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ACRONYMS

ARAP	Abbreviated Resettlement Action Plan
ESIA	Environmental and Social Impact Assessment
ESMP	Environment and Social Management Plan
ESMF	Environment and Social Management Framework
FPMU	Federal Project Management Unit
FMARD	Federal Ministry of Agriculture and Rural Development
FMEEnv	Federal Ministry of Environment
FMW	Federal Ministry of Works
FRDP	Federal Roads Development Project
GDP	Gross Domestic Product
HSE	Health, Safety & Environment
IBRD	International Bank for Reconstruction and Development
IDA	International Development Association
NGO	Non-Governmental Organization
OP	Operational Policy (World Bank)
PAD	Project Appraisal Document
ROW	Right of Way
RPF	Resettlement Policy Framework
RAP	Resettlement Action Plan
RTTP	Rural Travel and Transport Program
SPIU	State Project Implementation Unit
WB	World Bank



Definitions of Key Terms

Project Affected Person (PAP): any person who, on account of the execution of the Project or any of its components or subprojects would have their:

1. right, title or interest in any house, land (including residential, agricultural and grazing land) or any other fixed or movable asset acquired or possessed, in full or in part, permanently or temporarily; or
2. Business, occupation, work, place of residence or habitat adversely affected; or
- 3 standards of living adversely affected.

Project Affected Household means the family or collection of PAPs that will Experience effects from and acquisition regardless of whether they are physically displaced or relocated or not.

Compensation means payment in cash or kind for an asset to be acquired or affected by a project at replacement cost.

Cut-off-date means the date after which PAPs will NOT be considered eligible for compensation, i.e. they are not included in the list of PAPs as defined by the socio-economic survey.

Displaced Persons means all the people affected by a project through land acquisition, relocation, or loss of incomes and includes any person, household, firms, or public or private institutions who as a result of a project would have their;

- (i) Standard of living adversely affected;
- (ii) Right, title or interest in all or any part of a house, land (including residential, commercial, agricultural, plantations, forest and grazing land) or any other moveable or fixed assets acquired or possessed, in full or in part, permanently or temporarily adversely affected; or
- (iii) Business, occupation, place of work, residence, habitat or access to forest or community resources adversely affected, with or without displacement.

Encroachers mean those people who move into the project area after the cut-off date and are therefore not eligible for compensation or other rehabilitation measures provided by the project.

Entitlement means the range of measures comprising cash or kind compensation, relocation cost, income rehabilitation assistance, transfer assistance, income substitution, and relocation which are due to /business restoration which are due to PAPs, depending on the type and degree nature of their losses, to restore their social and economic base.

Full Cost of Resettlement

Compensation based on the present value of replacement of the lost asset, resource or income without taking into account depreciation.

Income Restoration means the measures required to ensure that PAPs have the resources to *at least* restore, if not improve, their livelihoods.

Indigenous peoples mean the people indigenous to an area and include ethnic minorities as defined by World Bank Operational Policy on Indigenous Peoples (OP 4.10).

Involuntary Resettlement refers both to physical displacement (relocation or loss of shelter) and to economic displacement (loss of assets or access to assets that leads to loss of income sources or means of livelihood) as a result of project-related land acquisition. Resettlement is considered involuntary when affected individuals or communities do not have the right to refuse land acquisition that result in Displacement.

This occurs in cases of:

- (i) lawful expropriation or restrictions on land use based on eminent domain: and
- (ii) Negotiated settlements in which the buyer can resort to expropriation or impose legal restrictions on land use if negotiations with the seller fail.

Land acquisition means the process whereby a person or household is involuntarily alienated from all or part of the land s/he owns or possesses, to the ownership and possession of a project for public purposes, in return for fair compensation.

Market Value means the process of determining market value has sought to establish appropriate compensation figures so that the affected population is able to restore their standards of living to levels “at least as good as or better than” than they were prior to the project. Where the Government rates do not provide for this standard of value, KPLC, with the technical support of the independent evaluator will calculate and adjust the compensation figures according to these principles.

Relocation means the physical moving of PAPs from their pre project place or residence, place for work or business premises,



Resettlement Action Plan means the time-bound action plan with budget setting out resettlement strategy, objectives, entitlements, actions, responsibilities, monitoring and evaluation.

Resettlement Impacts The direct physical and socio-economic impacts of resettlement activities in the project and host areas.

Resettlement Policy Framework A resettlement policy framework is required for projects with subprojects or multiple components that cannot be identified before project approval. This instrument may also be appropriate where there are valid reasons for delaying the implementation of the resettlement, provided that the implementing party provides an appropriate and concrete commitment for its future implementation.

. The policy framework should be consistent with the principles and objectives of OP 4.12 of the World Bank.

Socio-economic survey means the census of PAHs/ PAPHs of potentially affected people, which is prepared through a detailed survey based on actual data collected.

Vulnerable means any people who might suffer disproportionately or face the risk of being marginalized from the effects of resettlement i.e.;

- (i) female-headed households with dependents;
- (ii) disabled household heads;
- (iii) poor households;
- (iv) landless elderly households with no means of support;
- (v) households without security of tenure; and

Ethnic minorities.



EXECUTIVE SUMMARY:

Since the estimated project affected person in the project is nearly less than 200, therefore it is considered that ARAP will be prepared for the project affected households in the three clusters under of Osun State under RAMP-2.

The project affected households are divided into two parts namely PAHs losing their structures and PAHs losing their farms lands as well as economic trees.

Nearly 25 households has been identified in the project who are expected to loose their structures among them 18 are in ILE-IFE section, 1 in IWO region and 6 are in ILESA region.

A detailed census and socio-economic survey has been carried out both for the affected households, farm land owners.

The present ARAP is to mitigate the possible impact from the project. The potential impacts from the project are:

- Impact on structures;
- Impact on farm land;
- Impact on economic trees;
- Impact on lands being identified for borrow pits.

After detailed census and socio-economic survey an ARAP budget has been prepared. The project will be primarily be implemented by the RAMP-SPIU officials and their will also be a grievance redressal committee where the affected households may contact for any kind of grievances.

S.No	Item	Description	Nos.	Unit Cost (US\$)	Estimated Amount(US\$)
1	Titleholder (PAHs)	Structures	18	3,125	56,250
2	Encroachers (PAHs)	Strcutures	7	3,125	21,875
3	PAHs	Farm Land	0.4Ha of arable land /km for a total of 223 km	250	55,750
4	Economic Trees	50 Trees/km	222km	325 (@US\$6.5 per tree)	69,745
5	Borrow Pits	Borrow pits taken from farm land	150	300	45,000
5	Trainning and Awareness	Refer Table 10.2=1.2mn Naira			8000
		Sub-Total			254,120
		Contingency (10%)			25,412
		Total ARAP Budget			279,532



Chapter1 INTRODUCTION

1.0 INTRODUCTION AND BACKGROUND

1.1 Background

In 2007, it was estimated that less than half of the rural population was living less than 2 km away from an all-weather road (Rural Accessibility Index of 47 percent). Due to the lack of good and properly maintained infrastructure, about 30 million Nigerians currently live in near isolation and lack access to income-generating opportunities and social services. Out of the country's 160,000 km of secondary and tertiary roads, less than 10-15 percent can be considered in good condition. Deteriorated infrastructure increases transport costs, which in turn affects access to markets and services, ultimately resulting in lower productivity. As a result of isolation, insufficient connectivity and high transport costs, farmers have difficulties sourcing and transporting key inputs (like seeds or fertilizers) to their farms and evacuating their products to the local and regional markets. A significant part of perishable products are lost or damaged in transit. In rural Nigeria, it is estimated that poor transport infrastructure is responsible for 15-20 percent of the agricultural production not reaching market. Lack of access also affects human capital, as poor households cannot send their children to local schools nor access social services provided in health or community centers.

About 70% of Nigeria's population is rural, and rural transport comprises the transport activities which take place at local government, community and household levels and Road transport accounts for about 90% of the internal movement of goods and people in Nigeria. It is the main mode of transportation and also the only means of access to most rural communities where other modes of transport are either non-existent or too expensive. It include rural transport services for passengers and freight by motorized and non-motorized means of transport and rural transport infrastructure mainly rural roads, tracks, trails, paths and footbridges, and in some cases rural water and airways.

Nigeria with a land area of 924,000 sq. km, has an estimated population of 139.8 million, growing at a rate of 2.7 percent annually, is the most populous country in Africa and the largest in West Africa. The country is mostly dominated by rural population (around 70 percent) with agriculture as their main income. In the past years, Nigeria experienced strong economic growth, with agriculture a major contributor to the country's Gross Domestic Product (GDP).

The current classified road network is estimated at about 195,000 kilometres, Of these, 32,100 kilometres (16.5 percent) are Federal roads, linking the state capitals and other major towns to one another; 30,900 kilometres (15.8 percent) are State roads, linking towns and major settlements; and the remaining 132,000 kilometres (67.7 percent) are Local Government Authority (LGA) roads, linking smaller communities to one another and to LG headquarters. More than 80% of the network here is either in fair or poor condition.

Certain past studies revealed that most of the travel in rural areas is restricted within 4 km of the rural homes and is done away from the existing national road networks. Most of this travel is for purposes of accessing basic daily necessities like a grinding mill, marriage ceremonies, for funerals and other social activities, herding cattle and carrying firewood, farm input or farm produce and fetching water.

Thus Nigeria's rural transport infrastructure has been identified as a crucial component for the economic development of the country by linking the rural communities to the urban areas. Most of the rural roads are in poor condition, and impose significant cost to the national economy especially to the agricultural activities due to increased vehicle operating costs and travel times.

The World Bank in response to the Federal Government of Nigeria's request, through the Federal Ministry of Agriculture and Rural Development (FMARD) for assistance in support of the Government policy on Rural Travel and Transport (RTTP) provided funds through its International Development Association (IDA). The Rural Access and Mobility Projects (RAMP) are seen as a major way of achieving this. The RAMP is aimed at



improving and enhancing accessibility and mobility in rural areas. Accessibility and mobility are critical issues in the lives of the rural population, considering that majority of them are Agriculturalists. Movement of their agricultural inputs and outputs (produce) is hinged on accessibility and mobility.

With the success of RAMP-1, the FMARD has requested World Bank for extending the fund RAMP-2 project covering other states of Nigeria.

Osun State is one of the States in the Federation to benefit from the project. In Osun the RAMP is coordinated by the State Project Coordinating Unit (SPIU) under the Osun State Ministry of Works and Transport.

1.2 Project Components

Components 1: Rehabilitation of Rural and State Roads

This component would finance rehabilitation works for an indicative 500km of rural roads and state roads in each of the initial four states as well as the related design studies and external supervision activities. The prioritization of roads is based on the following principles:

Road Classification: The project considers mostly local government and state roads link. Federal roads are excluded.

State of Roads: Links that is inaccessible due to impassable terrain (collapse or damage culverts, marshy areas) and difficult topographical terrain. The project focuses on recreation of basic access and on roads in poor state.

Traffic: The project focuses on roads with current average daily vehicle traffic (AADT) of less than 50 vehicles per day (vpd).

Connectivity: The project prioritized feeder roads that link to paved state and federal roads. To major market places, to areas of medium to high agricultural and mining production potentials.

Environmentally sensitive areas: The project in as much as possible avoids creating

Access to protected areas (national parks; protected forests) to minimize the risk of excessive logging, illegal hunting, forest clearing (cut and slash burning) for agriculture and to protect Plant and animal.

The road works will include earthworks, laterite materials, construction of new pipe and box culverts as well as repairs and extension of existing culverts.

Horizontal Alignments: The improved link will follow existing road alignment. Minor deviations (short cuts) will be permitted for track reopened to vehicle traffic.

Vertical Alignments: They will follow essentially the existing topography. Only in sections of excessive gradients minor cuts and fills will be considered. In sections liable to flooding and marshy areas the road embankment will be raised to a minimum height of + 0.5 m above maximum water level. Crossing of zones consisting of sub-soils of insufficient strengths (e.g. CBR < 10: clayey soils). If these zones are limited in length, building up of road embankments on geotextiles shall be preferred to soil replacement. If such crossings are excessive in length, alternative and more cost efficient horizontal alignments shall be sought (ridge road).

Components 2: Roads Maintenance and Local Development

This components would finance road maintenance activities on rehabilitated roads and support state mechanisms for maintenance funding. The models to be use in the maintenance mechanism involve community-based approach to among others.

Components 3: Capacity Building and Project Administration

This components would finance Institutional Strengthening activities at state level as well as project administration costs. The components would be split in two subcomponents:

- Subcomponents 3.1 (capacity building and project administration in the initial four states will be implemented by the State Project Implementation Units (SPIU).



- Subcomponents 3.2 (institutional strengthening for other participating states and Federal Project Management Unit (FPMU) project management costs) would be implemented by the FPMU. This component could also address capacity building at federal level to improve the sector strategy.

In some places, the road rehabilitation and expansion will require acquisition of land, destruction of farm crops within the right of way (ROW) and falling of economic trees to achieve the required span width. More so, some of the roads directly pass through villages where there is insufficient space for widening which may result in the demolition of houses. This triggers the World Bank operational policy (OP) 4.12 (Involuntary Resettlement).

However, the scoping survey reveals that less than 10 percent of total land hold will be taken and it anticipates that PAPs will be less than 200. Therefore, a full RAP will not be required; rather the right instrument to be used is the Abbreviated Resettlement Action Plan (ARAP).

1.3 Resettlement Action Plan (RAP) OP 4.12.

This is triggered when project activities cause physical displacement, restriction or access to source of livelihood and land acquisition. During civil works, major and minor impacts tend to cause displacement of population, productive assets and buildings. In the advent of major impacts (if affected people will be physically displaced and more than 10% of their productive assets are lost or more than 200 people are to be displaced), while a full RAP would be prepared for minor impacts (that is, if affected people are not physically displaced and less than 10% of their productive assets are lost or fewer than 200 people are to be displaced), an Abbreviated Resettlement Plan (ARP) would be approved.

This ARAP is prepared in compliance with all Federal, State and Local laws of Nigeria and especially the World Bank Safeguard Policy OP/BP 4.12.

The core requirements of the World Bank Safeguards Policy OP / BP 4.12 – Involuntary Resettlement - which is addressed in the ARAP are as follows:

- Avoid or minimize involuntary resettlement where feasible, exploring all viable alternative project designs.
- Assist project affected persons in improving their former living standards, income earning capacity, and production levels, or at least in restoring them back to the former status
- Encourage community participation in planning and implementing resettlement.
- Provide assistance to affected people regardless of the legality of land tenure.

In this project minor impacts are anticipated, therefore it would be appropriate to prepare an Abbreviated Resettlement Plan (ARAP).

1.4 Objectives of ARAP

The central objective of this study was to provide detailed baseline background information on the would-be Project Affected Persons along the proposed corridor of activities and subsequently prepare an Abbreviated Resettlement **Action** Plan (ARAP) to be used for the proposed corridor rehabilitation. The ARAP clarifies the principles and procedures that will govern the mitigation of adverse social impacts induced by project operations.

Essentially, the objectives of the ARAP included the following:

- Consult affected persons meaningfully and provide opportunities to participate in planning the resettlement programmers
- Identify all affected persons and making inventory/census of all of them
- Identify the most vulnerable ones along the corridors who could be affected
- Identify and spell out institutional roles and responsibilities for implementing the resettlement action plan
- Provide mechanism for redressing and resolving all grievances



- Identify how to avoid involuntary resettlement where feasible, or minimize it, exploring all viable alternative project designs
- Assist to define ways of assisting all affected persons in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels
- Identify facility developments, infrastructure and social amenities that could be affected.

Develop a social monitoring plan under the projects to ensure that all social issues are managed effectively.

1.5 Scope of Present ARAP

1.5.1 Description of proposed projects

Review the information provided on location of the project-related corridors, general facilities along the corridors, pre-construction activities, construction activities, schedule, staffing and support, facilities and services, operation and maintenance activities.

1.5.2 Description of the Social setting

Review and evaluate baseline data provided by RAMP on the social characteristics of the target project area.

1.5.3 Legislative and regulatory Framework

Review the relevant regulations and standards governing social quality, health and safety, protection of property and land use control at the national and local levels.

1.5.4 Determination of Project Affected Persons and Eligibility

Review the identity and describe potentially project affected persons/changes brought about by the projects. Confirm the social impacts, both positive and negative, as a result of project interventions, such as involuntary resettlement, social conflicts and disturbance as reflected.

1.5.5 Development of Mitigation Measures

To minimize impacts, review measures will be developed to:
Inform affected persons about their rights/ options pertaining to land acquisition/ resettlement
Provide prompt and effective compensation at full replacement cost for loss of assets attributable directly to the project
Provide resettlement assistance for vulnerable affected people
Link compensation / Resettlement implementation to project timetable
Make recommendation on improvement as necessary

1.5.6 Institutional Needs Assessment/Institutional Responsibilities for Resettlement

An assessment of institutional capacity of shall be reviewed and measures to strengthen management, training, staffing, budgeting and financial support shall be recommended.

1.5.7 Grievance Redress Mechanisms

Review the defined grievance redress mechanism for resolving all resettlement issues that might come up and make recommendation for its improvement as deemed necessary.

1.5.8 Development of ARAP Implementation process and Schedule

Review the implementation schedule as provided by the project, which will define the duration and timing of the key milestones and tasks.

1.6 Structure of Report

The ARAP report has been completed in the following 10 chapters. The summary contents of these chapters are given below:



Chapter1	:	Introduction and Background	This chapter provides the background of the study, objective and scope of ARAP.
Chapter2	:	Approach & Methodology	This chapter describes approaches undertaken in the project to complete ARAP study.
Chapter3	:	Policy & Regulatory Framework	In this section, the policy and legal framework in Nigeria related to land acquisition and entitlement has been discussed as well as the operational policy of world Bank related involuntary resettlement has been discussed.
Chapter4	:	Project Description	In this section, the description of project road sections, the proposed improvement proposals and typical road section is shown.
Chapter5	:	Project Activity, Land use and Possible Impacts	In this section, the existing geological setting, land cover-land use, farm production, impact on farm land structures are summarized..
Chapter6	:	Census and Socio-Economic Profiling	As part of ESIA and ARAP study a detailed Socio-economic survey has been undertaken. In addition to it, census survey has also been undertaken for the project affected persons (PAPs)
Chapter7	:	Public Consultation	This chapter summarizes public consultation details being carried out during the ARAP survey and study.
Chapter8	:	Valuation of property and Method of Compensation	This section summarizes the details of valuation of properties in Osun.
Chapter9	:	Institutional Framework and Responsibilities	This section briefs down the institutional framework to be taken up for the monitoring and evaluation of the ARAP. This also include the responsibility framework and capacity building requirements.
Chapter10	:	Monitoring & Evaluation	This chapter summarizes the implementation and monitoring of ARAP section.
Chapter11	:	Grievance Resedrees Mechanism	This section describes the grievance redress mechanism being undertaken in the project.
Chapter12	:	ARAP Budget	This chapter provides the details of ARAP budget



Chapter2 APPROACH AND METHODOLOGY

2.0 APPROACH AND METHODOLOGY

Resettlement planning is necessary whenever displacement or relocation occurs as part of project activities in order to mitigate adverse impacts. The methodology for this study included;

- Collection of relevant documents and literature materials;
- Harmonization of project schedule and scope with the client;
- Reconnaissance survey of the local government areas and communities where project will take place to scope and identify the magnitude of impacts;
- An inventory and categorization of the PAPs and assets that will be affected;
- Generation of baseline socio-economic condition of the PAPs;
- Analysis of surveys and studies to establish compensation parameters to design appropriate income restoration and sustainable development initiative;
- Identifying baseline monitoring indicators;
- Consultation with affected population regarding mitigation of impacts and development opportunities;
- Staff organization and training;

2.1 Literature Review

To begin the ARAP study, review of the relevant literature was carried out with a view to gaining a further and deeper understanding of the project and the social conditions that exist along the corridor.

The literature being reviewed during the ARAP study include:

- RAMP ESMF Report;
- Project Appraisal Document (PAD);
- Resettlement Framework;
- World Bank safeguard policy on involuntary resettlement, and
- ARAP study being prepared for RAMP-1

2.2 Harmonization of Project Schedule and discussion with client

The Consultants study team visited Nigeria during 12.03.2012 to 17.02.2012 and between 11.06.2012 to 18.06.2012. The team visited the Osun state between 13.03.2012 to 15.03.2012. The team met with the SPIU officials. The team discussed the following:

- What is the scope of ARAP study in RAMP project roads in Osun state Nigeria;
- To understand whether there is any such significant impact on structures and displacement of people involved;
- To have a brief idea about the socio-economic condition of the study area;
- To explain the approach and methodology to SPIU officials for the ESIA and ARAP
- Means to avoid the
- Project implementation and institutional framework for implementation of ARAP
- Policy and Legal framework and entitlement matrix in Nigeria



2.2 Public Consultation and Focus Group Discussion (FGDs)

This is a continuous process and was carried out during the ESIA/ESMP and interim stage. Consultation was taken up further along with census and socio-economic survey to have the final figure of the PAPs, informing the communities about the proposed project, eliciting their concerns and possible mitigation measures to proposed impacts. The public consultation actually helped in designing the design speed in various road sections due to safety reason.



Figure2.1: Reconnaissance Survey along project route in different clusters

2.3 Collection of Field Data

Project data gathering involve visits to various government offices at federal and state levels, private libraries, internet searches, etc. to obtain relevant information.

As part of the project road alignment map are prepared which include description of various special features along the project road to show the possible impacts within the Right of Way (RoW) or Corridor of Impact (CoI). These were then overlaid upon the high resolution maps of the communities. This enabled identification and physical count of the features that falls within each cluster and Project Affected Persons (PAPs). Such field work was supported with the detailed census survey and socio-economic information to obtain necessary information.

2.4 Census and Socio-Economic Survey:

Project census and socio-economic study include gathering of information along the project route for the affected persons for the loss of their structures and farm lands. The details of census and socio-economic survey details are given in chapter 6.

2.4.1 Major Sub-Activities being carried out for ARAP

As part of preparation of ARAP, stakeholders were sensitized of the project. The following were carried out:

- Socio-Economic Survey of households
- Consultations and discussions with the communities and households;
- Number of structures getting affected.
- Census and socioeconomic survey of the PAPs and details of PAPs need to be dislocated;
- Consultation and discussion with PAPs;
- Categorization and valuation of assets to be affected;
- Preparation of an entitlement matrix detailing the PAPs names, affected assets and costs;
- Preparation of a budget and time table for the ARAP implementation.
- Establishing a mechanism for Grievance resolution.



Chapter3 POLICY AND LEGAL FRAMEWORK

The following policy and regulatory frameworks guided the preparation of this ARAP:

3.1 World Bank Safeguard Policies

The World Bank Group is made up of two unique development institutions owned by 187 member countries: the International Bank for Reconstruction and Development (IBRD) and the International Development Association (IDA).

Each institution plays a different but collaborative role in advancing the vision of inclusive and sustainable globalization. The IBRD aims to reduce poverty in middle-income and creditworthy poorer countries, while IDA focuses on the world's poorest countries.

Their work is complemented by that of the International Finance Corporation (IFC), Multilateral Investment Guarantee Agency (MIGA) and the International Centre for the Settlement of Investment Disputes (ICSID).

The relevant policy on ARAP is set out in the World Bank's OP 4.12 (Involuntary Resettlement). OP 4.12 applies whenever property must be acquired, or its use modified, for a project, and that acquisition or modification results in the loss of income, residence or access to resources, whether permanent or temporary and whether the occupation is legal or illegal.

With respect to this ARAP, the OP 4.12 is applied.

3.2 Nigeria Regulatory Framework

3.2.1 Land Use Act of 1978 amended 1992

The land-use Act of 1978 states that it is "in the public interest that the rights of all Nigerians to use and enjoy land in Nigeria in sufficient quality to enable them to provide for the sustenance of themselves and their families" through assured, protected and preserved environmental amenities. In the event of use of land for public interest, the Act specifies as follows:

- That the government should resettle and/or compensate occupants of land with Certificate of Occupancy (C of O); or
- Issue notice to occupiers of land prior to displacement of land for public project.

3.2.2 Forestry Law Cap 55, 1994

The Forestry Act 1958 which was amended as the Forestry Law CAP 55 (1994) prohibits any act that may lead to the destruction of or cause injury to any forest produce, forest growth or forestry property in Nigeria. The law prescribes the administrative framework for the management, utilization and protection of forestry resources in Nigeria.

3.3 Comparison between Land Use Act and World Bank OP 4.12

Table3.1: Comparison of Nigerian Land Use Act (1978) and World Bank's OP 4.12

CATEGORY	NIGERIAN LAND USE ACT	WORLD BANK
Land Owners	Cash compensation based upon market value	Recommends land-for-land compensation, or cash compensation at replacement cost.
Land Tenants	Entitled to compensation based on the amount of rights they hold upon land.	Entitled to some form of compensation subject to the legal recognition of their occupancy.
Land Users	Not entitled to compensation for land; entitled for compensation for crops	Entitled for compensation for crops and September be entitled for land replacement and income loss compensation for minimal of the pre-project level.



CATEGORY	NIGERIAN LAND USE ACT	WORLD BANK
Owners of Non permanent Buildings	Cash compensation based on prevailing market value	Entitled to in-kind compensation or cash compensation at full replacement cost including labour and relocation expenses, prior to displacement.
Owners of permanent Buildings	Cash compensation based on prevailing market value	Entitled to in-kind compensation or cash compensation at full replacement cost including labour and relocation expenses, prior to displacement.

This ARAP for the road project will be aligned with the World Bank’s Operational Policy (OP 4.12) which indicates best practices to rehabilitation of livelihoods of people affected by the implementation of the project. Hence, where there are gaps between the Land Use Act (1978) and the World Bank Policy (OP 4.12), in regard to compensation of PAPs, the World Bank’s Policy will apply since it is to fund the project.

3.4 Project Compliance with World Bank Policy Objectives

Although the local legislation, including those regulating the right of way/set backs belonging to the state does not require application of measures similar to those required by OP 4.12 to acquire land, RAMP has fulfilled the requirements of the Involuntary Resettlement Policy as follows:

- Census survey of all affected persons has been carried out with affected persons dully registered for appropriate compensations
- Consultations were held with the relevant stakeholders.
- Socioeconomic surveys of affected person along the corridors carried
- Compensation methods have been agreed with the affected persons



Chapter4 PROJECT DESCRIPTION

4.0 INTRODUCTION

This section briefly describes the project road sections including the design measures being adopted and project cross sections.

4.1 PROJECT ROAD

The road section in IWO, Ile-Ife and ILESA region of Osun state has been selected on priority to be developed for proposed improvement under RAMP-II for proposed rehabilitation work. The existing carriageway width on average is 4.0m. The capacity of road is uneven and having a deteriorated pavement condition. The project road sections are shown in Figure 4.1, 4.2 and 4.3 respectively. The details of project road and their length details are shown in table 4.1., 4.2 and 4.3.

Table4.1: List of Project Roads in Osun State under RAMP-II-CLUSTERA

S.No	Name of Road	Length (Km)	Terrain
1	Abogimole – Eleru	3.98	Flat
2	Agbowu – Idiroko	3.22	
3	Eleke – Kanko	3.91	
4	Akinleye – Idiroko	3.9	
5	Agoro – Ikonifin	11.03	
6	Ikonifin - Sade - Ajagunlaase	13.65	
7	Ajagunlaase - Asa - Bode-Osi	8.36	
8	Akinleye – Aba Ayo – Isero FS Road	13.0	
9	Pataara – Ileko Oba - Odo-Omi Road 1	3.45	
Total Road length (Cluster-A)		64.5	

Table 4.2: List of Project Roads in Osun State under RAMP-II-CLUSTERB

S.No	Name of Road	Length (Km)	Terrain
1	Jagun Osin(Osi Junction) - Osi sooko	10.5	Flat and rolling
2	Osi-Sooko - Elebu (Ara-Osi)	9.5	
3	Ara-Osi - Falala (Yimin-Oja)	9.3	
4	Alogba (Gbegbeleku Junction) - Owode (Amu)	10.9	
5	Owode (Amu) - Oyere Fadehan	15.1	
6	Shasha forest reserve road (Lawoka Junction - Apoje Junction)	53.87	
Total Road Length (Cluster-B)		109.2	

Table 4.3: List of Project Roads in Osun State under RAMP-II-CLUSTERC

S.No	Name of Road	Length (Km)	Terrain
1	Ilesa - Araromi - Igbowiwi	11.73	Steep and Rolling
2	JABU - Ikeji - Ira	10.1	
3	Ira - Ajebandele - Arinmo	3.85	
4	Oligeri - Iragbiji - Oniyo	3.2	
5	Isale General - Muroko - Okebode	11.65	
6	Odo – Iwara	6.58	
7	Oniyo - Ogbomoso	1.16	
Total Road Length (Cluster C)		48.27	
Total road length (A+B+C)		222	

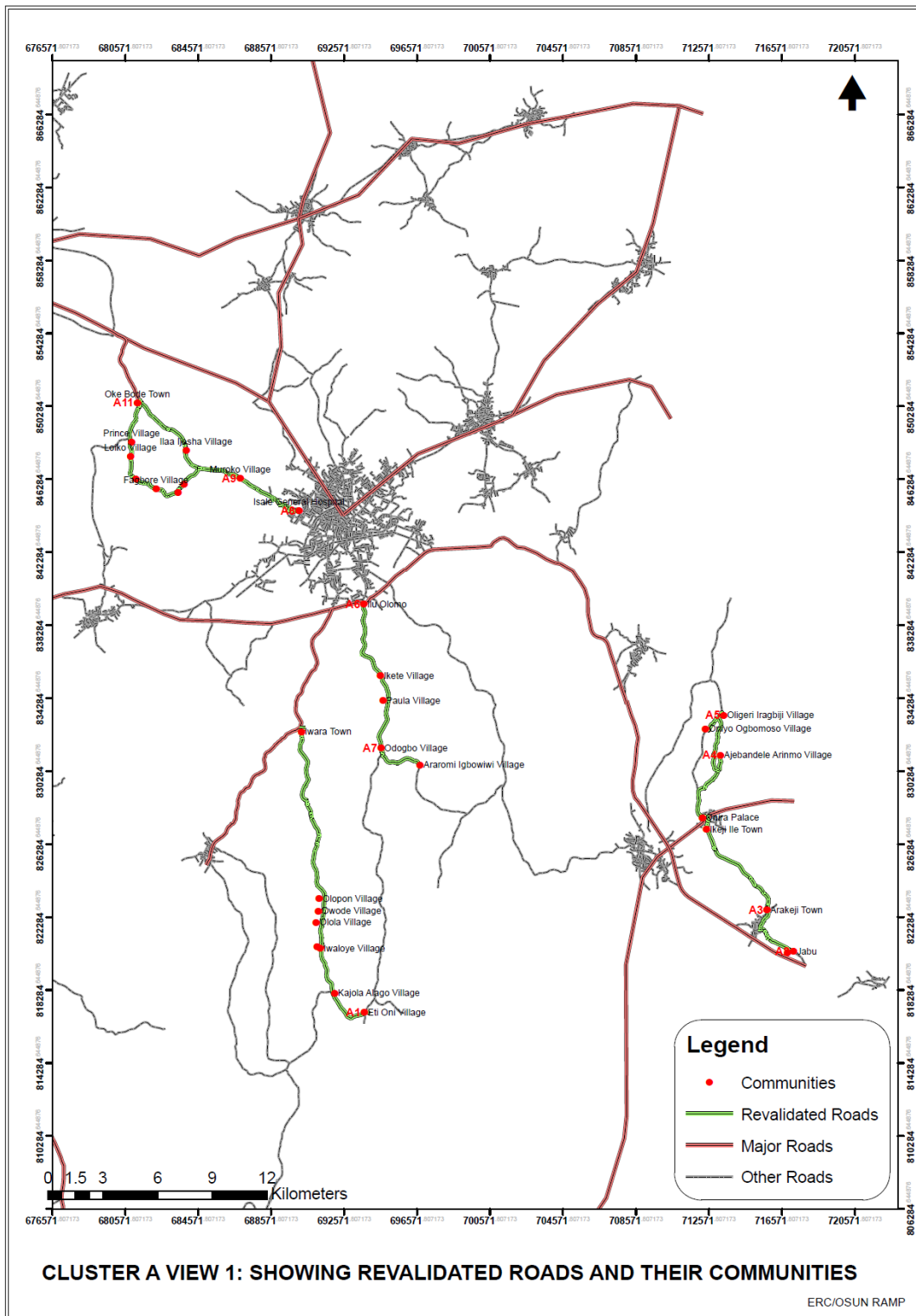


Figure 4.1: Road Clusters in IWO Region

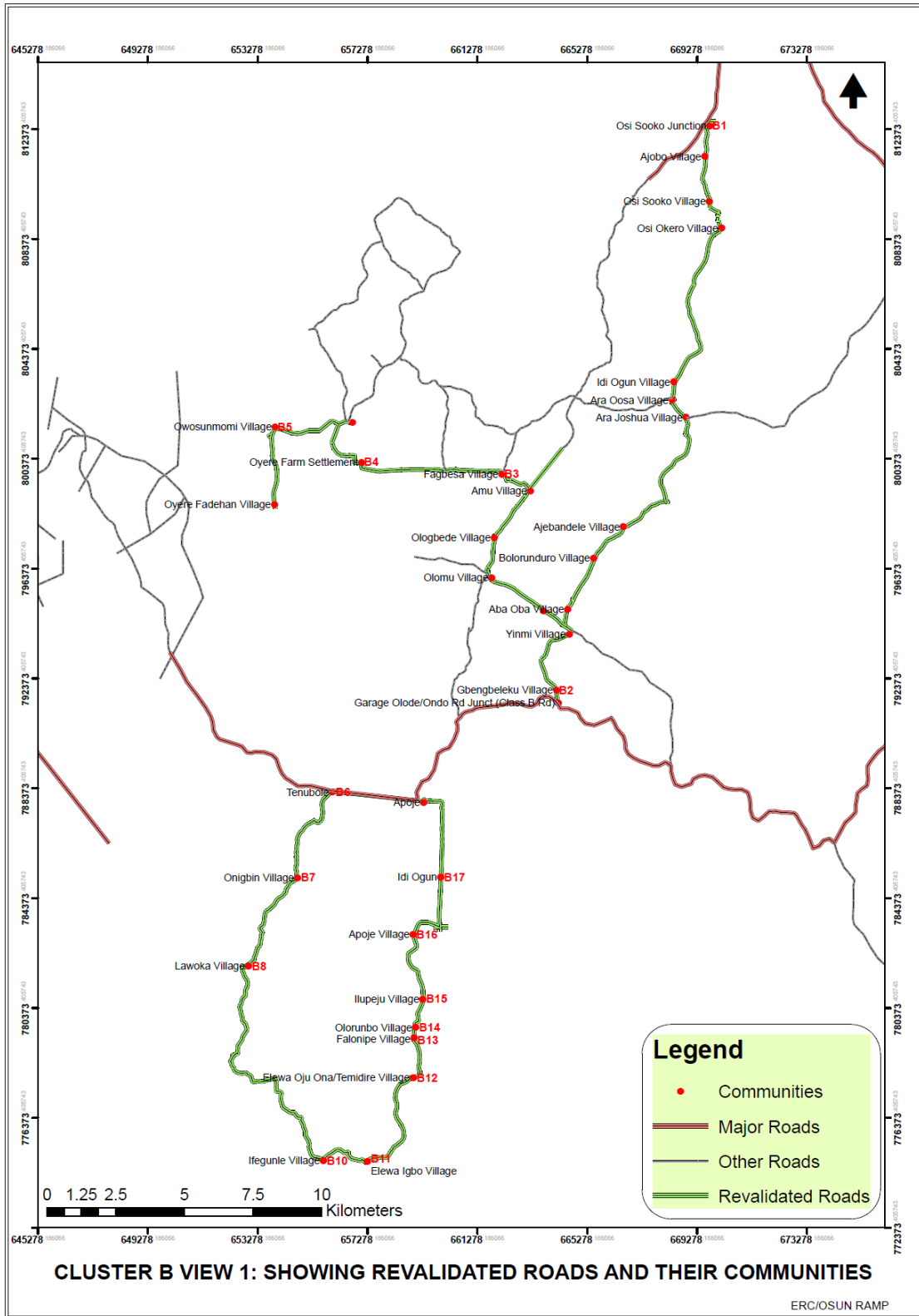


Figure 4.2: Road Clusters in ILE-IFE Region

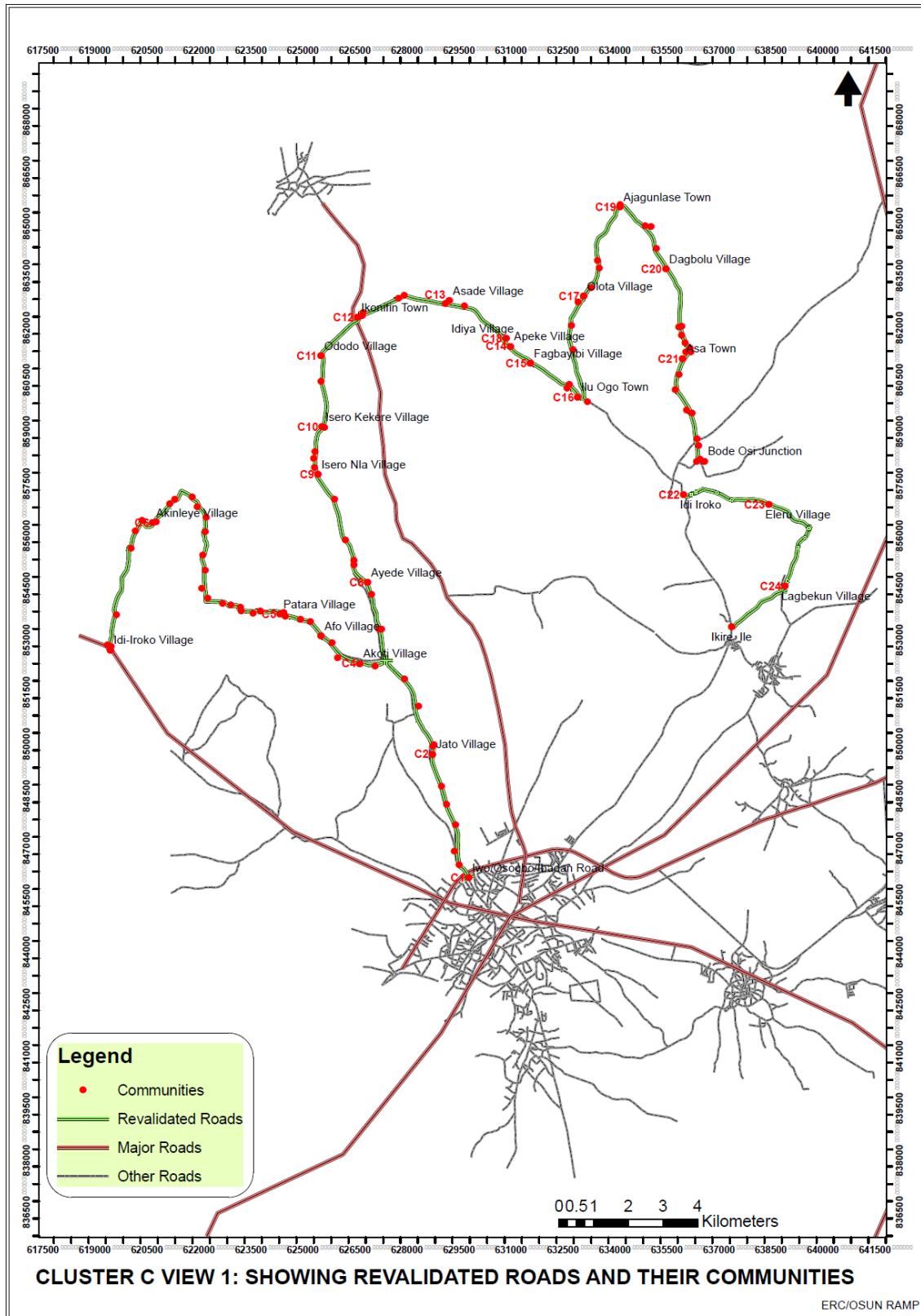


Figure 4.3: Road Clusters in ILESA Region



4.2 EXISTING ROAD FEATURES

- **Terrain:** The road runs predominantly through plain and rolling terrain. There are some horizontal and vertical curves along the project stretch. Steep gradient is also observed in some roads in the ILESA region.
- **Settlements:** The settlement areas are mostly rural. Some of the main rural settlement along the project road are: Idiroko, Eleku, Odogbo, Eluru Town, Osi Town, Ajagunlase, Ira village, Owode, etc.
- **Carriageway and RoW:** The existing carriageway width varies from 4 to 6m. There is no such defined RoW.
- **Pavement:** The riding quality of Pavement is fair to poor.
- **Drainage:** The general condition of the drainage system is very poor. Sufficient camber was not there to drain off the water from carriageway surface and the system become worsen during the rainy season.
- **Land use** along the project road are mostly farm lands and mixed vegetation.

Traffic Trends

- CVC, OD, surveys were carried out as part of traffic survey
- Mixed traffic flow is observed along the highway. The average daily traffic along the project roads ranges between 9-537 vehicles. The maximum part of it are motorcycles.

4.3 PROPOSED ROAD FEATURES

Alignment Proposal

Typical Cross Sections for widening of the project has been developed and given in **Figure 4.4**. It will be a two lane alignments, width of each lane is considered as 3.0m.

Shoulder

The proposed shoulder width is 1.0m with a 5% camber.

Side Slopes

Slope of 2 H: 1 V has been adopted for earthen embankment in general filling areas and for cut section a slope of 1V: 1H has been adopted. Slope beyond Embankment Height of 3.0 is designed for a side slope of 1.5 H: 1 V.

Design Speed

The proposed design speed is 50-60 kmph. However, to save the building adjacent to road side the design speed has been kept at lower side at selected locations.

Geometric Design Aspects

- All geometric design aspects have been carried out as per the Federal Highway Design Manual,1, 2008.
- The existing profile has been maintained all as far as possible.

Junction

Improvements have been proposed at major road junctions. 15 junctions are proposed in IFE cluster, 7 junctions in ILESA cluster and 21 junctions in IWO region.

Culverts And Bridges

There are a total of 143 culverts on the project roads. The details are appended below-

Table 4.4: List of Culverts

Type of Culverts	Number of Culverts	Proposal
Pipe	<ul style="list-style-type: none"> Cluster 1(IWO) - 13 Cluster – 2(IFE) – 28 Cluster 3(ILESA) – 18 	<ul style="list-style-type: none"> Need Replacements- 123; Need Extension-17 nos. Under Construction-2 nos. Good-1 nos.
Box	<ul style="list-style-type: none"> Cluster 1(IWO) - 37 Cluster 2(IFE) -41 Cluster 3(ILESA) -6 	
Total Culverts	143	

The details list of culverts are given in **Annexure-4.1**.

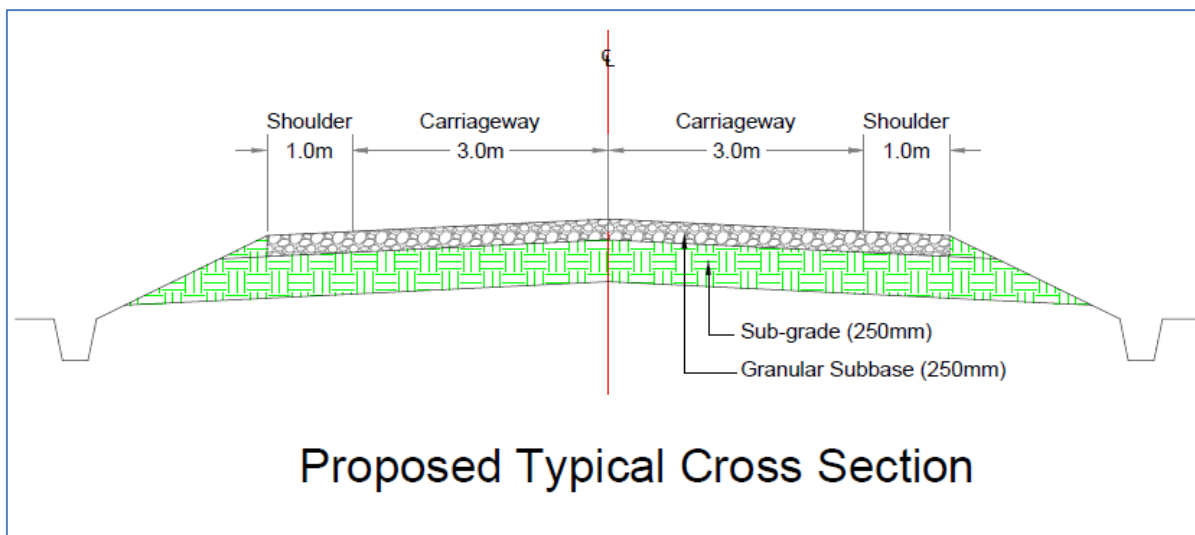


Figure 4.4: Typical Cross Section



PROJECT SCHEDULE

The total duration for the construction of project roads has been considered as 2 years.

The phase wise distribution of the project schedule is given in table 4.5.

Table 4.5: Project Schedule

Project Phases	Activities	Duration(months)
Pre-Construction	Clearing and Grubbing of Road land Dismantling of Structures within ROW Cutting of trees Utility Shifting if required Preparation of Base Camp and Stacking of Material	4
Construction	Earthwork Excavation, Embankment Preparation, Preparation of Sub Base, Preparation of Base, Preparation of Asphaltic surface course(Applicable for 3 Cluster 3 roads where to prevent erosion), Construction of Pipe and Box Culverts, Construction of Lined and Unlined Drain, Installation of Traffic Signs for Safety of Pedestrian and Vehicular Traffic	20
Operation	Routine Maintenance Periodic Maintenance Emergency Maintenance, if required	Every Year Every 5 year If required

SKILLED AND UNSKILLED LABOUR:

The phase wise distribution of skilled and unskilled labours is given in table 4.6, 4.7 and 4.8.

Table 4.6: Distribution of Skilled and Unskilled labors Cluster-A (IW Region)

Project Phases	Labours
Pre-Construction	Skilled Labor: 10 Unskilled Labor: 80
Construction	Skilled Labor: 30 Unskilled Labor: 150
Operation	Skilled Labor: 5 Unskilled Labor: 40

Table 4.7: Distribution of Skilled and Unskilled labors Cluster-B (ILE-IFE Region)

Project Phases	Labours
Pre-Construction	Skilled Labor: 10 Unskilled Labor: 90
Construction	Skilled Labor: 30 Unskilled Labor: 150
Operation	Skilled Labor: 5 Unskilled Labor: 40

Table 4.8: Distribution of Skilled and Unskilled labors Cluster-B (ILESA Region)

Project Phases	Labours
Pre-Construction	Skilled Labor: 10 Unskilled Labor: 80
Construction	Skilled Labor: 30 Unskilled Labor: 150



Project Phases	Labours
Operation	Skilled labor: 5 Unskilled labor: 40

EQUIPMENT BEING USED:

The details of the types of equipment to be used for the project is given below:

An approximate list of instrument to be used

1. Excavator
2. Concrete Mixer
3. Dozzer
4. Motor Grader
5. Water Tanker
6. Smooth Wheeled Loader
7. Vibratory Loader
8. Generator
9. Tipper
10. Tractor-Trolley
11. Asphalt Paver
12. Bitumen Pressure Distributor
13. Cooker
14. Air Compressor
15. Mechanical Broom
16. Portable Mixer for Asphaltic Concrete preparation

LABOUR CAMPS and SIZES:

Considering the project alignments 2 numbers of construction camps are being proposed for each of the project clusters.

Estimated Size of Each Work Camps: Approximate 100M X30M =3000SQM=0.3 HCT

Facilities in Construction Camp: Laboratory, Site Office, Labour camp, Storage space for Material, Toilet, Vehicle Parking Area and open space. The open space will be approximately about 30% of the gross area.

QUARRY and BORROW AREAs:

The quarry materials required for the project is being available from the nearby regions as given in table 4.9. The borrow area details are given in table 4.10.

Table 4.9: Details of Quarry Areas

S/N	Material	Sources	Distance
1	Granite	Ife/Ibadan	50-100km
2	Laterite	Project corridor	5km



Table 4.10: Summary of Borrow Pits Locations along the project road clusters

Cluster	Location	Chainage	Size	Expected volume	AASHTO classification
Iwo	Bode Osi- Idiroko	2+000-2+100	100 x 250	18250	A-2-4
	Telemu-Ileogbo	3+300-3+400	100 x 375	30000	A-2-4
	Ajagunlase-Asa	1+500-1+600	100 x 350	28000	A-2-4
		7+000-7+100	250 x 300	53250	A-2-4
	Akinleye-Ajagunlase	4+900-5+000	205 x 375	59962.5	A-2-4
		8+400-8+500	250 x 300	53250	A-2-4
	Pataara-Ileeko	1+000-1+100	180 x 325	42120	A-2-4
	Agoro-Akinleye	1+000-1+100	200 x 100	20000	A-2-4
8+000-8+100		250 x 300	53250	A-2-4	
Ife	Onikoko-Osi	6+200-6+450	250 x 385	86625	A-2-4
		13+200-13+425	225 x 350	64575	A-2-4
		23+100-23+350	250 x 372	63240	A-2-4
		28+400-28+700	300 x 275	58575	A-2-4
	Gbengbeleku-Olomu	9+000-9+100	275 x 300	66000	A-2-4
	Lawoka-Araromi	6+000-6+300	300 x 287	62853	A-2-4
		14+550-14+650	250 x 300	53250	A-2-4
		28+000-28+300	300 x 200	48600	A-2-4
Ilesa	Ira Ikeji-Ogbomosho	1+200-1+300	225 x 283	40752	A-2-4
		6+300-6+400	200 x 275	37400	A-2-4
	Ira – Aradeji	5+000-5+100	275 x 300	61875	A-2-4
	Odogbo-Araromi	1+500-1+600	250 x 325	59312	A-2-4
	Odogbo-Iwara	2+150-2+400	250 x 320	58400	A-2-4
		4+500-4+700	200 x 328	45920	A-2-4
	Odogbo Junction- Odogbo Village	4+200-4+600	215 x 325	46117.5	A-2-4
	Ijesa-Okebode	6+900-7+000	300 x 275	57750	A-2-4
10+900-11+000		350 x 175	41650	A-2-4	



Chapter5 PROJECT ACTIVITY, LAND USE AND IMPACTS

The land use of the Project site is prominently for agricultural purposes: crop planting. The project road however passes through many such areas where no such economic tree plantation is there and are predominantly being taken up by naturally grown bushes, e.g. IWO region. During the preliminary screening study it is being observed that the socio-economic condition of the village along the IWO region almost have a similar features, while there is variation in ILESA and more precisely in ILE-IFE section. The land use along IWO region is mostly bushes for the first 2-3m of project road followed by economic crop plantations. While in ILESA there is steep terrain and farm land on either side. In ILE-IFE a maximum portion of the project road is within Sasha reserve forest, the rest of the cluster contains some crops lands along route.

5.2 Topography and Drainage pattern

The land surface is generally undulating and descends from an altitude of over 450m in ILESA area to 150m and below in the southern parts of the state. Two main relief regions may be identified. The first is the inselbergs landscape which is part of the Yoruba highlands, while the second is the coastal plain. The region of inselbergs landscape covers more than half of the state. The northern part is characterized by numerous domed hills and occasional flat topped ridges, the more prominent hills in this region, are found at ILESA, Igbajo, Okemesi, Elu and Oba. At Erin Ilesa, there is a sharp drop in the elevation, and this has given rise to water fall which has become one of the tourist attractions of the state.

Sites and its surroundings are undulating with hills and low-lands. Few places are well drained though few areas do not have a proper drainage system and thereby increase the water logging problem during the rainy season.

The detailed list of villages along the project road and their land use for the different road clusters are given in table 5.1, 5.2 and 5.3 respectively.

Table 5.1: List of villages in IWO Cluster

Village Numbers	Name of Villages	Terrain	Land Use
1	Bode Town	Flat	Bushes, plantation and scattered houses
2	Eluru Village		
3	Aru Village		
4	IDIROKO Village		
5	Patara Village		
6	ILEOKO ILEOJA village		
7	Aba Ayo Village		

Table 5.2: List of villages in ILESA Cluster

Village Numbers	Name of Villages	Terrain	Land Use
1	Ogbomosho oniyo	Steep and Rolling	Crop Lands, steep terrain sections, plantation and villages
2	Olageri Iragberi Oni		
3	Ira-Ikeji Town		
4	Arakeji-Jabu-Tawn		

Table 5.3: List of villages in ILE-IFE Cluster

Village Numbers	Name of Villages	Terrain	Land Use
1	Ekeredodu Town	Flat and Rolling	Crop Lands, forest areas, villages
2	Isoya Village		
3	Olurobo Village		
4	Esera Village		
5	Ajobo Village		



Village Numbers	Name of Villages	Terrain	Land Use
6	Osi sooko Town		
7	Idoigun Village		
8	Ara umisa Village		
9	Ara joshua Village		
10	Ajabadele Village		
11	Bolrunduro Village		
12	Abaoba Village		
13	Yomin oja Village		
14	Gbebeleku Village		
15	Yimin oja Village		
16	Idiogu Village		
17	Olomu Town		
18	Ologede Village		
19	Amu Village		
20	Amu Village		
21	Fagbewesa Village		
22	Oyere Town		
23	Fadehun Village		
24	Idiahun Village		
25	Agbala Village		
26	Elewa Village		
27	Agboje Village		

5.2 Geology and Soil

The soil belong to the highly ferruginous tropical red soils associated with basement complex rocks. As a result of the dense humid forest cover in the area, the soils are generally deep and of two types, namely, deep clayey soils formed on low smooth hill crests and upper slopes; and the sandier hill wash soils on the lower slopes.

The well drained clay soils of the hill crest and slopes are very important, because they provide the best soils for cocoa and coffee cultivating in the state. The lighter loams are more suitable for cultivation the local food crops, such as yam, cassava, and maize. Soil degradation and soil erosion are generally not serious in the state, but considerable hill wash is recorded along the slopes of the hills.

5.3 Forest and Wild animals

The state is cover by secondary forest and in the northern part, the derived savannah mosaic predominates. Originally, virtually all parts of the state had natural lowland tropical rain forest vegetation; but this has since given way to secondary forest regrowth. Among the reasons for this are fuel wood production, road construction, clay and sand quarrying and traditional farming practices. Human interference, by way of cocoa plantation, has also replaced the forest. Hence, the natural tree species have given way to oil palm (*Elaxis guinniensis*), gmelina and dense thickets. Mature forests still exist in the Owu forest reserve at the southern part of the state. Part of this high forest has recently been cleared to make way for forest plantations of *Tectona grandis* and *Gmelina arborea*. As in other parts of the country, hunting is an important traditional occupation in the state, because of this, the game population of the state has dwindled considerably. None of the thirty three game reserves in the country is located in the state, and although there is a forest reserve, it was not established to protect game. The fauna species found in the state include grass cutter, antelope and bus pig (warthog).

The vegetation of the sites are short grasses and a trees are lacking in most of the sites, except at which has a tall grasses and a trees close by although the tree will not be cut down for the base station to be constructed. There are wild animals close or around the road clusters to be constructed in Osun state. Animals found around the locations are poultry animals, goats, and domestic animals which are one of the livelihood fo the project areas.

5.4 Agriculture and Livelihood

The major occupation of the people is faming, both of export and food crops. Arable farming in the state engages considerable migrant labour. The land tenure system, originally communal in nature, has long given way to individual



tenure. This has considerably constrained access to land for Agricultural and industrial purposes. For this reason, migrant tenant farmers are able to secure land on which they grow annual food crops, albeit on a temporary basis.

The food crops are diverse, ranging from yam, rice, maize, beans and cassava to vegetables. The farming practice is still predominantly rotational bush fallow, except in areas around urban concentrations where a combination of farmyard manure and fertilizers permit continuous cultivation. Osun State has considerable hectarage of citrus fruits, especially oranges. The citrus farms are largely own by private individuals.

Cocoa is a main export crop grows in the state. Indeed, Osun State is second only to Ondo in terms of cocoa production. Thus, bright prospects exit for cocoa based industries. The farmers also earn considerable income from exports of cocoa beans. Indeed, farmers in the state benefited from the SAP cocoa boom of 1986-1990, when the price of cocoa increased astronomically, even when cocoa was more or less still being grown on existing hectarages.

The high demand for cocoa beans, and the consequent hike in the price per tonne, has been attributed to the role of foreign business interests in Nigeria, who created that opportunity in order to repatriate their accumulated earnings outside the country. This view is supported by the short lived nature of the boom and the fact that world cocoa prices had in fact been slumping instead of increasing, even while the boom lasted.

The boom was, therefore, a local phenomenon. Osun State has considerable cover of secondary forest, in addition to the forest reserves and plantation found in the southern part of the state. As a result, lumbering is an important activity. Saw mills are scattered all over the state and especially the major urban centres in the lower half of the state, to utilize the forest resources. Aside from timber, the resources are also utilized for fire wood. The rich timber resources of the state provide a veritable material base furniture industry.



One of the project Road Section



A long stretch of farmland along the road



Farm Produce displayed along project road side



Photograph of a community and electric poles along the roadside



Failed portion of the road, construction of bridge, culvert.

5.5 Potential Impacts:

The project road mostly follows the existing alignment with strengthening of the existing alignment. Hence the required RoW is required to be taken. At present the road corridors generally vary from 4-6m. The proposed project road will generally have a RoW of 9m, i.e. 4.5 m on either side from the center line. During site visit it has been observed that

there is a buffer of 2-3m on either side of the project road thick bushes Refer figure 5.1). Beyond this if required some farm land and economic tree may get affected due to the project.

Farmlands and economic produce (trees, foods and cash crops) and few structures may get affected. Such affected assets are most likely to be compensated as the PAPs are considerably subsistence farmers (as a primary occupation).



Form of settlement in the project areas

The identified PAPs are entitled to compensation for loss of land, economic trees and replacement cost of the structures lost in the project.

Their compensation will be at full replacement/ market cost value of assets for the farmers and income compensation for the duration of the ‘disturbance’.

The details of structures getting affected by the project is shown in table 5.4, 5.5 and 5.6

Table 5.4: Likely Impact on Structures and Common Property Resources-ClusterA

S.No.	Chainage	Type of structure
Road 1		
1	0+225	House
2	2+995	House
Road 2		
3	2+690	House
Road 4		
4	1+230	House
Total Structure		4

Table 5.5: Likely Impact on Structures and Common Property Resources-ClusterB

S.No.	Chainage	Type of structure
Road 1		
1	18+530	House
2	19+520	House
3	19+530	House
4	24+780	House
5	24+780	House
6	24+800	House
7	24+810	House
8	26+510	House



S.No.	Chainage	Type of structure
9	26+515	House
10	28+540	House
Road2		
1	0+460	House
2	0+465	House
3	0+470	House
Road 3		
1	7+010	House
Road 4		
1	0+270	Bus-Stop
Total Structure		15

Table 5.6: Likely Impact on Structures and Common Property Resources-ClusterC

S.No.	Chainage	Type of structure
Road 3		
1	0+035	House
Total		1

There is about 20 structures getting affected in the project, of these 1 is bus stop which will be compensated in engineering cost by constructing a new one. The rest 19 structures belong to households and thus are the PAPs in this project.

Impacts on Farm lands and Economic Trees:

A total of 12 number of Project Affected households are observed along the project road who will loosing their livelihood due to loss of farm land and economic trees due to road construction as well as exaction of land due to borrowing of earth. The detailed list for the loss of farm land and economic trees are given in Chapter-6 of this report.



Chapter 6 CENSUS AND SOCIO-ECONOMIC PROFILING

In order to assess the basic profile of the potential project affected households (PAHs), their family types, income generation activities, religious details, annual income and expenditure, vulnerable groups along the project road sections a detailed census and socio-economic survey was carried out for the selected cluster of project roads in Osun state. The socio-economic survey was conducted during the months of May 2012 and after finalization of project alignment the Census survey was conducted during the month of June 2012. Such survey also included relevant public consultation with various project groups, villagers, youth, market people etc. Overall the outcome of the public consultation during the census and socio-economic survey indicates that people in the region are very much in favour of the project roads and agree to give their land for the project need (refer chapter-7: Public Consultation).

A socio-economic survey was conducted within the project village areas. Data was collected on the existing socioeconomic attributes of the respondents in the project locations.

6.1 Socio-Economic Profile

The Socio-economic survey for the households was conducted in the month of May 2012. The socio-economic survey was carried out with an objective to capture the following information:

- Income and Expenditure pattern;
- Holdings of durable commodities;
- Details of available facilities like drinking water, electricity and toilets;
- Migration pattern for work and purpose of migration;
- Health and disease pattern;
- Treatment facilities and type of treatment chosen;
- Involvement of women in various activities;
- Involvement of women in decision making;
- Son preference and attitude towards girl child;
- Employment status and period of employment;
- Coverage under any kind of government scheme for employment generation;
- Indebtedness;
- Cropping pattern and income from cash crops etc.

The generic socioeconomic profile of the study area has been selectively taken from the villages with 5% of the population being interviewed. The list of villages covered to generate the socio-economic profile is given in table 6.1.

Table 6.1: Villages along project route and selected village for Socio-Economic Survey

Village Numbers	Name of Villages	Road Cluster
1	Bode Town	A
2	Eleru Village	
3	Aru Village	
4	IDIROKO Village	
5	Patara Village	
6	ILEOKO ILEOJA village	
7	Aba Ayo Village	
8	Ogbomosho oniyo	C
9	Olageri Iragberi Oni	
10	Ira-Ikeji Town	
11	Arakeji-Jabu-Tawn	
12	Ekeredodu Town	B
13	Isoya Village	
14	Olurobo Village	



Village Numbers	Name of Villages	Road Cluster
15	Esera Village	
16	Ajobo Village	
17	Osi sooko Town	
18	Idoigun Village	
19	Ara umisa Village	
20	Ara joshua Village	
21	Ajabadele Village	
22	Bolrunduro Village	
23	Abaoba Village	
24	Yomin oja Village	
25	Gbebeleku Village	
26	Yimin oja Village	
27	Idiogu Village	
28	Olomu Town	
29	Ologede Village	
30	Amu Village	
31	Amu Village	
32	Fagbewesa Village	
33	Oyere Town	
34	Fadehun Village	
35	Idiahun Village	
36	Agbala Village	
37	Elewa Village	
38	Agboje Village	

The socio-economic survey questionnaire is attached as **Annexure-6.1**.

Further a detailed socio-economic survey was carried out for the PAHs, whose structures and farm land is getting affected for the road rehabilitation as well as for the borrow pits. Specifically, the following thematic socio-economic indicators were examined:

- Gender
- Age Distribution
- Marital Status
- Level of Education
- Nature of trade/Occupation of PAPs
- Income category
- Health Status

6.2 Outcome Of Socio-Economic Survey:

Expenditure:

Nearly 55% respondents fall within monthly expenditure limit of 10,000-20,000 Naira, while 30% fall within a monthly expenditure limit less than 10,000 naira. 5% respondents fall each within monthly expenditure limit of 20,000-30,000, 30,000-40,000 and 40,000-50,000 Naira as shown in Figure 6.1.

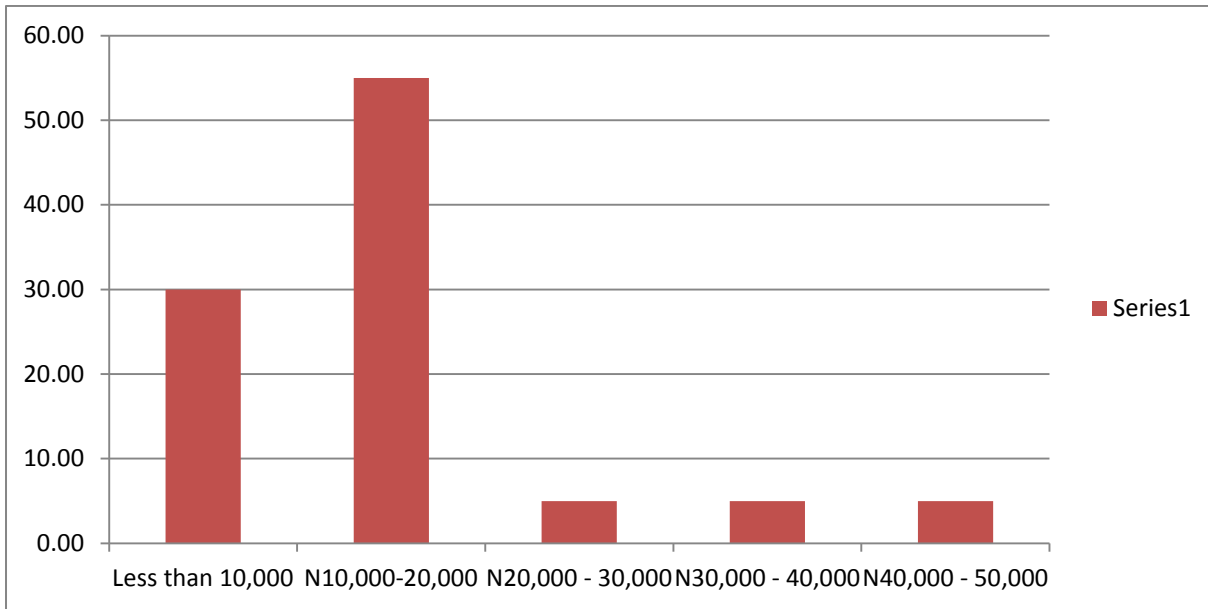


Figure6.1: Expenditure patter of village population

Durable Commodities:

As part of the survey, questions were asked to the respondents regarding the holding of various durable commodities. It is observed that most of the respondents do possess the radio/trangister. Only 40% of the respondents hold television in their possession and more than 80% people possess motor cycle/scooter. Less than 20% people possess music system. None of the village houses have L.P.G connection and are mostly dependent on forest wood.

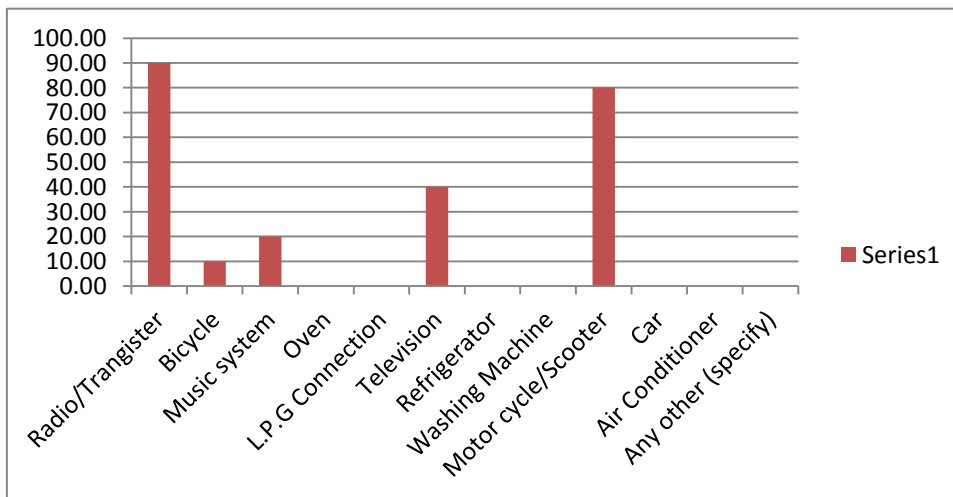


Figure 6.2: Holding of Durable Commodities

Available Facilities:

Nearly 30% of the population possesses electricity, while drinking water facility is provided to 25% population and only 25% populations are reported having availability of in-house toilet.

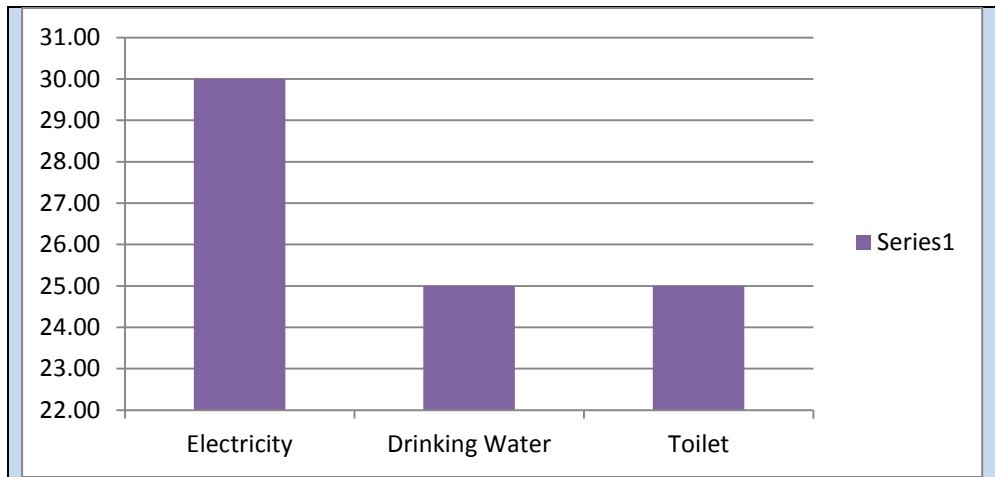


Figure6.3: Available Facilities

Migration:

Nearly 30% of the population migrates few months in a year, mostly during the rainy season. The trend of migration is mostly for agricultural labour (around 80%). Some also migrate for trade and business (around 20%).

Health Status:

Malaria is the serious and frequently causing disease in the village population surveyed. It has been observed that nearly 70% of the population have a case history of malaria.

Treatment:

The treatment facilities provided to various households include Allopathic (80%), followed by traditional treatment by 20%.

Women Involvement:

Women involvement has been observed in most of the activities except household industries and services. Women involvement has been observed most in cultivation/farming, household work and sale of forest/farm products.

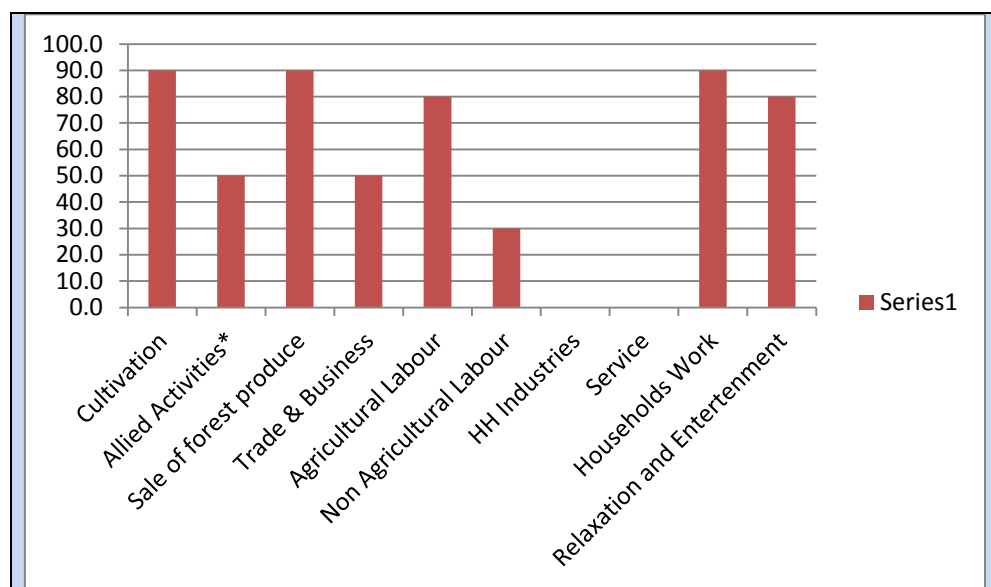


Figure6.4: Women Involvement



Women in Decision Making:

Along the project route villages, it has been observed that women are mostly involved in decision making. The sectors where women are mostly involved in decision making in:

- Financial Matters;
- Education to Child;
- Health care to child;
- Purchasing of any asset;
- Day to day activities;
- Social functions and marriages;
- Local governance

Male are the final decision maker in financial matters, purchase of asset and local governance.

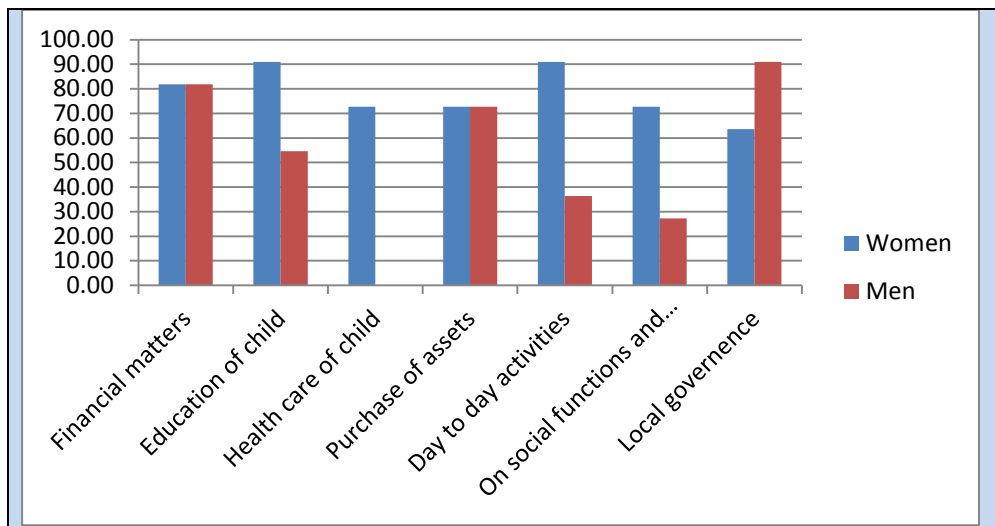
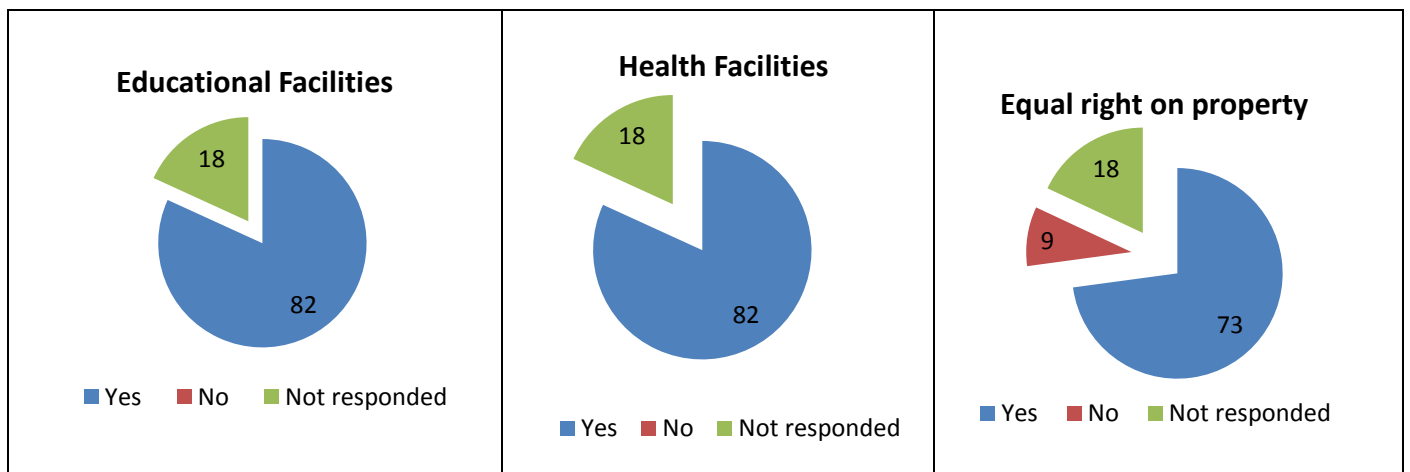


Figure 6.5: Women and Men in Decision Making

Attitude towards Girl Child:

- Most of the people responded in favor of educational facilities for girl child;
- Most of the people responded in favor of Health Facilities for girl child; and,
- Most of the people responded in favor of equal right on property for girl child.





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Figure 6.6: Attitude towards Girl Child

Income Generation Scheme:

Till date no such income generation scheme has been availed by any of the village community.

Indebtness:

During the survey it has been observed that 36% people have taken debt from the private money lenders.

Income Pattern:

The major income pattern in the region comes mostly from farm products. Though the respondents have not clearly indicated their annual or monthly income during the survey, however, from the available information it is observed that nearly 15% of population has an annual income of Naira 10,000 or less. Around 30% population has annual income between Naira 40,000-50,000. It is also observed that nearly 5% of the families are also very high income families >Naira 200,000/month.

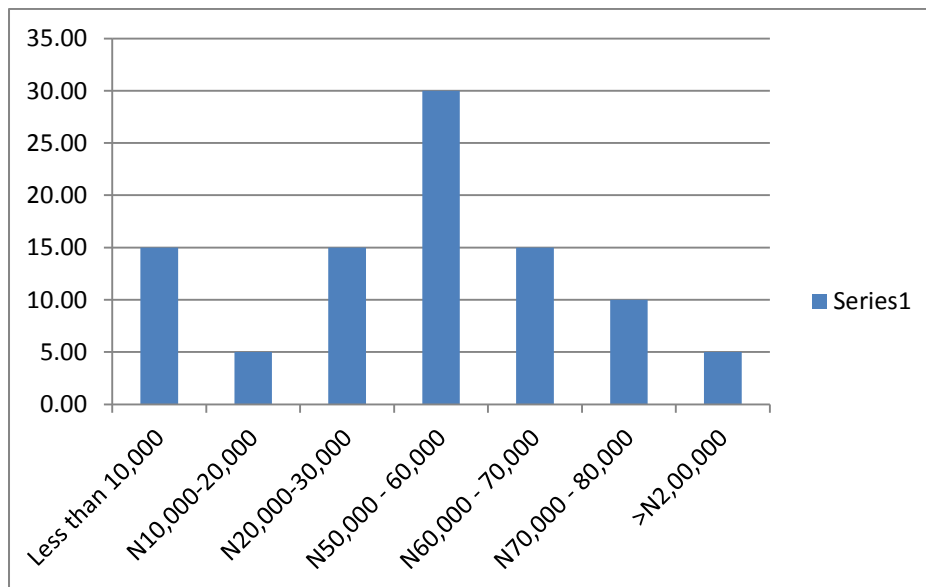


Figure 6.7: Income Pattern

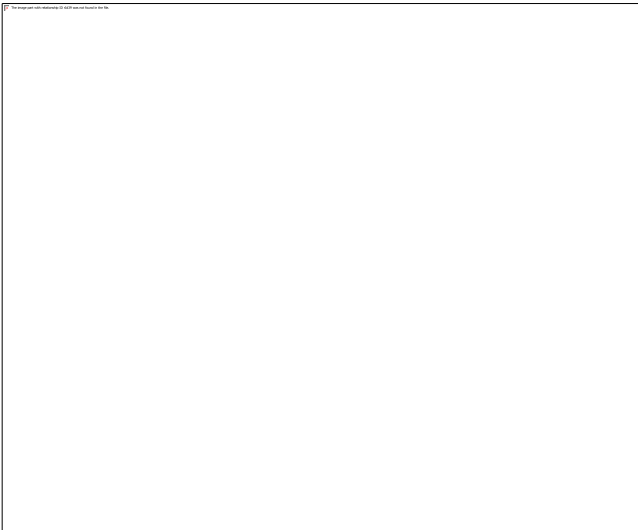
Some of the socio-economic activities in the project region are shown in Photoplate as given below:



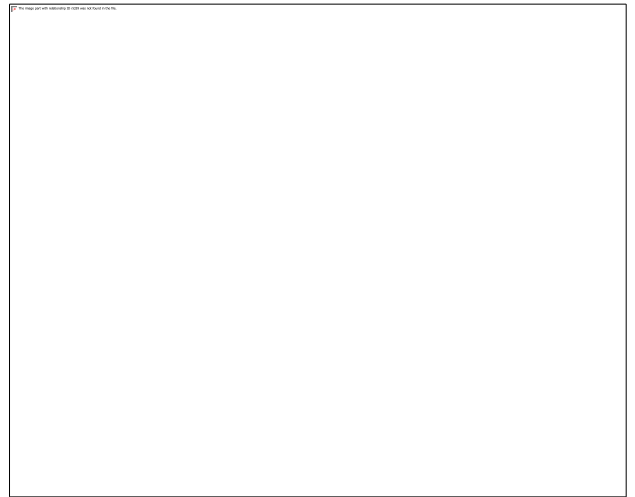
Palm oil loaded in Idiogun village



cassava dried in the corridor

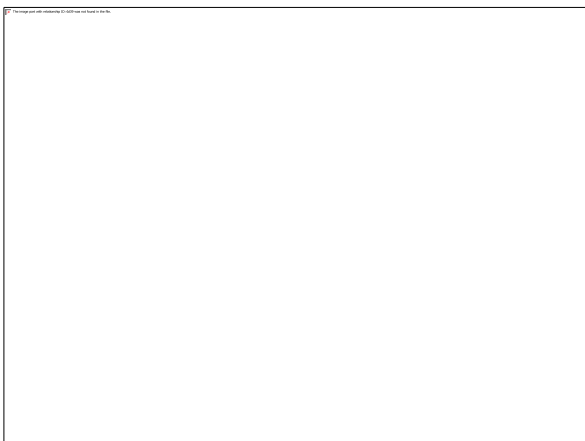


Pepper and palm kenels in idiogun

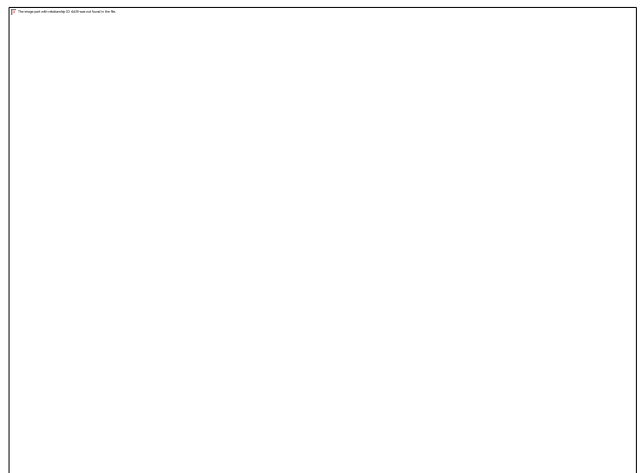


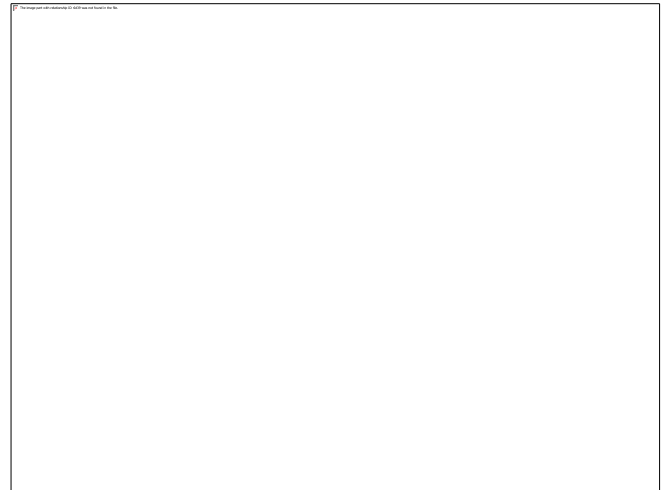
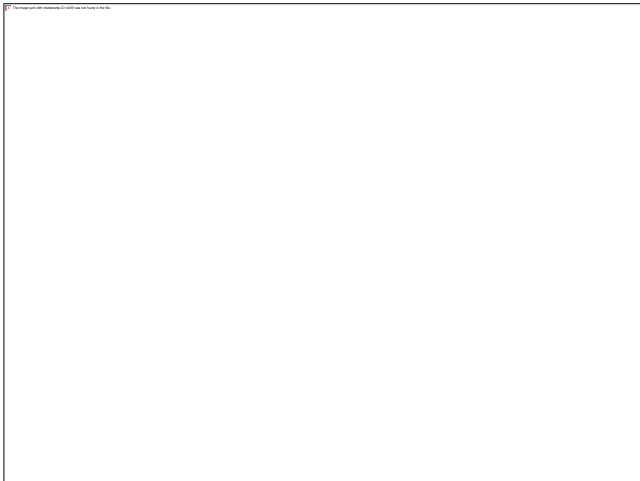
provision store in Aro joshua

Plates 2: showing some of the affected structures within the corridor



Grinding machine in aro osa section of the road osi osoko





okada asociation in aro joshua
shanty in aro joshua

6.2 Outcome of Census Survey

The potential impact on structures, farm lands and economic trees as anticipated in the project first verified by the ARAP survey team with the help of project alignment map (strip map) and measurement of the affected areas were undertaken. For such measurement, care has been taken to check the area of land/plot/structure coming within the Right of Way (RoW) of project road according to the strip map. The survey team comprise of the following experts to help in verifying the actual number of Project Affected Households, coordinating them in one place for discussion and explaining the purpose of the survey and finally obtaining necessary socio-economic information and to measurement of impact. The survey questionnaire also included questions on willingness towards various types of compensation options so as to decide the actual means of compensation in the project. The PAHs are subdivided into two sections namely (i) PAHs losing their structures and (ii) PAHs losing their plot and economic trees. The census survey questionnaire is given in **Annexure 6.2.**

6.2.1 Census Survey for affected Structures:

As per the project alignment survey, it has been observed that the most of the structures getting are in ILE-IFE section, while very few in ILESA and only one structure in the IWO section. Since the only one structure is getting affected in IWO section, for the sake of analysis it has been clubbed with the ILE-IFE section, while separate analysis has been prepared for the ILESA section.

ILE-IFE and IWO Section:

A total of 19 structures will be affected in this section. The details of structures being affected is given below, which shows that around 95% of the property are private property.

Type of property:

Sl. No.	Type of Properties	No. of Structures			%age
		Left	Right	Total	
1	Private Properties	10	8	18	94.74
2	Religious properties			0	0.00
3	Public/Govt. properties			0	0.00



4	Community	0	1	1	5.26
Total		10	9	19	100

Distribution of Different properties

Out of the private properties, 61% properties are residential property and 33% are commercial properties. Only 5% belongs to other private properties. The details are given below:

Sl. No.	Type of Structure	No. of Structures			%age
		Left	Right	Total	
1	Residential	7	4	11	61.11
2	Commercial	2	4	6	33.33
3	Res-cum-Commercial	0	0	0	0
4	Other Private Properties	1	0	1	5.56
Total		10	8	18	100

The residential structures are all houses and the commercial structures as observed are all shops.

There are only 2 other affected structures along the project road as given below:

Sl. No.	Type of Other Structures	No. of Structures			%age
		Left	Right	Total	
1	Boundary Wall	0	1	1	50
2	Abandoned site/Foundation	0	0	0	0
3	Others	1	0	1	50
Total		1	1	2	100

Type of Construction along the project road include the thatched (asbestos) with mud wall, nearly 42% of the affected households. The shops are mostly RCC structures. The construction details are given below:

Sl. No.	Type of Construction	No. of Structures			%age
		Left	Right	Total	
1	Thatched with mud wall	6	2	8	42.11
2	Semi RCC	0	0	0	0



3	RCC	3	3	6	31.58
4	Thatched with asbestos	0	0	0	0.00
5	Wooden	0	0	0	0
6	Fencing	1	2	3	15.79
7	Others	0	2	2	10.53
Total		10	9	19	100

Legal Status:

During the census survey it has been observed that most of the affected households are titleholders while there are considerable number of encroachers in the project. The details are given below:

Sl. No.	Type of Possession	Number of Households			%age
		Left	Right	Total	
1	Titleholder	8	6	14	73.68
3	Encroachers	2	3	5	26.32
4	Squatter	0	0	0	0
Total		10	9	19	100.00

Male and Female:

It has been observed that among the affected households nearly 56% are male and 44% are female.

Religions along project road:

Along the project road in ILE-IFE and IWO section, the percentage of Muslim is the highest (58%0 followed by Christian (26%). The details are given below:

Sl. No.	Religious group	No. of Households			%age
		Left	Right	Total	
1	Muslim	6	5	11	57.89
2	Christian	3	2	5	26.32
3	Other	1	2	3	15.79
Total		10	9	19	100

Family Type:

The families along the project road mostly extended type of families (47%) followed by joint families (32%). Details are given below:

Sl. No.	Family type	Final			%age
		Left	Right	Total	
1	Joint	2	4	6	31.58
2	Nuclear	3	1	4	21.05



3	Extended	5	4	9	47.37
Total		10	9	19	100

Occupational and Economic Activity:

It is observed that business and agriculture is the prime occupational and economic activity in the region.

Sl. No.	Occupation	No. of PAPs			%age
		Left	Right	Total	
1	Service	0	0	0	0
2	Business	4	5	9	47.37
3	Agriculture	5	2	7	36.84
4	Small trader	0	1	1	5.26
5	Household	0	0	0	0
6	Labour	1	1	2	10.53
7	Unemployed	0	0	0	0
8	Professional	0	0	0	0
9	Not Applicable	0	0	0	0
Total		10	9	19	100

Vulnerable groups:

The vulnerable groups along project road mostly consist of unmarried girls (79%) followed by aged person (above 50 years). The details given below:

Sl. No.	Vulnerable Group (Owner)	Final			%age
		Left	Right	Total	
1	Tribes	0	0	0	0
2	WHH	0	0	0	0
3	PHs	0	0	0	0
4	Orphans/Debitutes	0	0	0	0
5	Aged person (above 50 yrs.)	4	0	4	21.05
6	Unmarraid Girl	6	9	15	78.95
Total		10	9	19	100.00

Educational Level of PAHs:

Quite a significant percentage of project affected households in the ILE-IFE and IWO section are observed illiterate (47%), followed by primary educated (26%). Details given below:

Sl. No.	Education	Number of PAPs			%age
		Left	Right	Total	



1	Illiterate	4	5	9	47.37
2	Primary	5	0	5	26.32
3	Secondary	1	3	4	21.05
4	Higher Secondary			0	0.00
5	University Degree		1	1	5.26
6	AboveUniversity			0	0.00
Total		10	9	19	100.00

Compensation Option:

Maximum number of the project affected households opted for full and complete resettlement and rehabilitation by executing agency.

Sl. No.	Compensation option	Final		
		Option I	%	
1	Equivalent property for property loss	0	0	
2	Adequate compensation at Market rate	0	0	
3	Employment during compensation	0	0	
4	Development of Resettlement site	1	5.26	
5	Partly cash and partly assistance	3	15.79	
6	Full and complete resettlement and rehabilitation by Executing agency	15	78.95	
7	Others	19	0	0

Income Level:

The income level of PAHs in the ILE-IFE section have an annual income above N1,00,000.

ILESAs Section:

A total of 6 structures will be affected in this section. The details of structures being affected is given below, which shows that 100% of the property are private property.

Type of Property

Sl. No.	Type of Properties	No. of Structures			%age
		Left	Right	Total	
1	Private Properties	1	5	6	100.00



2	Religious properties	0	0	0	0.00
3	Public/Govt. properties	0	0	0	0.00
4	Community	0	0	0	0.00
Total		1	5	6	100

Distribution of Different properties

Among the private properties 66% are residential structures while 33% are commercial structures.

Sl. No.	Type of Structure	No. of Structures			%age
		Left	Right	Total	
1	Residential	1	3	4	66.67
2	Commercial	0	2	2	33.33
3	Res-cum-Commercial	0	0	0	0
4	Other Private Properties	0	0	0	0.00
Total		1	5	6	100

All the residential structures are houses and all the commercial structures are shops.

Type of Construction:

The type of construction along the ILESA section mostly comprise of thatched with mud wall (50%), and around 16% are RCC structures.

Legal Status:

Out of affected households, 67% are titleholders and rest are encroacher or squatters. The details are given below:

Sl. No.	Type of Possession	Number of Households			%age
		Left	Right	Total	
1	Titleholder	0	4	4	66.67
3	Encroachers	1	0	1	16.67
4	Squatter	0	1	1	16.67
Total		1	5	6	100.00

Male & Female:

Among the affected households the male percentage is higher in the ILESA section , nearly 65% and female are 35%.

Religion:



Among the affected households, 67% are Christians and rest belongs to other religion. There is no Muslim affected household.

Family Type: All the families along the project road in ILESA section belongs to extended families.

Occupation and Economic Activity:

Agriculture is prime economic activity among the affected households (50%), followed by business of agricultural products (33%). Details given below:

Sl. No.	Occupation	No. of PAPs			%age
		Left	Right	Total	
1	Service	0	0	0	0
2	Business	0	2	2	33.33
3	Agriculture	1	2	3	50.00
4	Small trader	0	0	0	0.00
5	Household	0	0	0	0
6	Labour	0	0	0	0.00
7	Unemployed	0	0	0	0
8	Professional	0	1	1	16.67
9	Not Applicable	0	0	0	0
Total		1	5	6	100

Vulnerable Groups:

The vulnerable group mostly comprise of aged person above 50 years. Details given below:

Sl. No.	Vulnerable Group (Owner)	Final			%age
		Left	Right	Total	
1	Tribes	0	1	1	16.67
2	WHH	0	0	0	0
3	PHs	0	0	0	0
4	Orphans/Destitutes	0	0	0	0
5	Aged person (above 50 yrs.)	1	4	5	83.33
6	Unmarraid Girl	0	0	0	0.00
Total		1	5	6	100.00

Literacy Level:

Significant number of affected households are illiterate (50%). Details given below:

Sl. No.	Education	Number of PAPs			%age
		Left	Right	Total	
1	Illiterate	1	2	3	50.00
2	Primary	0	0	0	0.00



3	Secondary	0	0	0	0.00
4	Higher Secondary	0	1	1	16.67
5	University Degree	0	2	2	33.33
6	Above University	0	0	0	0.00
Total		1	5	6	100.00

Compensation Option:

Most of the households opt for development of resettlement sites (83%). Details given below:

Sl. No.	Compensation option	Final		
		Option I	%	
1	Equivalent property for property loss	0	0	
2	Adequate compensation at Market rate	0	0	
3	Employment during compensation	0	0	
4	Development of Resettlement site	5	83.33	
5	Partly cash and partly assistance	1	16.67	
6	Full and complete resettlement and rehabilitation by Executing agency	0	0.00	
7	Others	6	0	0

6.2.2 Census Survey for affected farm lands/economic trees:

13 households are observed along the project road losing their farm land/economic trees. Out of the affected farmers, 92% are titleholders while rest are share cropper. Details given below:

Legal Status:

Sl. No.	Type of Possession	Number of Households			%age
		Left	Right	Total	
1	Titleholder	6	6	12	92.31
2	Sharecropper	1	0	1	7.69
3	Encroachers	0	0	0	0.00
4	Squatter	0	0	0	0.00
Total		7	6	13	100.00

Male and Female: The family profile of the affected farmers include 53% male and 47% female.

Religion:

PAHs along the project road mostly comprise of Christian people. Details are given below:



Sl. No.	Religious group	No. of Households			%age
		Left	Right	Total	
1	Muslim	0	1	1	7.69
2	Christian	5	7	12	92.31
3	Other	0	0	0	0.00
Total		5	8	13	100

Family Type:

PAHs along the project road mostly comprise of joint families (77%) and rest are extended families (23%). Details given below:

Sl. No.	Family type	Final			%age
		Left	Right	Total	
1	Joint	4	6	10	76.92
2	Nuclear				
3	Extended	1	2	3	23.08
4	NA				
Total				13	100.00

Occupation and Economic Activity:

The occupational patterns along the project road are mostly Agriculture. Details are given below:

Sl. No.	Occupation	No. of PAPs			%age
		Left	Right	Total	
1	Service	0	0	0	0
2	Business	0	0	0	0.00
3	Agriculture	5	8	13	100.00
4	Small trader	0	0	0	0.00
5	Household	0	0	0	0
6	Labour	0	0	0	0.00
7	Unemployed	0	0	0	0
8	Professional	0	0	0	0.00
9	Not Applicable	0	0	0	0
Total		5	8	13	100

Vulnerable Groups:

The vulnerable groups mostly comprise of unmarried girls (70%). Details are given below:

Sl. No.	Vulnerable Group (Owner)	Final			%age
		Left	Right	Total	



1	Tribes	0	0	0	0.00
2	WHH	0	0	0	0
3	PHs	0	0	0	0
4	Orphans/Debitutes	0	0	0	0
5	Aged person (above 50 yrs.)	1	3	4	30.77
6	Unmarraid Girl	3	6	9	69.23
Total		4	9	13	100.00

Educational Level:

The education level mostly comprise of secondary education level nearly 62%. Details are given below:

Sl. No.	Education	Number of PAPs			%age
		Left	Right	Total	
1	Illiterate	0	0	0	0.00
2	Primary	2	3	5	38.46
3	Secondary	3	5	8	61.54
4	Higher Secondary		0	0	0.00
5	University Degree		0	0	0.00
6	Above University			0	0.00
Total		5	8	13	100.00

Compensation Options:

Sl. No.	Compensation option	Final		
		Option I	%	
1	Equivalent property for property loss	1	7.692308	
2	Adequate compensation at Market rate	1	7.692308	
3	Employment during compensation	0	0	
4	Development of Resettlement site	0	0.00	



Sl. No.	Compensation option	Final		
		Option I	%	
5	Partly cash and partly assistance	3	23.08	
6	Full and complete resettlement and rehabilitation by Executing agency	8	61.54	
7	Others	13	0	0

The list of affected households and farmland owners are given in Annexure 7.2.



Chapter7 PUBLIC AND STAKEHOLDER CONSULTATION

7.1 Introduction

Consultation is defined by the World Bank (1996) as ‘the soliciting of people’s views on a proposed action and engaging them in a dialogue.’ It is an interactive Two-Way flow of information, ideas and opinions between stakeholders and project proponent. It is pertinent as a process of informing the community of the need for sitting a project in their domain, the scope and the need for the community to own and safeguard the project as beneficiaries and stakeholders. It also affords an opportunity for input and feedback information, aimed at strengthening the development project and avoiding negative impacts or mitigating them where they cannot be avoided.

Therefore, the consultation process and outcome was seen by the consultant as both an early and mandatory exercise in terms of the objective of project sustainability and as the best strategy to achieving the overall scope of the activities of the project.

As a part of the project preparation and to ensure that the community support is obtained and the project supports the felt needs of the people; public consultations were carried out as an integral component. A continuous involvement of the stakeholders and the affected community was obtained. The feedback in the consultation sessions will lead to project preparation – including, influencing designs. Consultations involve soliciting people’s views on proposed actions and engaging them in a dialogue. It is a two-way information flow, from project authorities to people and, from people to project authorities.

7.2 Objectives:

- The main objective of the consultation process is to minimise negative impacts of the project and to maximise the benefits from the project to the local populace. The objectives of public interaction of this project are:
- Promote public awareness and improve understanding of the local people about the proposed project;
- Assessment of possible requirement of improvements;
- Solicit the views of affected communities / individuals on environmental and social problems;
- Improve environmental and social soundness;
- Inform the affected populace about the entitlement framework and to settle problems with mutual consent; and
- Create accountability and sense of local ownership during project implementation.

7.3 Consultation Level And Stages

As part of the project, the consultations are considered at following stages:

Levels	Stages of Consultation	Stages	Target Group
Village/Community Level	3	During interim report and during Draft ARAP and after draft ARAP	Local Community
Institutional Level	3	During interim, after draft ARAP and after final ARAP	SPIU, Forest officials, Land revenue department

7.4 Consultation During Interim Report:

A total of 13 such consultation program has been finalized after discussion with the SPIU, Osun State including questionnaire for the same. The locations of such consultation, are strategically chosen combing few of the village roads together. The details of consultation location, dates of consultation are shown in **Table 8-1**.

Table7.1: Details of Public Consultation

S.No	Road Cluster	Road Section	Location of consultation	Dates of Consultation	Target group
1	C (ILESA Region)	Odogbo - Iwara	At Odogbo	22.03.2012	Farmers, local residents and people acceding the present road
		Ilesa - Odogbo-Araromi-			



S.No	Road Cluster	Road Section	Location of consultation	Dates of Consultation	Target group
		Igbowiwi			
2		Jabu - Ikeji-Arakeji-Ira	At Ira	22.03.2012	Farmers, local residents and people acceding the present road
		Ira - IKEji Ile - Ajebandele Arinmo			
		Oligeri - Iragbiji			
3		Isale GH – Muroko-Ila-Isolo-Ijesa-Okebode	At Ilaa village	14.03.2012	Local Residents, farmers, prince and head of youth and other locals who access the project road.
4	B (ILE-IFE Region)	Onikoko - Osi	At Osi	22.03.2012	Local Residents, farmers, prince and head of youth and other locals who access the project road.
		Elebu - Osi			
		Osi - Falala			
5		Alogba - Owode	Owode	23.03.2012	
	B (ILE-IFE Regional)	Owode - Oyere Fadahan			
6		Shasha Native Authority Forest Reserve Road	Shasha Reserve forest Authority and local people	25.03.2012	Forest Personnel, Local Residents, farmers, prince and head of youth and other locals who access the project road.
7	A (IWO Region)	Abogimile - Eleru	Eluru	23.03.2012	
8		Agbowu - Idiroko	Idiroko	23.03.2012	
		Akinleye - Idiroko			
9		Eleke - Kanko	Eleke	23.03.2012	
10		Agoro - Ikonifin	Isero village	15.03.2012	
		Ikonifin - Ajagunlase			
11		Ajagunlase - Bode Osi	Ajagunlase	23.03.2012	
12		Akinleye-Odo-omi-Ab-Ayo-Isero	Odo	23.03.2012	
		Patara-Ileko-Oba-Odo-omi-Road 1			
13			Any Local Market		25.03.2012

Consultation At Ila Village:

Ila village is located at Isale GH – Muroko-Ila-Isolo-Ijesa-Okebode in road section in cluster C ILESA Region. The target group of consultation was villagers and farmers. Consultation were conducted by SPIU officials and Consultants of RAMP. The outcome of the public consultation details are given in Table 8.2. The details of public consultations is given in **Annexure 7.1**.

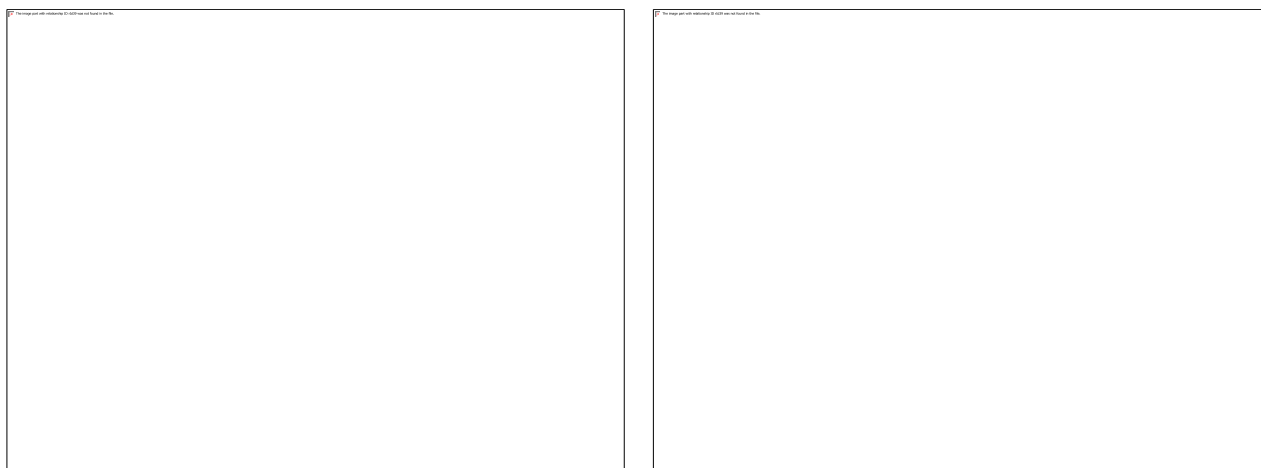


Figure7.1: Public Consultation at Ila Village

Table7.2: Outcome of Public Consultation at Ila Village

S.No	Issues Discussed	Outcome
1	How do you access the rural road and what are the mode of transport and their frequency/numbers.	The rural road is being accessed at mostly during the dry season. Bus, minibus, cabs, pick up vans and timber logging trucks come in during the dry season only. During the rainy season the road is not movable due to water logging and muds.
2	Why there is a need for the development of rural road? /Explain various benefits?	In rainy season there is no mobility along the road. If the road dis developed throughout the year products can be sold in the market and there will be no loss during the rainy season. For example April to August/September Cocoa begins to come out and due to rain and immobility lot of losses of incurred. With the project road such losses will be reduced.
3	Average daily traffic in the road?	Some of the minibuses and pick up vans visit the area to a total of 20 vehicles per day and 10 logging trucks. During market days nearly 50 vehicles ply along the project road.
4	Total Population	No specific idea was given
5	Where the nearest local market is and how much time it does take in average to reach to the local market with the present condition of rural road?	10 Km away. During dry season it taken 40 minutes to reach the market through vehicles/pick up vans. However during the rainy season is worst and takes longer times.
6	Are there any accident issues in the present road?	Nil
7	What is the distance of nearest hospital and how much time it requires o reach the nearest hospital through the present rural road?	Travel time to nearest hospital is 30 minutes
8	What is the nearest primary/secondary school to the community children and how much it takes to reach school?	Primary school is nearby and ILS secondary school is at 15 minutes distance. For higher studies people go outside.
9	Is there any incidence of wild animals coming in the community or crosses the rural road?	Till date no.
10	Is there any migratory route of wild animal exists crossing or along the rural road?	No
11	The project road may have certain impacts on the farm lands belong to community. Are you willing to give land for the sake of the development?	All agreed
12	The project road development may require some loss of trees/ crops. What is expectation for the same?	It may happen but for the sake of the road rehabilitation and development all agreed.



Outcome of Public Consultation:

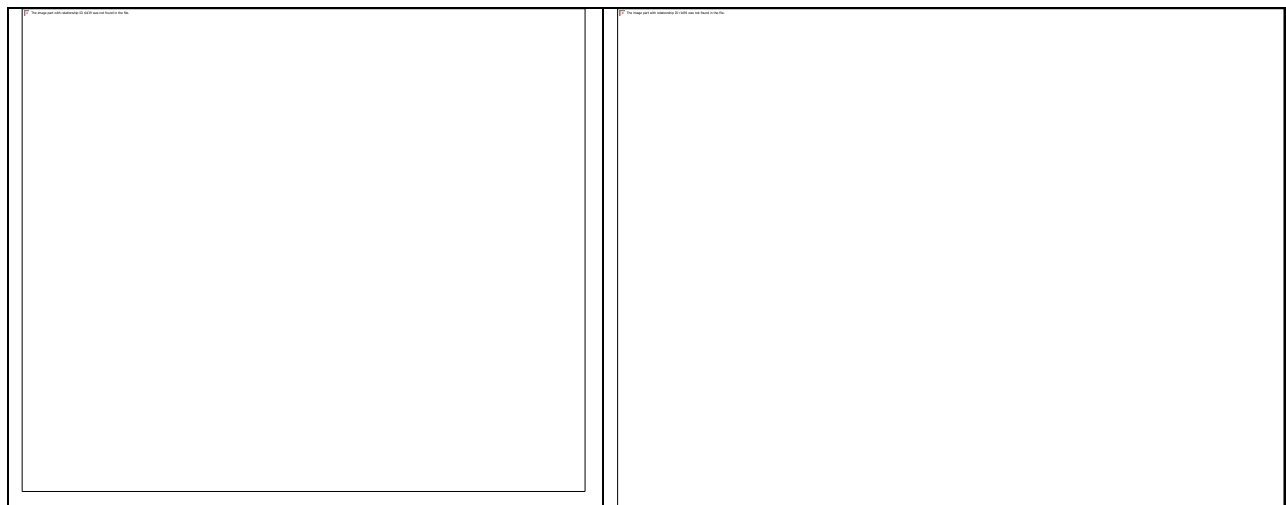
- ✓ People are in favour of the project;
- ✓ People are willing give their land and structures for the sake of the project;
- ✓ The project road in rainy season are un movable and hence development is required;
- ✓ The road development will improve the opportunity lost during the rainy season and local markets can be easily be accessed.
- ✓ No rare and endangered flora and fauna species are reported also the project road is not being used as any migratory route by wild animals;
- ✓ The improved road condition will help the women in carrying the farm products to the local market as well in fetching water from long distance for their family.

7.5 Consultation During Census and Socio-Economic Survey:

Apart from the consultation during the interim stage necessary consultation were also completed during the census and socio-economic survey of affected households. Amongst the persons met in the course during the consultations are District Heads, local government area chairmen, senior staff of different local government areas, different ward heads and village heads. The outcome of the consultation are given below:

- All affected persons are therefore required to give the right of way for the project.
- All agreed that they would remove all contraventions within the setbacks voluntarily.
- The Local Governments all agreed to cooperate and support the successful execution of the project.
- Community leaders assured the meeting that they would continue to give moral support to the Government in the implementation of the project.

The consultation photographs during the census and socio-economic survey is shown in figure 8.2.



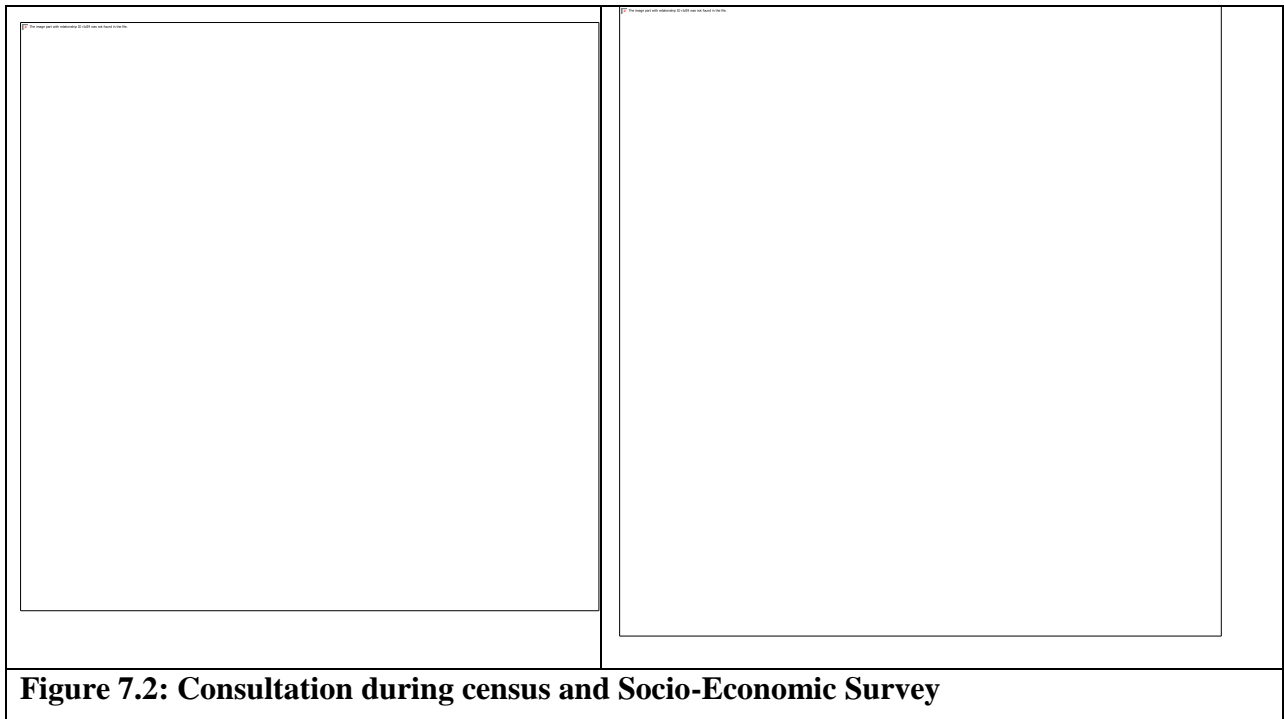


Figure 7.2: Consultation during census and Socio-Economic Survey



Chapter8 VALUATION OF PROPERTY AND COMPENSATION

8.1 Introduction

A general principle adopted in the formulation of the compensation value for the project affected households. The lost income/assets will be valued at their full replacement cost such that the project affected persons should experience no net loss. This is in accordance with the RAMP Resettlement principles and World Bank operational policy on involuntary resettlement, OP 4.12. In line with the above principle, RAMP conducted an all-encompassing survey and valuation of the assets and loss of income by the project affected persons (PAPs).

Valuation of assets along the ROW of the proposed work to ascertain individuals whose properties or livelihoods will be directly or indirectly affected by the project activities. Since the entire road ROW will not be acquired, valuation was conducted at locations where rehabilitation work shall be carried out along the corridor.

8.2 Summary of Valuation Process Relevant to ARAP

The following forms the process/steps for the valuation of assets and ultimately compensation:

- A detailed inventory of all persons, possessions, assets and stock requiring resettlement
- Recording of prevailing market value of impacts.
- Determining of compensation packages according to valuations.
- Allowing a reasonable time period prior to moving. PAP's may salvage any material without this being deducted from compensation entitlements.

8.3 Eligibility Criteria and Project Entitlement

The affected persons in the project area will be entitled to various types of compensation and resettlement assistance that will help in the restoration of their livelihoods, at a minimum, to the pre-project standards. Further, the principles adopted herein contain special measures and assistance for vulnerable affected persons, such as the aged, female traders, physically challenged persons and children. Persons affected by land acquisition, and relocation and/or rehabilitation of structures/assets, Small Business Enterprises (SBE) houses, etc.), are entitled to a combination of compensation measures and resettlement assistance, depending on the nature of ownership rights of lost assets and scope of the impact, including social and economic vulnerability of the affected persons.

8.4 Eligible Parties

This document to refer to individuals and businesses and any other group affected by the project. APs eligible for compensation shall be those who experience negative impacts on their assets or livelihoods as a result of the Project. Generally, measures will be incorporated in Project design to minimize adverse impacts.

The census carried out has enabled the identification of those affected and eligible for assistance and the nature of assistance such as:

- Those who have formal legal rights to land [compensation]



- 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 [compensation]
- Those who have no recognizable legal right or claim to the land that they are occupying [resettlement assistance]

8.5 Non-Eligible APs and Cut-off Date

Census and inventory of lost assets and property is conducted. The date of census has been established for the cut off-date to record the PAPs in the project corridor to be JULY 2012.

A person who occupies the ROW after the completion of inventory of affected persons and assets will not be eligible for compensation for the lost assets and /or resettlement and rehabilitation.

However, it may be possible that some APs may have been missed in the Census. Therefore those who can demonstrate that they are eligible will also be included during implementation.

Also, if works are not initiated two years or more pass after declaration of the cutoff date, a new census and evaluation of properties shall be carried out.

RAMP will consider various forms of evidence as proof of eligibility to cover:

- Affected persons with legal/formal legal rights, documented in the form of certificates of occupancy, tenancy agreements, rent receipts, building and planning permits, business operating licenses, utility bills among others. Unprocessed/unregistered formal legal documents will not bar eligibility and procedures for confirming authenticity of such documents will be established in the ARAP.
- 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 trade union heads, traditional authority, customary heads, community elders, family heads and elders and the general community.

8.6 Eligibility Matrix for the Resettlement Plan

The vendors that are eligible for compensation and other project assistance include:

1. Those vendors that are on the setback of 2.75 - 5metres that will be displaced.
2. Farmers, whose land income will be affected
3. Economic trees whose need to carry out construction works would cleared due to construction will be compensated.
4. Households whose properties are bulky and required finance for transportation.

8.7 Notification

RAMP officials engaged all stakeholders in due consultations to inform and educate them on the purpose of the project and the possible associated impacts.



During the consultations, the stakeholders were made to understand the purpose of the project. During the administration of questionnaire and census, the level of interaction between some of the enumerators and the PAPs revealed that they are in favor of the project.

8.8 Value of Land

Much as RAMP will give adequate assistance to the PAPs that will be relocated RAMP is not obliged to make monetary payments as compensation for lands along the safety zone of the proposed corridor of work. Therefore, there is no justification to make presentation on value for land which the PAPs currently occupy.

Table 7.1: Entitlement and Compensation Matrix

Type of Losses	Categories of Affected Persons	Entitlement
Loss of commercial land	All types of affected persons	<ul style="list-style-type: none"> None. <i>All Land along the corridor is within the ROW/setback, all occupants are illegal.</i> The setback is the property of the government and vendors are considered as squatters. But affected persons will be given alternative space for business e.g. a space inside the market or open space behind the setback.
Loss of business premises	Relocation of table vendors or Shifting backward of vendors Stalls and shops:	<ul style="list-style-type: none"> Cost of labour for dismantling and reconstruction will be provided by RAMP. Owners of affected structures will be allowed to take/reuse all the salvageable materials for rebuilding/rehabilitation of the structure. Full replacement cost for all makeshift structures affected (if demolished) by the project. This cost will be determined by RAMP property owner.
		<ul style="list-style-type: none"> RAMP shall liaise with appropriate local government, focus groups/Associations, to provide space in nearby environment for the affected persons, if need be. For a location that is far ($\geq 20m$), transfer allowance to cover transportation will be provided by RAMP
		<ul style="list-style-type: none"> RAMP will provide materials (nails, fittings, cement, Paint, roofing sheets etc) and labour cost for dismantling and reconstruction of affected vendors stalls and shops.
Loss of Income from business premises	Only vendors that will shift backwards	<ul style="list-style-type: none"> RAMP will provide allowances in lieu of lost daily profit for 2 days (expected period required to successfully shift back i.e. behind the setback of proposed work area). This does not include the itinerant
	Vulnerable group	<ul style="list-style-type: none"> RAMP shall provide loss in daily profit to all identified vulnerable group including women, aged and physically challenged PAPs. Priority attention shall be given to them in anything before others Assist women with special platforms for sun-drying their farm produces
	Transporters/road users	<ul style="list-style-type: none"> RAMP will provide alternative diversionary route and ensure efficient traffic management on the available access roads during construction activities

8.9 Valuation of Crops

Economic trees, are found along the axis at about a kilometer stretch of about more than 50 economic trees per kilometer, also farm lands on both sides. For the valuation of famr land as understood during the consultation and SPIU officials is about 0.4 ha of arable crops per km with a rate of \$250 per km.



8.10 Valuation of Affected Structures

PAPs will be allowed to dismantle their structures and reuse them at relocated locations. RAMP will provide supplementary assistance to affected PAPs. Depending on the type of materials used for the construction of structures, rates will be considered for cost of labour and transportation allowances. Basically two types of materials (wood/plywood and steel) are prevalent in the study area. The rates that were confirmed to us by the vendors and corroborated by the valuer will apply and these are:

8.10.1 Cost of labour for dismantling and reconstruction

a. Lock-up steel shops	N10,000
b. Kiosk and lock-up wooden shops	N5,000
c. Open stall	N4,000

8.10.2 Transportation allowance for moving structures within the route

d. Kiosk, Open stall and lock-up wooden shops	N7,000
e. Lock-up steel shops	N8,000
f. Vendor table	N4,500

8.10.3 Cost of shifting

g. Lock-up steel shops	N9,000
h. Kiosk and lock-up wooden shops	N6,000
i. Open stall	N3,500
j. Vendor table	N1,500
k. Artisans	N3,500
l. Itinerant	N3,500

8.10.4 Cost of Materials

m. Nails	N350/kg
n. Cement	N2,500/bag
o. Fuel	N97/litre
p. Roofing sheets	N800/sheet
q. Paint	N500/gallon
r. Sand	N4,500/ton
s. Water	N300/200litre
t. Stubble	N3000

8.10.5 Allowance for income losses:

u. Vendor table	N4,500
v. Open stall	N5,000
w. Kiosk, lock up shops	N4,500
x. Artisans	N3,500
y. Itinerant	N3,500



Overall the estimated value for the structures is around US\$ 3,125 per house.

8.11 Payment of Compensation

In line with the World Bank operational policy on involuntary resettlement (OP 4.12), RAMP will ensure that the conditions of the PAPs are restored to the status that is at the minimum commensurate to their pre-project status. List of all Vendors has been documented in the PAP register (Appendix). In addition, every person affected by the project has been issued an identification means for easy identification and possible compensation.

The RAP implementation committee will verify the correctness of each PAP as stated in the register and ascertain that every identity card holder is correctly documented in the register. On Payments will be made according to locations and adequate information will be made available to all affected persons before payment. Such information will include.

1. dates and locations of payment
2. list of eligible people and amount
3. mode of payment
4. Location of payment etc.

Payment will be made directly to the PAPs through the Banks. In the event that an individual is absent during payment, the compensation committee will immediately communicate a new date of payment to such PAP



Chapter9 INSTITUTIONAL FRAMEWORK

9.1 Overview of Institutional Responsibilities

The major institutions that are involved in the Resettlement process are the Osun Rural Access and Mobility Project , the World Bank, Local NGOs/CBOs and the ARAP Implementation Team (AIT) which comprises:

- The RAMP Project Coordinator , SPIU
- SPIU M&E officer
- SPIU Environmental and Social Officer
- SPIU Legal Adviser
- Representative of the Project Financial Management Unit
- Representative of Osun State Ministry of Lands, Survey and Country Planning.

9.2 RAP Implementation Management Structure

All identified agencies will be involved in the resettlements. This shall be carried out under the *supervision* of the RAMP Unit Head who heads the Resettlement Advisory Group (RAG). The Resettlement Implementation Committee (RIC) will work with the RAMP Social Safeguard Officer to ensure implementation and monitoring.

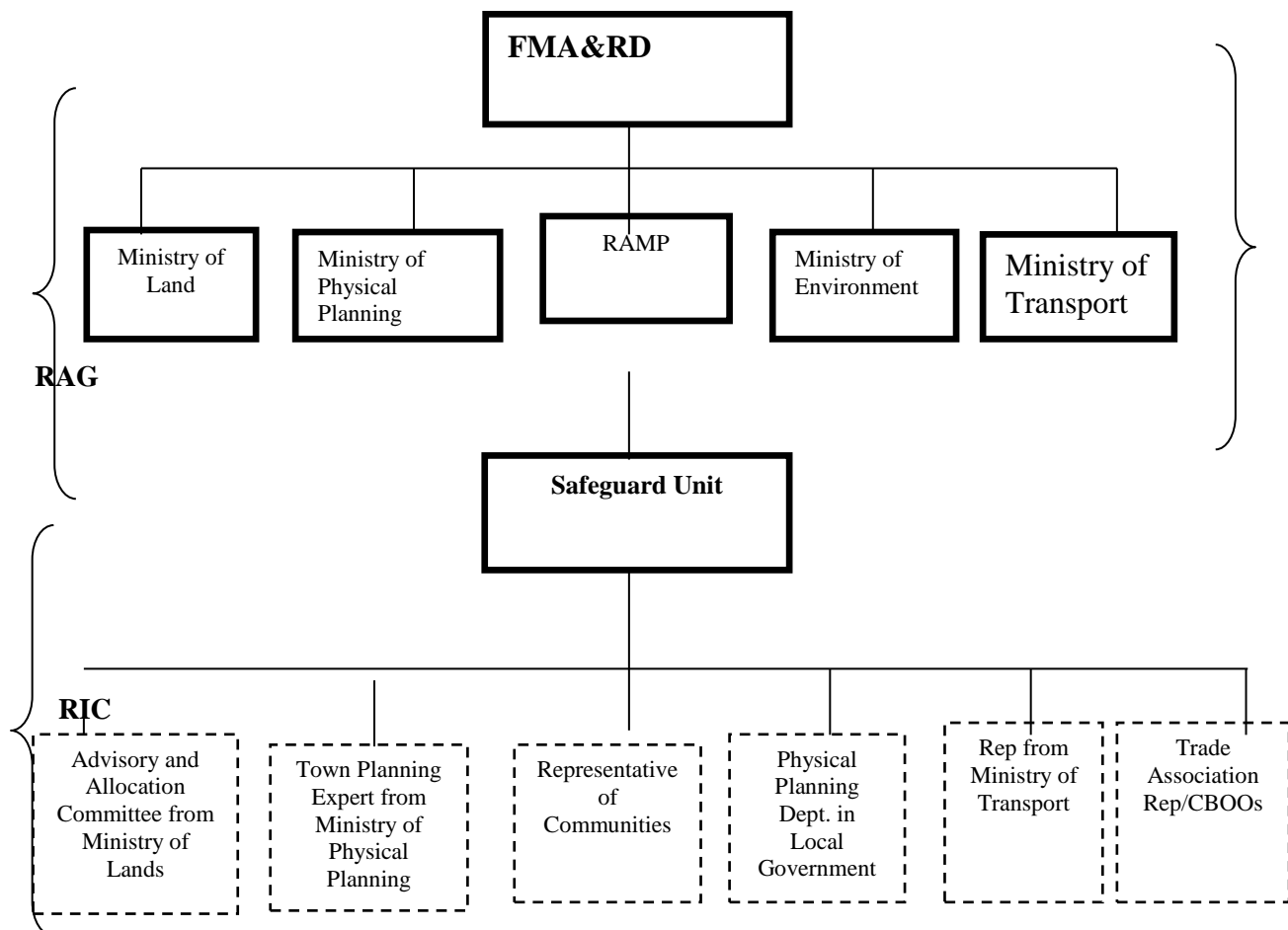


Figure 9.1: ARAP implementation Organogram



Local NGOs (one for each of Lot) with experience in social and sustainable development programs are proposed to be recruited by AIT to assist in implementing this ARAP and to help in assuring the social acceptability and sustainability of the programs. They will be locally based and have sufficient manpower and leadership.

These NGOs will:

- Counsel the Project Affected Persons;
- Encourage productive utilization of compensation packages;
- Assist the PAPs to organize CBOs and cooperatives who can represent the PAPs during any negotiations and grievance hearings

9.3 Institutional Arrangement

The roles and responsibilities of the institutions regarding Resettlement Implementation and Grievance redress are as per Table 9.1.

Table 9.1: Institutional Arrangement and Responsibilities for ARAP

S/No	Stakeholders/ Institutions	Responsibilities
1	Osun-RAMP	<ul style="list-style-type: none"> • Establishment of Local Resettlement Committee (LRC). • Ensuring that the project conforms to World Bank safeguard policies, including implementation of the Abbreviated Resettlement Action Plan (ARAP), as required. • Engaging the services of contractors and consultants to carryout preparation and implementation of ARAP and subsequent engaging the service of external monitors for the ARAP implementation. • Approval of payments to consultants for ARAP activities carried out under the project. • Internal monitoring and evaluation of ARAP activities. • Preparation of quarterly and annual progress reports on ARAP implementation. • Submission of Reports to Osun-RAMP, and World Bank for review.
2	World Bank	<ul style="list-style-type: none"> • Overall responsibility of ensuring that the OP 4.12 is complied with in the ARAP. • Responsible for the final review, clearance and approval of the ARAP.
3	Monitoring and Evaluation Officer from the OsunRAMP	<ul style="list-style-type: none"> • Ensure that there are sufficient resources (time, money and people) to supervise the implementation of compensation • Ensure that any changes during implementation process that have significant environmental or social impact are communicated to the Osun RAMP in time and advice on actions to be taken and costs involved. • Ensure that the SPIU is sufficiently informed on monitoring results.
4	Local Resettlement Committees (LRCs)	<ul style="list-style-type: none"> • Being responsible for guiding compensation and resettlement activities in Local areas. • Form a survey team to carry out Detailed Measurement Survey (DMS) for affected PAPs and assets; finalize DMS and Entitlement forms for each PAP. • Checking the unit prices of compensation as used in RP, suggestions for adjusting the unit prices in conformation with market prices/replacement costs (if required) to Project Implementation Unit for approval. • In co-ordination with OsunRAMP, organize meetings with PAPs, communal



		<p>authorities disseminate copies of Resettlement Information Booklet (RIB) and entitlement forms.</p> <ul style="list-style-type: none">• Based on the policy and proposed process/mechanism in ARAP, the LRCs prepare the detailed implementation plan (quarterly) and the together with OsunRAMP pay entitlements to PAPs and implement for other activities in a timely manner.• Settling the complaints and grievances raised by complainants and suggest solutions for the outstanding issues to responsible institutions for improving of the ARAP implementation.• Organize seminars to disseminate the ARAP report to relevant stakeholders, communities, etc.• Assisting local people in overcoming the difficulties during the implementation period.
5	Project Affected Persons (PAPs)	<ul style="list-style-type: none">• Giving their own opinions and, or support on alternative project designs during Focused Group Discussion,• Support Community- based developmental project.
6	Self Help Group	<ul style="list-style-type: none">• Although in the project no such household or family is expected to loose their entire livelihood, however formation of a self help group among the PAPs especially among the women group is suggested. The scope of SHG will be : <p>To identify various home made industries/cottage industries, products which can be implemented for earning. The range of such products or training requirement can be finalized after discussion with the PAPs.</p>



Chapter10 MONITORING AND EVALUATION

10.1 MONITORING AND EVALUATION

Monitoring and Evaluation (M&E) are standard requirements of any management plan including Resettlement Action Plans. Monitoring is an on-going activity to track project progress against planned tasks. It is essentially used to provide regular oversight of the implementation of an activity in terms of input delivery, work schedules, targeted outputs, etc. through routine data gathering, analysis and reporting.

The WB's safeguard policy (OP 4.12) states that the project sponsor is responsible for adequate Monitoring & Evaluation (M&E) of the activities set forth in the resettlement plan. Monitoring will provide both a warning system for the project sponsor and a channel for the affected persons to make known their needs and their reactions to resettlement execution.

The implementation of the ARAP will be regularly supervised and monitored by the Monitoring and Evaluation officer in coordination with the Environmental and Social Development Officer.

The M&E activities and programs should be adequately funded and staffed. In-house monitoring may need to be supplemented by independent external monitors to ensure complete and objective information.

The objectives of the ARAP monitoring activities are to:

- Ensure that actions and commitments described in the ARAP are completed in a timely and efficient manner;
- Confirm that eligible PAPs receive their compensation entitlements in full and within agreed timeframes;
- Monitor effectiveness of completed actions in enhancing or restoring affected peoples' living standards and income levels;
- Check that any grievances expressed by PAP are followed through and that, where necessary, appropriate corrective action is implemented;

A Three tier monitoring framework is recommended for the OSUNRAMP ARAP Project, these are:

- Field Level Monitoring by field social and livelihoods facilitators
- Internal Monitoring undertaken by OSUNRAMP SPIU
- External monitoring by a third party independent resettlement specialist and/or a local NGO supported by OSUNRAMP SPIU.

The three components of the monitoring plan are: Performance Monitoring, Impact Monitoring and Completion Audit. Each type of monitoring will require the use of suitable indicators.

a) **Performance monitoring** Indicators will include:

- Timely disbursement of compensation;
- Appropriate disbursement of compensation to eligible persons and communities
- Accurate quantum of disbursement to eligible persons and communities

b) **Impact monitoring** indicators will include:

- Short, medium and long term benefits of the resettlement activities.
- Short, medium and long term changes in livelihood and income of persons and communities receiving compensation packages
- Sustainability of compensation and enhancement packages.



- c) **The completion audit** ideally should be conducted by a suitably qualified external consultant, the purpose of which is essentially to determine if the proponents efforts to restore the living standards of affected people has been well conceived and executed.

10.2 Implementation Schedule

The timetable for the implementation of the Abbreviated Resettlement Action Plan is presented in Table 10.1. It is expected that the implementation of the ARAP programme will be completed by October 2011 to permit for commencement of construction work in November 2011.

Table 10.1: Timetable for Abbreviated Resettlement Action Plan

ROAD PROJECT CYCLE	PHASE	ACTIVITIES	DATE	RESPONSIBILITIES
PLANNING	Scoping and Screening	<ul style="list-style-type: none"> ✓ Initial site visit & consultations. ✓ Identification of Resettlement and Social issues ✓ Application of safeguard policies ✓ Categorization ✓ Action plan ✓ Screening Report ✓ <i>WB No-Objection</i> 	March 2012	Consultant; Supervision by OSUNRAMP- SPIU
DESIGN	Preparation of ARAP and consultations	<ul style="list-style-type: none"> ✓ Draft ARAP ✓ Consultations ✓ <i>WB No-Objection</i> 	July 2012	Consultant; Supervision by OSUNRAMP -SPIU
	Preparation of ARAP and consultations	<ul style="list-style-type: none"> ✓ Final ARAP ✓ Consultations ✓ <i>WB No-Objection</i> 	August 2012	
	Disclosure	<ul style="list-style-type: none"> ✓ Disclosure of ARAP locally & to WB Info Shop 	October 2012	OSUNRAMP –SPIU World Bank
	Finalization and Incorporation	<ul style="list-style-type: none"> ✓ Final version of ARAP ✓ Incorporation of ARAP into contract documents ✓ <i>WB No-Objection</i> 	October/ November 2012	Consultant; Supervision by OSUNRAMP –SPIU
EXECUTION	Implementation and monitoring	<ul style="list-style-type: none"> ✓ Implementation ✓ Monitoring & reporting on environmental and social mitigation measures 	November 2012 November '12	Contractors Supervision by OSUNRAMP -SPIU/ M&E and the community
	Construction Work	<ul style="list-style-type: none"> ✓ Monitoring and reporting of Resettlement and livelihood issues 	November '12	
OPERATIONS (POST-	Operations and maintenance	<ul style="list-style-type: none"> ✓ Maintenance ✓ Monitoring and reporting of 		Contractors Supervision by



IMPLEMENTATION)		Resettlement and social livelihood issues		OSUNRAMP-SPIU/ and the community
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10.3 Capacity and Training Needs

Based on the assessment of the institutional capacities of the OSUNRAMP for the implementation of the ARAP, it is recommended that OSUNRAMP Contract technical assistance to provide training and operational support to the project implementation unit (SPIU) and other agencies involved in the ARAP implementation. The training needs are identified as per Table 10.2.

Table 10.2: Recommended Training and Awareness

Item	Description	Course Content	Target	Estimated Amount(₦)
Training & Awareness	Involuntary Resettlement and Rehabilitation	1. Principles of Resettlement Action Plan 2. Monitoring & Evaluation of ARAP Implementation 3. Conflict Management and Resolution in ARAP	1. SPIU- OSUNRAMP 2. Conflict redress/management committee members	800,000
	Sensitization and Awareness on ARAP process		3. Community representative officers 4. SPIU- OSUNRAMP Officer	400,000
Sub-Total				1,200,000



Chapter11 GRIEVANCE REDRESSAL MECHANISM

Accordingly to OP:4.12, Grievance redressal is one of the important part of the policy for the affected person. Grievance can be of many types ranging from non-timely disbursement of compensation, improper survey and identification of PAHs/PAPs, resettlement options and rehabilitation etc. In the event of disagreement, the affected persons may first seek recourse through the community representatives or trade union or (community head). If that approach fails, the aggrieved party may take the matter up with the Local Government Area officers, who are their elected leadership and who can present the grievances to other parties.

As the first point of call for resolving grievances, in two at patara village consultation was carried out with various land owner where land were used for excavasation that give rise to burrow pits, and hence they demand for compensation.

If this fails aggrieved party will have the option of resolving the issues with the Unit Head of RAMP. If the Unit Head cannot not resolve it. Otherwise the Resettlement Advisory Committee resolves it. if this is not sufficient the Honorable Minister of Works will try to resolve the issue that is contentious.

Aggrieved parties could also report directly to the Unit of RAMP via Telephone calls, SMS and e-mails for action.

The judicial system will be the last resort to redress the issues if informal conciliation does not resolve the matter. This, admittedly, is a costly and time-consuming procedure.

11.1 Grievances and Appeals Procedure

The objectives of the grievance and disputes settlement mechanism are to:

- prevent the resort to adhoc self-help steps and violence on the part of the affected local population as a means of resolving grievances/disputes arising from implementation of the ARAP and the project in general;
- provide an accessible platform and simple procedures for the effective and peaceful settlements of grievances and disputes in the implementation of the ARAP;
- avoid as much as possible the need to have recourse to litigation and or external intervention in the settlement of grievance/disputes; and
- to accomplish a speedy, inexpensive and mutually satisfactory resolution of disputes.

11.2 Likely Grievances and Disputes

Drawing from documented types of dispute in the environment, interaction in relation to characteristics of the study area, grievances and dispute may emanate from any of the following circumstances:

- Disagreements/complaints over identification of lands, structures and other resources eligible for compensation;
- Disagreements/complaints over/on plan to pay cash compensation based on the Osun State Government rates;
- Disagreements/complaints regarding the compensation entitlements of non-indigenous population of the project area;



- Disagreements/complaints over under-payments by officials administering compensation money payment or cost of relocation.
- Disagreements/complaints over misapplication/administration of compensation money; and
- Disagreements/complaints relating to project's employment, training and recruitment policies and procedures.

11.3 Grievance Redress Mechanisms

A Grievance Redress Committee will be set up by OSUNRAMP to address complaints from ARAP implementation. This committee will be directly under the OSUNRAMP-SPIU and its members will include legal and accounts representatives of OSUNRAMP, and the legal expert from the ministry shall be the secretary. The functions of the Grievance Redress Committee are:

- Provide support to PAPs on problems arising from loss of private properties and business area.
- Record the grievance of the PAPs, categorize and prioritize the grievances that need to be resolved by the committee; and
- Report to the aggrieved parties about the developments regarding their grievances and the decision of the project authorities.

The main objective of this procedure will be to provide a mechanism to mediate conflict and cut down on lengthy litigation, which often delays such infrastructural projects. It will also provide people who might have objections or concerns about their assistance, a public forum to raise their objections and through conflict resolution, address these issues adequately.

11.3.1 Informal Grievance and Dispute Resolution Method

The ARAP informal grievance and dispute resolution method will revolve around the mediation and conciliation procedures. These processes and procedures are suitable to the project area rural population. Given their literacy level, the simplicity and transparency of these procedures will serve them well.

11.3.2 The Complaint Procedure

The complaint procedure shall be simple, open and transparent. There shall be simple complaint/grievance forms for use in recording and documenting complaints from complainants. In all cases, the grievance form shall contain the details about the complainant, the nature of complain, department/authority of the person against whom the complaint/grievance is made, the remedy/correction sought, the time-frame and the officer/unit responsible for the resolution of the dispute.

Complaints, which may be oral or written can be made or forwarded to the Projects Grievance Resolution Officer through the Community Liaison Officer (CLO). Where an illiterate complainant makes an oral complaint, the CLO shall record same in writing into the complaint form and explain same to the understanding of the complainant before forwarding the form to the Project's Grievance Resolution Officer or other appropriate officer(s)/departments/committee responsible for the resolution of the complaint/dispute.

The Project Grievance Resolution Officer shall upon receipt of any complaint invite the complainant, listen and interact amicably with the complainant and arrive at an honest and reasonable resolution of the grievance/disputes if the dispute falls within the scope of his authority.

Where the Grievance Resolution Officer is unable to resolve the dispute or where the complaint is beyond his scope of authority, he shall immediately refer the complaint to the Project Development Communication Officer who shall hear and address the complaint or resolve the dispute.



11.3.3 Formal Methods of Grievance Resolution

It is hoped that most disputes will be amicably resolved through the informal process for dispute resolution. In the event that the informal process is unable to resolve a particular dispute for whatever reason, the complainant can make use of the formal methods of dispute resolution as provided below:

(1) First Order Mechanism

This level deals essentially with written complaints/petitions addressed to the Project's Development Communication Officer, either by the Project Grievance Resolution Officer or by a complainant who is not satisfied with the decision of the Project Grievance Resolution Officer.

Where such formal complaints are received, the Project's Development Communication Officer shall, after evaluating the facts and supporting evidence on the complaint respond promptly and appropriately in not more than one week from the date when the complaint/dispute was first received.

In the event that the Projects Development Communication Officer considers a dispute to be complex or potentially sensitive, he shall not hesitate to seek the immediate assistance and intervention of traditional leadership, respected/responsible community members, or the local government council to resolve the complaint/dispute.

Where the complaint borders on monetary or other claims that require the approval or ratification of the Project Management, the Development Communication Officer shall promptly seek for approval.

(2) Second Order Mechanism

Complaints/disputes that cannot be successfully settled by the Development Communication Officer, at the first order process, may be referred to the Second Order mechanism for resolution. The Second Order mechanism requires the establishment of a RAMP project Grievance/Disputes Resolution Committee, saddled with the responsibility of mediating and resolving all complaints/disputes formally referred to it. The Committee shall comprise the following persons:

- a) 2 representative of Osun State Government (SPIU top management staff)
- b) 1 representative from each of the host communities
- c) 2 representatives from the Farmers union (if available)
- d) 3 representatives of women
- e) 1 representative of the non-indigenous population
- f) 1 representative from the Local Government Councils
- g) 1 representative from NGO community
- h) 1 representative each of the contractors and
- i) 1 representative of the consultant
- j) 1 representative of Osun State Ministry of Lands, Survey and Country Planning.

The committee will provide ample opportunity to redress complaints informally, in addition to the existing formal administrative and legal procedures. However, the major grievances that might require mitigation include:

- PAPs not listed;
- Losses not identified correctly;
- Inadequate assistance;
- Dispute about ownership;
- Delay in disbursement of assistance and improper distribution of assistance.

Recommendations made by this Committee for the resolution of complaints/disputes shall be accepted and promptly implemented by the project proponent.

(3) Third Order Mechanism



This involves the reference of a complaint/dispute to the courts for judicial resolution. An aggrieved person who is not satisfied with decision of the Project's Disputes Resolution Committee may proceed to a court of competent jurisdiction for resolution. Where litigation is pending, the Project shall suspend the processing of claims or consideration of any issue relating to claims before the court until the matter is finally disposed off.

The ARAP shall at all times prefer the resolution of disputes using all other methods and recourse to the court shall be only after the exhaustion of all the informal mechanisms.



Chapter12 ARAP BUDGET

12.0 ARAP Budget:

The compensation package that will be given to the project affected persons mainly consists of two aspects: (i) Compensation for farm land/economic trees and (ii) Affected structures.

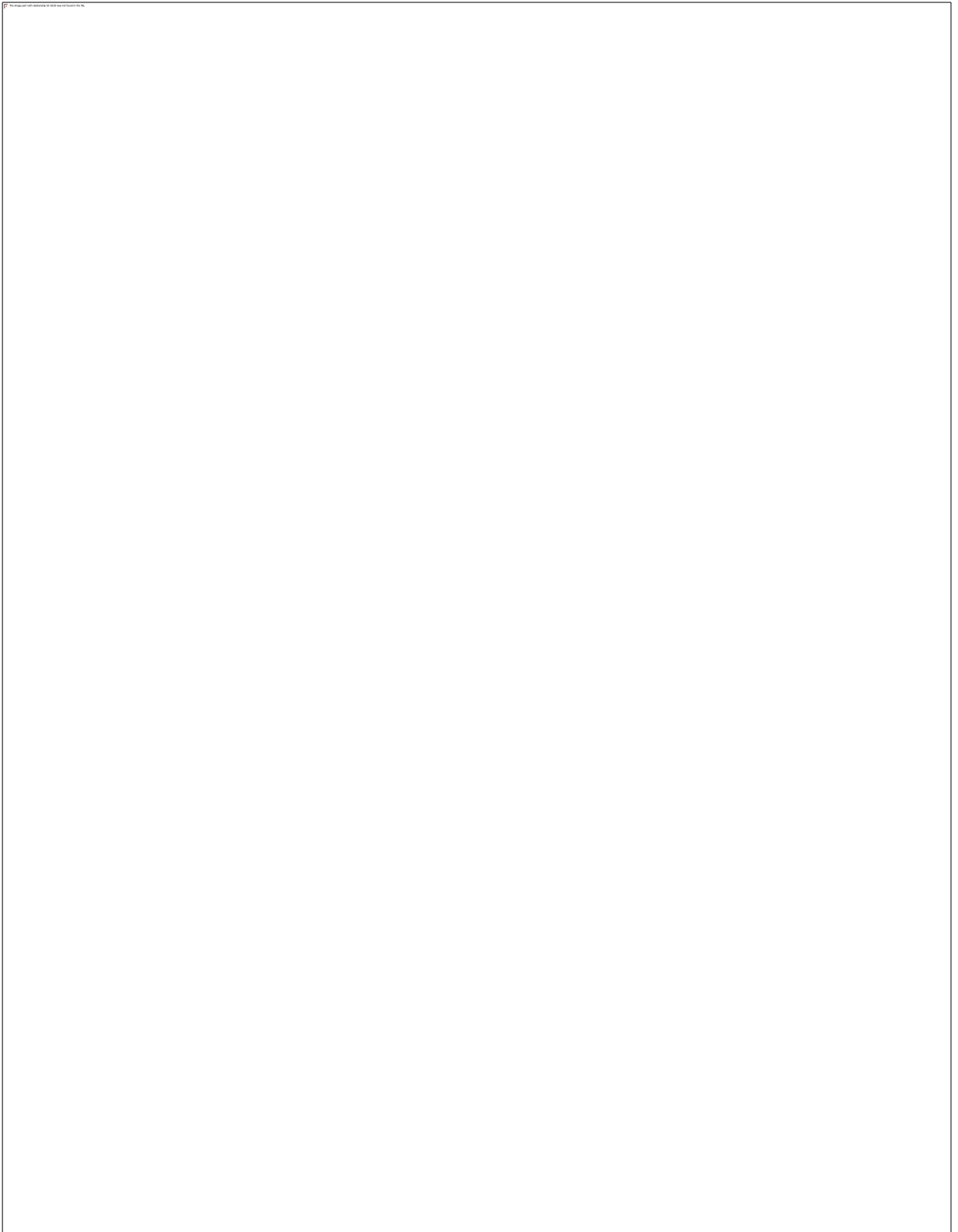
The details pertaining to affected structures is being carried out and will form the part of the project. The project also requires borrow pits and hence would required land for the same. The estimated budget is proposed in table 9.1.

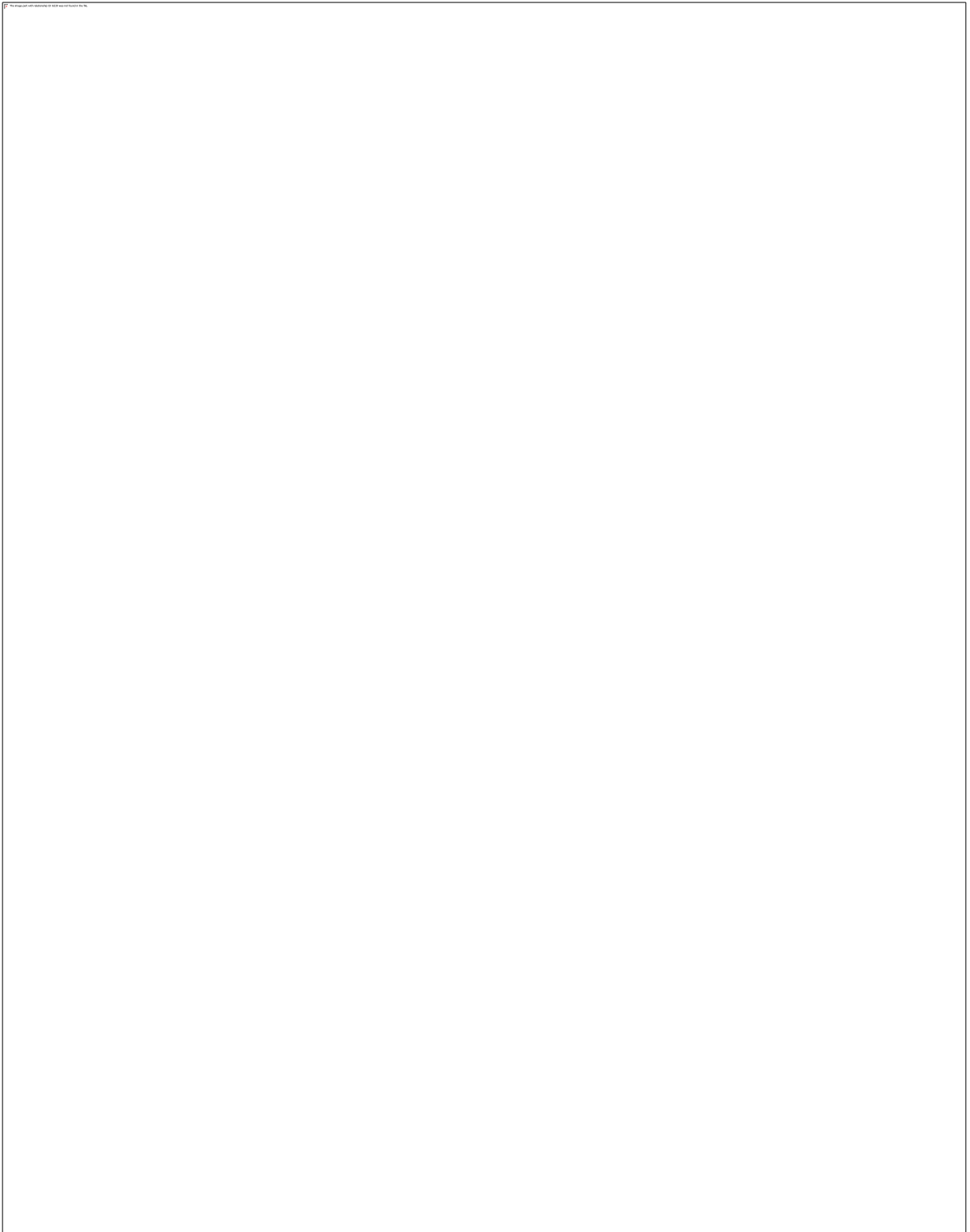
Table 12.1: BUDGET ARAP

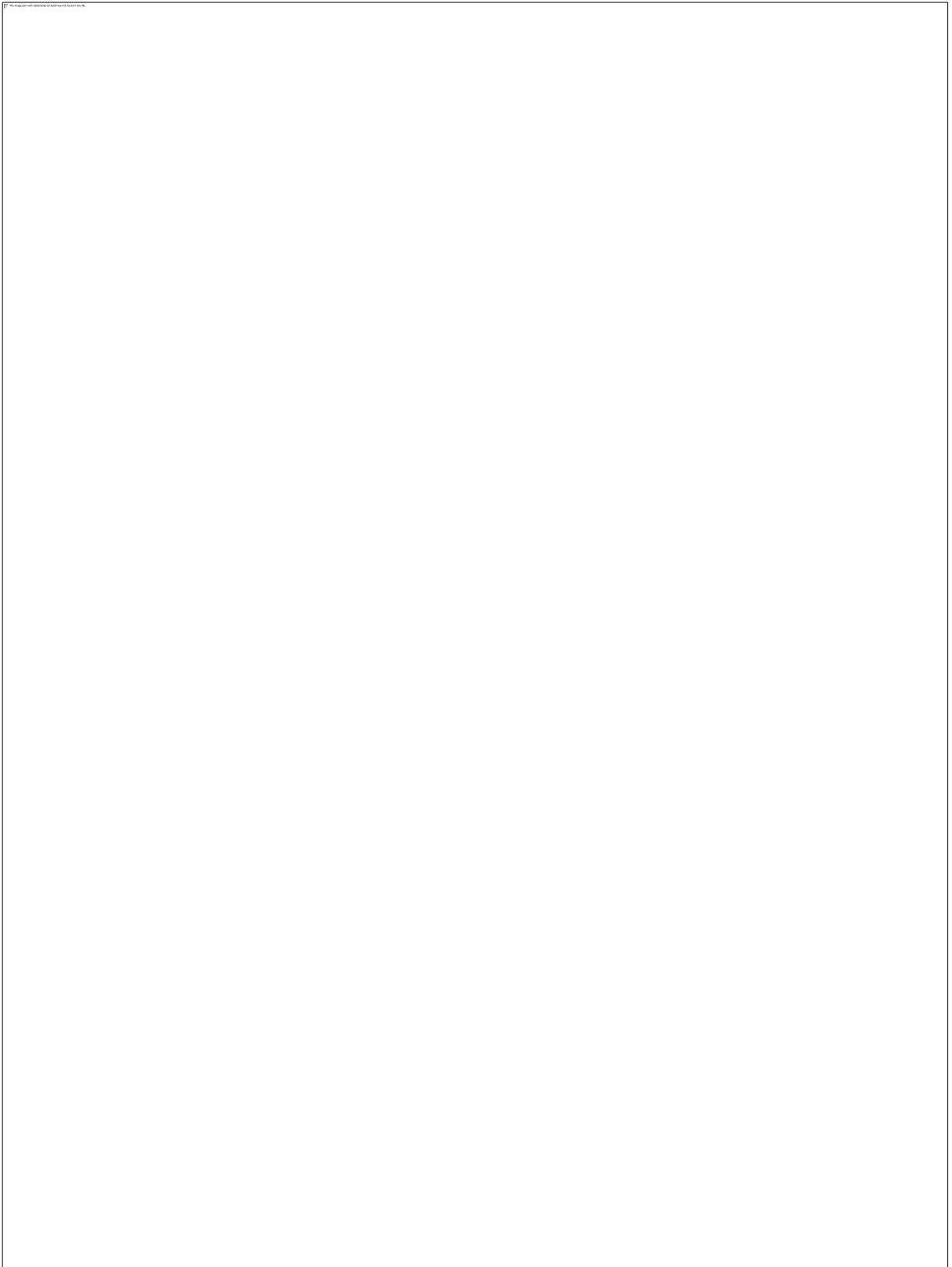
S.No	Item	Description	Nos.	Unit Cost (US\$)	Estimated Amount(US\$)
1	Titleholder (PAHs)	Structures	18	3,125	56,250
2	Encroachers (PAHs)	Structures	7	3,125	21,875
3	PAHs	Farm Land	0.4Ha of arable land /km for a total of 223 km	250	55,750
4	Economic Trees	50 Trees/km	222km	325 (@US\$6.5 per tree)	69,745
5	Borrow Pits	Borrow pits taken from farm land	150	300	45,000
5	Training and Awareness	Refer Table 10.2=1.2mn Naira			8000
		Sub-Total			254,120
		Contingency (10%)			25,412
		Total ARAP Budget			279,532

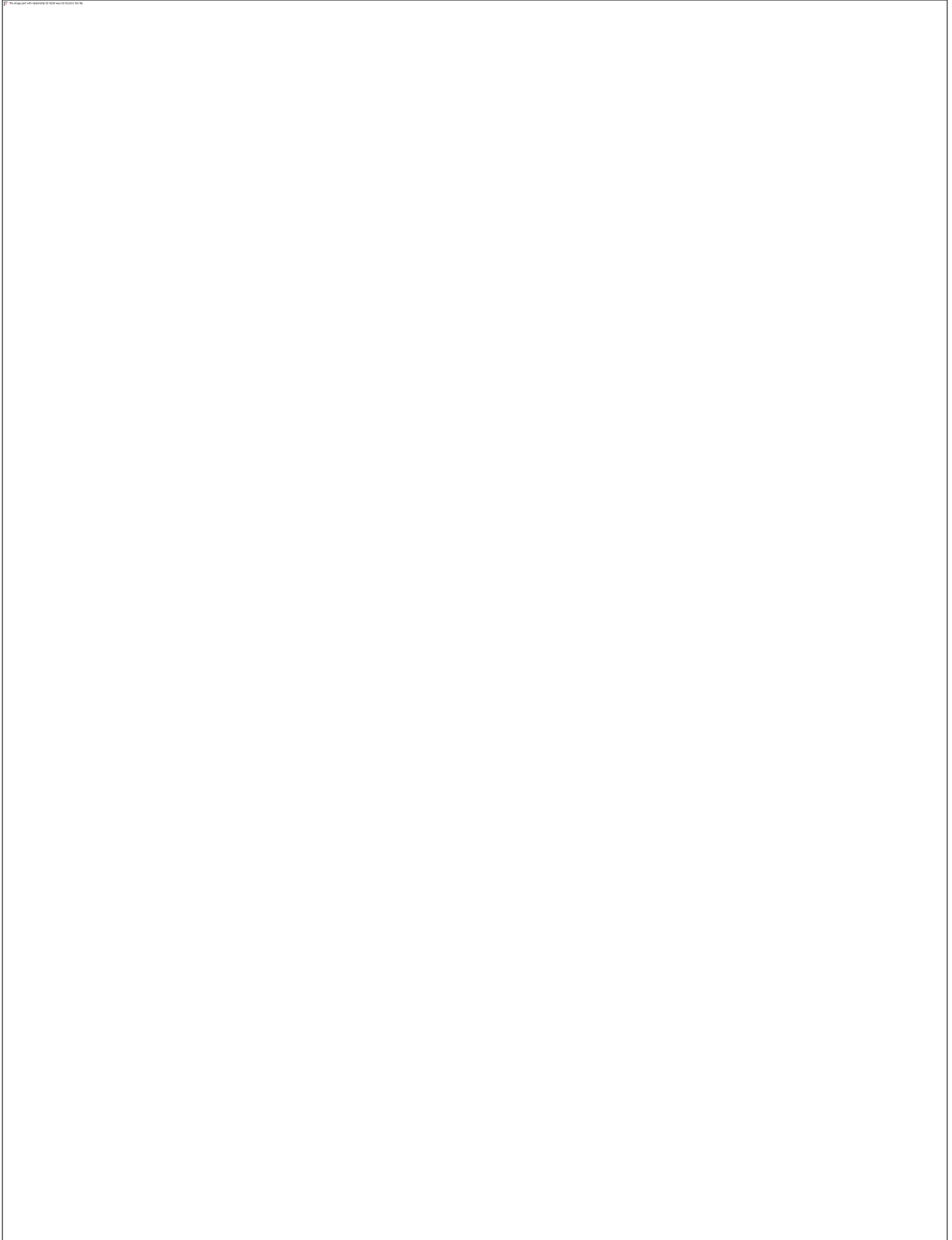


Annexure 6.1 (Questionnaire-Socio-Economic)



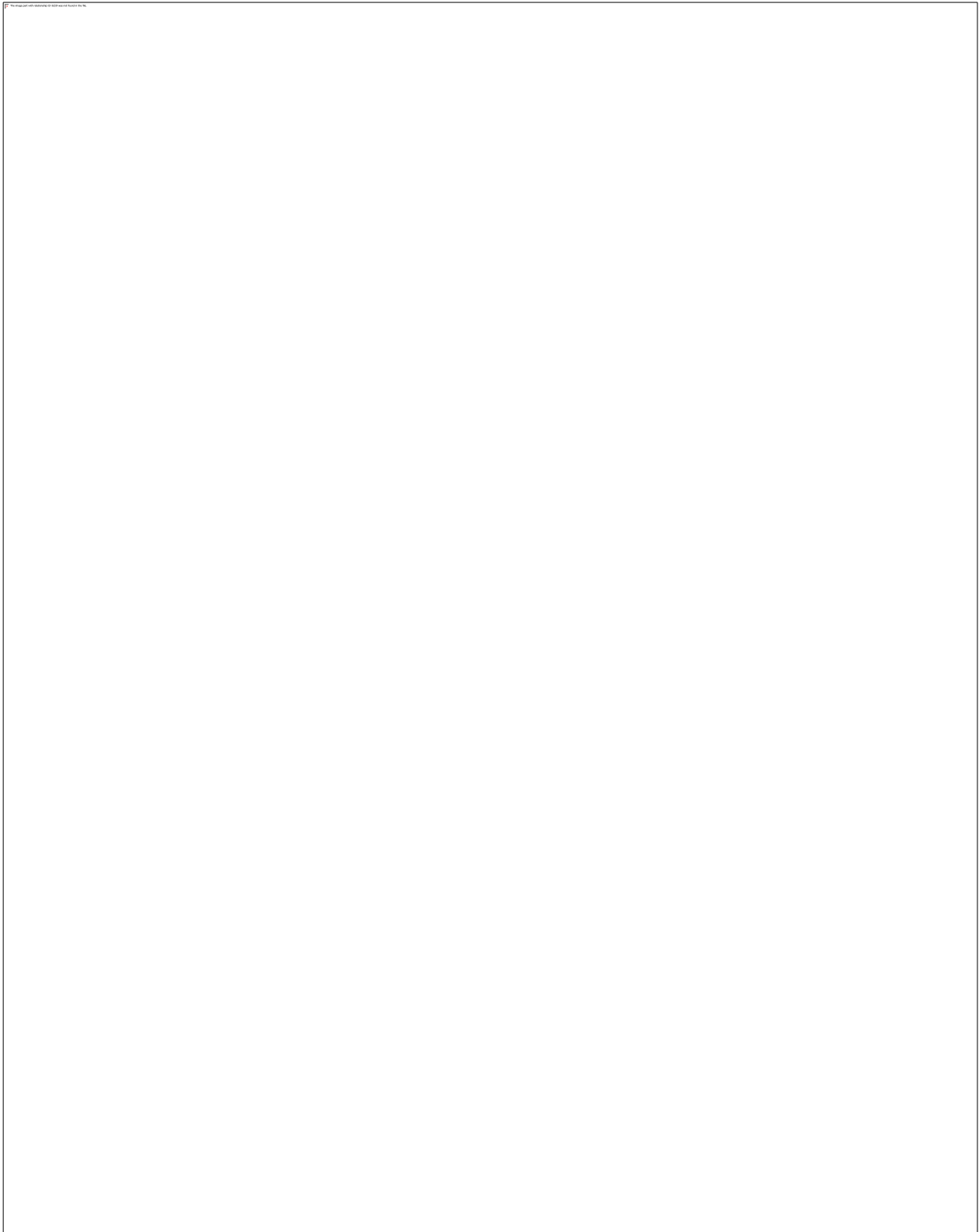


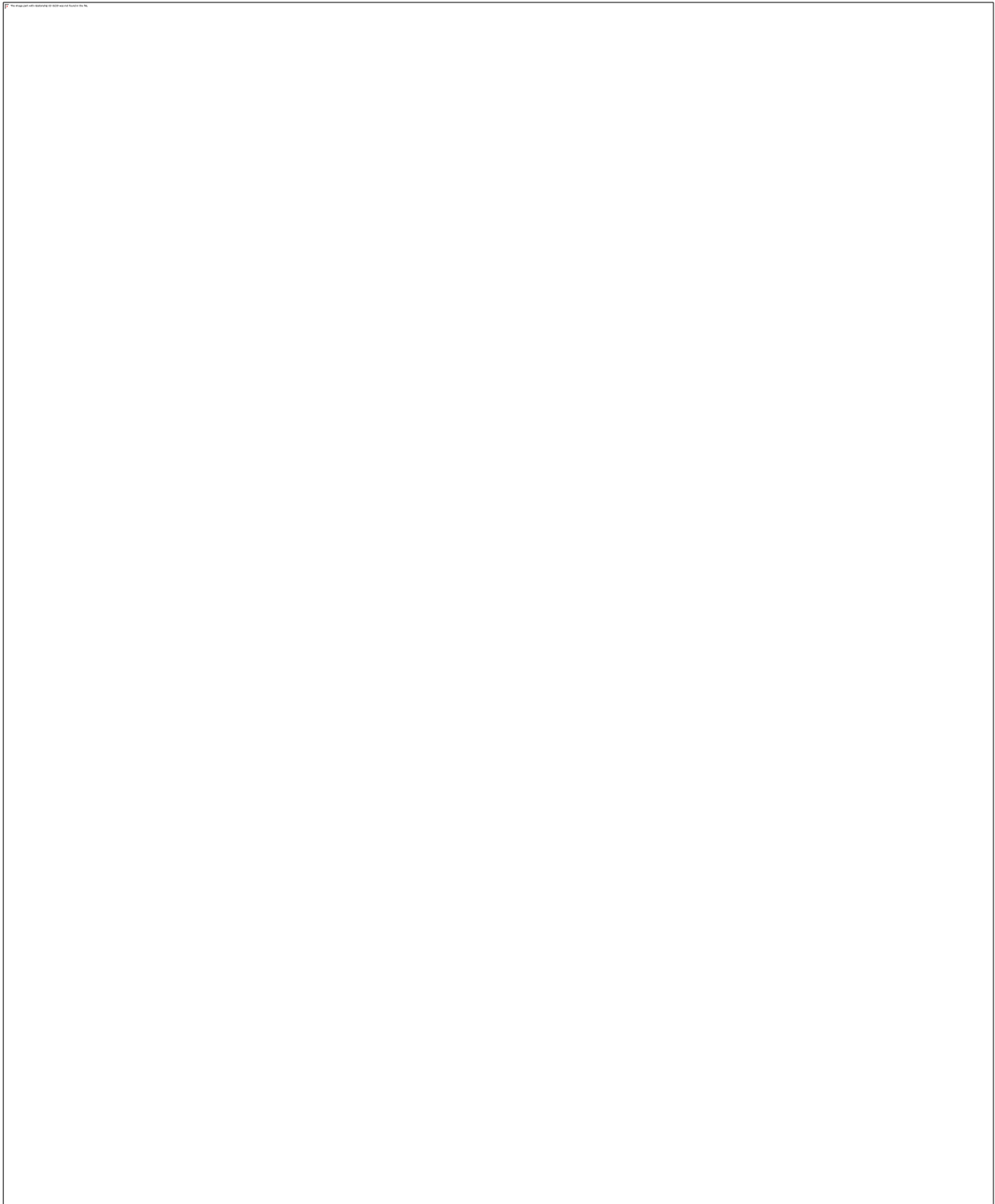






Annexure 6.2: Census Questionnaire







Annexure 7.1: Public Consultation



CONSULTATION WITH COMMUNITIES

Consultation at Isero Village, Date of Consultation: 15.03.2012

Isero village is located in Agoro - Ikonifin road section in cluster A IWO Region. The target group of consultation was villagers and farmers. Consultation was conducted by SPIU officials and Consultants of RAMP. The date of consultation was on 15.03.2012. The outcome of the public consultation details are given in table 1.



Table 1: Outcome of Public Consultation at Isero Village

S.No	Issues Discussed	Outcome
1	What facility the rural road section provide to the local community	Village farm products in the village which are being taken to the nearby market through the rural road. The improvement of the rural road helps in transporting the local products to the market.
2	How do you access the rural road and what are the mode of transport and their frequency/numbers.	The rural road is being accessed at mostly during the dry season. Bus, minibus, cabs, pick up vans and timber logging trucks come in during the dry season only. During the rainy season the road is not movable due to water logging and muds.
3	Why there is a need for the development of rural road? /Explain various benefits?	It will be easier to move out the village products to the market. Loss during the rainy season will be reduced. The good road condition will attract more people for farming as at present our village people are moving outside for farming due to loss being incurred during rainy season and poor road condition.
4	Average daily Traffic on the rural road at present? Cars_____Pick up_____, Mini Bus____, Bus_____, Light Goods Vehicles_____ Trucks_____	A total of 50 vehicles move in the rural road during normal days and 200 vehicles during the market days during dry season.
5	What are the major crops and farm product in the area which the community takes through the rural road to the local market?	Yam, Maize, Casava, Cucumbar, palm oil etc.
6	Where the nearest local market is and how much time it does take in average to reach to the local market with the present condition of rural road?	20 Km away. During dry season it taken one hour to reach the market through vehicles/pick up vans. However during the rainy season is worst and takes longer times.
7	Any weekly markets along the road or near the road?	Around 3 smaller weekly markets along project road.
8	Road widening will increase your production. Do you agree? If so how many times it will increase?	Yes. Opportunity lost will be reduced to a large extent.
9	How much is the present daily/Weekly/Monthly production (Tonnes) of Agriculture?	Around 100 palm oil mills are there around which produces around 25000L of palm oil on daily basis.
10	Are there any accident issues in the present road?	Nil
11	What is the distance of nearest hospital and how much time it	Maternity center is nearby, 10 minutes walking distance.



S.No	Issues Discussed	Outcome
	requires o reach the nearest hospital through the present rural road?	
12	What is the nearest primary/secondary school to the community children and how much it takes to reach school?	Primary school -10 minute walking; secondary school exist in next village. For higher studies people go outside.
13	Is there any incidence of wild animals coming in the community or crosses the rural road?	Till date no. Python exist inside the bushes along the project road
14	Is there any migratory route of wild animal exists crossing or along the rural road?	No
15	The project road may have certain impacts on the farm lands belong to community. Are you willing to give land for the sake of the development?	All agreed
16	The project road development may require some loss of trees/crops. What is expectation for the same?	It may happen but for the sake of the road rehabilitation and development all agreed.
17	Does the project road will have facility to the women group for their further development? What is the expectation of women from the project road?	Most of the time women group needs to carry their product to the local market in their head. Situation becomes more troublesome during rainy season. With the road improvement such problem will be minimized.
18	What is the nearest water resource to the community?	The nearest water resource (stream) is 3 km away. Women group fetches water for drinking and other purpose on their head. The project road improvement will minimize such problems.
19	What is the water supply facility?	
20	Is there any pipe/tap water facility available? (Y/N)	
21	If No then who fetches water for the family? Women group?	
22	Is yes then how much they need to travel to fetch water?	
23	What is the view of women who fetches the water for the community through the rural road?	
24	What is the duration of rainy season and whether the present	It is not constant but varies between 4-8 months.



S.No	Issues Discussed	Outcome
	road is accessible during the rainy season?	
25	What do you envisage about the possible impact of the project on Environment, farm land and trees, wild animal if any?	All are aware that there might be some environmental and social impacts from the project but they will bear it for the sake of the road.
26	Do you anticipate any negative social impact?	



IDIROKO VILLAGE: Date of Consultation: 23.03.2012

Generic Questions and Discussions

1. What facility the rural road sections provide to the local community?
 - It help grows the community
2. How do you access the rural road and what are the mode of transport and their frequency/numbers?
 - Trucks and motorcycles, though not motor able during rainy season
3. Why there is a need for the development of rural road? / explain various benefits?
 - Improved living standard
 - Increased population
 - Access to other community
4. Average daily Traffic on the rural road at present? Cars____Pick up____, Mini Bus_____bus____
Light Goods Vehicles _____,trucks _____
 - Trucks.
 - Pick up
5. What are the major crops and farm product in the area which the community takes through the rural road to the local market?
 - Cocoa, Oil Palm, Kola nut, Cashew, Cassava and Yam
6. Where the nearest local market is and how much time it does take in average to reach to the local market with the present condition of rural road?
 - Obajoko Market about 9.6 km
7. Any weekly markets along the road or near the road?
 - Obajoko market every 5days
8. Road widening will increase your production. Do you agree? If so how many times it will increase?
 - 100%
9. How much is the present daily/Weekly/Monthly production (Tones) of Agriculture?
 - daily 2tones
 - weekly 14tones
 - monthly 56 tones
10. Are there any accident issues in the present road?
 - Motor cycle accident.
11. What is the distance of nearest hospital and how much time it requires o reach the nearest hospital through the present rural road?
 - Idi-iroko maternity centre, about 6.4 km and about 30 minutes



12. What is the nearest primary/secondary school to the community children and how much it takes to reach school?
 - Idi-iroko primary school- within the community walking distance
13. Is there any incidence of wild animals coming in the community or crosses the rural road?
 - No.
14. Is there any migratory route of wild animal exists crossing or along the rural road?
 - None.
15. The project road may have certain impacts on the farm lands belong to community. Are you willing to give land for the sake of the development?
 - Yes, we will not mind because of its positive impact to the community
16. The project road development may require some loss of trees/ crops. What is expectation for the same?
 - The community is expecting a Compensation to be paid.
17. Does the project road will have facility to the women group for their further development? What is the expectation of women from the project road?
 - It will Increase sales and volume of farm produce.
 - It will Reduce stress of lab our and aide transportation problem
18. What is the nearest water resource to the community?
 - Eleranko river
 - River Osun
19. What is the water supply facility?
 - There is Borehole, but not working.
 - No any other source of water.
20. Is there any pipe/tap water facility available? (Y/N)
 - No.
21. If No then who fetches water for the family? Women group?
 - Yes
22. If yes, then how much they need to travel to fetch water?
 - About N100
23. What is the view of women who fetches the water for the community through the rural road?
 - Stressful
 - Wake up as early as 3am daily
24. What is the duration of rainy season and whether the present road is accessible during the rainy season?
 - April-October
25. What do you envisage about the possible impact of the project on Environment, farm land and trees, wild animal if any?

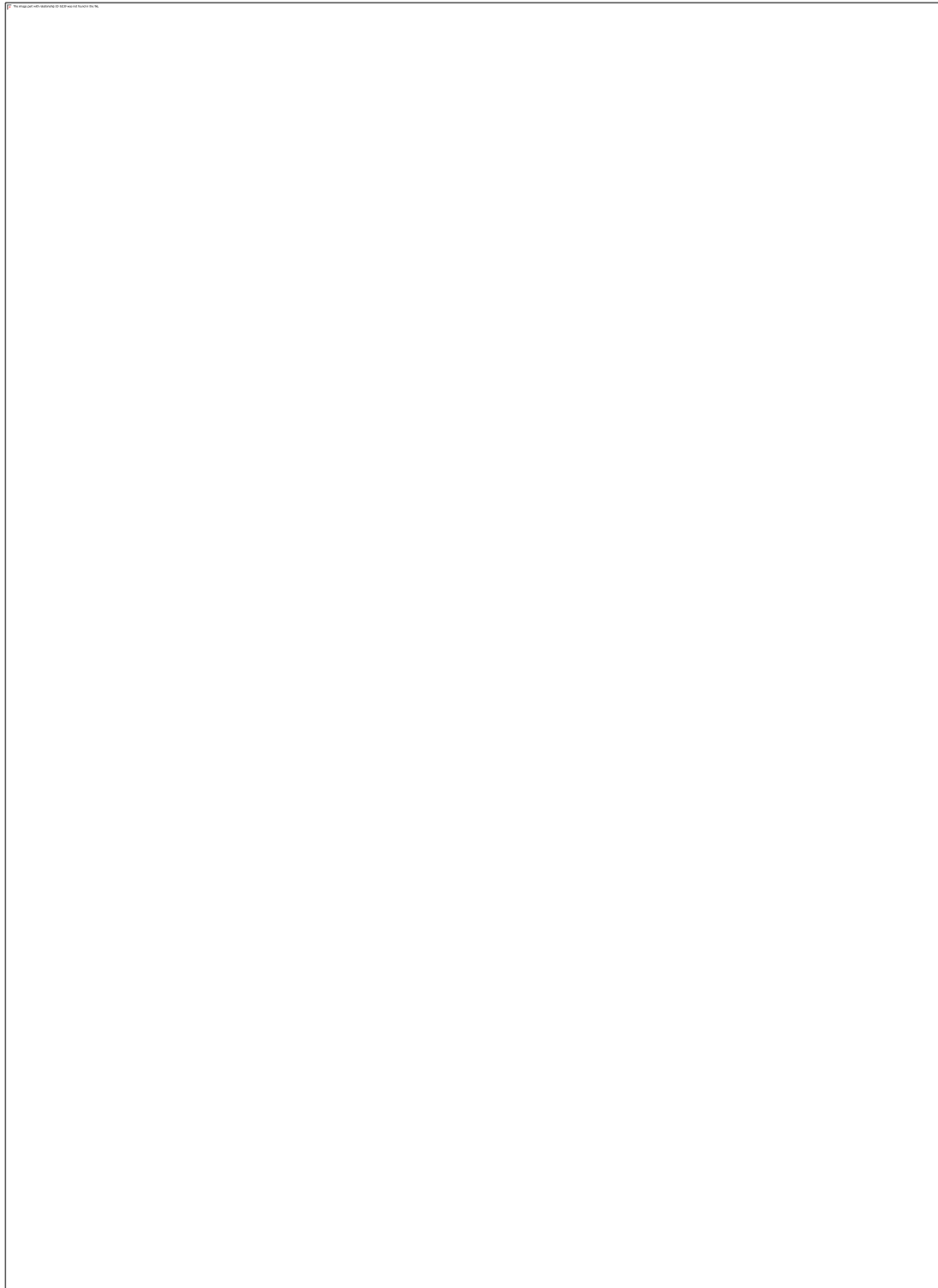


- Yes, it will have positive impact- Increase productivity, sales, improve living standard, and it will reduce the possibility of having wild animal due to easy accessible.

26. Do you anticipate any negative social impact?

- Yes, it will increase insecurity

Cross section of rural dwellers during the public consultation in idiroko		





ELEKU TOWN

Generic Questions and Discussions

1. What facility the rural road sections provide to the local community?
 - It will improved the means of transportation
2. How do you access the rural road and what are the mode of transport and their frequency/numbers?
 - Trucks, cars, buses, motorcycles and its goes at lease 2-3 times in a day.
3. Why there is a need for the development of rural road? /Explain various benefits?
 - It will increases population growth.
 - It will increase production in farm produce.
 - It will improve sales.
4. Average daily Traffic on the rural road at present?
 - Cars, Pick up, Mini Bus and Trucks
5. What are the major crops and farm product in the area which the community takes through the rural road to the local market?
 - Oil palm, Plantain, Cashew, kola nut and Cocoa.
6. Where the nearest local market is and how much time it does take in average to reach to the local market with the present condition of rural road?
 - Bode Osi market, and its takes about 20 minutes, and the distance is about 5kms.
7. Any weekly markets along the road or near the road?
 - Yes, Bode Osi market is along the road.
8. Road widening will increase your production. Do you agree? If so how many times it will increase?
 - Yes, greatly
9. How much is the present daily/Weekly/Monthly production (Tones) of Agriculture?
 - 2 tones Daily
 - 14 tones Weekly
 - 56 tones Monthly
10. Are there any accident issues in the present road?
 - Yes
11. What is the distance of nearest hospital and how much time it requires to reach the nearest hospital through the present rural road?
 - About 6km to Bode Osi hospital and it will take about 30minutes
12. What is the nearest primary/secondary school to the community children and how much it takes to reach school?



- The nearest primary/secondary school is at Bode Osi primary school, and takes about 25 minutes to reach the school.
13. Is there any incidence of wild animals coming in the community or crosses the rural road?
- No.
14. Is there any migratory route of wild animal exists crossing or along the rural road?
- None.
15. The project road may have certain impacts on the farm lands belong to community. Are you willing to give land for the sake of the development?
- Yes.
16. The project road development may require some loss of trees/ crops. What is expectation for the same?
- The community is expecting a Compensation to be paid.
17. Does the project road will have facility to the women group for their further development? What is the expectation of women from the project road?
- Yes, the women are expecting the project to ease their work.
18. What is the nearest water resource to the community?
- Nearest water source is at Arinokore river.
19. What is the water supply facility?
- Boreholes that are within the community
20. Is there any pipe/tap water facility available? (Y/N)
- No, there is no any pipe/tap water facility available.
21. If No, then who fetches water for the family? Women group?
- Yes, the women group fetches the water.
22. Is yes then how much they need to travel to fetch water?
- Yes, the needs about N100 travel in order to fetch the water.
23. What is the view of women who fetches the water for the community through the rural road?
- It is very stressful.
24. What is the duration of rainy season and whether the present road is accessible during the rainy season?
- The duration is about seven months (7 months), which usual start from April – October and the road is not accessible, because of lack of drainage.
25. What do you envisage about the possible impact of the project on Environment, farm land and trees, wild animal if any?
- Yes, it will have positive impact- Increase productivity, sales, improve living standard, and it will reduce the possibility of having wild animal due to easy accessibility.
26. Do you anticipate any negative social impact?
- Yes, it will increase insecurity and theft



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Cross Section of Participants during the consultation in Eleku

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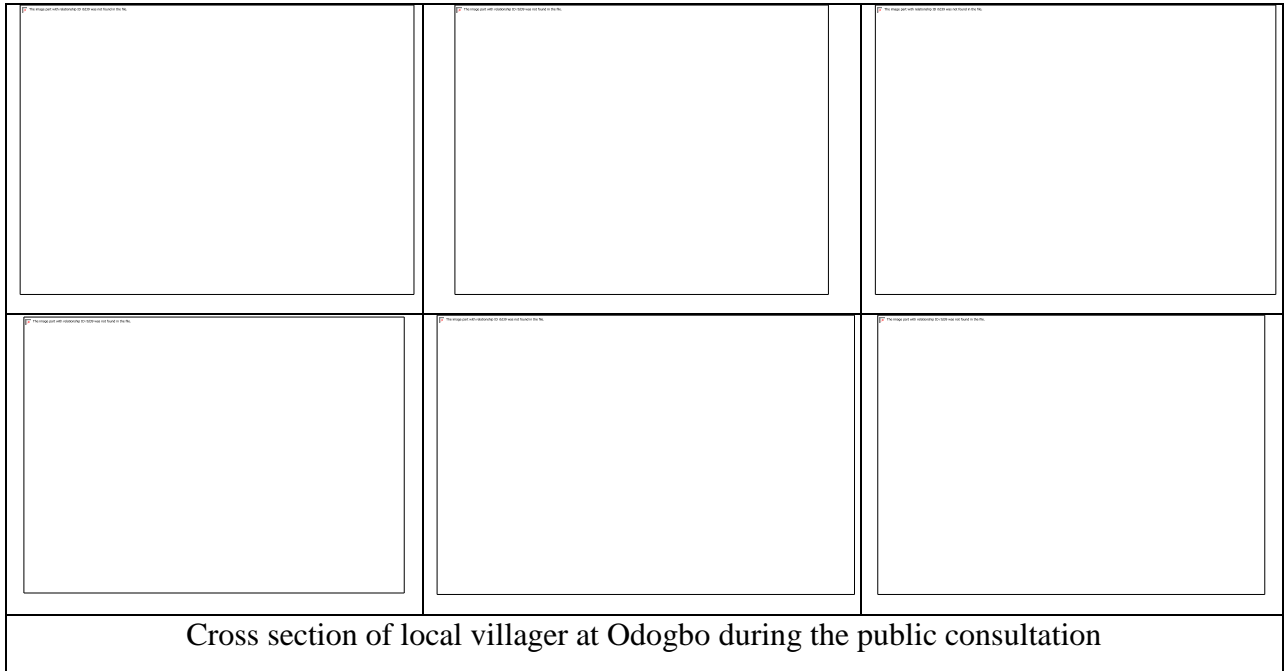
ODOGBO

Generic Questions and Discussions

1. What facility the rural road sections provide to the local community?
 - It provides a means of transportation to the community.
2. How do you access the rural road and what are the mode of transport and their frequency/numbers.
 - Through motorcycles and the mode of transportation are Buses, Cars and Trucks and it frequent about 2-3 times a day.
3. Why there is a need for the development of rural road? /Explain various benefits?
 - If the rural road is good it will increase development, production, livelihood and population growth.
4. Average daily Traffic on the rural road at present? Cars____, Pick up _____, Mini Bus____, Bus _____, Light Goods vehicles _____, Trucks _____
 - Motorcycles and Trucks.
5. What are the major crops and farm product in the area which the community takes through the rural road to the local market?
 - Kola nut, cocoa, maize and oil
6. Where the nearest local market is and how much time it does take in average to reach to the local market with the present condition of rural road?
 - Ajido market- 1 hour by ride
 - 3 hours by walk
7. Any weekly markets along the road or near the road?
 - Yes, Ajido market and Itapa market
8. Road widening will increase your production. Do you agree? If so how many times it will increase?
 - Yes, more than 100%
9. How much is the present daily/Weekly/Monthly production (Tonnes) of Agriculture?
 - N1,000 per day
 - N6,000 per week
 - N24,000 per month
10. Are there any accident issues in the present road?
 - Yes
11. What is the distance of nearest hospital and how much time it requires to reach the nearest hospital through the present rural road?
 - Is a trek able within the community-Odogbo and it will take about 10 minutes to reach the hospital



-
12. What is the nearest primary/secondary school to the community children and how much it takes to reach school?
 - Yes 10min. walk
 13. Is there any incidence of wild animals coming in the community or crosses the rural road?
 - No
 14. Is there any migratory route of wild animal exists crossing or along the rural road?
 - No
 15. The project road may have certain impacts on the farm lands belong to community. Are you willing to give land for the sake of the development?
 - Yes, we are willing
 16. The project road development may require some loss of trees/ crops. What is expectation for the same?
 - Since, it is our desire will bring development then we don't need or expect anything.
 17. Does the project road will have facility to the women group for their further development? What is the expectation of women from the project road?
 - Yes, the project should be executed as quick as possible since it will access more places and it will aid the transporting the farm produce.
 18. What is the nearest water resource to the community?
 - River Osun
 19. What is the water supply facility?
 - Borehole
 20. Is there any pipe/tap water facility available? (Y/N)
 - No.
 21. If No then who fetches water for the family? Women group?
 - Yes, Women group.
 22. If yes then how much they need to travel to fetch water?
 - A trek able distance about 3km away from the village.
 23. What is the view of women who fetches the water for the community through the rural road?
 - It is stressful due to the nature of area.
 24. What is the duration of rainy season and whether the present road is accessible during the rainy season?
 - Seven month, from April – November and some area are not accessible.
 25. What do you envisage about the possible impact of the project on Environment, farm land and trees, wild animal if any?
 - Loss of farm land, tress and endangered species.
 26. Do you anticipate any negative social impact?
 - No







ELERU TOWN

Generic Questions and Discussions

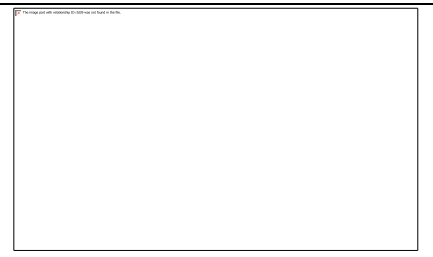
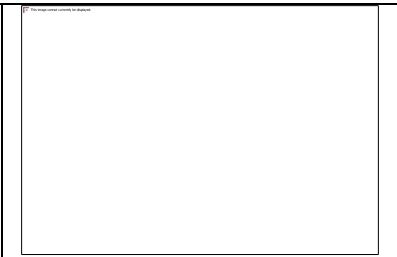
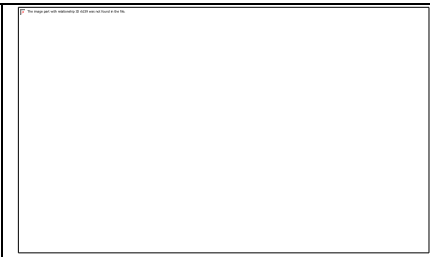
1. What facility the rural road sections provide to the local community?
 - It will help the community to reach other places on time.
2. How do you access the rural road and what are the mode of transport and their frequency/numbers?
 - Motorcycle, trucks, cars, and buses
3. Why there is a need for the development of rural road? /Explain various benefits?
 - The rural road will enhance the development of the community, such as population, production in farm produce, and also the sales of the products.
4. Average daily Traffic on the rural road at present? Cars _____, Pick up_____, Mini Bus _____, Bus _____, Light Goods Vehicles _____, Trucks?
 - Cars, Pick up, Mini bus and Trucks.
5. What are the major crops and farm product in the area which the community takes through the rural road to the local market?
 - Palm oil, cashew, plantain, cocoa, kola nut and yam, etc.
6. Where the nearest local market is and how much time it does take in average to reach to the local market with the present condition of rural road?
 - Is located at Bode-Osi market, it takes about 30 minutes to reach the market with motorcycle which is 40 km away from the village.
7. Any weekly markets along the road or near the road?
 - Yes, there is one which is located at Bode- Osi and opens every 5 days.
8. Road widening will increase your production. Do you agree? If so how many times it will increase?
 - Yes, immensely
9. How much is the present daily/Weekly/Monthly production (Tones) of Agriculture?
 - (10* 25 liters jar can) of Palm oil is produce per day (250 liters)
 - 7 *(10* 25 liters jar can) of palm oil is produce per week (1750 liters)
 - 4*(7*10* 25 liters jar can) of palm oil produce per month (7000 liters)
10. Are there any accident issues in the present road?
 - yes
11. What is the distance of nearest hospital and how much time it requires o reach the nearest hospital through the present rural road?
 - The nearest hospital is located at Agoro maternity centre, which is about 3km and it will takes 20minutes.



-
12. What is the nearest primary/secondary school to the community children and how much it takes to reach school?
 - The nearest Primary/secondary school is at Bode Osi community and its takes about 35minutes to reach the school.
 13. Is there any incidence of wild animals coming in the community or crosses the rural road?
 - No.
 14. Is there any migratory route of wild animal exists crossing or along the rural road?
 - None.
 15. The project road may have certain impacts on the farm lands belong to community. Are you willing to give land for the sake of the development?
 - Yes, because once the project is done it will help us to take our product to the market and sale the product very easy.
 16. The project road development may require some loss of trees/ crops. What is expectation for the same?
 - No, we don't have any expectation.
 17. Does the project road will have facility to the women group for their further development? What is the expectation of women from the project road?
 - Yes, our expectation is that it will improve our production and sales.
 18. What is the nearest water resource to the community?
 - The nearest water source is at Arinokore river.
 19. What is the water supply facility?
 - Boreholes that are within the community.
 20. Is there any pipe/tap water facility available? (Y/N)
 - No.
 21. If No then who fetches water for the family? Women group?
 - Yes, the women group fetches the water.
 22. Is yes then how much they need to travel to fetch water?
 - They need around N100 to travel.
 23. What is the view of women who fetches the water for the community through the rural road?
 - It is very stressful.
 24. What is the duration of rainy season and whether the present road is accessible during the rainy season?
 - It takes about seven month (7 month), which is usually from April – October and it is not accessible to some extent during rainy season.
 25. What do you envisage about the possible impact of the project on Environment, farm land and trees, wild animal if any?
 26. Do you anticipate any negative social impact?
 - No, but it will only increase theft and insecurity, because of smoothness of the road.



Photographs of the public consultation

		
<p>Cross section of participants during the consultation Eleru</p>		





OSI TOWN

Generic Questions and Discussions

1. What facility the rural road sections provide to the local community?
 - ✚ It will boost the economy of the community
2. How do you access the rural road and what are the mode of transport and their frequency/numbers.
 - ✚ The road is accessible through motor vehicles, such as Cars, motorcycles, trucks, buses and etc.
3. Why there is a need for the development of rural road? /Explain various benefits?
 - ✚ Because it will wield a positive impact, such as economy, population, productivity and so on.
4. Average daily Traffic on the rural road at present? Cars _____, Pick up_____, Mini Bus _____, Bus _____, Light Goods Vehicles _____, Trucks?
 - ✚ Motorcycle and Trucks
5. What are the major crops and farm product in the area which the community takes through the rural road to the local market?
 - ✚ Cocoa, cashew, kola nut, palm oil, plantain, banana, breadfruit
6. Where the nearest local market is and how much time it does take in average to reach to the local market with the present condition of rural road?
 - ✚ Osi – sooko market is the clothes, and it will take 20 minutes for an average to reach the market.
7. Any weekly markets along the road or near the road?
 - ✚ Yes, there is one at Osi – sooko market every five days
8. Road widening will increase your production. Do you agree? If so how many times it will increase?
 - ✚ Yes, immensely
9. How much is the present daily/Weekly/Monthly production (Tones) of Agriculture?
 - ✚ 2 tones daily
 - ✚ 14 tones weekly
 - ✚ 56 tones monthly
10. Are there any accident issues in the present road?
 - ✚ Yes, especially during rainy season
11. What are the distance of nearest hospital and how much time it requires o reach the nearest hospital through the present rural road?
 - ✚ Is about 7 km which is at Osi – sooko health centre and almost 40 minutes by work
12. What is the nearest primary/secondary school to the community children and how much it takes to reach school?
 - ✚ The nearest primary/secondary schools are Christ Anglican primary school, RCM primary school, Osun community high school.

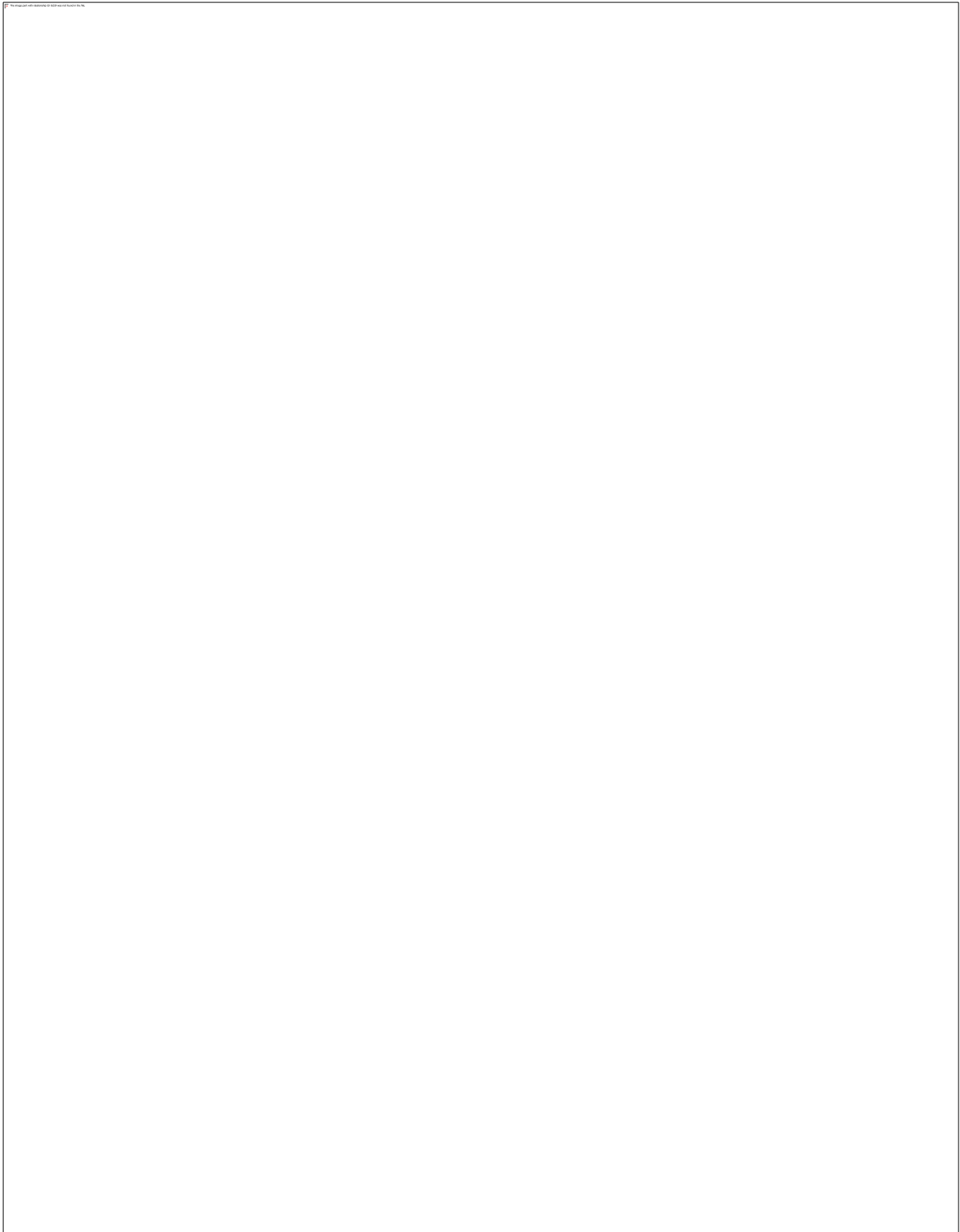


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13. Is there any incidence of wild animals coming in the community or crosses the rural road?
✚ No.
14. Is there any migratory route of wild animal exists crossing or along the rural road?
✚ No.
15. The project road may have certain impacts on the farm lands belong to community. Are you willing to give land for the sake of the development?
✚ Yes, because it is our desire to see the development of our community.
16. The project road development may require some loss of trees/ crops. What is expectation for the same?
✚ None.
17. Does the project road will have facility to the women group for their further development? What is the expectation of women from the project road?
✚ Yes, it has the facility to improve the women group; it will boost the socio-economic activities in the village.
18. What is the nearest water resource to the community?
✚ River Osi
19. What is the water supply facility?
✚ None.
20. Is there any pipe/tap water facility available? (Y/N)
✚ No.
21. If No then who fetches water for the family? Women group?
✚ Yes, Women group.
22. Is yes then how much they need to travel to fetch water?
✚ N80 to travel
23. What is the view of women who fetches the water for the community through the rural road?
✚ It is very stressful, and they need another source like borehole
24. What is the duration of rainy season and whether the present road is accessible during the rainy season?
✚ Seven month (7 month) which is usually from April – October no is not accessible.
25. What do you envisage about the possible impact of the project on Environment, farm land and trees, wild animal if any?
✚ Increase development and improved sale on farm land produce.
26. Do you anticipate any negative social impact?
✚ It will increase insecurity and theft



Photographs of public consultation taken.

Participants during the consultation at Osi community		





AJAGUNLASE

Generic Questions and Discussions

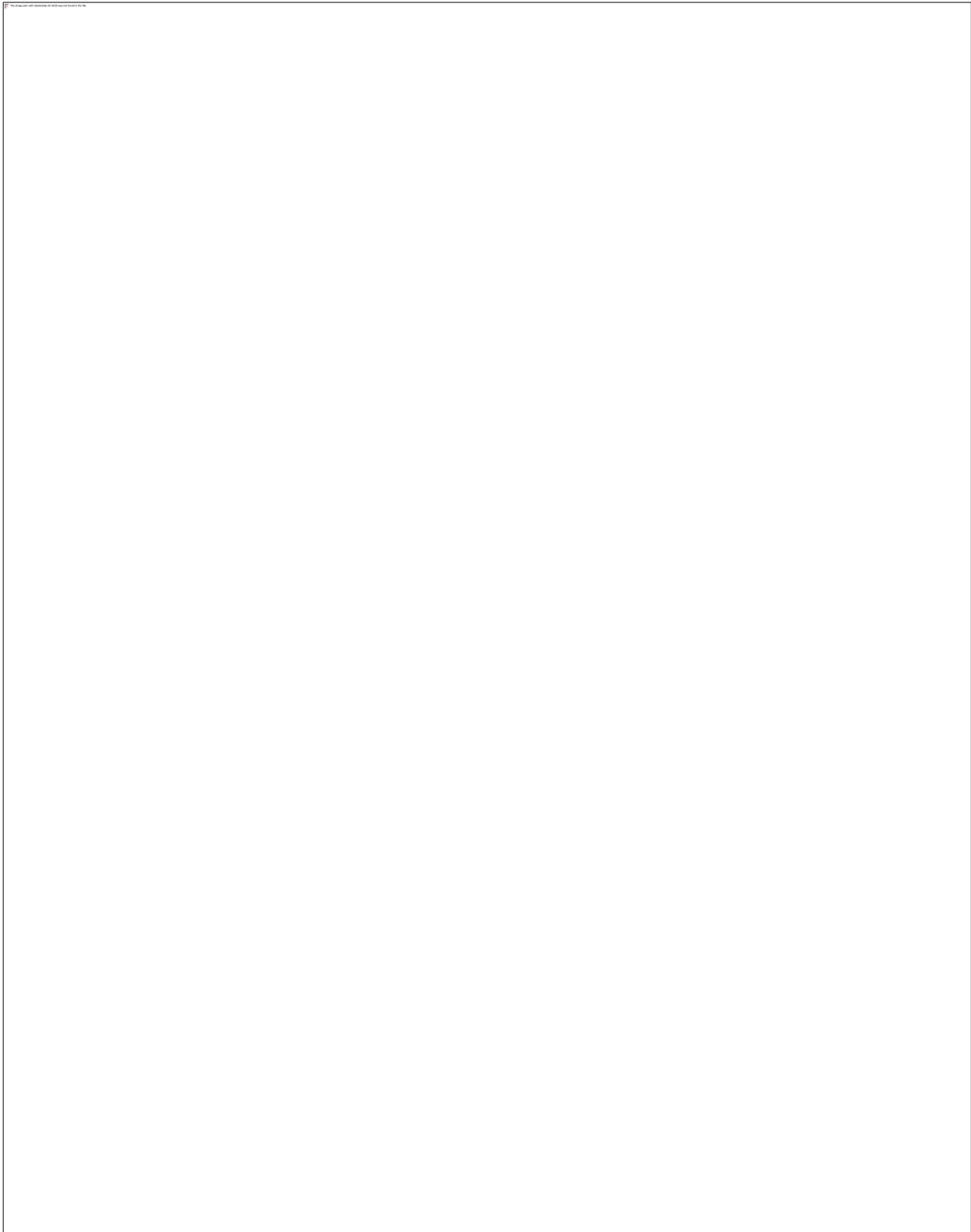
1. What facility the rural road sections provide to the local community?
✚ It will improve the transportation
2. How do you access the rural road and what are the mode of transport and their frequency/numbers?
✚ Through cars, trucks and motorcycle
3. Why there is a need for the development of rural road? /Explain various benefits?
✚ It will give good access road that will improve our living standard and increase our productivity
4. Average daily Traffic on the rural road at present? Cars____, Pick up____, Mini Bus____, Light Goods Vehicles____, Truck____
✚ All the means are used in this area.
5. What are the major crops and farm product in the area which the community takes through the rural road to the local market?
✚ Oil palm, cocoa, orange, cashew
6. Where the nearest local market is and how much time it does take in average to reach to the local market with the present condition of rural road?
✚ Ajagunlase market and is within the community
7. Any weekly markets along the road or near the road?
✚ Ajagunlase market is once in a week
8. Road widening will increase your production. Do you agree? If so how many times it will increase?
✚ Yes, it will double the productivity
9. How much is the present daily/Weekly/Monthly production (Tonnes) of Agriculture?
✚ Daily 6 tones,
✚ Weekly 42 tones
✚ Monthly 168 tones
10. Are there any accident issues in the present road?
✚ Yes.
11. What is the distance of nearest hospital and how much time it requires o reach the nearest hospital through the present rural road?
✚ About 25-30 km at Iwo general hospital, by vehicle it's about 30 minutes.
12. What is the nearest primary/secondary school to the community children and how much it takes to reach school?
✚ D .C. School, Ajagunlase 1km by walk 7 minutes
13. Is there any incidence of wild animals coming in the community or crosses the rural road?
✚ No.



-
14. Is there any migratory route of wild animal exists crossing or along the rural road?
✚ No.
15. The project road may have certain impacts on the farm lands belong to community. Are you willing to give land for the sake of the development?
✚ Yes.
16. The project road development may require some loss of trees/ crops. What is expectation for the same?
✚ No.
17. Does the project road will have facility to the women group for their further development? What is the expectation of women from the project road?
✚ Yes.
18. What is the nearest water resource to the community?
✚ River Osun
19. What is the water supply facility?
✚ River Osun
20. Is there any pipe/tap water facility available? (Y/N)
✚ No.
21. If No then who fetches water for the family? Women group?
✚ Yes, women group
22. If yes, then how much they need to travel to fetch water?
✚ About N70, and very far to fetch water
23. What is the view of women who fetches the water for the community through the rural road?
✚ It stressful going through 2km
24. What is the duration of rainy season and whether the present road is accessible during the rainy season?
✚ The duration is seven month, from April – October, the road is not accessible.
25. What do you envisage about the possible impact of the project on Environment, farm land and trees, wild animal if any?
✚ For the animals some will move further
✚ In terms of lands and trees the area will be de vegetated
26. Do you anticipate any negative social impact?
✚ Insecurity
✚ Theft, it will bring more immigrants.



Participants during the consultation at Ajagunlase		





IRA VILLAGE

Generic Questions and Discussions

1. What facility the rural road sections provide to the local community?
 - ✚ Farming and trading
2. How do you access the rural road and what are the mode of transport and their frequency/numbers?
 - ✚ By walking and by bus to the local market
3. Why there is a need for the development of rural road? /Explain various benefits?
 - ✚ It will bring up the town to lime light and population and economic increase.
 - ✚ It will improve the standard of living.
 - ✚ It will encourage youth to go back to farming for more yield
 - ✚ It will retain the movement of youth to urban region in search for white collar job.
4. Average daily Traffic on the rural road at present?
 - ✚ Motor cycle
5. What are the major crops and farm product in the area which the community takes through the rural road to the local market?
 - ✚ Cocoa, kola nut, plantain, banana, orange, cashew, cassava and oil palm plantations.
6. Where the nearest local market is and how much time it does take in average to reach to the local market with the present condition of rural road?
 - ✚ Obada market ,5 hours by foot
 - ✚ Saturday market
7. Any weekly markets along the road or near the road?
 - ✚ Elewe market Mon and wed.
 - ✚ Ipetu market Thursday
 - ✚ Owena market every five days
8. Road widening will increase your production. Do you agree? If so how many times it will increase?
 - ✚ Yes, it will increase production for almost twice
9. How much is the present daily/Weekly/Monthly production (Tonnes) of Agriculture?
 - ✚ Daily – 2tonnes
 - ✚ Weekly 14tonnes
 - ✚ Monthly –56 tonnes
10. Are there any accident issues in the present road?
 - ✚ No. because it is not motor able



11. What are the distance of nearest hospital and how much time it requires o reach the nearest hospital through the present rural road?
 - ✚ 8km to the nearest hospital (State comprehensive health center)
12. What is the nearest primary/secondary school to the community children and how much it takes to reach school?
 - ✚ For the settler nearby, it takes up to 16km to and fro to the primary and secondary school.
13. Is there any incidence of wild animals coming in the community or crosses the rural road?
 - ✚ None.
14. Is there any migratory route of wild animal exists crossing or along the rural road?
 - ✚ No.
15. The project road may have certain impacts on the farm lands belong to community. Are you willing to give land for the sake of the development?
 - ✚ Yes, we are willing, since it will improve our income and living standard.
16. The project road development may require some loss of trees/ crops. What is expectation for the same?
 - ✚ No expectation, since it is the need of the community.
17. Does the project road will have facility to the women group for their further development? What is the expectation of women from the project road?
 - ✚ Most women are farmer traders and as such, it will increase sales and better livelihood
18. What is the nearest water resource to the community?
 - ✚ Oni oke
 - ✚ Afin toto
19. What is the water supply facility?
 - ✚ Osun state water corporation
 - ✚ Borehole 1 unit
20. Is there any pipe/tap water facility available? (Y/N)
 - ✚ Yes, in the community, but the rural settler near the road do not have
21. If No then who fetches water for the family? Women group?
 - ✚ Women group
22. If yes then how much they need to travel to fetch water?
 - ✚ 600m to 1km to the stream
23. What is the view of women who fetches the water for the community through the rural road?
 - ✚ It is tedious and stressful
24. What is the duration of rainy season and whether the present road is accessible during the rainy season?
 - ✚ Raining season April to October
 - ✚ It is not accessible during raining season



25. What do you envisage about the possible impact of the project on Environment, farm land and trees, wild animal if any?

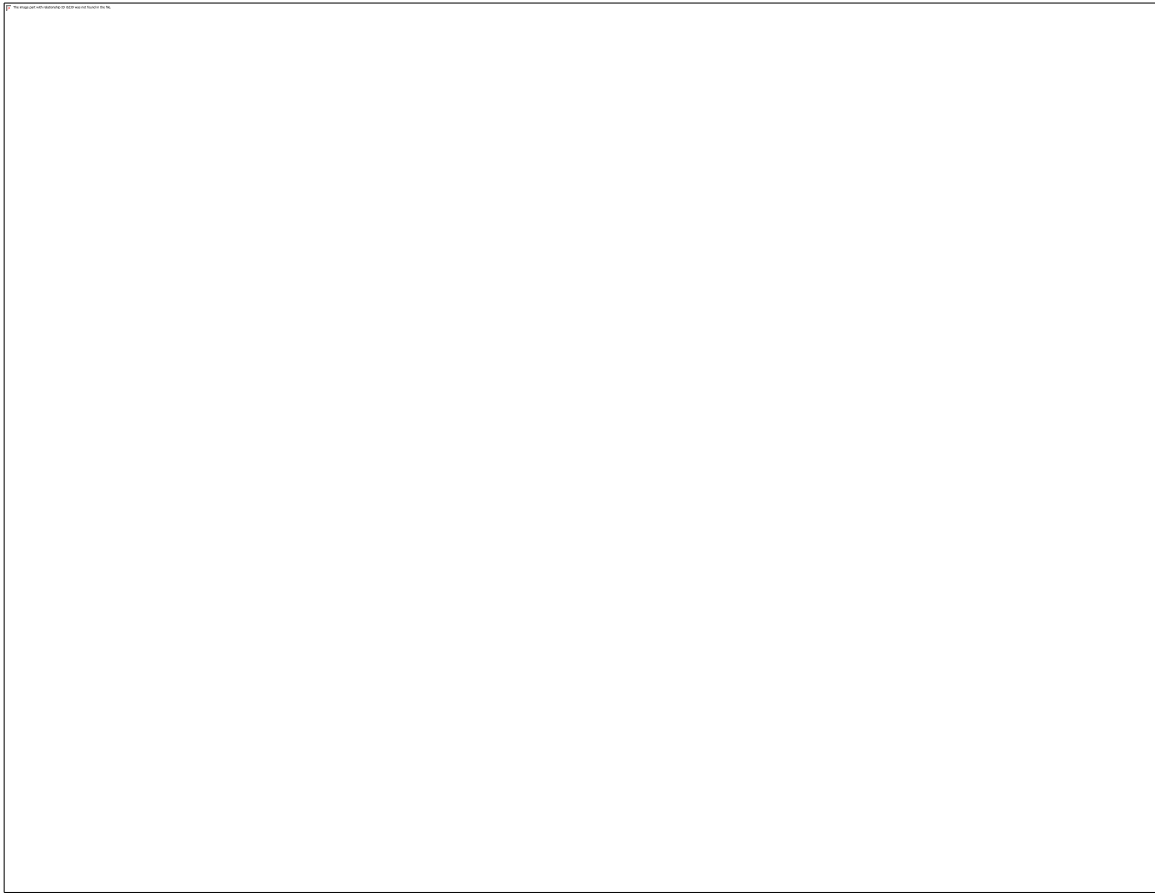
✚ The propose road design will access a few farm land

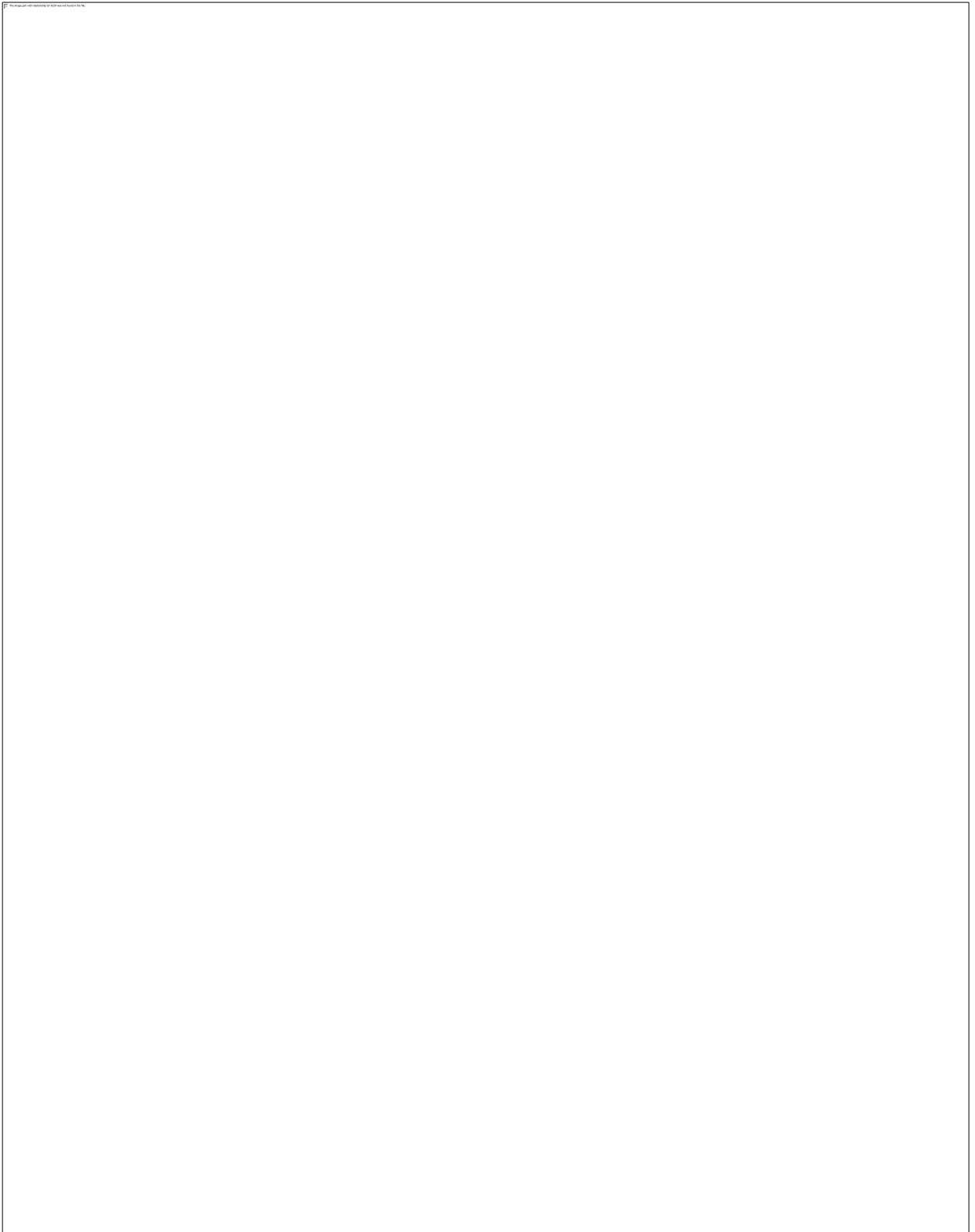
26. Do you anticipate any negative social impact?

✚ Increase people movement into the community

PHOTOGRAPH TAKEN ON CONSULTATION IN IRA









Owode village

Generic Questions and Discussions

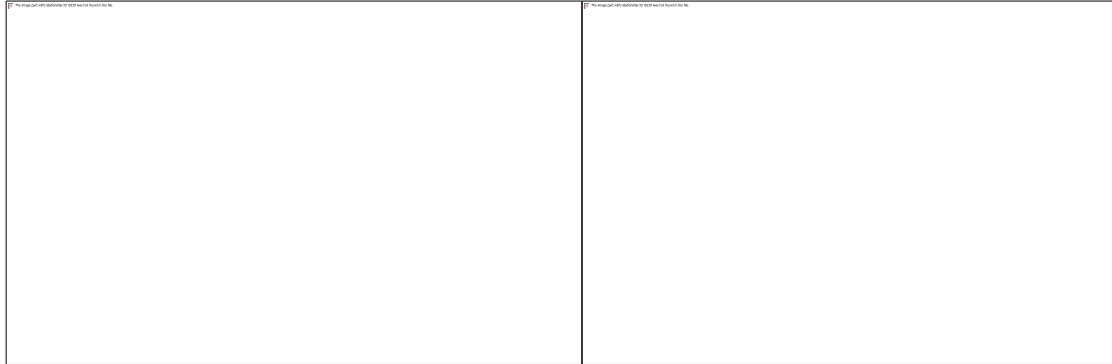
1. What facility the rural road sections provide to the local community?
 - ✚ It will increase the economy of the community
2. How do you access the rural road and what are the mode of transport and their frequency/numbers.
 - ✚ The road is accessible through motor vehicles, such as Cars, motorcycles, trucks, buses and etc.
3. Why there is a need for the development of rural road? /Explain various benefits?
 - ✚ Because it will wield a positive impact, such as economy, population, productivity and so on.
4. Average daily Traffic on the rural road at present? Cars _____, Pick up_____, Mini Bus _____, Bus _____, Light Goods Vehicles _____, Trucks?
 - ✚ Motorcycle and Trucks
5. What are the major crops and farm product in the area which the community takes through the rural road to the local market?
 - ✚ Cocoa, cashew, kola nut, palm oil, plantain, banana, breadfruit
6. Where the nearest local market is and how much time it does take in average to reach to the local market with the present condition of rural road?
 - ✚ Osi – sooko market is the closest, and it takes 15 minutes for an average to reach the market.
7. Any weekly markets along the road or near the road?
 - ✚ Yes, there is one at Osi – sooko market every five days
8. Road widening will increase your production. Do you agree? If so how many times it will increase?
 - ✚ Yes, immensely
9. How much is the present daily/Weekly/Monthly production (Tones) of Agriculture?
 - ✚ 1 tones daily
 - ✚ 7 tones weekly
 - ✚ 28 tones monthly
10. Are there any accident issues in the present road?
 - ✚ Yes, especially during rainy season
11. What are the distance of nearest hospital and how much time it requires o reach the nearest hospital through the present rural road?
 - ✚ Is about 5 km which is at Osi – sooko health centre and almost 40 minutes by walk.
12. What is the nearest primary/secondary school to the community children and how much it takes to reach school?
 - ✚ The nearest primary/secondary schools are Christ Anglican primary school, RCM primary school, Osun community high school.



13. Is there any incidence of wild animals coming in the community or crosses the rural road?
✚ No.
14. Is there any migratory route of wild animal exists crossing or along the rural road?
✚ No.
15. The project road may have certain impacts on the farm lands belong to community. Are you willing to give land for the sake of the development?
✚ Yes, because it is our desire to see the development of our community.
16. The project road development may require some loss of trees/ crops. What is expectation for the same?
✚ None.
17. Does the project road will have facility to the women group for their further development? What is the expectation of women from the project road?
✚ Yes, it has the facility to improve the women group; it will boost the socio-economic activities in the village.
18. What is the nearest water resource to the community?
✚ River Osi
19. What is the water supply facility?
✚ None.
20. Is there any pipe/tap water facility available? (Y/N)
✚ No.
21. If No then who fetches water for the family? Women group?
✚ Yes, Women group.
22. Is yes then how much they need to travel to fetch water?
✚ N80 to travel
23. What do you envisage about the possible impact of the project on Environment, farm land and trees, wild animal if any?
✚ Increase development and improved sale on farm land produce.
24. Do you anticipate any negative social impact?
✚ No
25. It will increase insecurity and theft what do you envisage about the possible impact of the project on Environment, farm land and trees, wild animal if any?
✚ The propose road design will access a few farm land
26. Do you anticipate any negative social impact?
✚ Increase people movement into the community



Photographs of public consultation



Generic Questions and Discussions (in Shasha Native reserve forest)-Target group forest rangers/forest officers and local timber traders.

1. What facility do you anticipate the proposed development of rural road will give?

Forest Ranger/Forest Officer's view:

Local timber traders view: Increased Production

2. Are there any existing poaching practices in the project area/reserve forest area?

- No

3. Do you anticipate any increase in poaching activities with the betterment of road?

- No, because it is controlled

4. What economic benefit do the timber traders anticipate from the proposed development (in terms of production, transportation in US\$/Naira per year)

- Increase in logs produced day by day
- Extended life of operational trucks
- Reduction in the cost of logs

5. Do you anticipate any negative environmental and social Impact?



- Increased accident rate as vehicle may increase speed
- Increased spread of disease

6. Is there any rare/endangered tree species in the area along the road corridor?

- None

7. IS there any endangered or rare wild animal species exist in the reserve forest?

- None

8. Is any wild animal cross the project corridor? If yes please name them.

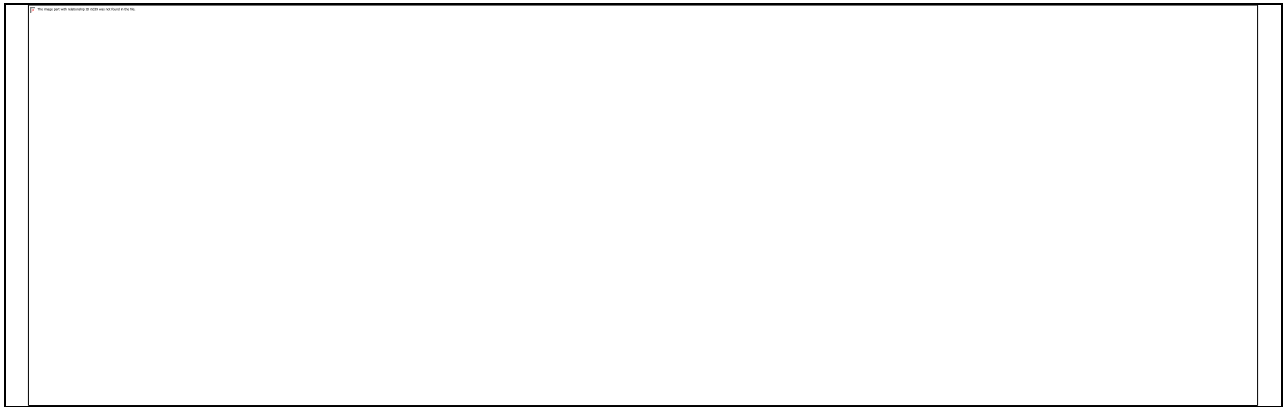
- Buffalo
- Guinea Pigs
- Pythons
- etc.

9. Whether any migratory wild animal route exists along/across the project corridor (e.g. elephant etc.).

- Any Route in the forest

10. Is there any incidence of accident of wild animal with the timber logging vehicles in the project road within the reserve forest?

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ARAROMI AKE AREA





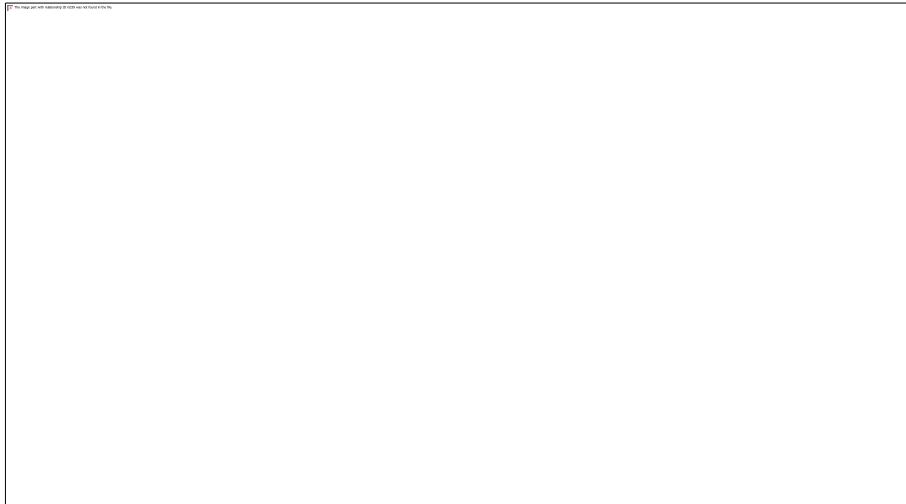
Generic Questions and Discussions (in a local market total 1 consultation)

1. What facility do you anticipate the proposed development of rural road will give?
 - It will bring faster mean of transportation of good and crops from villages to towns
2. Road improvement will increase production of farm products in the local market. Do you agree? If so how many times it will increase?
 - About 10 times than the current time
3. If production increases supply of products will increase. Will this reduce the prices of farm products?
 - yes

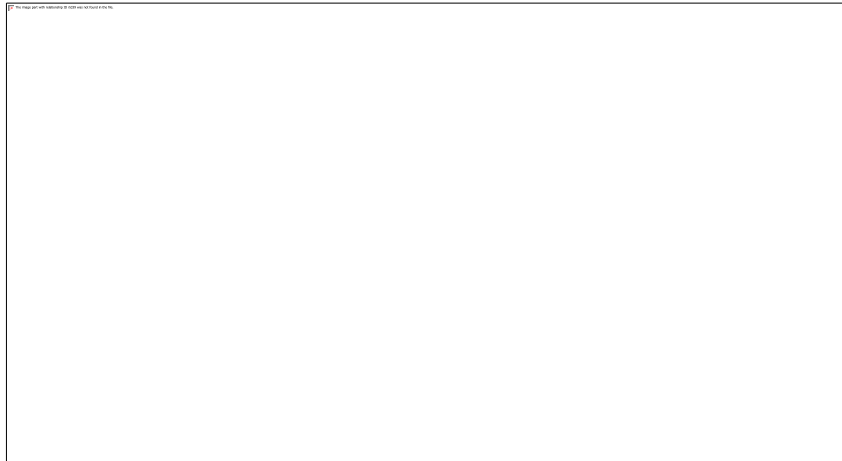
S.No	Farm Products	Present price (100 kg in Naira)	Anticipated price (100 kg in Naira)
1	Yam	These are sold based on local measure	
2	Coco	It's usually processed and sold in local measure	
3	Banana	Bunches cost a little N100 - N200. Cost of bunch	
4	Cucumber		
5	Palm Oil	Per litter at N800 For 25litter	
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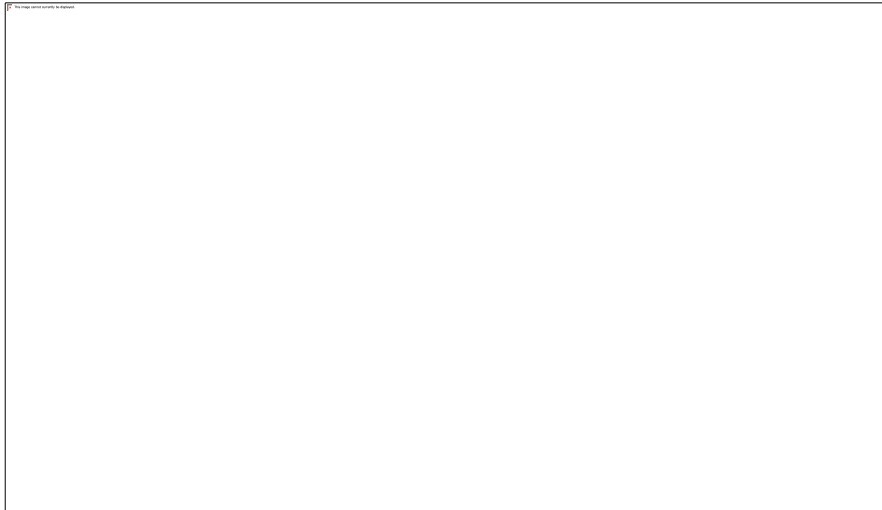
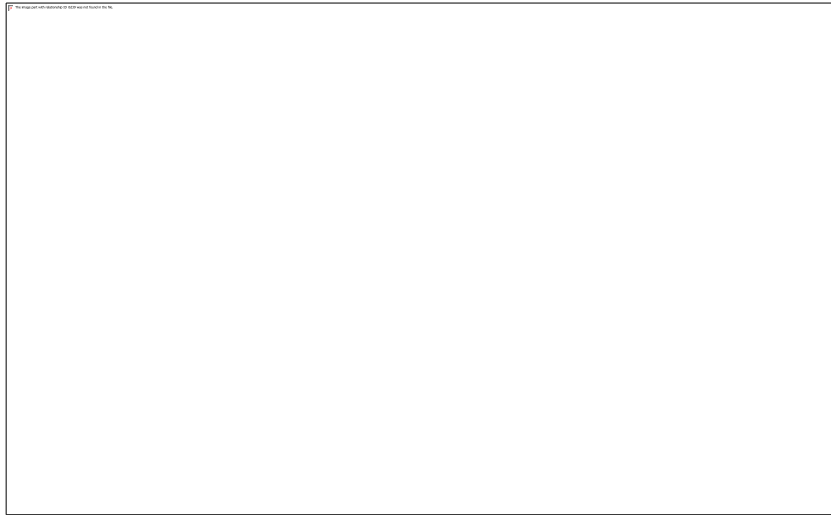
4. Do you anticipate any negative environmental and Social Impact from the proposed road development?
 - No
5. Will the proposed development of the road increase/decrease the dependency of the local people on weekly market?
 - It will boast the production capacity of the area

Photographs to be taken:



Ground nut and ground nut oils display in one of the market





Product displayed at the local market in region