residence Tenants</i>	<ul style="list-style-type: none"> - Loss of business income - Loss of business rent - Loss of residential rent - Loss of advanced rent for tenants 	<i>Audited accounts, Account books, Ledger book</i> <i>Lease contract, rental receipts, MOU</i> <i>Lease contract, rental receipts, MOU</i> <i>Lease contract, rental receipts, MOU</i>	<ul style="list-style-type: none"> - average net monthly loss/profit for two months - Compensation for equivalent lease or three months rent, and mobility allowance/disturbance - Compensation for equivalent lease or three months rent and mobility allowance/disturbance - equivalent of rent advance to be refunded
<i>Vulnerable Groups</i>	<i>Comfort and security</i>	<i>Elderly, physically challenged, long-term sick,</i>	<i>Supplementary compensation to be settled case by case</i>
	3. Relocation Public Amenities		-
<i>Public Amenities</i>	<i>Electric poles</i> <i>Borehole</i>	<ul style="list-style-type: none"> - Electric pole within the ROW - Borehole within the ROW 	<i>Supplementary Assistance based:-</i> <ul style="list-style-type: none"> - Relocation cost
	4. Relocation Cultural Assets		
<i>Cultural Assets</i>	<i>Cemetery</i>	<i>Community, Family and/or Religious Institution cemetery located within the ROW</i>	<i>-Payment of Customary rituals, mobility and disturbance allowance and relocation of cemetery</i>

Grievances and Redress Procedure

Under Ghana's State Land 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 GHA has however, set up a Grievance and Redress Committee to receive and mediate compensation disputes amicably. The Committee is composed of the Director of Survey and Design, the Principal Valuer, the Environmental Manager and the Principal Legal Officer, an EPA officer as well as a representative from the relevant District Assembly. 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 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 GHA 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 GHA will be responsible for the internal monitoring of the day to day implementation of this RAP. External monitoring will be carried out by the MOT, the EPA and the departments of works, of the Districts Assemblies, while external Consultants or NGOs will be hired to evaluate and audit the implementation.

Estimated Cost of ARAP

The budget for this RAP includes compensation fee for owners affected temporary and permanent structures, tenants for both temporary and permanent structures, that for affected utilities as well as affected cultural and community facilities.

The overall cost of implementation of the RAP is GH¢ 325,036.34 (US\$ 383,542.88). The cost for implementing this RAP would be covered by the Investment Credit for this project. (See references, footnote, assistance to borrower) The details are presented in Annex 2. below is the budget of this RAP.

Resettlement Budget – Ayanfuri-Asawinso Road

Item	Ave. No. Unit	Ave. Unit Cost (GH ¢)	Total Cost (GH ¢)
Mass Swish	7	4,346.21	30,423.50
Fence Wall	1	8,270.69	8,270.69
Sandcrete blocks structures	14	6,134.93	79,754.10
Septic Tank	1	1,466.00	1,466.00
Toilet and Bath	1	2,307.60	2,307.60
Landcrete building structures	2	7,862.90	15,725.80
Wooden Structure	26	3,422.75	88,991.55
Wooden Kiosks	7	1,280.94	8,966.60
Electric Pole	3	1,530.58	4,590.00
Borehole	1	10,000.00	10,000.00

Church	1	21,040.50	21,040.50
Cemetery (graves)	5	1,500.00	7,500.00
Consultations with PAPs	8	1,000.00	8,000.00
Monitoring	8	2,500.00	20,000.00
Completion Report	1	3,000.00	3,000.00
Contingency		15,000.00	15,000.00
Total			325,036.34 (US\$ 383,542.88)

NB: Exchange rate applied is GH¢1.18 to \$1. (December 17/08)

1.0 INTRODUCTION

The Government of Ghana has decided to rehabilitate the Ayanfuri-Asawinso sections of the main road from Takoradi Harbour in the south and Awaso in the North West of Ghana. The section to be rehabilitated is seen as the missing link of the main road.

The project as proposed, falls in the category of undertakings (Regulation 3 of the Environmental Assessment Regulations, (L.1.1652, 1999), for which Environmental Impact Assessment (EIA) is required, as the basis for consideration for an Environmental Permit. Again in view of possible destruction of properties (buildings and other properties) a Social Impact Assessment was conducted in line with the Ministry of Transportation's (MoT) ESMF and the World Bank's Operational Policy O.P 4.12. This was done to ensure that people whose properties are affected as a result of the road project receive full compensation.

The negative impacts identified in the two studies i.e. the EIA and the SIA, include the destruction of strips of farmlands, properties (both residential and commercial) and other structures. This RAP outlines a compensation plan to be implemented to mitigate the negative impact of affected properties.

Under Act 186 of Ghana's State Lands Act 186 of 1963, any person who will suffer the loss or damage to his or her property as a result of any project will receive compensation. This also applies to owners of properties along the Ayanfuri – Asawinso road.

1.1 Objectives of the RAP

The main objectives of the RAP include the following:

- To prevent or at least mitigate the adverse impacts associated with the implementation of the road 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);
- To maximize the involvement of PAPs in all stages of the implementation of the ARAP; and
- To ensure that the standard of living of PAPs is improved or at least restored.

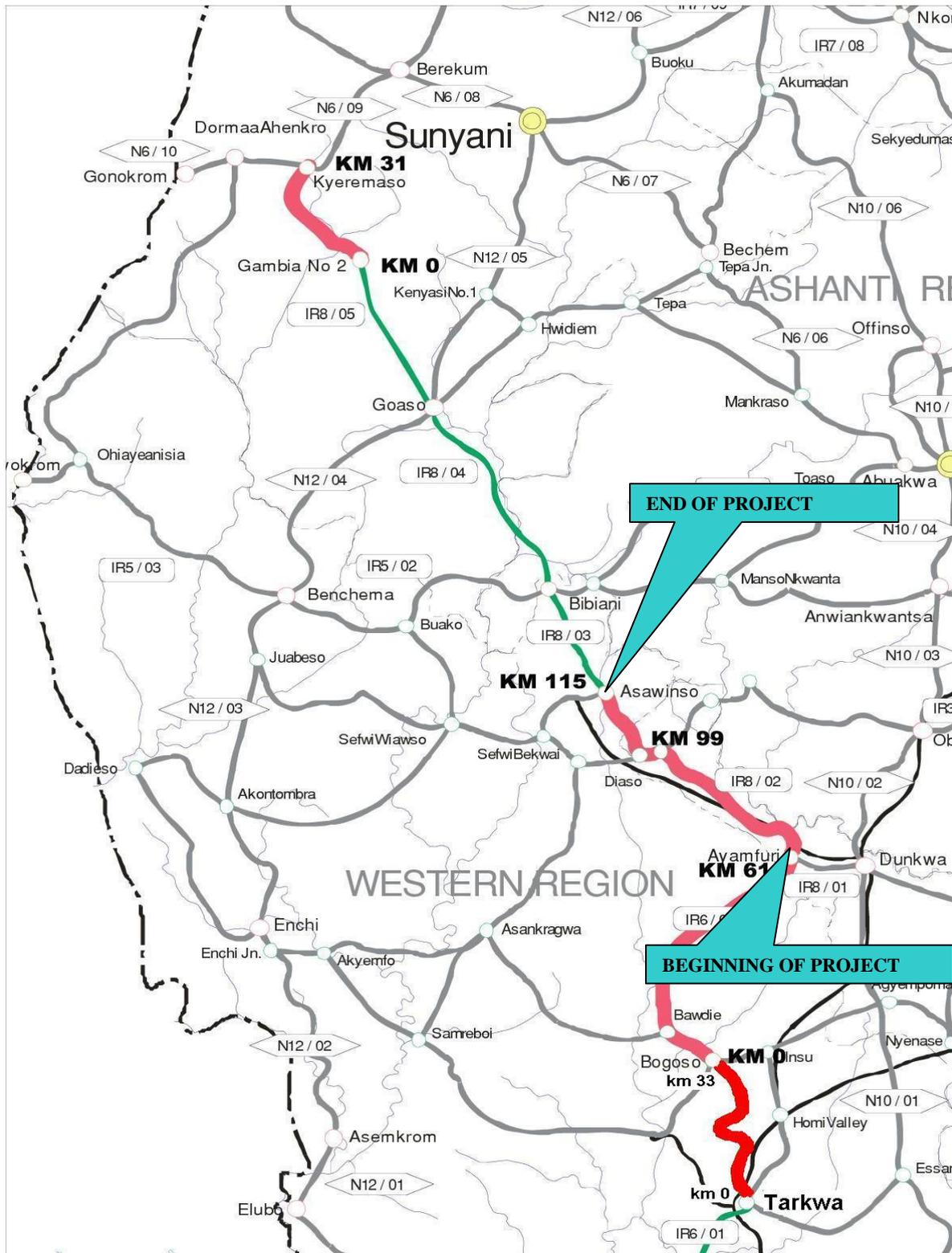


Fig 1: Location Map of the Road Corridor

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 Ghana Highway Authority (GHA)

GHA is the road agency implementing the road rehabilitation of the Ayanfuri-Asawinso road and will therefore implement and monitor this plan.

The GHA will be directly responsible for ensuring that every PAP entitled to supplemental assistance and/or compensation is adequately paid and on time. The Road Safety and Environment and the Contracts Divisions of the GHA 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 District Assemblies

The Assemblies are the local authorities who have jurisdiction over the road corridor. The Assembly grant permits and licenses for development and operation of infrastructure and any commercial activity. Any development, redevelopment and relocation of businesses resulting from the road project as a result of implementing this plan will be approved by the DA and the necessary permits issued. Two Districts Assemblies are involved in the implementation of this RAP, the Wassa Amenfi and Upper Denkyira districts, as the road section to be rehabilitated traverses their districts.

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 that will be disconnected back onto their systems.

A Utility Relocation Coordination team has already been established by the MOT with members from the Electricity Company, Ghana Water Company, Ghana Telecom, representatives of all private telecommunication companies, MOT, GHA, DUR, DFR and the Ministry of Finance. The committee is responsible for ensuring that relocation of utilities on all road projects are coordinated to ensure that future road expansions and maintenance projects does not involve any further relocation of utilities.

2.1.6 Ministry of Finance/Accountant General's Department

On request from the GHA/Ministry of Transport, the Ministry of Finance will authorize and release to GHA, the funds required to implement this resettlement action plan pay supplemental assistance and compensations.

2.1.7 GHA Project Management Unit

The organizational framework for the management of the payment of compensation will be the responsibility of the Ghana Highway Authority (GHA). The GHA will set up a Project Management Unit (PMU) comprising of representatives from the Planning, Contract, Road Safety and Environment Divisions as well as the Valuation Section. The main task of this PMU is to oversee the effective implementation of the RAP.

3.0 LEGAL FRAMEWORK FOR EXPROPRIATION AND COMPENSATION

The important documents upon which the legal framework of this resettlement action plan hinges on are: the Constitution of Ghana, State Lands Act which gives authority for land to be acquired if it serves the public interest, the Statutory Way-Leaves Instrument, the Resettlement Policy Framework of the MoT 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.

3.1 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.

3.2 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 the MoT's RPF of 2006.

3.3 Statutory Way-Leaves 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 Lands (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.

3.4 The World Bank Operational Policy OP 4.12

Paragraph 1 of the OP 4.12 states in part 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.

The policy objectives and details of the OP 4.12 can be found in the MOT’s 2006 RPF.

3.4.1 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 Policy 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 be assisted during their transition period in the resettlement site and efforts made to restore their livelihoods whereas the State Lands Act is very silent on that. The matrix below shows a comparison between the Ghanaian Laws to the World Bank.

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.

In response to World Bank Policies, this RAP is being developed taking into account the directions of World Bank Operational Policy OP 4.12 with the involvement of affected persons through consultations and compensation paid based on full replacement cost; disturbance and restoration of livelihood. 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.

3.5 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 all road 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.

4.0 PROJECT DESCRIPTION

The project road (52.0 km) runs in South-North direction from Ayanfuri in the Central Region through Diaso to Asawinso all in the Western Region as indicate in the map.

The main road runs South-North from Takoradi to join the Awaso-Bibiani road at Asawinso through mainly agricultural towns and villages. The section to be rehabilitated was left out during the rehabilitation activities implemented a few years ago. The proposed 52.0km section to be improved has deteriorated. This has led to high vehicle operating costs, low vehicle speed, high accident rates, dust pollution in the settlements and low utilization of the main road in terms of traffic volumes. Traffic safety measures such as pedestrian crossings and road line markings as well as road signs are absent along the sections.

The proposed rehabilitation works will comprise the following:

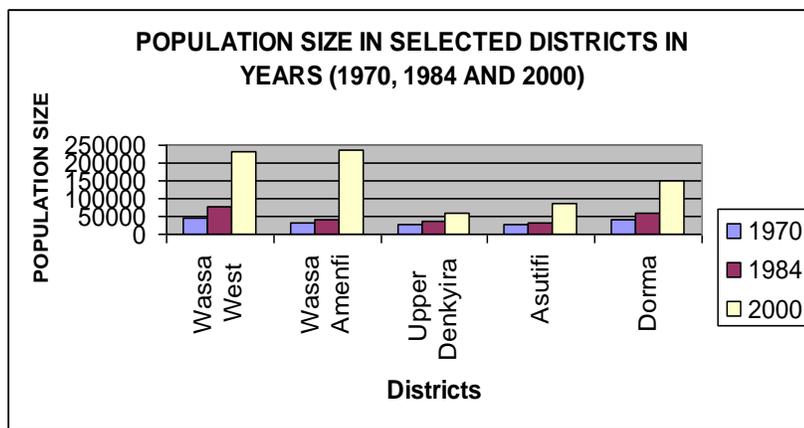
- Improvement of the alignment at the poor sections;
- Widening the road to a lane width of 3.65m and 2.5m shoulder on each side;
- Reconstruction of the base material and pavement of the entire road length;
- Reconstruction or widening of culverts and drains;
- Provision of lay-bys/bus bays at appropriate locations;
- Installation of road signs and markings; and
- Installation of necessary traffic and pedestrian control devices.

The horizontal and vertical alignments of the project road have been designed to meet the requirement of 100 km/hour and to improve safety.

4.1 Socio – Economic Profile of the Project Area

The population of the two districts (Wassa Amenfi and Upper Denkyira) traversed by the road was about 34,000, in year 2000, see fig.2 below. The road project area is sparsely populated. The intercensal growth rate for the country has slightly declined from 2.6% to 2.5%. The Western region growth rate has dropped from 3% to 2.9%. The Ashanti and Central Region growth rates followed the National Trend.

Fig 2. - Population Graph for the Selected Districts



Gender

Majority of the women in the project area are engaged in commerce mostly trading. The female population dominates the unemployed. With regard to education, there is a gender bias, in school enrolment in the rural sections of communities along the road corridor.

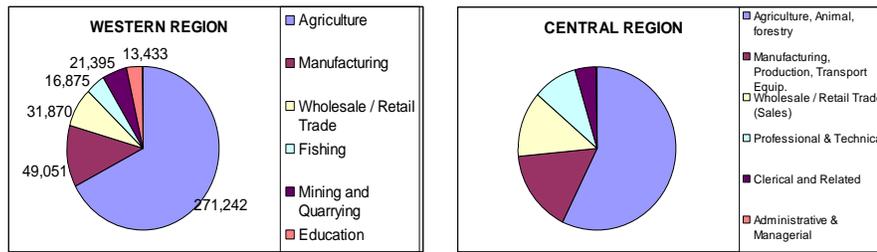
Female enrolment outweighs that of the male. However a high number of female dropouts at higher educational levels result in a higher number of women who are uneducated.

Some of the reasons for higher illiteracy among women include inadequacy of financial resources, teenage pregnancy, low emphasis placed on female education and pressure for girls to support the home.

Economic Activities

Agriculture is the principal occupation of the population in the road corridor, and likewise for the two regions (Western and Central) traversed by the road.

Regional Economic Activities – Bogoso-Asawinso Section



Land Use – In the Road Project Corridor

The land use along the project road (see Table 1 below) is dominated by natural environment and scattered settlements. The road section passes through semi-urban centres such as Ayanfuri and Diaso. Below, are major landmarks along the project road. Very few of them will be affected, since they are beyond the right of way, as the census confirmed.

Table 1: Ayanfuri – Asawinso Road

LAND USE	LOCATION	
	RIGHT HAND SIDE	LEFT HAND SIDE
Ayanfuri	0+000	0+000
Plantain Farm		0.5
Cassava farm		0.6
School	2.00	
Electric Poles	2.700	
Football Park	3.900	
Junction	2.300, 4.300	
Church	5.700	
Road Side Market	6.050	
Ayanfuri Gyaman	6.100	6.100

LAND USE	LOCATION	
	RIGHT HAND SIDE	LEFT HAND SIDE
Nkotomoaso	9.700	9.700
Junction	11.000	
Railway line	11.500	11.500
Bamboo Groove	12.900	12.900
Brofeyedru	13.500	13.500
Ghana Railway line	13.900	13.900
On Street Parking	31.15	
Water Hand Pump		31+500
Denkyira – Obuasi		31+500
Cassava Farm	34.000	34.000
Plantain Farm	34.000	34.000
Bamboo Groove		35.55
Old Borrow Pit		35.900
Oil Palm Farm	35.900	
Cocoa Farm	35.900	
Water Hand Pump		37.150
Football Park		37.250
School		37.650
Dankwakrom	37.700	
Farm Hamlet	38.200	
Old Borrow Pit	39.300	
End of Gyaemesu	40.100	40.100
Water Hand Pump	41.050	
School Park		41.000
Gyaemesu Nkwanta	41.050	41.050
Agona Port	102.95	41.950
Sawmill		44.800
End of Diaso	44.900	44.900
Bridge – Dia River	45.000	45.000
Healthcare Centre	45.300	
Cemetary		106.85
Diaso	106.85	106.85
Forest	107.8-109.0	107.8-109.0
Plantain Farm	108.7-110.0	
Maize Farm		111.8
Cocoa Farm	111.0-113.0	112.0
Amobaka	113.0-113.4	113.0-113.4
Forest	113.9-115	
Vegetation	116.6	

LAND USE	LOCATION	
	RIGHT HAND SIDE	LEFT HAND SIDE
Bridge – Ebesiem River	118.15	
Bamboo Groove	118.2	
Water Hand Pump	118.7	
Besiem	118.7	118.7
Plantain Farm	120.00	120.5
Oil Palm Farm	120.9,120.5,119.4	
Bamboo Groove	118.95,119.1,121.0	
Fuel Station	121.50	
Mechanic shop	121.50	
End of Project	121.55	

5.0 ASSESSMENT OF PROJECT AFFECTED PERSONS

5.1 Socio-Economic Characteristics of Project Affected Persons

The field census to identify project affected persons (PAPs) along the road project corridor was carried out in August 2008. The census confirmed that, 112 persons will be eligible for compensation. They include: a) house owners (26); b) tenants (53) and kiosk owners (33). Dominase, is the most affected settlement with 36 PAPs.

5.2 Justification for the Resettlement Action Plan (RAP)

The main objectives of the RAP is to ensure that project affected persons do not lose their sources of livelihoods or assets. The ESIA of the project confirmed that, the current road rehabilitation project will induce adverse social impacts; as the civil works require clearance of 6.15m on either side of the centerline of the existing road. As result, strips of urban and rural land, will be acquired, affecting structures and strips of farmland in the right of way (ROW). For these reasons, GHA has prepared this RAP, which includes a demographic survey, a description of the compensation and assistance to be provided, public consultation, grievance procedures, institutional responsibility for the operation, monitoring arrangements, and a calendar and budget.

The RAP has been prepared following the 2006 Resettlement Policy Frameworks prepared by the MOT for the Roads Sector, and the guidelines of World Bank's Operational Policy (OP4.12, 2001).

5.3 Methodology

The RAP preparation team visited the project site between 29th July and 9th August 2008 to assess the state of encroachment within the 12.3m safety zone (i.e. 6.15 m on either side of the centerline).

In each community, the team first contacted the Chiefs and Elders, District Assemblies and other relevant institutions to sensitize them on the study and to enlist their assistance for the studies within the safety corridor in their jurisdiction. The team also discussed with the DA Officials as to how best the reassignment of market spaces and the transfer of marketing facilities (e.g., kiosks, tables) would be carried out. There was a general consensus by the local and traditional authorities on the necessity of clearing the road corridor for safe and effective implementation of the project.

The local jurisdictions nominated contact persons who went to site with the field team to determine whether any traders were within the 6.15m limit of the safety corridor. From time to time, several neighboring vendors also joined the discussion to enquire about the purpose of the field visit. The traders readily accepted the exercise to clear the safety corridor and indicated their willingness to do so anytime the project was to start. As part of the RAP preparation process, staff from Environmental Unit and the GHA's Valuation Section informed the potential PAP's at an early stage about the resettlement and compensation packages that would be available to them.

The preparation of the RAP was preceded by a socio economic survey for the preparation of a Social Impact Assessment (SIA). The census data collected for the preparation of the RAP include the following:

- Name of property owner
- Occupation
- Land ownership
- Type of Structure
- Listing of affected households and individuals as well as
- Listing of affected businesses

5.4 Eligibility

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 Ayanfuri-Asawinso road project was considered eligible for compensation and/or resettlement assistance.

The cut-off date for being eligible for compensation and/or resettlement assistance was the 9th August 2008, which is the last day during which the socio-economic survey was completed. The cut-off date was explained and agreed with the Districts Assemblies 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.

5.5 Findings

The field survey concluded that only few structures fall within the road safety corridor required for the implementation of the proposed rehabilitation project. Temporary structures were identified at Asawinso, Diaso and Dominase and these included kiosks, sheds and tables among others. The PAP's were categorized as follows;

- Owners of permanent structures that may be dislocated to varying degrees;
- Owners of business (temporary) structures that may have to relocate;
- Tenants of both permanent and temporary structures.

Table 2: Summary - Categories of Project Affected Persons and Properties

Location	No. Properties			No. PAPs/Properties										Total No. PAPs
	PS	TS	Total	Permanent Structures					Temporary Structures					
				Owners		Tenants		Total	Owners		Tenants		Total	
B	R	B	R		B	R	B	R	B	R				
Ayanfuri	2	5	7		2		-	2	5		-		5	7
Gyaman	1	2	3		1		-	1	2		-		2	3
Nkotomoaso	5	7	12		5		3	8	7		6		13	21
Dominase	11	12	23		11		13	24	12		-		12	36
Diaso	1	4	5		1		-	1	4		5		9	10
Amuabaka	6	-	6		6		17	23	-		3		3	26
Asawinso	-	3	3		-		-	-	3		6		9	9
Total	26	33	59		26		33	59	33		20		53	112

PS= Permanent Structure TS = Temporary Structure B = Business R = Residence

Potential loss of land will be induced by operations related to borrow pits and quarries and the project Camp Site.

5.5.1 Affected Permanent Structures

Twenty-six (26 no.) permanent structures will be affected in varying degrees by the rehabilitation of Ayanfuri-Asawinso road project. These have been referenced and have been valued for compensation. Prior to commencement of civil works, a joint field mission for confirming the values of the affected properties will be made by the GHA Valuation Section and the Western Regional personnel of the Land Valuation Board (LVB). Final valued offers will then be made to property owners. GHA will then pay approved values to each property owner.

Where there is a delay in the approval of final of values of the affected properties by the LVB, GHA will arrange to make initial payment of estimated values presented by the GHA Valuation Unit to the beneficiaries and the difference paid when approval is received from the LVB. This is to enable the PAPs to start arranging for alternative

accommodation or resettlement. Table 3 outlines the proposed implementation schedule of this RAP.

5.5.2 Affected Temporary Structures

Thirty-three (33) temporary structures were identified to be affected by the road project. However, not all of these structures will need to move away from their present location. Most of the structures have been brought close to the road, with large tracts of unoccupied land behind which the temporary structures can be conveniently moved without falling within the safety corridor. Traders and users of the ROW tend to place their structures close to the road because to attract motorists and road users. So for a large number of these persons it will be possible for them to relocate onto unoccupied land that lies immediately outside the ROW.

The District Assembly officials also indicated that the Assembly has earmarked sites to be developed into markets for timber and lumber sellers. However the GHA will still go ahead to process supplemental assistance to all affected persons so that if the DA's delay in the construction of these earmarked the affected PAP's can relocate before the road works commences.

Table 4 above indicates the implementation schedule for the structures. Attached in Annex 2 are the list of affected properties, their owners and extent of impact on the properties (i.e. partial or total).

5.6 Acquisition of 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 report and lessons from previous projects of similar nature, the Ghana Highway Authority applied in April 2008 to the Lands Commission through the Ministry of Transportation for the acquisition of an EI for the right-of-way for the rehabilitation of the Ayanfuri-Asawinso road project.

Table 3: Proposed Schedule for the Implementation of the RAP

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

6.0 COMPENSATION AND OTHER ASSISTANCE

Based on a road reservation of 12.3m, all permanent and temporary structures located within the reservation band were identified for either compensation or other assistance before and up to the 8th August 2008. Provisions were made for the following:

- Compensation for displaced residents (land lord, tenants)
- Compensation for land taken
- Supplemental assistance to be paid to shop owners who can provide credible records and documentation of ownership as well as
- Supplemental assistance to enable relocation of temporary structures

6.1 Assessment of Compensation

Properties that may be affected by the road project will be inspected/referenced or enumerated jointly by the Valuation Section of the GHA and the Western Regional Office of the Land Valuation Board, the Government's statutorily accredited valuation body. The properties will be captured and photographed with detail measurement as well as constructional details. The type, age, state and stages of all affected properties would be made. The price or amount of compensation to be paid would be based on the depreciated replacement cost plus the value of the land/structure.

Owners and tenants of both residential and business structures will be paid compensation that will be based on assessed values of their properties.

Compensation to owners and tenants of these structures has three components:

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

Legal land ownership must be established before appropriate compensation will be paid. 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 District Assembly Annual License fee and have some income while their business gets back on its feet. Below is an entitlement for this RAP.

Table 4: Entitlement Matrix

Type of Loss	Eligibility Criteria	Entitlement
1. Loss of Structures		
Temporary Business Structures (wooden kiosk) Permanent Structures (Residential houses) Church	Various interest and rights – freeholder, leaseholder Landlord/Leaser	Compensation – Capital Market Value of Asset
2. Loss Incomes		
- Loss of business income - Loss of business rent - Loss of residential rent - Loss of advance rent for tenants	- Business owner/operator - House owner/Tenants - Landlord/Leaser - Business employees/attendants - Owner of building during the reinstatement period	Supplementary Assistance based:- - average net monthly profit; - monthly rent passing; - equivalent of rent advance to be refunded - monthly wages earned;
3. Relocation Public Amenities		-
Electric poles Borehole	- Electric pole within the ROW - Borehole within the ROW	Supplementary Assistance based:- - Replacement cost
4. Relocation Cultural Assets		
Cemetery	Community, Family and/or Religious Institution cemetery located within the ROW	- Replacement Cost

6.2 Grievance and Redress

All PAP's would be offered the approved compensation by the LVB. If the property owner or PAP is not satisfied with the offer, he/she has the option of petitioning the Grievances and Redress Committee set up by GHA or employ 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 GHA for payment to the beneficiaries.

The GHA has however, set up a Grievance and Redress Committee to receive, mediate and compensation disputes amicably. The Committee is composed of the Director of Survey and Design, the Principal Valuer, the Environmental Manager and the Principal Legal Officer, an EPA officer as well as a representative from the relevant District Assembly. It is expected that this Committee will be able to amicably settle any claims and disputes.

In situations where the beneficiary is still not satisfied with the amount of compensation payable to him/her, the PAP can seek redress from the Magistrate court at District Assembly to the High court as is common practice in Ghana. However, the property cannot be demolished until the issue is resolved.

Compensation will only be paid to a PAP after receiving his/her written consent. Should a PAP refuse the compensation suggested by the LVB, litigation is settled by the courts. The litigation commences from the Magistrate Courts and if the applicant is still not satisfied with the decision, he/she can appeal to the highest court which is the Supreme Court.

However, grievances are first preferred to be settled amicably whenever possible. That is, the PAP is allowed to engage his own Valuer at the cost of the project to determine the compensation due. The Valuer and the LVB then together will negotiate a settlement. If the PAP is still not convinced with what has been proposed, as stated above, he can take the case to the court for redress.

7.0 PUBLIC CONSULTATIONS

7.1 General Consultation

GHA officials have from time to time been educating the public as to the need to preserve the ROW for all road corridors in the country and the consequences of encroaching/locating structures in the ROW. While these warnings have generally had little effect, they have served to sensitize people on their rights. It may be partly due to the above reason that there are no major permanent structures within the safety corridor.

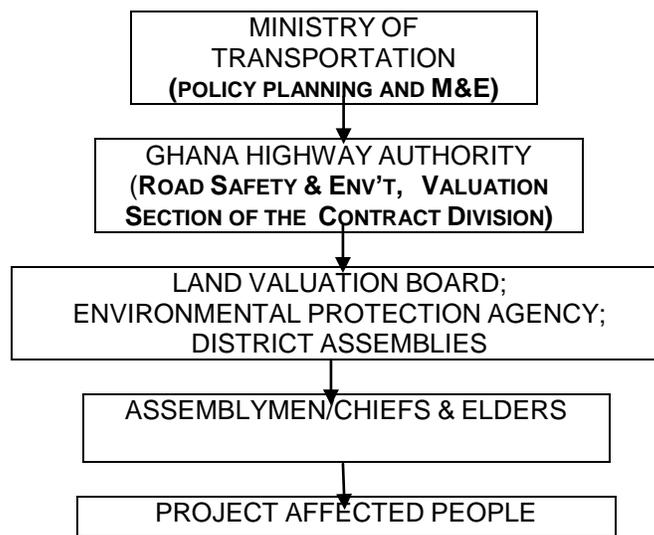
The monitoring team will liaise with all those involved in the compensation/resettlement process (e.g. the Valuation Section, Legal Division and the Lands Valuation Board) to monitor the timing. The affected persons will be kept informed at the various stages of the process.

8.0 INSTITUTIONAL RESPONSIBILITIES

The Ministry of Transportation (MOT) is ultimately responsible for ensuring the smooth implementation of the road project. The GHA as the implementing agency has the ultimate responsibility for implementing this RAP. The GHA, through its Road Safety and Environment and the Valuation Section under the Contract Division will be directly responsible for ensuring that every PAP entitled to supplemental assistance and/or compensation is adequately paid and on time. The

Various governmental agencies also have a role to play to ensuring the effective implementation of the program. At the same time, GHA will work in collaboration with local officials to implement the clearance programme. GHA will inform the Assembly in each locality of the date to begin clearance of the safety corridor. A public forum will be convened to further explain the program to the affected people.

Figure 3: Organizational Structure



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 the provisions of RAP.

The GHA has established two monitoring mechanisms in the implementation of this RAP, the internal monitoring and the external (independent) monitoring.

Internal monitoring will be carried out by the Ministry of Transportation (MOT), Land Valuation Board (LVB), Environmental Protection Agency (EPA) and the District Assemblies (DA) to ensure that the GHA's Project Management Unit follow the schedule and abide by the principles of this RAP. The purpose of this internal monitoring is to maintain responsibilities of the resettlement implementation institution i.e. GHA.

The services of an external (independent) 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 M & E Directorates of the MOT will co-ordinate the activities of all the monitoring agencies.

Table 5: Monitoring Responsibilities

Actors	Role
Ghana Highway Authority (Environmental Unit)	Lead the internal monitoring, day today and periodic.
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. Periodic monitoring of the Plan implementation and its impact.
Land Valuation Board	Regular monitoring to ensure that the approved assessed compensation are paid
Environmental Protection Agency	Periodic monitoring of the Plan implementation and its impact.
Wassa Amenfi and Upper Denkyira, District Assemblies (DA)	Periodic monitoring on impacts of the Plan implementation
External Consultant(s) or NGOs	Periodic monitoring, evaluation and auditing of implementation of RAP

10 BUDGET

The general budget for this RAP includes compensation fee for owners affected temporary and permanent structures, tenants for both temporary and permanent structures, that for affected utilities as well as affected cultural and community facilities. The overall cost of implementation of the RAP is GH¢ 325,036.34 (US\$ 383,542.88). The cost for implementing this RAP would be covered by the Investment Credit for this project.

On the basis of methodology for assessing the compensation due to the PAP as indicated in Section 7.1, an estimate has been prepared to guide the payment of compensation and is presented in Annex 2. A summary of the budget as follows:

Table 6: Resettlement Budget Ayanfuri-Asawinso Road

Item	Ave. No. Unit	Ave. Unit Cost (GH ¢)	Total Cost (GH ¢)
Mass Swish	7	4,346.21	30,423.50
Fence Wall	1	8,270.69	8,270.69
Sandcrete blocks structures	14	6,134.93	79,754.10
Septic Tank	1	1,466.00	1,466.00
Toilet and Bath	1	2,307.60	2,307.60
Landcrete building structures	2	7,862.90	15,725.80
Wooden Structure	26	3,422.75	88,991.55
Wooden Kiosks	7	1,280.94	8,966.60
Electric Pole	3	1,530.58	4,590.00
Borehole	1	10,000.00	10,000.00
Church	1	21,040.50	21,040.50
Cemetery (graves)	5	1,500.00	7,500.00
Consultations with PAPs	8	1,000.00	8,000.00
Monitoring	8	2,500.00	20,000.00
Completion Report	1	3,000.00	3,000.00
Contingency		15,000.00	15,000.00
Total			325,036.34 (US\$ 383,542.88)

NB: Exchange rate applied is GH¢1.18 to \$1. (December 17/08)

11. DISCLOSURE

This Resettlement Action Plan will be disclosed in Ghana by MOT, EPA and GHA, by publishing copies in the major newspapers and at the websites of the MOT, GHA and the EPA. Hard copies would also be available at their offices of MOT, GHA and EPA. Likewise, hard copies will also be disclosed at the Western Regional offices of the GHA and EPA as well as at the two District Assemblies, Wassa Amenfi and the Upper Denkyira District which are traversed by this road section. In addition, summaries of this RAP will be made available in local languages at District Assembly Offices. The GOG through the MOT will also authorize the World Bank to disclose this RAP electronically through its Info-Shop in Washington D.C.

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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

ANNEX 1
PUBLIC FORA IN PICTURES

Tarkwa-Bogoso Road Section Public Forum in Pictures



Bogoso-Ayanfuri-Asawinso Road Section Public Forum in Pictures





ANNEX 2
LIST OF AFFECTED PROPERTIES AND ESTIMATED
COST

Loc.	Valuation No.	Town	Type of Structure & Dimension	Name of Owner	No. of Persons Affected	Land Taken in Acreage	Land Value@ GH¢	Building/ Structure Value GH¢	Estimated Compensation (GH¢)	Comments
<i>Resettlement Acton Plan</i>			<i>Reconstruction of Ayanfuri-Asawinso Road (52Km)</i>							
	Ayan 2	Ayanfuri	Mass Swish(4.2ft x 19.5ft, 8.5 ft x 19.3ft)	C K Amoabeng	1	0.0450	89.96	14,245.64	14,335.60	LHS
	Ayan 5	Ayanfuri	Fencewall/ Paved Area (2.9ft x 5.9ft)	Maame Yaa	1	0.0500	99.91	8,270.69	8,370.60	LHS
	Gym 1	Gyaman	Sandcrete building (17.5ft x 63.5ft)	Gyaman Denkyera Com. Market	1	0.0354	70.76	22,154.14	22,224.90	RHS
12+300	NK 3	Nkotomso	Sandcrete block (6.7m x 14.4m)	Church of Christ	1	0.0567	113.49	20,927.01	21,040.50	RHS
	NK 4	Nkotomso	Sandcrete building (17ft x 15ft)	Adwoa Amoakoa/ Stephen Ofori	4	0.0101	20.20	5,465.10	5,485.30	RHS
	NK 8	Nkotomso	Uncompleted Sandcrete building (17ft x 15ft)	Yaw Kusi		0.0129	25.71	5,104.19	5,129.90	RHS
	NK 9	Nkotomso	Septic Tank (10ft x 7ft)	Abena Ampomaa	1	0.0048	9.64	1,456.36	1,466.00	RHS
	NK 10	Nkotomso	Sandcrete building (17ft x 15ft)	Auntie Akua Efua	1	0.0070	14.05	2,438.75	2,452.80	RHS
	DO2	Dominase	Sandcrete Store (4.3m x 4.4m)	Oppong Kyekyeku	2	0.0219	43.71	4,184.35	4,228.06	LHS
	D03	Dominase	Toilet & Bath (1.6m x 5.6m)	Oppong Kyekyeku	4	0.0175	34.98	2,272.62	2,307.60	LHS
	DO7	Dominase	Sandcrete Store (3.5m x 3m)	Ama Fosua	4	0.0170	34.00	2,598.60	2,632.60	LHS
	DO8	Dominase	Landcrete block (5.2m x 9.8m)	Kwadwo Panim	1	0.0389	77.70	11,271.70	11,349.40	LHS
	DO11	Dominase	Landcrete house (1.5m x 15.5m)	Ohemeng Boampong	1	0.01692	33.84	4,342.56	4,376.40	RHS
	DO13	Dominase	Sandcrete stone (3.9m x 2.8m)	Akua Afriyie	1	0.017355	34.71	2,146.69	2,181.40	RHS
	DO 16	Dominase	Sandcrete frontage (7.3m x 2.4m)	Kwadjo Essaw	2	0.022755	45.51	3,665.09	3,710.60	LHS
	DO 21	Dominase	Sandcrete building frontage (13.7m X 1.6m)	Appiah Baah	2	0.02948	58.96	2539.36	2598.50	RHS
	DO 23	Dominase	Sandcrete building frontage (2.0m x 15.0m)	Brotherhood	1	0.035	70.00	6617.00	6,687.00	RHS
	DO 24	Dominase	Sandcrete building frontage (2.4m x 17.2m)	E.K. Asamoah	5	0.04107	82.14	9006.36	9,088.50	LHS
	DO 25	Dominase	Sandcrete building frontage(13.75ft x 30.50ft)	C M B	1	0.1664	332.81	8,354.69	8,682.50	RHS
	DS 3	Diaso	Sandcrete Store (5.7m X 3.5m)	Kwabena Bisah	1	0.0121	24.23	4523.08	4547.30	RHS
44+000	AM 1	Amuabaka	Swish Building Frontage(4.20 X 4.8m)	Akua Fatima		0.0225	45.08	3537.12	3,582.20	LHS
	AM 2	Amuabaka	Swish Building Frontage(3.0m x 3.8m)	Akua Fatima	10	0.0176	35.20	2,120.80	2,156.00	LHS
	AM 3	Amuabaka	Swish Building Frontage (3.0m x 3.5m)	Akua Baawa	33	0.0170	34.00	1,975.50	2,009.50	
45+280	AM 5	Amuabaka	Swish Building Frontage (3 x 4.5m)	Adwoa Rose	5	0.0190	38.00	2,459.90	2,497.90	LHS
	AM 6	Amuabaka	Swish Building Frontage (3.5 x 5.6m)	Ama Appiah	6	0.0225	45.05	3,445.95	3,491.00	RHS

Census of Temporary Structures

Loc.	Valuation No.	Town	Type of Structure/ Dimension	Name of Owner	No. of Persons Affected	Land Taken in Acreage	Land Value@ GH¢	Building/ Structure Value GH¢	Estimated Compensation (GH¢)	Comments
	Ayan 1	Ayanfuri	Wooden structure (14.3ft x 5ft)	Martha Marfo	1	0.0483	96.50	1,147.60	1,244.10	LHS
	Ayan 3	Ayanfuri	Wooden structure (18.3ft x24.7ft)	Isaac Aidoo	1	0.0104	20.75	6,462.15	6,482.90	LHS
	Ayan 4	Ayanfuri	Shed (13ft x 9ft)	Abena Mintah	1	0.0074	14.74	958.06	972.80	LHS
	Ayan 6	Ayanfuri	Wooden structure (16.8ft x18.7ft)	Maame Yaa Badu	1	0.0119	23.72	4,811.68	4,835.40	LHS
	Ayan 7	Ayanfuri	Wooden structure (16.8ft x18.7ft)	Oteng Richard	1	0.0119	23.72	3,838.78	3,862.50	LHS
	Gym 2	Gyaman	Wooden structure (14ft x 13ft)	Ama Kyaa	1	0.0079	15.70	2,995.90	3,011.60	
	Gym 3	Gyaman	Wooden structure (4.2m x 5.2m)	Abena Wadea	1	0.0055	11.02	2,006.98	2,018.00	
	NK 5	Nkotomso	Wooden structure (Bar)(26ft x23.3ft)	Adwoa Amoakoa/ Stephen Ofori	4	0.0201	40.28	8,032.22	8,072.50	RHS
	NK 6	Nkotomso	Wooden structure Kitchen(7.25m x 16m)	Adwoa Amoakoa/ Stephen Ofori	4	0.0643	128.63	1,705.38	1,834.00	RHS
	NK 7	Nkotomso	Wooden Fencewall (100m x 2m)	Nkotomso L/A Primary/JSS	1	0.1313	262.50	11,127.50	11,390.00	RHS
	NK 11	Nkotomso	Wooden structure (12.2 ft x 13.4ft)	Abena Ataa	1	0.0067	13.43	2,542.57	2,556.00	RHS
	NK 12	Nkotomso	Wooden structure (8.75ft x 9ft)	Braa Ali	1	0.0044	8.84	1,377.96	1,386.80	RHS
	NK 13	Nkotomso	Wooden structure (14.75ft x 14ft)	Braa Ali	1	0.0086	17.23	3,132.47	3,149.70	RHS
	NK 14	Nkotomso	Wooden structure (18.75ft x 14.55ft)	Abena Boadua	1	0.0107	21.32	4,043.48	4,064.80	
	DO 4	Dominase	Wooden structure (4.0m X 5.6m)	Emmanuel Asamoah	1	0.0239	47.70	3,618.60	3,666.30	LHS
	DO 6	Dominase	Wooden structure (4.2m X 5.2m)	Nana Kofi	1	0.0235	46.92	3,582.20	3,582.20	LHS
	DO 9	Dominase	Wooden Kiosk (4.2m X 5.2m)	Alhassan	1	0.01425	28.50	878.50	907.00	RHS
	DO 10	Dominase	Wooden structure (4.4m X 2.2m)	Ama Hawa	1	0.01692	33.84	1,720.96	1,754.80	RHS
	DO 12	Dominase	Wooden Kiosk (2m X 4m)	Akua Afriyie	1	0.01575	31.50	769.40	800.90	RHS

	DO 14	Dominase	Wooden structure (6.0m X 4.3m)	Nana Yaw Buoko	2	0.025575	51.15	4,126.15	4,177.30	LHS	
	DO 15	Dominase	Wooden structure (2.8mX 4.6m)	Kofi Dua	1	0.01872	37.44	2,098.16	2,135.60	LHS	
	DO 17	Dominase	Wooden Kiosk (4.7m X 2.4m)	Emelia Arko	1	0.017945	35.89	870.41	906.30	LHS	
	DO 18	Dominase	Wooden structure (12m X 4.0m)	E.J. Asamoah	4	0.03825	76.50	6,735.90	6,812.40	LHS	
	DO 19	Dominase	Wooden structure (4.0m X 5.6m)	Yaa Asokore	1	0.02107	42.14	2,538.36	2,580.50	RHS	
	DO 20	Dominase	Shed+kiosk fence (3.8m X 8.4m)	Appiah Baah	2	0.02948	58.96	2,539.54	2,598.50	RHS	
	DO 22	Dominase	Wooden structure (5.7m X 3.6m)	Afua Nyamekye	1	0.023005	46.01	3080.79	3,126.80	RHS	
38+930	DS 1	Diaso	Bamboo Shed (4m x 4m)	Anthony Amoah	2	0.0203	40.50	1,061.00	1,101.50	RHS	
	DS 2	Diaso	Wooden structure (2.6 X 4m)	Daniel Nyantakyi	1	0.0171	34.20	1,698.50	1,732.70	RHS	
	DS 4	Diaso	Wooden Structure (4.5 X 2.3m)	Kwabena Yeboah	1	0.0173	34.68	1,691.13	1,725.80	RHS	
	DS 5	Diaso	Wooden Kiosk (2.3m X 2.3m)	Kwabena Yeboah	3	0.0133	26.65	1,002.06	1,028.70	RHS	
52+700	ASW 1	Asawinso	Wooden Kiosk (3.8m x 5.10m)	Kwame Acheampong	3	0.0222	44.44	1,469.06	1,513.50	RHS	
65+650	ASW 2	Asawinso	Wooden Kiosk (2.6m x 5.6m)	Victor Alex Adjei	2	0.0201	40.28	1,171.42	1,211.70	RHS	
66+93	ASW 3	Asawinso	Shed+Roofing (5.6m X 3.9m)	Victor Alex Adjei	2	0.0236	47.17	1,620.43	1,667.60	RHS	
Total					33	51	0.751665	1,502.85	96,455.30	97,958.15	

Census of Utilities

Location	Valuation No.	Town	Type of Structure	Name of Owner	Extent of Demolition		Estimated Compensation (GH¢)	Comments
					Partial	Total		
12+3	NK 1	Nkotomso	Elect. Pole	ECG		V	1530.58	LHS
	NK 2	Nkotomso	Elect. Pole	ECG		V	1530.58	RHS
	DS 6	Diaso	Elect. Pole	ECG		v	1,530.58	RHS
Total							4,590.00	

Census of Social Facilities

Location	Valuation No.	Town	Type of Structure	Name of Owner	Extent of Demolition		Estimated Compensation (GH¢)	Comments
					Partial	Total		
	DO 5	Dominase	Borehole	Community		v	10,000.00	LHS
Total							10,000.00	

Census of Cultural Facilities

Location	Valuation No.	Town	Type of Structure	Name of Owner	Extent of Demolition		Estimated Compensation (GH¢)	Comments
					Partial	Total		
	DO 1	Dominase	Cemetery @ GH¢150 per grave	Community		v	7,500.00	LHS
Total							7,500.00	

Resettlement Budget Ayanfuri-Asawinso Road

Item	Ave. No. Unit	Ave. Unit Cost (GH ¢)	Total Cost (GH ¢)
Mass Swish	7	4,346.21	30,423.50
Fence Wall	1	8,270.69	8,270.69
Sandcrete blocks structures	14	6,134.93	79,754.10
Septic Tank	1	1,466.00	1,466.00
Toilet and Bath	1	2,307.60	2,307.60
Landcrete building structures	2	7,862.90	15,725.80
Wooden Structure	26	3,422.75	88,991.55
Wooden Kiosks	7	1,280.94	8,966.60
Electric Pole	3	1,530.58	4,590.00
Borehole	1	10,000.00	10,000.00
Church	1	21,040.50	21,040.50
Cemetery (graves)	5	1,500.00	7,500.00
Consultations with PAPs	8	1,000.00	8,000.00
Monitoring	8	2,500.00	20,000.00
Completion Report	1	3,000.00	3,000.00
Contingency		15,000.00	15,000.00
Total			325,036.34 (US\$ 383,542.88)

NB: Exchange rate applied is GH¢1.18 to \$1.

