



ROAD DEVELOPMENT AGENCY

Improved Rural Connectivity Project

REHABILITATION OF PRIMARY FEEDER ROADS IN EASTERN
PROVINCE

**ADDENDUM NO. 1 TO THE
ABBREVIATED RESETTLEMENT ACTION PLAN FOR
PACKAGE 4**

4 JANUARY 2024

1.0 INTRODUCTION

The Government of the Republic of Zambia (GRZ) has received financing from the World Bank (WB) towards the cost of implementing the Improved Rural Connectivity Project (IRCP) in six (6) provinces of Zambia namely Central, Eastern, Luapula, Southern, Muchinga and Luapula provinces. The financing of the other four (4) provinces namely Copperbelt, Lusaka, Western and North-western which were initially supposed to be financed by the GRZ will now be financed by the World Bank after the World Bank had approved a request to restructure the project from the GRZ on 30th June 2021. The project will be implemented for a period of five (5) years from 2018 to 2025 using the Output and Performance Road Contract (OPRC) approach. The Road Development Agency (RDA) whose mandate is to plan, manage and coordinate the road network of the country is implementing component one of the IRCP on behalf of the Zambian Government.

The IRCP under Package 4 in Eastern Province will be implemented on the following roads:

Table: List of Roads in Package 4 (Sinda and Katete)

No.	Road	Districts	Road Location	Length (km)
1	R012	Petauke/ Sinda	Mtukusi – Nyanje	46.342
2	R306	Sinda	Sinda (T4) - Jnc U20/R307	16.269
3	R307 (U20)	Sinda	Adoni (RD412) - R306	22.842
4	RD412	Sinda	T4 - School	23.630
5	RD592	Sinda	RD411 - Vulamukoko - RD412	18.450
6	R300	Katete	Vulamkoko (RD592) - T4	11.163
8	U23	Katete	T4 to D598 at Kasamanda	32.451
9	UR001	Sinda	D134 (Ukwime road – R307 (U20))	9.800
				180.947

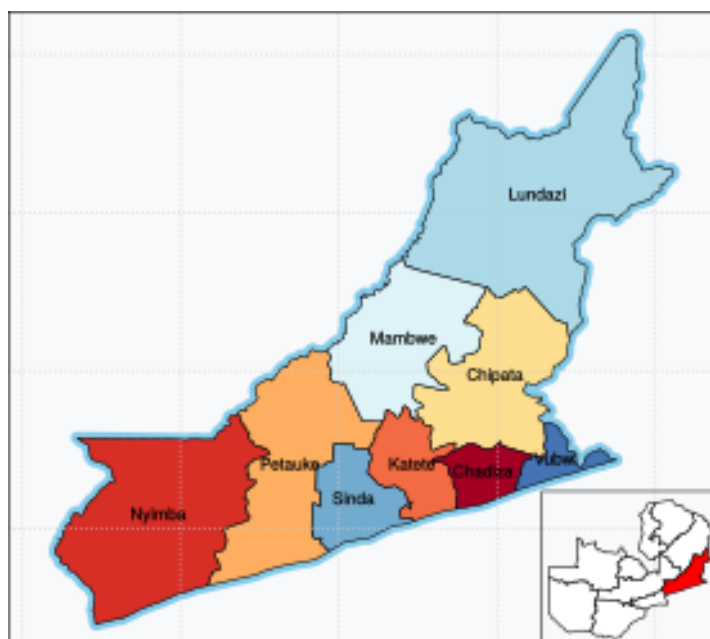


Figure 1: Location of affected districts in Eastern Province
 Source: MellonDor - Own work

In accordance with the requirements of the World Bank (WB) Operational Policy 4.12 and the Zambian Environmental Impact Assessment (EIA) Regulations of 1997 the Abbreviated Resettlement Action Plan (ARAP) was prepared in October 2021 as a mitigation measure to address issues of land acquisition, resettlement and compensation that shall arise during the course of implementing the IRCP in Eastern Province under Package 4. Prior to the preparation of the ARAP report an Environmental Project Brief (EPB) covering Packages 3 and 4 of Eastern Province was prepared based on the guidance that the Zambia Environmental Management Agency (ZEMA) had provided to the Road Development Agency on 3rd May 2017 that RDA should prepare EPB reports for each province under the IRCP.

The initial ARAP report for Package 4 in Sinda and Katete districts of Eastern Province was submitted by the Consultant 18th June 2019. The World Bank issued clearance to disclose the ARAP report on 24th October 2019. However, on 20th October 2021 a revised ARAP report was finalised which was cleared by the Bank on 2nd November 2021. Subsequently RDA disclosed the revised ARAP report on 9th August 2022. The Zambia Environmental Management Agency (ZEMA) issued the approval Decision Letter for the EPB report for Eastern Province on 2nd July 2020 and had on 10th July 2019 cleared the initial ARAP report for Package 4.

2.0 ARAP ADDENDUM

Addendum No. 1 of the ARAP report has been prepared to include structures that were not captured in the initial and revised ARAP reports of June 2019 and October 2021 respectively. It was also established that the Consultant who prepared the initial ARAP report had not utilised the services of registered valuation experts in determining the

compensation amounts. The affected structures that have been included in the ARAP addendum no. 1 have been verified by the Contracting Entity (CE) and the Monitoring Consultant (MC) for Package 4 after the preparation of the detailed engineering designs of the roads that will be rehabilitated. The Government Valuation and Property Management Department (GVPMD) valued the affected structures on all the eight roads namely R12, R306, R307 (U20), RD412, RD592, R300, U23 and U001 in Sinda and Katete districts during the months of September and November 2023.

Originally the ARAP was expected to be implemented by the Contracting Entity (CE) through the works contract under an arrangement that was agreed with the World Bank towards the end of 2019. On 16th October 2023, RDA prepared Addendum No. 1 of the ARAP report. The preparation of the Addendum No. 1 arose after the World Bank through an e mail dated 20th July 2023 granted a *No Objection* to RDA's request for RDA to pay compensation to the Project Affected People (PAPs) in the remaining packages instead of the Contracting Entities (CEs) as had been agreed in late 2019. This request was motivated by the challenges that RDA had noticed in some CEs as regards issues of reinstatement of structures and the payments of cash compensation to some PAPs. RDA had received complaints regarding delayed payments, underpayments and poorly built reinstated structures by some CEs. This scenario was affecting the progress of civil works. RDA further indicated to the Bank that it was only going to use cash compensation method as the only mode of compensation to all the PAPs once a *No Objection* had been granted. It had been noted by RDA that cash compensation was the preferred mode of compensation by the majority of the PAPs during the stakeholder engagements.

3.0 ENTITLEMENT MATRIX

Against the foregoing Addendum No. 1 will therefore adhere to the following revised entitlement matrix:

Type of Loss	Category of Affected People	Entitlement
1. Loss of land	<p>Landowners with legitimate interests in the Road Corridor in the following categories:</p> <ol style="list-style-type: none"> 1. Traditional land tenure administered by the Chief 2. Privately purchased land in an area under traditional control 3. Land with a Certificate of Occupation issued by the Department of Lands 4. Land owned under a Leasehold with registered Title 	<ul style="list-style-type: none"> • Financial compensation for lost land at full replacement value¹: <ul style="list-style-type: none"> – Where affected land is smaller than 1.25ha OR – Where the affected portion is less than 20% of the land • Full replacement of land allocated under traditional system: <ul style="list-style-type: none"> – Where the affected farm is cultivated and – Where the affected portion is more than 20% of the lost land, OR

¹ Land Acquisition Act: value of the property shall be the amount which the property might be expected to realize if sold in the open market by a willing seller.

Type of Loss	Category of Affected People	Entitlement
		<ul style="list-style-type: none"> – Where the owner can prove that the residual (remainder) area is no longer economically viable, OR – Where land acquisition causes landlessness (minimum livelihood requirement is 1 lima or 0.25ha) • Financial compensation at full replacement value as determined by a registered Valuer for: <ul style="list-style-type: none"> – Privately acquired land in areas under traditional control and – Titled (privately owned) land.
2. Loss of livelihood	Households suffering direct economic displacement (farm-based) resulting from the road project	<ul style="list-style-type: none"> • Transitional assistance to farmers with cultivated fields to mitigate the loss of livelihood until their crops have been re-established
	Households suffering direct economic displacement (legitimate businesses) resulting from the road project	<ul style="list-style-type: none"> • Payment of cash compensation for structures such as shops, churches, houses etc that have to be relocated • Compensation for loss of business income based on baseline financial data for affected enterprises • Any transactional costs to restore previously existing business rights will be borne by the Project
3 Disturbance allowance	Project affected households with affected assets within the road project.	<ul style="list-style-type: none"> • Cash compensation for the loss of opportunity as a result of the project.

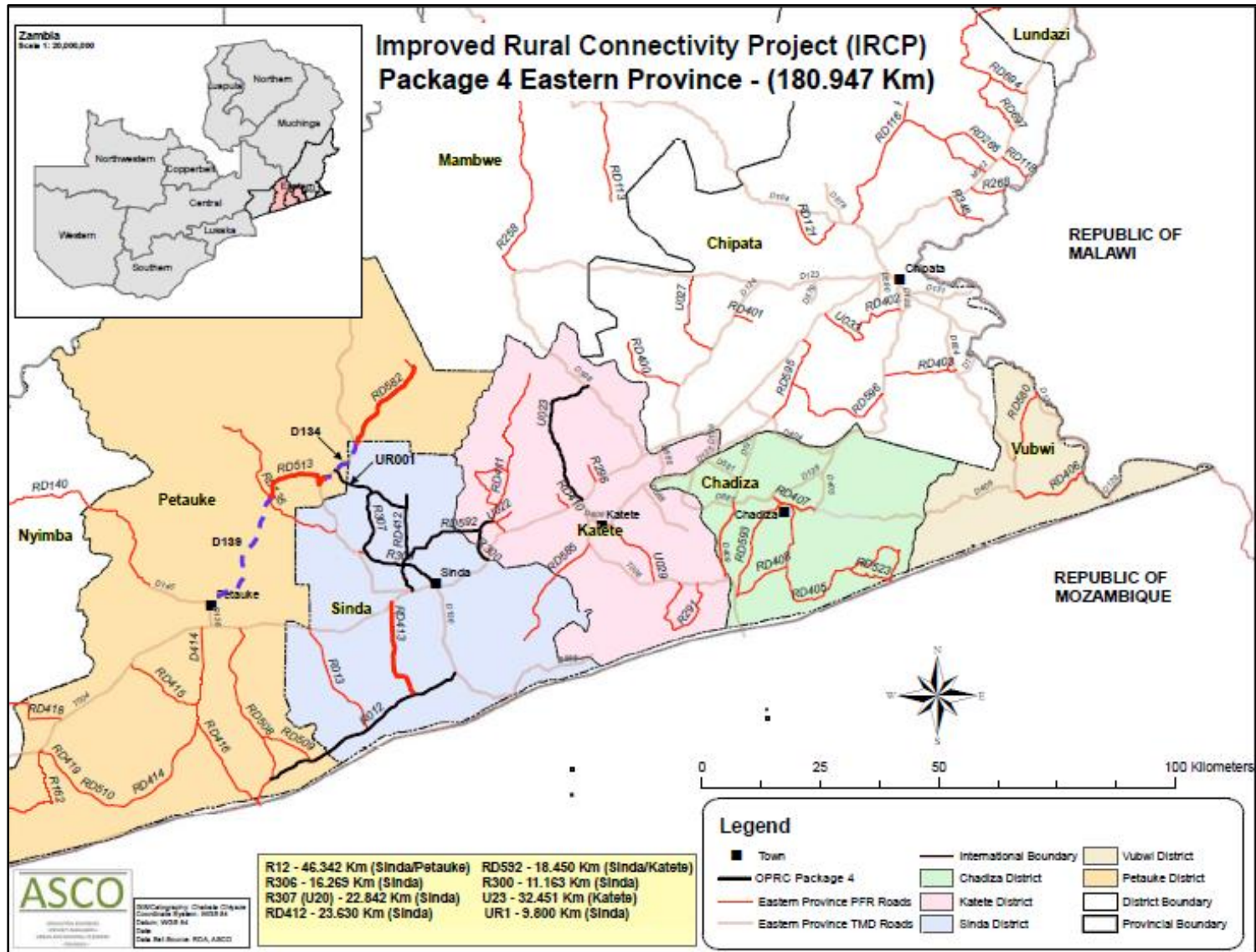
4.0 AMOUNT OF CASH COMPENSATION

The amount of cash compensation to be paid to the PAPs will be in accordance with the amounts reflected in the Valuation Report dated 3rd January 2024 that has been attached to this addendum.

5.0 STATUS OF ADDENDUM NO. 1

This addendum No. 1 supplements the revised ARAP report that was disclosed in August 2022. However, the provisions of the ARAP report of October 2021 will remain in force except where they have been supplemented by this Addendum.

Prioritised IRCP Roads in Sinda and Katete Districts of Eastern Province



6.0 DETAILS OF AFFECTED PROPERTIES

Details of the affected structures and the proposed amounts of compensation to the Project Affected People have been indicated in the Valuation Report dated 3rd January 2024 which is in the appendix to this addendum.

7.0 FIELDS

Generally, the local people along the road sections do extend their fields into the road reserve areas for growing seasonal crops such as maize, cassava tubers and groundnuts. As a mitigation measure the Road Development Agency in conjunction with the Local Authorities at district and traditional levels have conducted and shall continue to conduct awareness campaigns prior to the commencement of civil works in any section of the road to sensitize the local people not to cultivate in the road reserve areas to ensure the smooth implementation of the civil works. Furthermore, all the farmers that may have already planted will be allowed to harvest their crops prior to the commencement of civil works on any road sections where such fields may have extended into the road reserve. In instances where the farmers crop will be damaged because of the civil works, an assessment of the lost crop will be made, and the concerned farmer(s) will be compensated accordingly.

8.0 ARAP COST

The compensation costs indicated in this addendum were determined by the Government Valuation and Property Management Department (GVPMD) in January 2024. The total compensation cost is **ZMW1,785,293.20**.

9.0 CONCLUSION

The Road Development Agency being the implementing agency for the IRCP component 1 is committed to the implementation of this Addendum of the Abbreviated Resettlement Action Plan for Package 4 in accordance with the World Bank Safeguard policies and the national laws and policies.

Director/Chief Executive Officer
ROAD DEVELOPMENT AGENCY

10.0 Appendix

-Valuation Report dated 3rd January 2024