



# LAGOS METROPOLITAN AREA TRANSPORT AUTHORITY (LAMATA)

## Resettlement Action Plan (RAP) Report On the proposed QUALITY BUS CORRIDOR PACKAGE 2

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## LIST OF ACRONYMS AND ABBREVIATIONS

IFC	International Finance Corporation
BRN	Bus Route Network
CSOs/CBOs	Civil Society Organizations /Community Based Organizations
ESS	Environmental and Social Standard
FLM	First Last Mile
FMEEnv	Federal Ministry of Environment
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
LAMATA	Lagos Metropolitan Area Transport Authority
LASG	Lagos State Government
LASTMA	Lagos State Traffic Management Agency
LCDAs	Local Council Development Area
LGA	Local Government Area
LSMOE	Lagos State Ministry of Environment
LSTMPP	Lagos Strategic Transport Master Plan Project
LUA	Land Use Act
LUAC	Land Use Allocation Committee
LUTP	Lagos Urban Transport Project
MDAs	Ministries, Departments and Agencies
MPP&UD	Ministry of Physical Planning and Urban Development
NURTW	National Union of Road Transport Workers
PAP	Project Affected Persons
PMU	Project Management Unit
QBC	Quality Bus Corridors
RAP	Resettlement Action Plan
RPF	Resettlement Policy Framework
WB	World Bank



## DEFINITION OF TERMS

Affected People or Project Affected People	Any household who, as a result of the implementation of the Project, loses the right to own, use or otherwise benefit from an asset or a resource, either in full or in part and either permanently or temporarily.
Community	A group of individuals broader than households, who identify themselves as a common unit due to recognized social, religious, economic and traditional government ties or shared locality.
Compensation	Payment in cash or in kind for an asset or a resource that is acquired or affected by the Project at the time the asset needs to be replaced.
Cut-off date	The date of completion of the census and asset inventory survey among people affected by the project. People occupying the project area after the cut-off date are not eligible for compensation and/or resettlement assistance. Similarly, fixed assets (such as built structures, crops, fruit trees, and wood-lots) established after the date of completion of the assets inventory, or an alternative mutually agreed on date, will not be compensated.
Displaced Persons	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:  Standard of living adversely affected; 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 Business, occupation, place of work, residence, habitat or access to forest or community resources adversely affected, with or without displacement.
Economic displacement	Loss of income sources or means of livelihood resulting from Project induced land acquisition or obstructed access to natural resources (land, water or forest).
Eligibility	Entitlement to compensation due to subjection to economic displacement.
Household	A household as a unit is defined as a traditional "husband and wife" married couple and the extended members of their family living with them permanently under the same roof. Where affected households are polygamous families (for example, one man and a number of wives plus the extended family), only those wives that live permanently in the affected house will be entitled to relevant compensation, and the wives living elsewhere (and thus in the properties not affected by the project) will not be entitled to compensation.
Full Replacement Cost	Full replacement cost is the market value of the land / assets plus transaction costs. Affected assets must be compensated using this principle.



Involuntary resettlement	The occurrence of resettlement in instances where affected people do not have the right to refuse land acquisition. This occurs in cases of: (i) lawful expropriation or restrictions on land use based on state needs; and (ii) negotiated settlements in which the buyer can resort to expropriation or impose legal restrictions on land use if negotiations with affected people fail.
Livelihood Restoration or Income Restoration	Measures required ensuring that Project Affected People (PAPs) have their income (at least) restored to the pre-project level or improved.
Physical displacement	Loss of shelter and associated assets resulting from Project-induced land acquisition, which necessitates affected people to move to another location.
Resettlement	The overarching process that describes physical displacement where affected individuals move to another area as a result of the project. This process includes the subsequent rehabilitation activity, through which the welfare of affected people is improved, or at least restored, to pre-Project levels.
Resettlement Assistance	Support provided to people who are physically displaced by a Project. Assistance may include transportation, food, shelter, and social services that are provided to affected people during their relocation. Assistance may also include cash allowances that compensate affected people for the inconvenience associated with resettlement and defray the expense of transition to a new locale, such as moving expenses and lost workdays.
Resettlement Action Plan	A document specifying the procedures that a resettlement should follow and the actions that will be taken to compensate affected people and communities.
Resettlement Framework	If due to the stage of project development, the exact nature or magnitude of the physical and/or economic impacts is not fully known, a Resettlement Framework (RF) is usually prepared outlining general principles compliant with the ESS5/ IFC PS5 requirements. Once the necessary information becomes available, an RF is expanded into a specific Resettlement Action Plan to minimise and mitigate defined physical and/or economic displacement impacts likely to be caused by the Project.
Stakeholders	Any individuals, groups, organisations, and institutions interested in and potentially affected by a project or having the ability to influence a project.
Vulnerable groups	People who by virtue of sex, political or other opinion, social origin, property, birth, or other status may be more adversely affected by resettlement than others and who may be limited in their ability to claim or take advantage of resettlement assistance and related development benefits.



## EXECUTIVE SUMMARY

### ES 1 Project Background

The International Finance Corporation (IFC) has approved US\$50M development credit funding for the Lagos State Government (LASG) to implement Phase One of the Lagos Strategic Transport Master Plan Project (LSTMPP). Lagos Metropolitan Area Transport Authority (LAMATA) is the executing institution for LSTMPP. LSTMPP is designed to support the continuous implementation of the LASG transport sector policy and strategy, whose overall objective is to establish a sustainable integrated multimodal public transport system befitting the megacity status of Lagos.

The LSTMPP 1 includes the development of Quality Bus Corridors (QBCs) and Multimodal Interchanges which will require the construction of transport infrastructure such as bus terminals, bus depots, bus shelters, lay bays, rehabilitation maintenance of strategic roads and drainages, etc. LSTMPP 1 IFC financed includes the following work packages;

Package #	Infrastructure Type	Location
1 and 2	Quality Bus Corridor	Anthony- oshodi Oshodi – Onipanu Ojuelegba- Idiaraba- Ilasamaja <b>Iyana Ipaja - Ayobo</b>

**Table ES 1: LSTMPP 1 IFC Financed Work Packages**

As expected with land acquisition, including the probable Right-of-Way (ROW) required for developing the QBCs and Multimodal Interchanges, involuntary resettlement will naturally arise because the land area and surrounding environment is most likely occupied by temporary or light structures, vehicle parking areas, taxis, artisans, vendors, and other encumbrances. As a result of this anticipated resettlement, LAMATA must prepare a Resettlement Action Plan (RAP) that accords fully with the IFC PS5, as part of its guidelines, minimization of resettlement, participation of affected parties in the definition and implementation of the operation, fair and timely compensation for lost assets, and, to the extent livelihoods are affected, technical and economic assistance to help ensure that parties affected by project activity are able to re-establish their situation before they move.

LSTMPP Phase One comprises the following project components:

**Component 1 - Urban Infrastructures: Quality Bus Corridors.** This component comprises 8 QBCs (categorized into 3 Work Packages) with a total length of 46 km, covering the road infrastructure necessary for high-performance bus services on priority corridors connected to the mass transit network (Light Rail Transit and Bus Rapid Transit).



**Component 2 - Urban Infrastructures: Multimodal Interchanges.** This component involves the construction of two multimodal interchanges at Marina and Mile 2, including the functional integration of four (4) public transport modes: (i) LRT line; (ii) BRT line, (iii) ferry transit routes, and (iv) Bus/Interstate Bus routes (in the case of Mile 2 only).

**Component 3 - Support for project implementation and management, thematic studies, improved planning and management capacity of the transport system.** This component will finance project management and monitoring activities, as well as institutional development and capacity-building activities for the regulation of the Lagos State transport sector. LAMATA has already drafted the terms of reference for most of the related subcomponents and studies. This component includes:

- Support for project management and implementation, including a specific component to support the transition of the transport sector.
- Thematic studies.
- Contribution to LAMATA's operating expenses for project management and capacity building.

**Component 4 - Acquisition of the bus fleet and granting of operating licenses.**

### Project Areas

The proposed project site is located in Lagos State. Lagos is located in South-west Nigeria and is bounded to the West by Benin Republic, to the north and east by Ogun State and to the south by the Atlantic Ocean.

This RAP covers the involuntary resettlement impacts of QBC Package 2 which includes one (1) of the eight (8) QBC routes – Iyana Ipaja – Ayobo.

**Iyana Ipaja – Ayobo:** The Iyana Ipaja – Ayobo corridor is located in the north - western part of Lagos state. Starting from Iyana Ipaja, the corridor stretches towards the west along Iyana Ipaja Road, and then turns southward at 'church' roundabout onto Ayobo Road. Iyana-Ipaja is situated near the Agege district and falls along the BRT route from Abule-Egba - Oshodi. This section, known as the Iyana Ipaja - Ayobo Road, spans approximately 9.3km and features a dual carriage road.

The area is a vibrant mix of residential and commercial estates, with well-known neighborhoods such as Gowon, Abesan, and Gemade Estates. Notably, the renowned Anchor University, affiliated with Deeper Life Bible Church, is also situated along this corridor. Additionally, there are other significant landmarks in proximity, including the Deeper Life Bible Church Retreat Complex, Ipaja Market Central Business District (CBD), and Ipaja Post Office.

Currently, the transportation needs along the Iyana Ipaja corridor are served by high-capacity buses operating under the BFS scheme, as well as mini first and last mile buses. Moreover, the corridor offers seamless integration with the existing and operational



Abule-Egba BRT corridor, facilitating convenient transit for commuters. Furthermore, commuters can access the new Lagos State funded Bus Terminal located at Iyana Ipaja, thereby enhancing the overall transportation network in the area.

### Scope of Work on Proposed Quality Bus Corridors

Based on the project concept options discussed in the pre-feasibility reports, the scope of works on the QBC corridor can be summarized as shown in the table below;

QBC Corridor	Overview of Works	No of Bus Terminals/ Depots	Number of Existing Bus Shelters	Length of Corridors
Iyana Ipaja – Ayobo	Construction of Bus Terminals and Depots Improvement of Bus Shelters in selected locations Deployment of TSM at junctions Improvement of road pavement (as necessary)	1	38	9.3km

**Table ES 2: Summary of Key Design Features for QBC 2 corridor**

Route	Proposed Infrastructure	Location Description	GPS Coordinates		Facility Development Status	Acquisition Status <sup>1</sup>
			Long (E)	Lat (N)		
Iyana Ipaja – Ayobo	Terminal	Existing BFS Terminal, Iyana Ipaja	6.551483	3.240702	Existing	Finalized
	Terminal	Land Area which is close to the Roundabout) up to the Petrol station	Start: 6.601709	Start: 3.240110	New	Not Yet Acquired
			Stop: 6.601368	Stop: 3.240374		

**Table ES 3: Status of Infrastructure Development and Acquisition of Land for QBC 2 Route**

### Statement on the Scope of Displacement

The proposed infrastructure development for the corridor is to refurbish and upgrade 38 laybys along the corridor and build a bus terminal at Ayobo. There are 28 existing laybys

<sup>1</sup> Status of Acquisition was provided by LAMATA based on available records



which people have encroached on with assets such as kiosks and sheds, bungalow shops, shop extensions. The proposed terminal location will result in physical and economic displacement of structures. A total of 235 project affected persons have been identified and will be physically and economically displaced along the corridor.

### **Objectives of Resettlement Action Plan**

The specific objectives of the RAP are to:

- Ensure that RAP preparation is consistent in policy and context to the laws, regulations, and procedures adopted by the Nigeria Federal and State Governments; and compliant with the World Bank Environmental and Social Standards ESS 5 and PS 5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement.
- To avoid, and when avoidance is not possible, minimize displacement by exploring alternative project designs.
- To avoid forced eviction.
- To anticipate and avoid, or where avoidance is not possible, minimize adverse social and economic impacts from land acquisition or restrictions on land use by providing compensation for loss of assets at replacement cost and (ii) ensuring that resettlement activities are implemented with appropriate disclosure of information, consultation, and the informed participation of those affected.
- To improve, or restore, the livelihoods and standards of living of displaced persons.

### **Approach and Methodology of RAP Preparation**

To appropriately compensate and provide other resettlement assistance to people affected by the civil works, the study will employ a variety of both qualitative and quantitative methods of data collection. The overall technical approach involves three phases shown below;

- Preliminary/Pre-field Preparation Stage.
- Field Data Collection Stage, and
- Data Processing and Report Preparation Stage.

## **ES2 Legal Framework**

### **Legal Framework for Involuntary Land Acquisition in Nigeria**

- Constitution of the Federal Republic of Nigeria, 1999 (as amended).
- Nigerian Land Use Act of 1978.
- National Inland Waterways (NIWA) Act.
- Land Registration / Land Ownership Law and Property Rights.
- Land Acquisition, Demolition, Resettlement, Re-location Procedures of Lagos State.



## Application of International Best Practices

The international Finance Cooperation (IFC)'s performance Standards (PS 5) is the major international standard which applies to this project.

This project will ensure the conflict/gaps between the Land Use Act and the IFC's PS are attended to.

### ES 3 Mitigation Measures for Resettlement

The Resettlement Action Plan (RAP) is to assess the potential impacts and identify appropriate measures to minimize them.

- This plan should involve thorough consultations with affected communities, local authorities, and relevant stakeholders.
- Recommend adequate compensation and benefits to affected individuals for their properties, lands, and other assets that may be lost due to the resettlement. Additionally, they should receive compensation for any loss of income or livelihood resulting from the move.
- Provide where applicable, alternative Land and Housing. Resettled individuals or communities should be provided with suitable alternative land or housing that is comparable or better than their previous living conditions. The new location should have access to essential services such as water, sanitation, and healthcare facilities.
- Efforts should be made to restore or improve the livelihoods of resettled communities. This could include vocational training, employment opportunities, and support for income-generating activities.
- The project may provide communal spaces, religious sites, for community gatherings to encourage social and cultural support.
- The project must ensure continuous participation and consultation of the affected communities, as they should be actively involved in the decision-making processes related to resettlement. Their input, concerns, and preferences should be considered and respected.
- Establish effective grievance redress mechanisms which will enable the affected individuals, raise concerns, provide feedback, and seek resolution for any issues they may face during the resettlement process.
- Regular monitoring and evaluation of the resettlement process is essential to ensure that the mitigation measures are being implemented effectively and that any shortcomings or negative impacts are identified and addressed promptly.



## ES 4 Compensation and Valuation Methodology

Valuation methods for affected land and assets would depend on the type of asset. The three land asset types identified under Nigeria law are:

- State (urban and non-urban) owned Land.
- Privately owned Land.
- Assets held under Customary Law.

Land required for LSTMPP QBC2 Project may fall under the above categories. Additional Land will be required for the terminal area at Ayobo and in a few laybys along the corridor as well as land temporarily required for the duration of construction activities (e.g., staging area that a contractor will use during the duration of construction activities).

NOTE: on this project, all land temporarily required for construction will be located within the area of land permanently required for the project.

Compensation will be paid for loss of business or employment so as to ensure that livelihoods of small holder business owners, such as roadside food vendors, recharge card vendors, etc., are not negatively impacted. The income losses will be calculated to cover a defined number of days (90 days) which represents the transitional period required for a relocating business to stabilize after displacement occurs.

Cash-based assistance is the preferred option for this RAP, as against in-kind replacement (such as land-for-land or crop-for-crop). This is mainly because cash compensation was the most preferred option by the PAPs themselves. Compensation will be paid by the Lagos State Government through LAMATA, to entitled project affected persons as stated in this report using cash compensation.

## ES 5 Public Participation and Consultations

Stakeholder engagements were conducted in a manner that was proportionate to the nature, scale, risks and impacts of the project, and appropriate to stakeholders' interests. Steps were taken to ensure that the engagements were culturally appropriate, accessible, and understandable to stakeholders.

An enlarged scoping workshop on Environmental and Social issues to be studied as part of the preparation of the ESIA and RAP was held on 27<sup>th</sup> January, 2022. The workshop had government agencies, representatives of Community Development Associations, community members and security agencies in attendance.



On the 7<sup>th</sup> of February, 2022 a community level discussion was held with the consultants and community development officials of Ayobo and Iyana Ipaja. The project was well welcomed, they expressed positive reactions, which indicated a willingness to cooperate, collaborate, and actively participate in the development of the project. They acknowledged the potential benefits of the project which include economic growth, better transportation and enhanced services along the corridor and increased opportunities.

Following LAMATA's plans for continuous engagements and providing alternative ways of reducing and minimizing displacement impacts. Major developments have occurred at the initial location proposed for the Ayobo Terminal, due to time elapsed from project concept till date. On the 25<sup>th</sup> of July, 2023 LAMATA began discussions with the Local Council Development Area Chairman on possible options of identifying an alternative land area for the proposed terminal at Ayobo. The consultations have been fruitful and positive, this alternative option which is directly opposite the initial proposed area is identified in Chapter 4 and has been identified as the chosen land for the proposed bus terminal.

## **ES 6 RAP Implementation Arrangements**

The Lagos State Metropolitan Area Transport Authority (LAMATA) will involve Federal and State Ministries, Department and Agencies (MDAs) as well as Local Government Authorities (LGA) and Local Council Development Areas (LCDAs) in which the project site is located.

Implementation of the RAP requires inter-ministerial and multi-layer coordination, collaboration, learning and teamwork in a highly systematic manner, with clearly defines roles and responsibilities. There are good institutional arrangements to ensure implementation of this RAP and its management. The roles and responsibilities of the participating parties in collaborative efforts are well outlined in Chapter 7.

## **ES 7 RAP Implementation Schedule**

Before any project activity is implemented, PAPs will need to be compensated in accordance with this RAP. The schedule for the implementation of activities must be agreed to between the Resettlement Committee and the PAPs. These include the target dates for start and completion of all compensations before civil works completion for the project.

The project will adhere to the following important principles during its implementation:

- No construction should be undertaken unless PAPs have received their resettlement entitlements in accordance with this RAP.
- Compensation values are the full replacement costs for affected structures.



- Information sharing and consultation with PAPs will continue throughout the planning and implementation phase of the project.
- An external RAP Monitoring and Evaluation report will take delivery of compensation and resettlement entitlements undertaken as per this RAP and other relevant instruments prepared for the project.
- The schedule for the implementation of activities must be agreed between the Resettlement Committee and the PAPs especially as it pertains to the timelines of relocation from the project sites.

## ES 8 RAP Budget

An estimated budget is prepared for implementing this RAP, resettlement costs are to be funded by the Lagos State Government through LAMATA and the mechanisms that will be established to ensure coordination of disbursements with the PAPs.

The total cost for implementing the Resettlement Action Plan for the Iyana Ipaja - Ayobo QBC Corridor is estimated as **₦1,720,267,401.60 (One Billion, Seven Hundred and twenty Million, Two Hundred and Sixty-Seven Thousand, Four Hundred and one Naira, Sixty Kobo).**



## CHAPTER ONE: INTRODUCTION

### 1.0 Introduction

The International Finance Corporation (IFC) has approved US\$50M development credit funding for the Lagos State Government (LASG) to implement part of Phase One of the Lagos Strategic Transport Master Plan Project (LSTMPP). Lagos Metropolitan Area Transport Authority (LAMATA) is the executing institution for LSTMPP. LSTMPP is designed to support the continuous implementation of the LASG transport sector policy and strategy, whose overall objective is to establish a sustainable integrated multimodal public transport system benefitting the megacity status of Lagos.

LSTMPP Phase One (LSTMPP 1) is expected to benefit a minimum of 1.5 million inhabitants who will have direct access to eight (8) Quality Bus Corridors (QBCs) and two (2) Multimodal Interchanges. A cumulative 1.1 million users per day is projected for the Multimodal interchanges (total boarding/alighting, 620 000 for Mile 2 and 480,000 for Marina), while the projected daily traffic for the QBCs is estimated at 640,000 passengers. The prevailing mode of operations for public transport can be described as fragmented, unorganized and unregulated state of affairs, chaotic, inefficient, low quality and dangerous both in terms of road traffic accidents and personal safety. Implementation of this project is therefore expected to mitigate traffic congestion along the QBCs and Multimodal Interchanges.

The two IFC prioritized packages are as follow:

#### **Package 1:**

Ojuelegba – Idiaraba- Ilasamaja  
Anthony- Oshodi  
Oshodi - Onipanu

#### **Package 2: Iyana Ipaja- Ayobo**

This RAP report is prepared for the “Quality Bus Corridor Package 2 Iyana ipaja - Ayobo (“the Project”). The project Route map is shown below in Figure 1.1.

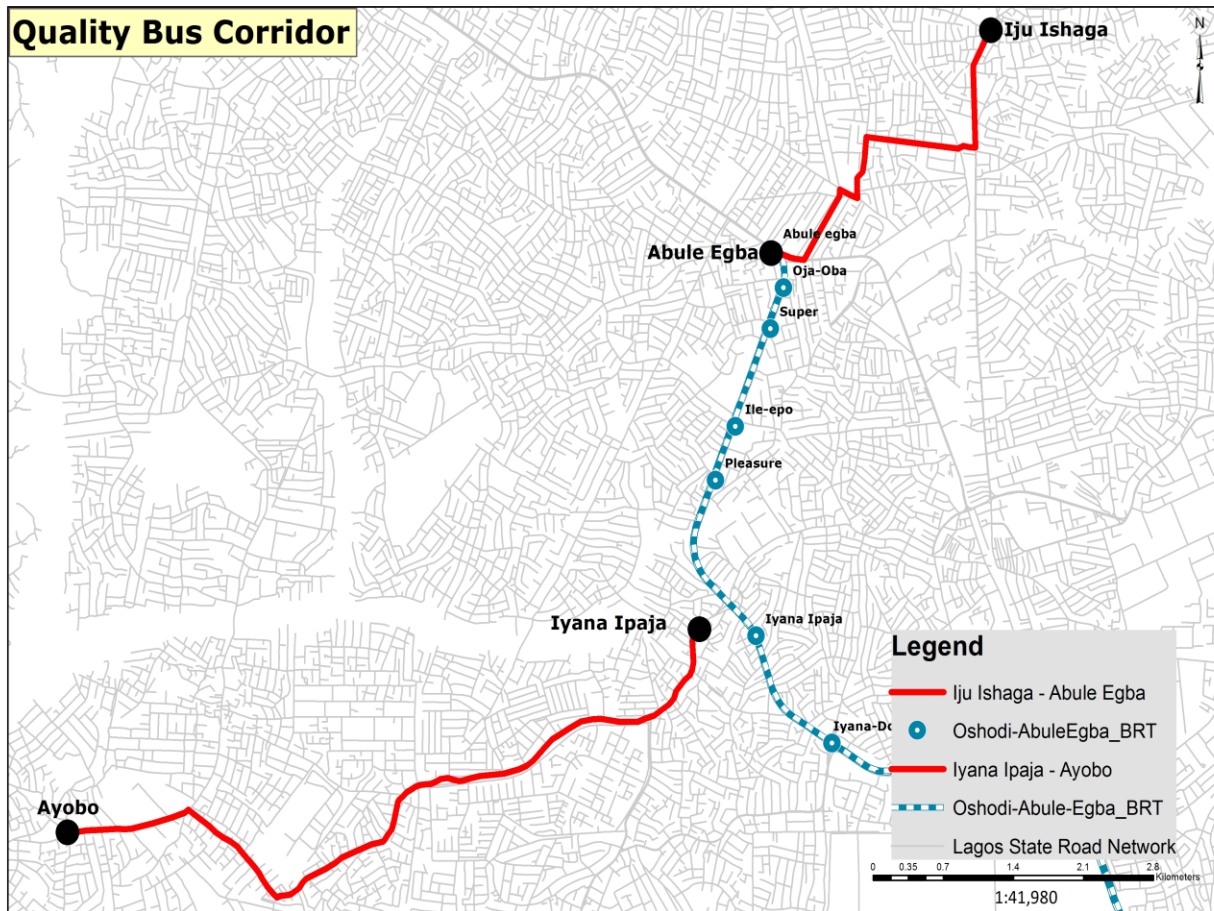


Figure 1- 1: Map showing the location for Package 2 (IFC funded Iyana Ipaja- Ayobo and AFD funded Abule Egba – Iju Ishaga) Source: LAMATA, February 2022.



The development of QBCs and Multimodal Interchanges will require construction of bus terminals, bus depots, bus shelters, lay bays, rehabilitation maintenance of strategic roads and drainages, etc. As expected with land acquisition, including the probable Right-of-Way (ROW) required for developing the QBCs and Multimodal Interchanges, involuntary resettlement will naturally arise because the land area and surrounding environment is most likely occupied by temporary or light structures, vehicle parking areas, taxis, artisans, traders and other encumbrances.

As a result of this anticipated resettlement, LAMATA must prepare a Resettlement Action Plan (RAP) that accords fully with the IFC PS5, as part of its guidelines, minimization of resettlement, participation of affected parties in the definition and implementation of the operation, fair and timely compensation for lost assets, and, to the extent livelihoods are affected, technical and economic assistance to help ensure that parties affected by project activity are able to re-establish their situation before they move.

### **1.1 Purpose of the Study**

Following from the Resettlement Policy Framework (RPF) that was prepared for the program, it is understood that the implementation of the projects under the LSTMPP 1 will impact adversely on the activities and livelihoods of traders, artisans etc. along the QBCs and Interchanges. It is therefore necessary to gather baseline information of these project affected persons (PAPs) including their age, gender, health, education, incomes standard of living. The aim of the RAP is to identify and assess the human impact of the proposed interventions at the project sites and to prepare an Action Plan to be implemented in compliance with national policies and laws, International Finance Corporation (IFC) and World Bank Environmental and Social Standard 5 (ESS5) on Land Acquisition, Restrictions on Land Use and Involuntary Resettlement.

Experience has shown that involuntary resettlement can cause loss of income, assets, and community ties that, especially among the poor, can be essential for survival and wellbeing. In extreme cases, involuntary resettlement can lead to the dissolution of families, impoverishments and health problems. The Resettlement Action Plan will identify the project affected persons (PAPs), engage them in participatory discussions regarding the plan and formulating a plan of action to adequately compensate people for their losses.

The requirement of PS 5 of the IFC is to ensure that persons involuntarily resettled caused by the taking or restricted in their use of land have an opportunity to restore or improve their level of living to at least the pre-project level. Project affected people should participate in the benefits of the project and they should be given options regarding how they restore or improve their previous level of living. It is not sufficient for communities to passively accept project works and the impacts of these works. Rather they must be



mobilized to contribute actively to project design and implementation and to maintain the works following implementation.

## 1.2 Project Description

The proposed project is phase 1 of the Lagos Strategic Transport Master Plan Project (LSTMPP 1) to establish a sustainable integrated multimodal public transport system befitting the megacity status of Lagos.

The Iyana-Ipaja area is situated near the Agege district in the **Alimosho Local Government** Area which is located in the north - western part of Lagos state. The corridor starts from the north eastern end of LAMATA long layby in Iyana Ipaja, the corridor stretches westward along Iyana Ipaja Road, and then turns southward at 'church' roundabout onto Ayobo Road ending at the Ayobo roundabout. The corridor spans approximately 9.3km, it is a dual carriage road with an average lane width of 7m. There are a number of connecting streets on both sides of the road which grants access to this corridor for residents and users of the community.

The area is a vibrant mix of residential and commercial estates, with well-known neighborhoods such as Gowon, Abesan, and Gemade Estates. Notably, the renowned Anchor University, affiliated with Deeper Life Bible Church, is also situated along this corridor. Additionally, there are other significant landmarks in close proximity, including the Deeper Life Bible Church Retreat Complex, Ipaja Market Central Business District (CBD), and Ipaja Post Office.

Currently, the transportation needs along the Iyana Ipaja corridor are served by high-capacity buses operating under the BFS scheme, as well as mini first and last mile buses. The corridor offers seamless integration with the existing and operational Abule-Egba BRT corridor, facilitating convenient transit for commuters. Furthermore, commuters can access the new Lagos State funded Bus Terminal located at Iyana Ipaja, enhancing the overall transportation network in the area.

## 1.3 Structure of the Report

This Resettlement Action Plan (RAP) report consists of Eleven Chapters and other adjunct pages such as Cover Page, Table of Contents, List of Acronyms and their definitions, Executive summary, and Annexure. Introduction of the report is contained in Chapter One, while Legal framework and Socio-economic background of the project area are contained in Chapter Two and Three respectively. Chapter Four and Five of the report focus on the resettlement impacts, entitlement and eligibility respectively. Chapter Six and Seven discuss the community participation, institutional framework for RAP implementation respectively. Chapter Eight explains the implementation schedule, while Chapter Nine and Ten cover the RAP Budget, monitoring and evaluation. Conclusions and recommendations of the report are contained in Chapter Eleven.



## CHAPTER TWO: LEGAL FRAMEWORK

### 2.0 Introduction

This chapter identifies and discusses the National Laws, Policies, Framework and Strategies together with applicable International Finance Corporation (IFC), World Bank Guidelines relevant to Land Acquisition and Involuntary Resettlement. It will include:

- Description of the legislative instruments in Nigeria the IFC World Bank guidelines along with applicable legal and administrative procedures including remedies available to displaced persons in the judicial process.
- Power of compulsory acquisition and imposition of land use restriction
- Comparative analysis of legislative instruments in Nigeria and the IFC guidelines and recommendations to address them.

The Legal and Institutional Framework as explained in the following subsections are applicable to QBC 2 Iyana Ipaja- Ayobo Corridor.

### 2.1 Power of compulsory acquisition and imposition of land use restriction

The Nigerian Land Use Act of 1978 is the principal legislation that regulates land tenure in Nigeria. Upon its enactment, the law brought about changes in the erstwhile land tenure systems in the country. The Land use Act (LUA) of 1978 abolished the existing land tenure systems and replaced them with a uniform Land Administration system across the country. By virtue of the law, all lands including those which had been under communal and/or freehold ownership became subject to government control.

### 2.2 Remedies Available to Displaced Persons in Legal Framework

The Land Use Act provides a basic set of legal remedies for the restoration of losses and handling of grievances of displaced persons. However, it falls short in several respects to international best practices and shown in the gap analysis in this chapter. The major remedies in the LUA are enumerated below:

- **Compensation for Loss of Land:** Compensation does not cover the actual cost of land. Only the cost of all unexhausted developments is covered. Payment for compensating loss of developments is at depreciated replacement cost. For persons with statutory title under the LUA, compensation will also be paid for rental for the year during which the title was revoked
- **Recognized titles:** LUA recognizes only holders of statutory rights of occupancy issued in either urban or non-urban areas by either the governor or local government. LUA also recognizes persons who obtain rights under the LUA and others who held titles



under the previous tenure arrangements prior to the LUA subject to such rights being recognized through the transitional arrangements set up under the act. Affected persons are entitled to compensation based upon the rights they hold upon land.

- **Cash Versus In-Kind Compensation:** Recognizes the need to compensate for unexhausted developments on land. Cash compensation based on market-depreciated value. Monetary Compensation is the primary means of compensation, though In-kind compensation is allowed under LUA s. 33 (1) and 6 (6)
- **Temporary Structures:** LUA does not clearly state provisions for temporary structures, even though the definition of structures include terms like “other structures” and “installations”. All such unexhausted developments on land are eligible for compensation. Cash compensation based on market-depreciated value.
- **Valuation of Affected Assets:** The LUA allows for Valuation (assessment) of affected structures (only) on the basis of any method prescribed by government authorities. Empowers valuation to be done by an appropriate officer which will include (i) any depreciation on the property value and (ii) interest at the bank rate for delayed payment of compensation.
- **Compensation for Communal Land:** Where land is owned by the community, compensation may be paid to the chief on behalf of the community or into a specially designated fund for the benefit of the community.
- **Dispute Resolution Procedure:** Land Use Act provides for establishment of a Land Use and Allocation Committee in each state to arbitrate compensation related disputes. Either party may also seek judicial redress in the courts.

### 2.3 Applicable Legal and Administrative Procedures

This section of the Resettlement Action Plan (RAP) describes the applicable laws of Nigeria. The application of this law is limited to provisions that deal with control over lands in urban areas as the Lagos Metropolitan Area is entirely urban. Land laws and regulations which apply to rural areas are not applicable under this RAP.

### 2.4 Constitution of the Federal Republic of Nigeria, 1999 (as amended)

Section 44 of the Constitution of the Federal Republic of Nigeria 19993 (as amended) (“the 1999 Constitution”) provides that no immovable property or any interest in or any right over an immovable property shall be compulsorily acquired for overriding public purpose without prompt payment of compensation.

The right of people to freely acquire, use and dispose of property is the foundation not only of Prosperity but of freedom itself. This right to own and acquire immovable property anywhere in Nigeria is an inalienable right of all Nigerians. In view of the above, payment of compensation upon public acquisition of land or revocation is a constitutional right.



## 2.5 Nigerian Land Use Act of 2004 and Laws of the Federation of Nigeria (LFN) 2004

The principal piece of legislation for the expropriation of land in Nigeria is the Land Use Act, 1978 Cap L5 of Laws of the Federation of Nigeria (LFN) 2004. The law establishes the legal framework for government expropriation of land from individuals and communities, when it is required for “overriding public interest/good”. It prescribes the circumstances under which the State can revoke rights of occupancy to the land and the compensation provisions that are required.

The act vested all land in the hands of Governors, through relevant sections. According to the Land Use Act of 1978, the administration of land is categorized into “urban land and non-urban land”. Urban land is under the control and management of the Governor of each State and non-urban land is under the control and management of Local Government.

The Iyana Ipaja– Iyobo Corridor is coming under **Urban Land** Category

The Act specifies that the State or Local Government should pay compensation to the owner or occupier based on the improvement on the land. Thus, the Act has no provision for resettling people without legal rights.

There were several key repercussions as a result of the Act:

- There is now a common Land Tenure System throughout the country;
- Control and management of land is in the hands of Government;
- A system of registration of titles has been introduced and paper titles (Certificates of Occupancy) are issued; and
- The process of acquiring land is deemed to have been simplified for developers

The most significant change in the land tenure system, brought about by the Land Use Act, is the empowerment of the Governor of a state to revoke rights of occupancy compulsorily, for public purpose. Section 28(1) makes it lawful for the Governor to revoke a right of occupancy for “overriding public interest”.

Sections 28 (2)(b) and (3)(a) define this to mean, among other things, “the requirement of the land by the state for public purposes within the state...” This means that a governor can revoke the right of occupancy to land (i.e., expropriate) for use either by the State, Local or Federal authority for overriding public interest. As per the provisions of the Land Use Act, this can include telecommunication, power projects, hospitals, market places, mining activities or agricultural use etc.



When rights of occupancy are subject to revocation in this way, holders of rights of occupancy are, under the Land Use Act, entitled to compensation. However, this compensation is for the value of land improvements (“unexhausted improvements”) at the date of revocation (section 29). In other words, they are not entitled to compensation for the land itself, but rather for improvements made to that land. Depreciation is considered when assessing the value of these improvements. The term “unexhausted improvement” is defined in Section 51 of the Land Use Act as:

*“anything of any quality permanently attached to the land directly resulting from the expenditure of capital or labour by an occupier or any person acting on his behalf and increasing the productive capacity the utility or the amenity thereof and includes buildings, plantations of long-lived crops or trees, fencing, wells, roads and irrigation or reclamation works, but does not include the result or ordinary cultivation other than growing produce.”*

Where occupancy rights are not claimed by any one individual, the Act states that the recipient of the compensation may be:

The community;

The chief or leader of the community, to be disposed of by him for the benefit of the community in accordance with the applicable customary law; or

A community fund, to then be utilized for the benefit of the community (section 29(3)).

All rights of occupancy whether granted by the State or Local authority are for a fixed tenure and not usually more than 99 years. A person may not be entitled to compensation if the leasehold has expired.

The Land Use Act has provisions for compensation in kind, rather than cash, through the provision of Resettlement Land. Section 33 of the Land Use Act stipulates:

“33. Option to accept resettlement in case of revocation of right of occupancy

(1) Where a right of occupancy in respect of any developed land on which a residential building has been erected is revoked under this Act, the Governor or the local government, as the case may be, may in his or its discretion offer in lieu of compensation payable in accordance with the provisions of this Act, resettlement in any other place or area by way of a reasonable alternative accommodation (if appropriate in the circumstances).

(2) Where the value of any alternative accommodation as determined by the appropriate officer or the Land Use and Allocation Committee is higher than the compensation payable under this Act, the parties concerned may by agreement require that the excess in value in relation to the property concerned shall be treated as a loan which the person affected shall refund or repay to the Government in the prescribed manner.



(3) Where a person accepts a resettlement pursuant to subsection (1) of this section, his right to compensation shall be deemed to have been duly satisfied and no further compensation shall be payable to such person".

The provision of Section 43 of the Constitution affirms the fundamental rights of persons and communities to own and hold land or property. It stipulates that any authority taking such land must do so in accordance with a law made in that regard. Importantly, such authority is required to pay the affected party compensation. Additionally, they must afford the right of access to the relevant adjudicatory forum, where any grievances regarding the amount of compensation to be paid and/or interest to the land in question, can be raised and resolved.

## **2.6 Land Registration / Land Ownership Law and Property Rights**

Each State government in Nigeria has laws requiring registration of interests in land. The Land Use Act provides for the establishment of a Land Use and Allocation Committee in each State that determines disputes as to the amount of compensation payable under this Act for improvements on land. This Committee also has the responsibility for advising the Governor on any matter connected with resettlement.

In Lagos State, the Ministry of Lands Bureau is the main government agency in the State. Its responsibilities include:

- Land Policy and Land Matters.
- Acquisition of Land for State purposes.
- Resolving Land disputes between individuals in conjunction with Ministry of Justice
- Compensation for acquired Lands.
- Dispute resolution on Land Matters
- Any other duty as may be assigned by the Governor.

## **2.7 Land Acquisition and Demolition, Resettlement, Re-location Procedures of Lagos State**

While the legal framework for land acquisition and resettlement is formulated in the Land Use Act of 1978 Cap L15, and Laws of the Federation of Nigeria (LFN) 2004 the responsibility for urban planning and spatial administration resides with the Ministry of Physical Planning and Urban development. The Ministry is responsible for the:

- Enforcement of development plans and demolition for the Lagos Metropolitan Area  
The procedures for carrying out demolition to give way for new developments are: A drawing showing corridors and locations proposed for the infrastructure will be prepared by the public agency in charge of such infrastructure. In the case of LAMATA, drawings of bus corridors and terminal/depots/shelters will be prepared.



- The implementing public agency will submit the drawings/designs to the Ministry of Physical Planning and Urban Development through an official letter.
- Having received that letter, the MPPUD will go for a reconnaissance study with the implementing public agency to make inputs into the designs.
- An officer of the MPPUD will proceed to identify structures that are likely to be removed to pave way for the project. In most cases, when there are several structures within the affected area, MPPUD may advise the implementing public agency to reflect impact avoidance considerations into the design.
- MPPUD will then proceed to evaluate the affected structures. The agency uses a costing approach which reckons with differences in types of buildings, number of floors, property locations.
- Land Bureau will undertake a due diligence visit to ascertain the value and adequacy of the compensation to be paid
- The total budget for compensation will be prepared and sent to the public implementing agency for implementation.
- Publication of list of affected properties identified for demolition and compensation in two (2) national dailies.
- Stakeholder Engagement is also a requirement. Public interest and citizen groups such as Community Development Associations (CDA), Non-Governmental Organizations (NGOs) Traditional Leaders, relevant public agencies and other people within that area will be invited to the public consultation events. Property owners that are going to be affected will be invited.
- Issuance of 7-day notice for the removal of affected property to property owners. Commencement of demolition procedures
- Previously under Lagos State procedures for land and property acquisition, only buildings with approved plans or title documents are entitled to compensation. However, in recent years, on compassionate grounds, possession of title documents is no longer a requirement.

## 2.8 Land Use and Allocation Committee

This a statutory committee created by LUA (1978). The Land Use and Allocation Committee came into existence with the creation of the law. The Committee, which was established in each State, via the Decree, was charged with the sole responsibility of advising the Governor on Land Administration and Management Matters. It vested the power to Administer, Manage and Control State Land in the Governor of the State.

In Lagos State, the Land Use and Allocation Committee (LUAC) is housed within the Lagos State Lands Bureau and is responsible for the following.

- Land allocation at various existing Land Schemes in the State to the public
- Processing and issuance of Certificate of Occupancy (C of O)



- Management of all existing Land Schemes in the State
- Administering Ground Rent and computation of Demand Notice
- Management of Government Land Leases
- Creation and Management of Residential & Industrial Schemes
- Dispute Resolution on Land Matters
- Regularization of Federal Government Land Grants
- Renewal of Land Leases
- Processing Deemed Grant Consent (formerly Private C of O established as part of the transitional arrangements for the LUA under section 36 of the law)

## 2.9 Lagos State Ministry of Physical Planning and Urban Development

In Lagos State, the Ministry of Physical Planning and Urban Development, is the lead government agency in the planning spaces for new public projects in Lagos. It is also responsible for the enforcement of development plans for Lagos Metropolitan Area. In this regard, it plays a major role in planning and demolition within planned urban areas of the city. The procedures for carrying out demolition to give way for new infrastructure.

- A drawing showing corridors and locations proposed for the infrastructure will be prepared by the public agency in charge of such infrastructure. In the case of LAMATA, drawings of bus corridors and terminal/depots/shelters will be prepared.
- The implementing public agency will submit the drawings/designs to the Ministry of Physical Planning and Urban Development through an official letter.
- Having received that letter, the MPPUD will go for a reconnaissance study with the implementing public agency to make inputs into the designs.
- An officer of the MPPUD will proceed to identify structures that are likely to be removed to pave way for the project. In most cases, when there are several structures within the affected area, MPPUD may advise the implementing public agency to reflect impact avoidance considerations into the design.
- MPPUD will then proceed to evaluate the affected structures. The agency uses a costing approach which reckons with differences in types of buildings, number of floors, property locations.
- Land Bureau will undertake a due diligence visit to ascertain the value and adequacy of the compensation to be paid
- The total budget for compensation will be prepared and sent to the public implanting agency for implementation.
- Publication of list of affected properties identified for demolition and compensation in two (2) national dailies.
- Stakeholder Engagement is also a requirement. Public interest and citizen groups such as Community Development Associations (CDA), Non-Governmental Organizations (NGOs) Traditional Leaders, relevant public agencies and other people within that



area will be invited to the public consultation events. Property owners that are going to be affected will be invited.

- Issuance of 7-day notice for the removal of affected property to property owners.
- Commencement of demolition procedures Previously under Lagos State procedures for land and property acquisition, only buildings with approved plans or title documents are entitled to compensation. However, in recent years, on compassionate grounds, possession of title documents is no longer a requirement.

## 2.10 World Bank Environmental and Social Standards (ESS 5)

The Environmental and Social Standards (ESS 5) recognizes that project-related land acquisition and restrictions on land use can have adverse impacts on communities and persons. Project-related land acquisition<sup>1</sup> or restrictions on land use may cause physical displacement (relocation, loss of residential land, or loss of shelter), economic displacement (loss of land, assets, or access to assets leading to loss of income sources or other means of livelihood), or both. The term “involuntary resettlement” refers to these impacts. Resettlement is considered involuntary when affected persons or communities do not have the right to refuse land acquisition or restrictions on land use that result in displacement. The objective therefore is to:

- To avoid involuntary resettlement or, when unavoidable, minimize involuntary resettlement by exploring project design alternatives.
- To avoid forced eviction.
- To mitigate unavoidable adverse social and economic impacts from land acquisition or restrictions on land use by: (a) providing timely compensation for loss of assets at replacement economic impacts from land acquisition or cost and (b) assisting displaced persons in their efforts to improve, or at least restore, their livelihoods and living standards, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.
- To improve living conditions of poor or vulnerable persons who are physically displaced, through provision of adequate housing, access to services and facilities, and security of tenure.
- To conceive and execute resettlement activities as sustainable development programs, providing sufficient investment resources to enable displaced persons to benefit directly from the project, as the nature of the project may warrant.
- To ensure that resettlement activities are planned and implemented with appropriate disclosure of information, meaningful consultation, and the informed participation of those affected.



## 2.11 IFC Performance Standards

IFC requires its clients to apply the Performance Standards to manage environmental and social risks and impacts so that development opportunities are enhanced. The Performance Standards are directed towards clients, to provide guidance on how to identify risks and impacts, and are designed to help avoid, mitigate, and manage risks and impacts as a way of doing business in a sustainable way, including stakeholder engagement and disclosure obligations of the client in relation to project-level activities.

The eight Performance Standards (PS) establish standards that LAMATA is to meet throughout the lifecycle of the Project.

The eight Performance Standards establish standards that the client is to meet throughout the life of an investment by IFC:

- Performance Standard 1: Assessment and Management of Environmental and Social Risks and Impacts.
- Risks and Impacts Performance Standard 2: Labor and Working Conditions
- Performance Standard 3: Resource Efficiency and Pollution Prevention
- Performance Standard 4: Community Health, Safety, and Security
- Performance Standard 5: Land Acquisition and Involuntary Resettlement
- Performance Standard 6: Biodiversity Conservation and Sustainable Management of Living Natural Resources
- Performance Standard 7: Indigenous Peoples
- Performance Standard 8: Cultural Heritage

Performance Standard 5: recognizes that project-related land acquisition and restrictions on land use can have adverse impacts on communities and persons that use this land. 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 other means of livelihood) as a result of project-related land acquisition and/or restrictions on land use. Resettlement is considered involuntary when affected persons or communities do not have the right to refuse land acquisition or restrictions on land use that result in physical or economic displacement. This occurs in cases of (i) lawful expropriation or temporary or permanent restrictions on land use 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.

### Gap Analysis

An analysis is given in table 2-1 to address the gaps in the national legislations related to land acquisition and compensation in respect to the IFC PS 5. This project will minimize resettlement impacts using best international practice such as the World Bank ESS 5 and IFC PS 5.



Categories	Local Legal Framework/Policy	IFC PS 5 Requirements	WB ESS5 requirements	Measures to address Conflict/gap
Minimization of Resettlement	There are no provisions on the need to minimize or avoid resettlement.	<p>PS 5 requires that project designers should adhere/follow the mitigation hierarchy — avoidance, minimization. ES 5 provides that minimization should be by:</p> <p>Providing compensation for loss of assets at replacement cost.</p> <p>Ensuring that resettlement activities are implemented with appropriate disclosure of information, consultation, and the informed participation of those affected.</p>	<p>Requires that project designers should apply the mitigation hierarchy – avoidance, minimization and compensation - during the preparation of projects.</p>	<p>All project sites will be assessed to consider the possibility of avoiding or minimizing impacts before designs are finalized.</p> <p>Compensation will be provided for loss of assets at replacement costs.</p> <p>Information and consultation with project affected persons will be conducted during the life-cycle of the project.</p>
Land – Land Compensation	Compensation does not cover the actual cost of land. Only the cost of all <i>unexhausted developments</i> is covered. Payment for compensating the loss of	<p>Recommends affected individuals or communities should be offered replacement land that is comparable in terms of size, location, and agricultural potential to the</p>	<p>Recommends land-for-land compensation. Other compensation is at replacement cost. Cash compensation can only be adopted where there is an active land</p>	<p>Cash compensation will be paid due to the availability of an active land market in the Lagos Metropolitan Area. Eligible PAPs (based on PS5 eligibility categories) will be compensated on replacement costs. Replacement Cost (Actual Open Market values) will be independently determined and paid. It will cover all</p>



Categories	Local Legal Framework/Policy	IFC PS 5 Requirements	WB ESS5 requirements	Measures to address Conflict/gap
	development is at <i>depreciated market value</i> . For persons with statutory title under the LUA, compensation will also be paid for rental for the year during which the title was revoked.	land they are losing. The replacement land should enable them to continue their livelihoods and preserve their standard of living.	market. All transaction costs required to achieve full replacement of lost land must be included.  Requires payment of compensation for land to persons with formal titles and other recognized claims on land.	costs, including transaction cost. All costs of keeping the land productive that have been incurred by affected persons will be included in the compensation offer.
Eligibility	Recognizes persons who obtain rights under the LUA and others who held titles under the previous tenure arrangements prior to the LUA subject to such rights being recognized through the transitional arrangements set up under the act.	PS5 has classified displaced persons into three categories as persons; (i) who have formal legal rights to the land or assets they occupy or use; (ii) who do not have formal legal rights to land or assets, but have a claim to land that is recognized or recognizable under national law; or (iii) who have no recognizable legal right or claim to the land or assets they	Eligible persons for compensation and resettlement assistance are (i) all holders of formal titles to land (ii) persons without formal titles but with claims to ownership and use of such land which is recognized in the project area. ESS5 also recognizes persons without any title or claim for assistance	The project will adopt the three eligibility categories established under PS5 and ESS5 for compensation and resettlement assistance.



Categories	Local Legal Framework/Policy	IFC PS 5 Requirements	WB ESS5 requirements	Measures to address Conflict/gap
		occupy or use. The census will establish the status of the displaced persons. Note: The project designer is not required to compensate or assist opportunistic settlers who encroach on the project area after the cut-off date for eligibility	under the RAP to be prepared.	
Timing of Compensation	Allows the government to acquire land compulsorily and make compensation due for acquired assets anytime.	PS5 provides that physically and economically displaced persons who face loss of assets or access to assets will be compensated for such loss at full replacement cost before any demolitions occur or contractor's presence at work.	Requires that all payments for compensation and resettlement assistance will be provided before the land (including other assets) is acquired to allow displaced persons to achieve replacement of lost assets and settle appropriately before assets are taken.	Compensation and resettlement assistance will be delivered to PAPs before the compulsory acquisition is effected. The project will also ensure all project affected persons are compensated before any demolitions occur.
Livelihood restoration	Silent	PS5 provides that in the case of economic displacement, the mitigation of	Compensation for loss of assets at full replacement cost and other	Financial support and livelihood improvement strategies such as employment of qualified local workers, micro-credit



Categories	Local Legal Framework/Policy	IFC PS 5 Requirements	WB ESS5 requirements	Measures to address Conflict/gap
		economic displacement will be considered complete when affected persons or communities have received compensation and other assistance according to the requirements of the Livelihood Restoration Plan and an opportunity to reestablish their livelihoods.	assistance to improve or at least restore standards of living and livelihoods.	for financing new business or to sustain the previous and training in marketing, inventory management and customer satisfaction will be provided. This project will be implemented for all categories of PAPs.
Grievance Process	Land Use Act provides for the establishment of a Land Use and Allocation Committee in Lagos state to arbitrate compensation-related disputes. Either party may seek	PS 5 requires project designers to establish a grievance mechanism consistent with Performance Standard 1 as early as possible in the project development phase.	Requires the elaborate design of multiple orders of the grievance redress mechanism, which provides varied access to PAPs understanding and comfort for dispute resolution	A culturally-sensitive GRM will be instituted for this project, on site and in office at LAMATA.



Categories	Local Legal Framework/Policy	IFC PS 5 Requirements	WB ESS5 requirements	Measures to address Conflict/gap
	judicial redress in the courts.		promptly in an impartial and transparent manner.	
Statutory right of occupancy	Recognizes holders of statutory rights of occupancy issued in either urban or non-urban areas by either the governor. Provides compensation for all unexhausted developments on land	Recognizes formal legal rights to the land or assets. It requires that land owners and tenants/users have rights to full replacement for their losses in addition to any moving allowances.	Requires that all affected persons are provided a replacement for their respective losses and allowances to be provided to the category of eligible persons in addition to their compensation.	Will be provided compensation and resettlement assistance appropriate to the magnitude of their losses.
Customary right of occupancy	Empowers the Local Government to grant customary rights of occupancy to any person or organization for the use of land in the Local Government areas for agricultural, residential and other	Regarding the customary right of occupancy (CRO) under IFC PS5, it shares similarities with the World Bank's ESS5. The CRO refers to the land-use rights that are established and recognized by customary laws and practices within a community or indigenous group. These rights may	Customary rights refer to the land-use rights that are established by customary laws and practices within a community or indigenous group. These rights may not be formally recognized by the government or may not have individual title deeds but have	This project will recognize persons with customary rights and pay compensation and resettlement assistance applicable to them.



Categories	Local Legal Framework/Policy	IFC PS 5 Requirements	WB ESS5 requirements	Measures to address Conflict/gap
	<p>purposes. The holder and the occupier according to their respective interests of any customary right of occupancy revoked under subsection (2) shall be entitled to compensation for the value at the date of revocation of their un-exhausted improvements.</p>	<p>not be formally recognized by the government or may lack individual title deeds but are traditionally respected and utilized by the community for their livelihoods and cultural practices.</p>	<p>been traditionally respected and used by the community for generations.</p> <p>The World Bank recognizes the significance of these customary rights and aims to safeguard the rights of affected communities during projects that involve land acquisition and resettlement.</p> <p>The World Bank seeks to respect local laws and customs while ensuring that the rights of affected communities are protected and enhanced throughout the project's implementation</p>	
<p>Community holder of a right of occupancy</p>	<p>If the holder or the occupier entitled to compensation under this</p>	<p>PS 5 shares similarities with the World Bank's ESS 5, it requires that the documentation of ownership or</p>	<p>Community holder of a right of occupancy, this refers to individuals or communities</p>	<p>This project will provide compensation and resettlement assistance appropriate to the magnitude of their losses issued in the name of the</p>



Categories	Local Legal Framework/Policy	IFC PS 5 Requirements	WB ESS5 requirements	Measures to address Conflict/gap
	<p>section is a community, the Governor may direct that any compensation payable to it shall be paid -</p> <p>(a) to the community; or</p> <p>(b) to the chief or leader of the community to be disposed of by him for the benefit of the community by the applicable customary law; or</p> <p>(c) into some fund specified by the Governor to be utilized or applied for the benefit of the community.</p>	<p>occupancy and compensation arrangements be issued in the names of the community.</p>	<p>who have legitimate rights to occupy and use land based on customary or traditional practices. These rights may not necessarily be formally recognized by the government or may lack individual title deeds, but they are established and respected within the community.</p> <p>The World Bank recognizes the importance of customary land rights and aims to safeguard the rights of community holders of a right of occupancy during project implementation</p>	<p>community/association. The project will ensure to recognize community holders' right of occupancy by protecting and including them in the compensation plan during the project life-cycle.</p>
Occupier of the right of occupancy	Allows the same remedies	Any current occupier/tenant of public or	Occupants are also covered as affected	Will be provided compensation and resettlement assistance



Categories	Local Legal Framework/Policy	IFC PS 5 Requirements	WB ESS5 requirements	Measures to address Conflict/gap
	enjoyed by actual title holders to the extent of their rights.	private land for the purposes of housing, economic activity is entitled to resettlement assistance and compensation for assets.	persons. Requires that resettlement assistance is provided for this category.	appropriate to the magnitude of their losses
Squatters, settlers and migrants	No compensation or assistance is provided in Nigerian laws.	PS 5 suggests squatters or scavengers or people without land or titles may not be entitled to compensation for land but they will be able to claim resettlement assistance, compensation for assets (housing and standing crops, orchards, timber, etc.) and, where appropriate, benefits arising from development initiatives, which could include the provision of land.	Entitled to compensation for buildings, structures, installations and improvements and other assistance measures.	Squatter traders will be absorbed into regulated trading spaces by the Local Government office, and will be paid for the loss of their assets (whether fixed, non-fixed, permanent or temporary) at full replacement cost.
Owners of "Permanent" and "temporary"	Recognizes the need to compensate for unexhausted development	PS 5 offers displaced communities and persons compensation for loss of assets at full	Requires that in-kind or cash compensation will be provided at full replacement	Cash compensation at full replacement cost including labor and relocation expenses, prior to displacement will be provided for owners of



Categories	Local Legal Framework/Policy	IFC PS 5 Requirements	WB ESS5 requirements	Measures to address Conflict/gap
Buildings and structures	<p>on land. Cash compensation based on market-depreciated value.</p> <p>Monetary Compensation is the primary means of compensation, though In-kind compensation is allowed under LUA s. 33 (1) and 6 (6).</p>	<p>replacement cost and other assistance to help them improve or restore their standards of living or livelihoods, as provided in this Performance Standard.</p>	<p>cost including labor and relocation expenses, prior to displacement. Cash compensation can only be adopted where there is an active market.</p>	<p>permanent and temporary structures.</p>
Owners of "Non-Permanent" buildings, installations	<p>LUA does not clearly state provisions for temporary structures, even though the definition of structures include terms like "other structures" and "installations".</p>	<p>PS 5 requires that the owners of non-permanent/movable structures be paid a moving allowance and be allowed to salvage their materials.</p>	<p>Requires that squatters and encroachers who may not have any recognizable claim to land will be assisted to achieve full restoration. ESS5 does not clearly describe how non-fixed assets should be handled but their circumstances are similar to those of</p>	<p>Owners of temporary and non-fixed structures will be provided with cash compensation and given the right to salvage their materials.</p>



Categories	Local Legal Framework/Policy	IFC PS 5 Requirements	WB ESS5 requirements	Measures to address Conflict/gap
			squatters and encroachers.	
Support/assistance for displacement	Silent	PS 5 provides that relocation assistance suited to the needs of each group of displaced persons be provided by project implementers.	Requires that affected persons provided with assistance with movement, transition support and to re-establish access to lost resources.	The project will provide affected persons with moving allowance.
Vulnerable People	Silent	Provides feasible alternative project designs to avoid or minimize physical and/or economic displacement, More specifically, it requires vulnerable people who may be disproportionately affected by resettlement be identified and supported appropriately throughout the process	Provide relocation assistance suited to the needs of each group of displaced persons, with particular attention paid to the needs of the poor and the vulnerable.	The project will assess the level of vulnerability (Poor, living with disabilities and aged over 60 years) within the identified displaced population and provide relocation assistance suited to the needs of each group (including psychosocial support on counselling and transition support).
Monitoring and evaluation	Silent	PS 5 provides that the project designer to establish procedures to monitor and	Requires that the conditions of displaced persons should be monitored until they	A full M&E process which will track outputs and outcomes of the resettlement process will be designed and implemented.



Categories	Local Legal Framework/Policy	IFC PS 5 Requirements	WB ESS5 requirements	Measures to address Conflict/gap
		evaluate the implementation of a Resettlement Action Plan or Livelihood Restoration Plan	achieve restoration of all losses.	

**Table 2- 1: Gap Analysis Gap to address gaps with the Local Legal Policy and World Bank ESS**



## CHAPTER THREE: SOCIO-ECONOMIC BACKGROUND OF THE PROJECT AREA

### 3.0 Demographics

The Iyana Ipaja – Ayobo corridor is about 9.3 km long, with both communities densely populated and characterized by a mix of different ethnic groups and cultures. The corridor runs along an existing Right of Way (RoW) which cuts in from Alimosho Local Government Area (LGA), Ayobo Ipaja Local Community Development Area (LCDA), and Mosan Okunola LDA.

The population estimates for Alimosho LGA following the 2006 national census, as published by the National Population Commission (NPC), was 1,277,714 comprising of 649,460 males (50.83%) and 628,254 females (49.17%). Over the years the population of this Local Government Area would have grown, determined by interplay of the demographic processes of fertility, mortality, and migration.

Economic activities along both Iyana Ipaja and Ayobo are the vibrant markets, hotels, restaurants, petrol stations and small businesses, which cater to the needs of the local population. The corridor links to major housing in the area, for example Abesan, Shagari, and Gowon Estates, prominent educational institutions such as the Anchor University, Honey Land College, social services such as the Area P Command Police Station and Hospitals as shown in the social receptor Maps 3.1- 3.4 below.

Public transport infrastructure and operations are present along the corridor, with services from taxis and informal bus operators to tricycles and 2 wheel services. The corridor has some existing laybys with no suitable terminal locations, hence the need to upgrade and tidy up the project corridor for the operations of LAMATA's range of bus services.

### 3.1 Survey Capture

The primary objectives of the survey were to inform the community about the proposed development, obtain feedback from the affected persons about the intervention, record all assets and impacts within the proposed area, record the baseline situation of affected /vulnerable people, identify if any households will be affected, and announce the cut-off date for enumeration and PAP capturing.

The survey comprised of thematic categories such as: Religion, Marital Status, Household, and Socio-cultural Resources. Among other things, ethnicity, gender, household income levels, literacy, and Occupation were also captured in the social impact survey.



### 3.2 Detailed Description of Survey Methodology

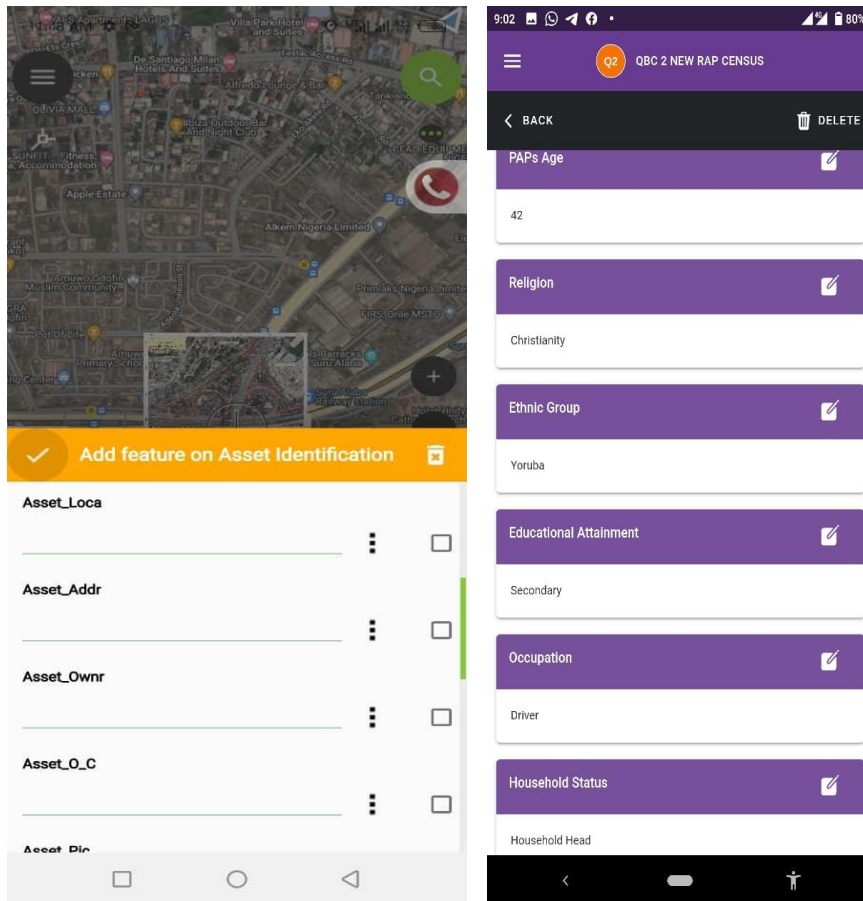
The Right of Way and locations for this development project were identified on paper and geo-referenced provided by the design consultants AEC.GPO. GIS technology was fully deployed for the survey exercise, with the use of hand-held devices for geo-referencing and establishment of the coordinates of each property identified. Furthermore, aerial/satellite imagery was also used for the identification of the Right of Way and the affected properties. The census/survey exercise was limited and administered to individuals, groups, and corporate entities within the affected areas.

The RAP team employed a two-stage data collection methodology as shown below:

**Stage 1: Socioeconomic Survey of PAPs** - After the consultation with the community leaders, the RAP team mobilized 12 data enumerators to collect a limited set of demographic and socioeconomic information on PAPs who were available during the asset identification and inventory in February-March, 2022. Information was captured with a survey tool EpiCollect5 – a GIS-enabled mobile app for capturing socioeconomic survey information. All available PAPs were included in the socioeconomic survey. An example of the screen grabbed survey form and asset inventory from the app used during the exercise is shown in figure 3.1. Analysis of data obtained from respondents is presented in 3.4.

A follow-on survey was conducted in October, 2023, at the new location identified for the Bus Terminal where a total of 90 PAPs were identified. Removing the 55 PAPs associated with the old terminal area, the total number of affected persons is now 235.

**Stage 2: Asset Identification and Inventory** – 6 RAP field supervisors used the QField Mobile App to identify and record attributes of all affected assets. The QField Mobile App is provisioned with Geo-Referenced files of the intervention design as provided by LAMATA, and Design Engineering Consultants. During the asset identification and inventory in February- March 2022, data Supervisors walked through the 9.3km intervention route, and the georeferenced design files with the footprint of all proposed lay-bys were geo-located on-the-ground with the aid of QField. All assets identified on the app were characterized with the aid of a pre-designed Asset Attribute form which was provided on the app. Data Supervisors captured (i) Details of the physical assets (ii) Identification details of Asset Owners (iii) Identification details of other asset users (e.g tenants). In cases where the owners and other occupiers were not available for enumeration, the team captured and recorded information of the physical conditions of the assets (Pictures, GPS Coordinates, Layby & Terminal location). In case any PAP and assets have not been captured, they would be dealt with during the implementation of this RAP and with the grievance mechanism. A breakdown of the assets identified is presented in section 3.4.



**Figure 3- 1: Showing the screen grabbed survey form and asset inventory from the app used during the field exercise.**

### 3.3 Census Cut-Off Date

The Census cut-off date refers to the date after which PAPs will not be considered eligible for compensation, i.e., they are not included on the list of PAPs as defined before the socio-economic survey of the PAPs ended. For this RAP, the implication of the declared date is that persons, households, or entities, arriving after the cut-off date will NOT be eligible for resettlement benefits. Some PAPs were not available or physically present at the period of enumeration, despite all efforts that were made to contact them (e.g., through telephone calls and messages through tenants and/or neighbors). Unavailable PAPs will still be considered eligible for compensation, as their identified structures or properties were noted and valued.

**30<sup>th</sup> December, 2023** was considered as the cut-off date. This date has been communicated to all the PAPs during the consultations. Reference Annexure 1 and 2.



### 3.4 Analysis of Persons (Respondents) Interviewed

The corridor is predominantly inhabited by traders and business owners engaged in commercial activities, constituting the majority of the affected population. Many of these individuals have encroached upon the existing laybys, extending their shops, setting up containers, kiosks, and sheds.

The following subsections provide an overview of the socioeconomic conditions of the Project Affected Persons identified within the corridor.

During the assessment process, 30 individuals (12.8%) among the affected persons could not be interviewed, likely due to various reasons such as busy schedules, travels, or unavailability. Nonetheless, we managed to conduct interviews with 205 individuals (87.2%) between 10 am and 4 pm, capturing valuable information about their respective socioeconomic conditions.

Status	No. of PAPs	Percentage
Available	205	87.2%
Not Available	30	12.8%
<b>Total</b>	<b>235</b>	<b>100%</b>

**Table 3- 1: Response Rate among affected persons on Iyana Ipaja – Ayobo corridor**

#### 3.4.1 Gender of Respondents

Of the total 205 PAPs interviewed, 127 (62.0%) are female, while 78(38.0 %) are male, the gender distribution of the interviewed affected persons is shown in table 3.2 below:

Gender	Frequency	Proportion (%)
Female	127	62.0%
Male	78	38.0%
<b>Total</b>	<b>205</b>	<b>100%</b>

**Table 3- 2: Gender Distribution of affected persons on Iyana Ipaja – Ayobo corridor**

#### 3.4.2 Age distribution of Respondents

The age distribution for respondents in the study area, aged 30-39 years constitute the largest group interviewed with 35.1% (72 PAPs) falling within this age range as shown in table 3.3.



Age Range	Frequency	Proportion (%)
20- 29 years	44	21.5%
30 - 39 years	72	35.1%
40 - 49 years	44	21.5%
50 - 59 years	29	14.1%
60 years and above	16	7.8%
<b>Grand Total</b>	<b>205</b>	<b>100%</b>

**Table 3- 3: Age Distribution of affected persons on Iyana Ipaja – Ayobo corridor**

### 3.4.3 Vulnerability Criteria

For the purposes of this RAP, and as specified by the Lagos State Government PAPs will be classified as vulnerable if they are elderly (aged 60 years and above) Low income, earners, Widows, Persons with large families and persons living with disability. Women are classified as vulnerable because of the patriarchal nature of the Nigerian society. It is not unusual in many settings to relegate the women to the background in decision making and other activities. Women may also be denied or deprived of many rights, including inheritance or right to compensation. It is important to note that majority of the PAPs interviewed are women who own their small-scale businesses, LAMATA will ensure women's equal access to compensation is encouraged during the RAP implementation.

### 3.4.4 Inclusion of the Vulnerable

A total of 67 persons have been identified as vulnerable, this RAP will ensure all groups are able to access benefits equally. Their “vulnerability” justifies the need for protection of them to ensure that they are not disadvantaged during the compensation process. The intention is to provide a certain cash payment to vulnerable persons to assist with their transportation costs. During the implementation of this RAP, monitoring and priority be given to the vulnerable PAPs in all compensation and mitigation measures.

### 3.4.5 Marital Status and Household Size of Respondents

Of the respondents interviewed, the total number of married persons are 79.0%, widowed 5.9% and single respondents are 21.0%. For the Household size respondents, table 3-5 shows the distribution across the categories.

Marital Status	Frequency	Proportion (%)
Married	150	73.2%
Widowed	12	5.9%
Single	43	21.0%
<b>Grand Total</b>	<b>205</b>	<b>100%</b>

**Table 3- 4: Marital Status of affected persons**



There is an even distribution of affected persons across the household size categories used in this socioeconomic study conducted among PAPs. Table 3.5 shows that 7.8% of PAPs have a HH size of 1, 11.2% have 2 HH members, 25.9% have 3 HH members, 20.0% have 4 HH members, 16.6% have 5 HH members, 14.1% have more than 5 household members, while 4.4 % have no HH members.

Family size	Frequency	Proportion (%)
None	9	4.4%
1	16	7.8%
2	23	11.2%
3	53	25.9%
4	41	20.0%
5	34	16.6%
Above 5	29	14.1%
<b>Total</b>	<b>205</b>	<b>100.0%</b>

**Table 3- 5: Household size of affected person**

### 3.4.6 Religion and Ethnicity of Respondents

The result for the religion and ethnicity category along the corridor is shown in table 3.6 of the 205 respondents interviewed, 163 (79.5%) are Christians, while 42 (20.5%) are Muslims.

Religion	Frequency	Proportion (%)
Islam	42	20.5%
Christianity	163	79.5%
<b>Total</b>	<b>205</b>	<b>100.0%</b>

**Table 3- 6: Religious affiliation of affected persons**

Lagos is home to numerous ethnic groups but the major groups include the Hausa, Yoruba and Igbo. Along the corridor we predominately have 52.2% as Yorubas, 30.2% as Igbos and 17.6% as Hausas as shown in table 3.7.

Ethnic Group	Frequency	Proportion (%)
Igbo	62	30.2%
Yoruba	107	52.2%
Hausa	36	17.6%
<b>Total</b>	<b>205</b>	<b>100.00%</b>

**Table 3- 7: Ethnicity of affected persons**



### 3.4.7 Education and Skills

Of the respondents interviewed the highest level of education amongst the people is a School leaving certificate with 59.0%, Primary education 19.0%, Tertiary graduates 11.7%, Tertiary undergraduate 7.8% and Postgraduate degree holder 2.4% as shown in table 3.8.

Education	Frequency	Proportion (%)
Primary	39	19.0%
Secondary	121	59.0%
Tertiary undergraduate	16	7.8%
Tertiary Graduate	24	11.7%
Tertiary Postgraduate	5	2.4%
<b>Total</b>	<b>205</b>	<b>100%</b>

Table 3- 8: Highest educational achievement of affected persons

### 3.4.8 Distribution of Respondents by Employment and Income

The population of the affected persons along the corridor are mostly traders and business owners engaged in commercial activities. Most of the affected persons occupy shops, shop extensions, containers or kiosks, and sheds. This is typical of the nature of the project area as people usually position themselves around major roads to improve their sales.

The monthly income level captured in table 3.9 shows that 47.3% earn between N20,001 - N50,000, 20.0% earn N10,001 - N20,000, 19.5% earn N5,000 - N10,000, 6.3% earn below N5,000, and 6.8% earn Above N50,000.

Monthly Income	Frequency	Proportion (%)
Below N5,000	13	6.3%
N5,000 - N10,000	40	19.5%
N10,001 - N20,000	41	20.0%
N20,001 - N50,000	97	47.3%
Above N50,000	14	6.8%
<b>Total</b>	<b>205</b>	<b>100%</b>

Table 3- 9: Monthly income of affected persons



### 3.5.0 Inventory of Assets Identified for the Project

During the field visit, the type of affected assets were recorded. The result of the asset inventory are characterized and shown in table 3.10 below.

Type of affected Structures	Number of Affected Assets	Number of Project Affected Persons (PAPs)	Displacement Impact
Movable Structures (Kiosks and Container Shed)	38	Lone Owners 38 PAPs	Economic Displacement
Bungalow Shops	47	Owners, Tenants and employees 51 PAPs	
Relocation of Wall/Metal Fences along the corridor.	11	11 PAPs	Relocation of wall
Residential Structures at the proposed Ayobo Terminal Option B	13	Owners 13PAPS	Economic Displacement
Residential Structures at the proposed Ayobo Terminal Option B		Tenants 23 PAPs	Physical Displacement
Structures used for Commercial Purposes at the Proposed Ayobo Bus terminal	19	Owners and tenants 54 PAPs	Economic Displacement
Movable Tables and Umbrellas	10	10 PAPs	
Shop extensions encroaching along the road.	30	30 PAPs	
Landowner/tenant- Open space used to display cars.	5	5 PAPs	
<b>Total</b>	<b>173</b>	<b>235 PAPs</b>	

**Table 3- 10: Analysis of identified assets and inventories**

Of the 235 Project Affected Persons identified, 23 persons will be physically displaced and 212 PAPs are economically affected by the project.

### 3.5 Identity of Affected Asset

There are various types of identified assets along the project corridor, which would be removed to pave way for the proposed works. The description of assets within the area include kiosks, containers, shops, metal fenced walls, tables and umbrellas, and shop extensions, as shown in Figures 3.2 – 3.5.



**Figure 3- 2: Shows the wooden kiosks and shed at one of the proposed areas for construction. Source: LAMATA, July 2023.**

#### **Description of Assets:**

A kiosk and shed refers to a small, temporary, stand-alone booth used for marketing purposes. They are made up of wooden structures with roofed aluminum sheets. A total of 38 kiosk owners were identified along the corridor. The estimated monthly income is 8,000 – 10,000 naira.



**Figure 3- 3: Shows the bungalow shops and display of goods at one of the proposed laybys.**  
**Source: LAMATA July, 2023.**

#### **Description of Assets:**

A Building is made of concrete, bricks or wood, the roof is made of corrugated metal sheets and concrete flooring. A total of 47 Bungalow shops were identified along the corridor, with 30 shop extensions (projected front porch). Products are artfully displayed to catch the eye of potential customers and highlight the uniqueness of each item. The Average income from traders who use these structures is between 20,000-25,000 naira.



**Figure 3- 4: Shows the affected metal fence wall at a proposed layby. Source: LAMATA, July 2023.**

### **Description of Assets:**

A metal wall fence is made up of irons and cement and is used to demarcate private property from the public right of way, as well as serve to protect a building structure. There are 4 identified affected fences to be relocated along the project corridor.



Figure 3- 5: Shows part of the affected structures at the proposed location (Option A) for the Bus Terminal.



**Figure 3- 6: Shows part of the affected structures at the proposed location (Option B) for the Bus Terminal.**

### **Description of assets**

The original proposed land for the bus terminal at Ayobo (Option A) is located at the South Western kerb line of Ayobo road, a number of affected structures were observed such as –a petrol station, commercial complexes and bungalows used as residences. Following a site visit of April 2023, it was determined that a second option be sort because of the recent developments in the area, this necessitated the exploring of Option B. This location is at the North Eastern Kerb side of Ayobo Road, this location is better suited to



maximize the overall efficiency of transport operations in the area. Subsequently, LAMATA is going ahead with Option B for the proposed Bus Terminal. A total of 32 structures have been identified as affected, part of the structures include commercial shopping complex, Story building and bungalows - 13 residences and 19 used as commercial structures. The Shops are housed within a commercial plaza/structure, it is made up of cemented floors and walls, the roof is made up of aluminum, bricks, and the windows are made of glass and iron steel bars. The estimated average monthly income is 40,000- 50,000 naira.

### **3.6 Land Requirement, Occupancy and Land Ownership**

There will be no need for additional land space at Iyana Ipaja, the project will make use of the existing Bus Franchise Scheme Terminal measuring 1,397.00sqm and will only refurbish and upgrade the infrastructure there. Along the corridor there are about 38 proposed locations for the laybys to be redeveloped which fall within the Right- Of- Way, a few bus stop locations such as Gowon Estate Police Station, Opposite Sade Shobakin Street, Saint Ferdinand Bus Stop, Opposite Power Line Station, Front of Gowon Estate (Niniola str), Oja Bus Stop, Ipaja Modern Market, would require clearance of the land space, because we have the presence of people and their trading wares at these locations. Physical structures such as shops, shop extensions, and movable structures (Containers, Kiosk & Shed) belong to individuals and business entities.

The proposed terminal location for this corridor is at Ayobo, the identified land space measures 9,766.17sqm, and there are multiple buildings at this location which include story buildings, bungalows, shopping complex. These structures are owned by private individuals/corporate entities.

Whilst processing this RAP, the possession of formal/legal title documents was not considered to be essential. The non-possession of a formal/legal title document would not disqualify people from eligibility for compensation. Thus, people who have customary rights to their land or property were also considered to be eligible for compensation.

### **3.7 Forms of Compensation Preferred by Respondents**

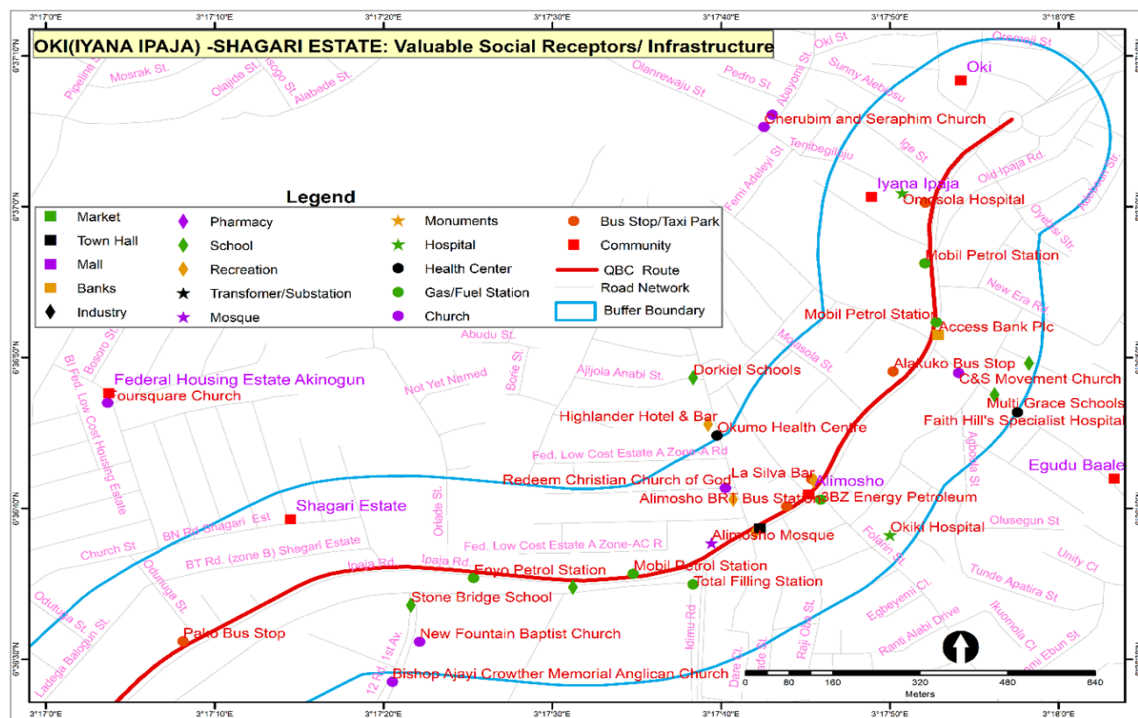
From the census undertaken as part of this study, 90% of respondents stated that Compensation in the form of cash payments, bank transfers and bank cheques were preferred options as against relocation to another site.



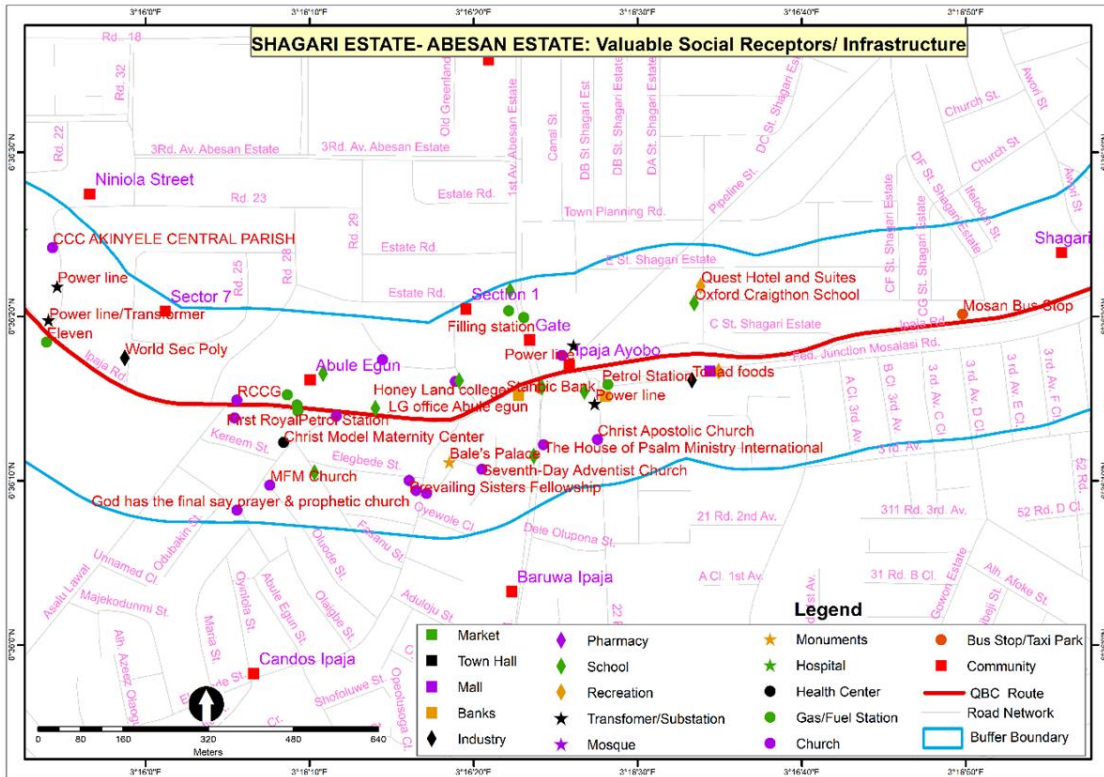
### 3.8 Public or community Services and Infrastructures

- **Water:** From the census carried out 60% of the respondents have private pipe borne water in their residence, and 20.0% make use of commercial boreholes. 15% have hand dug wells in their residence, while 5% have access to public hand-dug wells.
- **Power Supply:** Most of the respondents get their power supply from Ikeja Electricity Distribution Company (IKEDC) Electricity Grid, domestic fuel, and kerosene.
- **Health Facilities (i.e., hospitals, primary health centers, etc.):** A few hospitals were observed along the corridor such as Royal Care Hospital, Banke Hospital and Med-services Community hospital which would serve the project during the time of construction and operations.
- **Educational Facilities (Colleges, Secondary and primary schools):** There are a few schools along the project corridor such as the Anchor University, Honeyland College, Ambassadors School Day and Boarding, and Darlings Ville School.

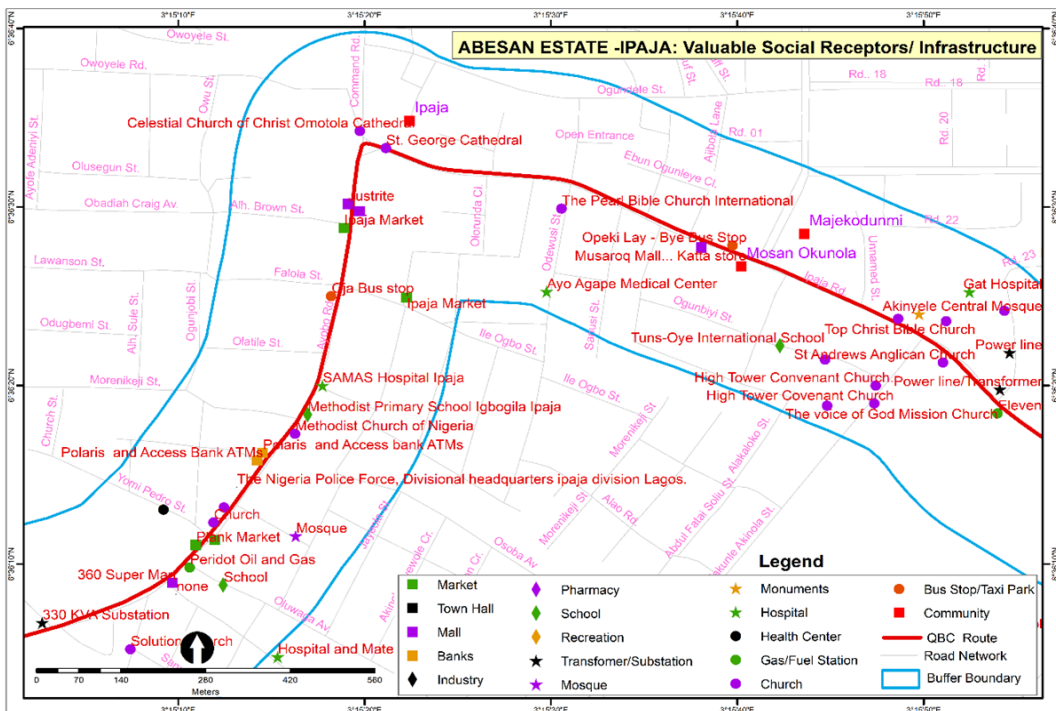
The Social receptors along the project corridor are shown in Maps 3.1-3.4.



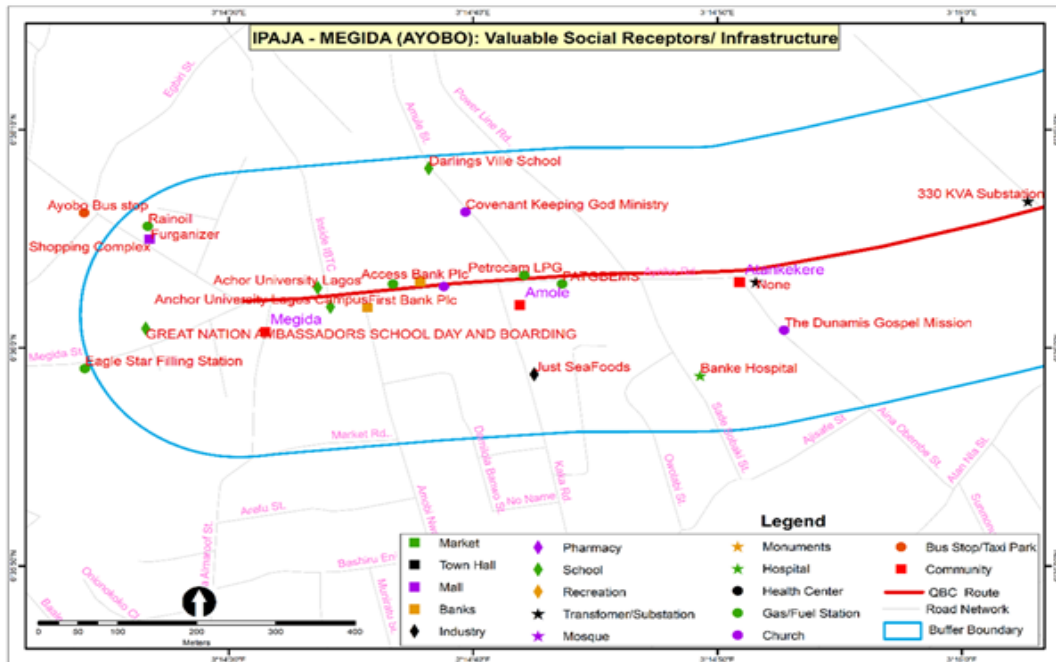
Map 3.1: Showing the social services along the Iyana Ipaja- Shagari estate which forms part of the Project Corridor. Source: Ecoplanet/Ramboll December, 2022.



Map 3.2: Showing the social receptors along Shagari Estate to Abesan Estate. Source: Ecoplanet/Ramboll December, 2022.



Map 3.3: Showing the social receptors along Abesan Estate to Iyana Ipaja. Source: Ecoplanet/Ramboll December, 2022.



**Map 3.4: Showing the social receptors along Iyana Ipaja to Ayobo. Source: EcoPlanet/Ramboll December, 2022.**

### 3.9 Community Needs and Expectations

Key issues and expectations from the community is noted below:

- The community youth should be considered for employment during the construction phase of the project, the community has qualified engineers and artisans.
- Adequate compensation should be paid to the affected people in the project area.
- The transport fare should be affordable to commuters during operations of the QBC scheme.
- They request that the project give them adequate time for relocation.
- They hope the Government will use the acquired areas and spaces for what it is intended.



## CHAPTER FOUR: PROJECT IMPACTS

### 4.0 Project Overview

The proposed project Quality Bus Corridor (QBC 2) has been planned under the LSTMP 1, which will enhance efficiency and effectiveness of the public transport network and establish a sustainable integrated multimodal public transport system befitting the megacity status of Lagos. The major objectives of the proposed project are:

- Upgrade of the existing road infrastructure.
- Improve the road traffic along the project corridor.
- Ease the commuter travel by reducing the travel time.
- Improve the road safety and reduce road accidents.
- Carbon emission reduction.
- Car operation cost savings, Operation cost savings diverted from public transport modes, etc.

### 4.1 Project Components (activities that give rise to displacement or restriction of use)

The proposed project has the following components:

- Rehabilitation of bus corridor and junction improvement.
- Upgrade and Construction of bus terminal and stops/Lay-bys
- Provision of cameras at depot and bus terminals.
- Ancillary Facilities such as walkway - To encourage low-carbon emission modes of transportation.
- Traffic signals - Road signs; Road markings; bollards; studs; Luminaries and Kerbs shall be put in place along the corridor; Street light, drain and manhole.

### 4.2 Land Acquisition Impacts

Land acquisition along this corridor is minimal, most of the locations for the laybys are existing while a few areas need some additional land space by moving of fences or removing shops or shop extensions and movable structures such as kiosks, sheds, tables, and umbrellas along the corridor. The proposed impacts to be envisaged during the project would be economic displacement and business disturbance resulting in temporary loss of income for trading activities. The impacts attributable to the civil work activities under the QBC 2 intervention are shown in Table below:



Activity	Displacement Impacts
Construction of Bus Terminal at Iyana Ipaja	Limited access
Expansion works on lay-bys	Loss of business location and space
Construction of the Bus Terminal at Ayobo	Loss of residence, business location and removal of structures

**Table 4- 1: Displacement Impacts attributable to Civil Works on QBC 2 sub-project.**

### 4.3 Scope and Scale of Land Acquisition and Resettlement Impacts

The major work item under the QBC network development that would require land acquisition is for the construction of the proposed terminal at Ayobo along the QBC route. The identified land space measures 9,766.17sqm, and there are multiple buildings at this location which include story buildings, bungalows-residences, and shopping complex. These structures are owned by private individuals/corporate entities. The impact of this is the physical displacement of people, relocation of business space, temporary loss of income and loss of residential shelter.

Although having encroached at the laybys, PAPs will be requested to shift backwards losing their shop extensions, display gallery, kiosks and sheds or the whole shop bungalows, depending on actual development measurements and dimensions. The final design showing the proposed laybys is shown below in the satellite maps in Figure 4.1-4.9:





Figure 4- 2: Iyana Ipaja Ayobo layout plan showing the section of the layby in front of BOLs Int. School LHS to Ecobank on the LHS along the project corridor. Source: AEC and GPO group, June 2022.



Figure 4- 3: Iyana Ipaja Ayobo layout plan showing the section of the layby in front of foursquare church LHS to layby before Asalu Lawal Street along the project corridor. Source: AEC and GPO group, June 2022.

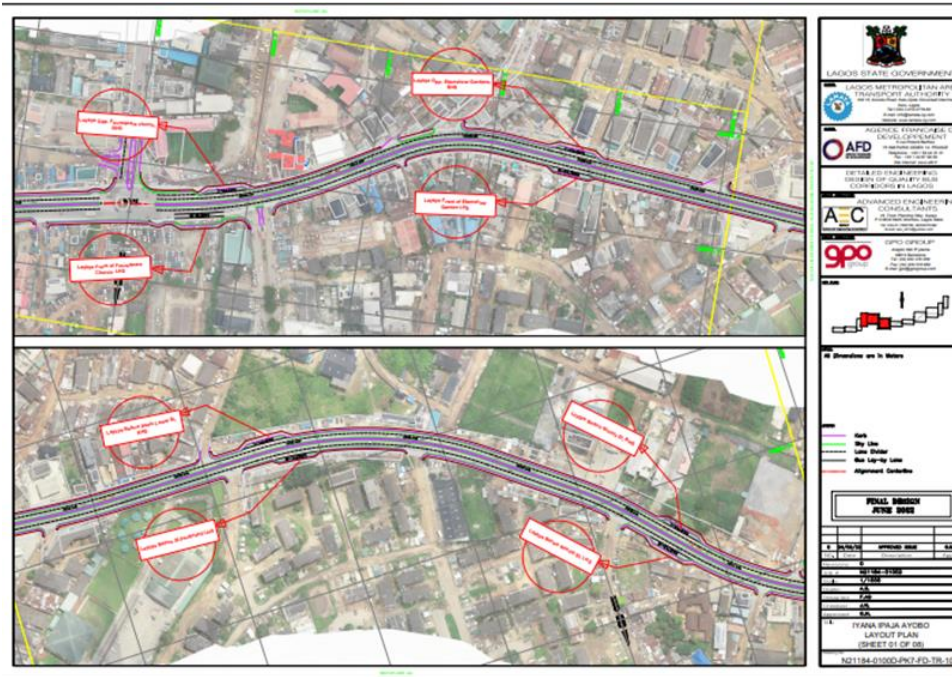


Figure 4- 4: Iyana Ipaja Ayobo layout plan showing the section of the layby by Opeki Road RHS to the Layby before Asalu Lawal Street along the project corridor.  
Source: AEC and GPO group, June 2022.

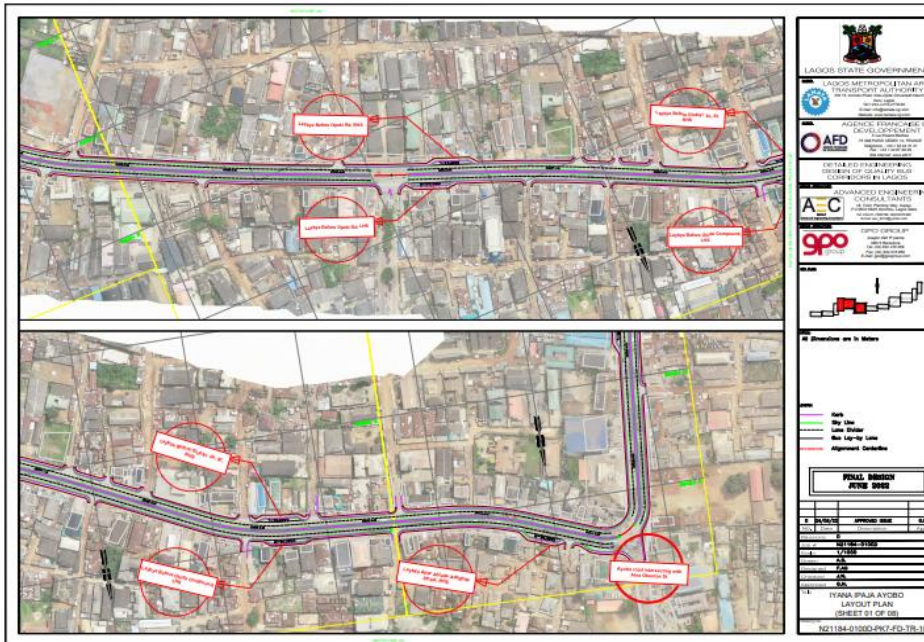


Figure 4- 5: Iyana Ipaja Ayobo layout plan showing the section of the layby by Aina Obembe to the layby before St. Patrick Catholic Church along the project corridor.  
Source: AEC and GPO group, June 2022.



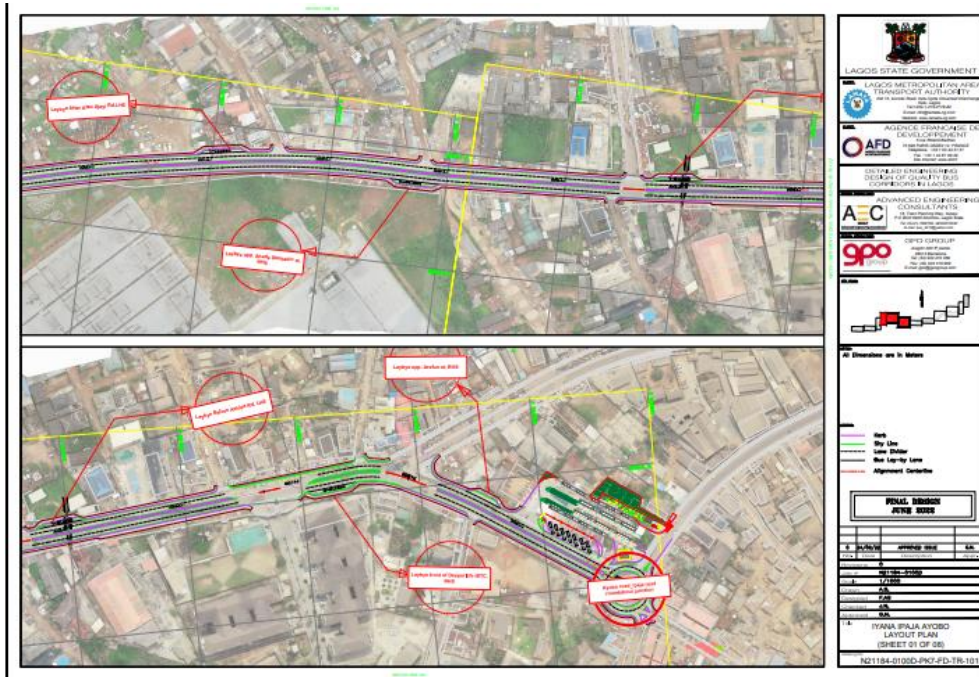


Figure 4- 7: Iyana Ipaja Ayobo layout plan showing the section of the layby before Ashpa road LHS to the layby in front of the deeper life RHS along the project corridor. Source: AEC and GPO group, June 2022.



Figure 4- 8: Map showing the design layout of the proposed terminal location at Ayobo. (Option A) Source: AEC and GPO group, June 2022.



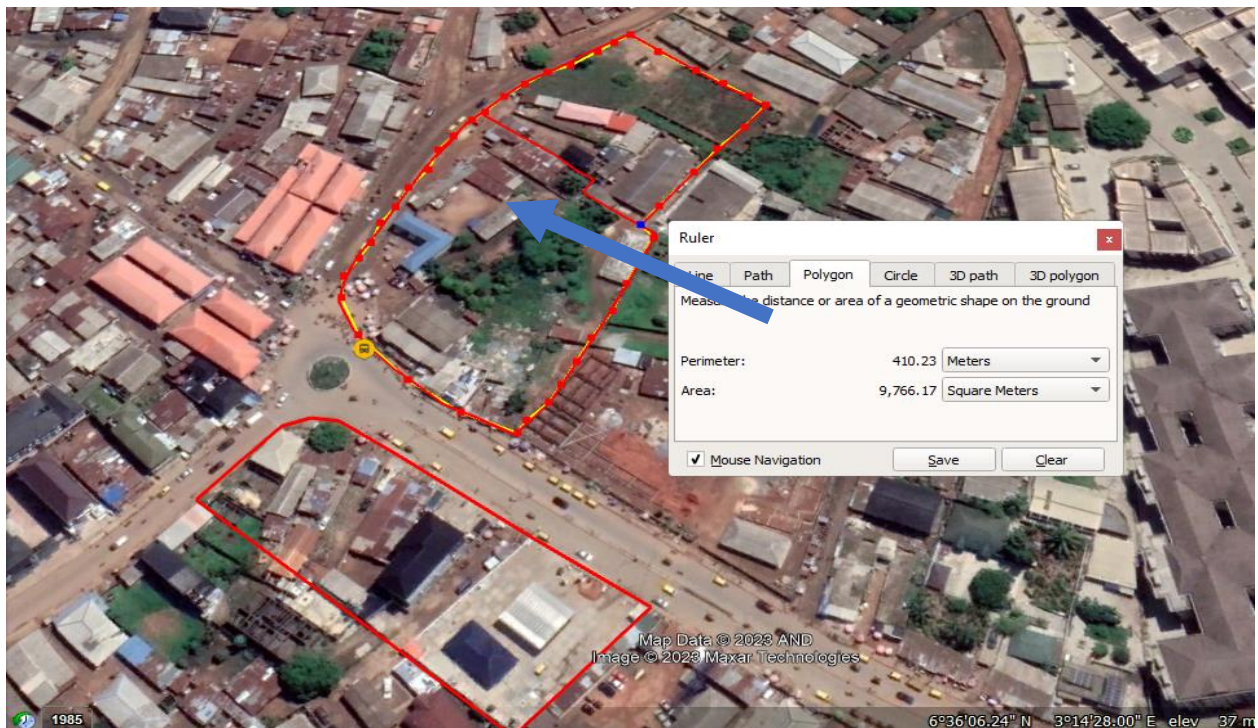
**Figure 4- 9: Drone picture showing the proposed area for the terminal location at Ayobo (Option A) Source: AEC and GPO group, June 2023.**

#### 4.4 Alternative Analysis to Avoid or Minimize of Displacement

IFC PS 5 and World Bank ESS5 requires that borrowers for development projects, plan and implement their projects in a way that seeks to avoid or minimize displacement impacts and considers compensation and other impact-offset measures only when the possibilities for avoidance and minimization have been exhausted.

For the efficient operation of the QBC 2 Corridor, it is imperative that terminals and depots are developed at strategic public transport hubs where commuters make destination choices. LAMATA has considered a (option B) to maximize the overall efficiency of transport operations in the area, integrating the informal operators with LAMATA's proposed bus terminal.

Major developments have occurred at the initial location proposed for the Ayobo Terminal (option A), due to the time elapsed from project concept till date. See Figure 4. 10 Option B is best suited for public transport integration and overall benefits to the Community.



**Figure 4- 10: Map showing the proposed terminal location at Ayobo marked with a blue arrow (Option B) while Option (A) is adjacent.**

Source: LAMATA July 2023.



Figure 4- 11: Drone picture showing the area for the terminal location at Ayobo (Option B) Source: AEC and GPO group, August 2023.

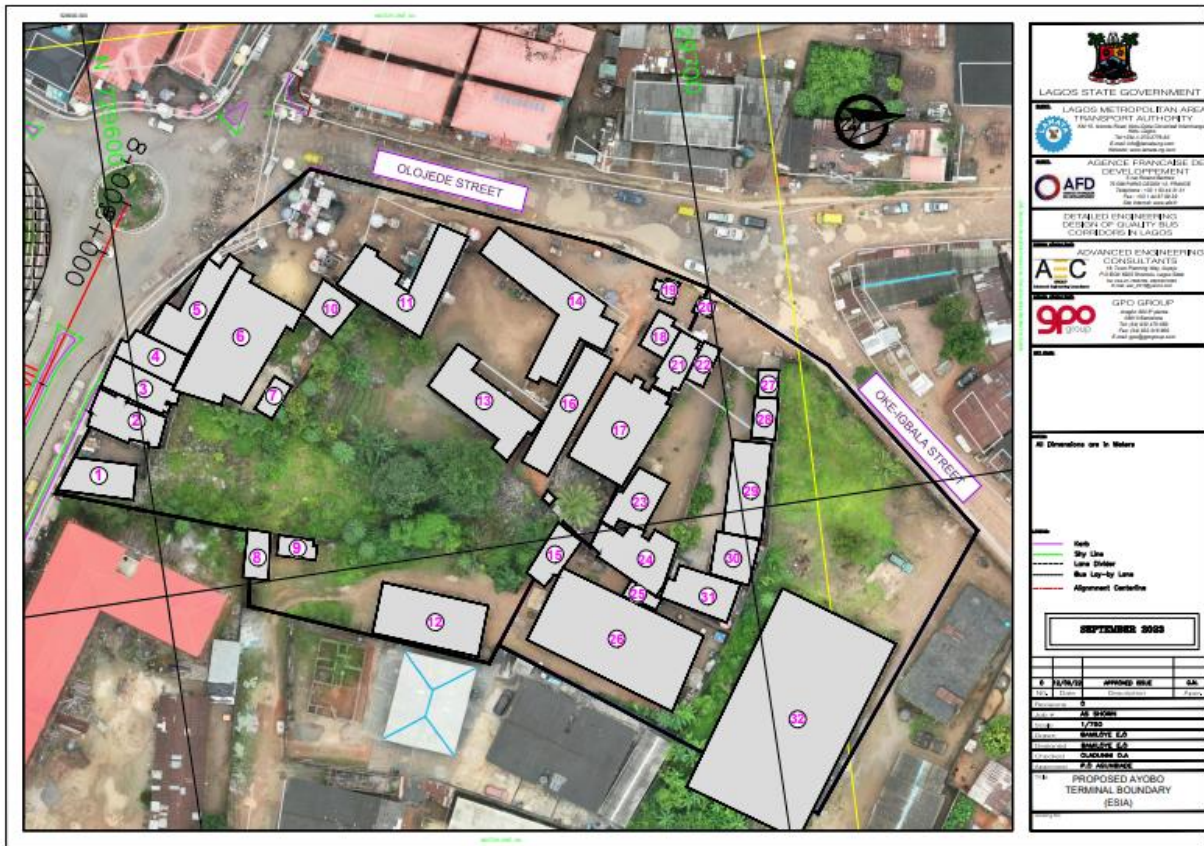


Figure 4- 12: Showing the layout map for the agreed proposed location for the Ayobo bus terminal. Source: AEC and GPO group, September, 2023.

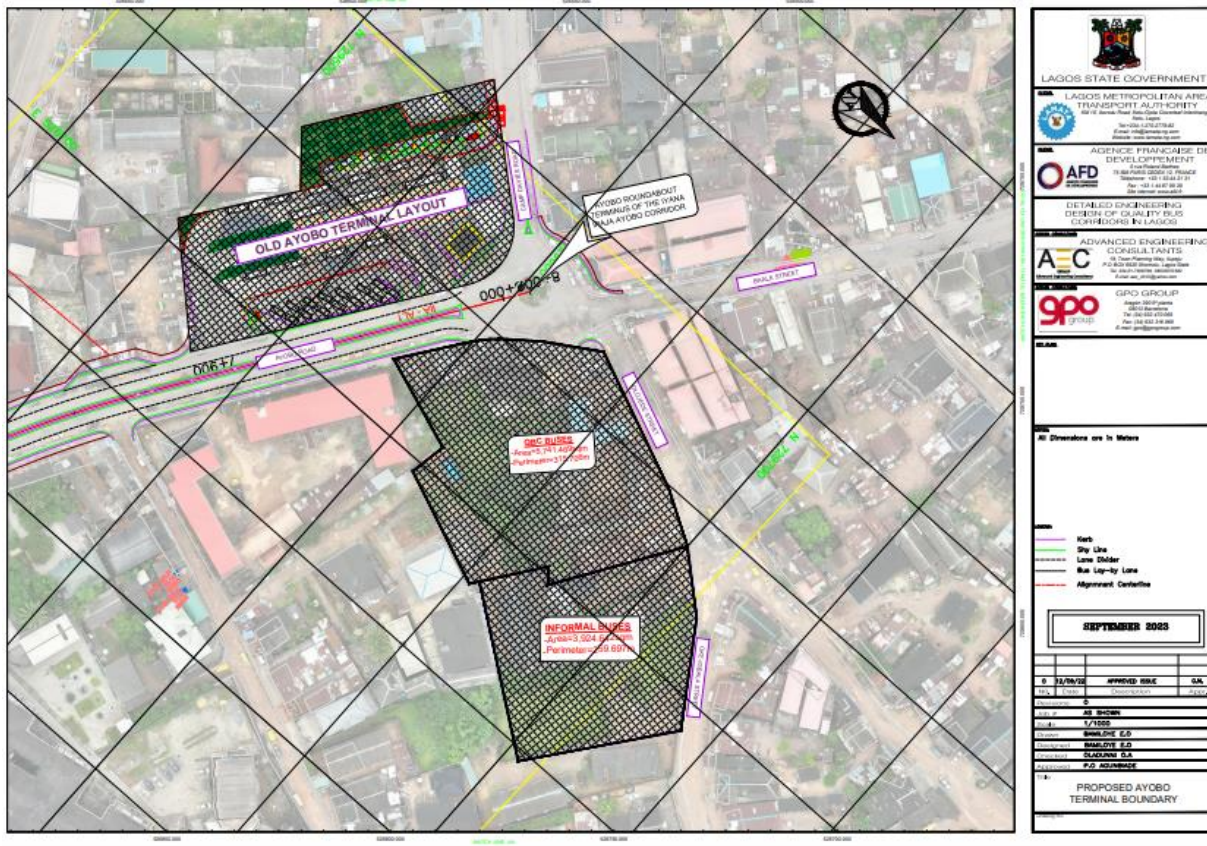


Figure 4- 13: Showing the proposed Ayobo terminal boundary Ayobo measuring 9,766.17sqm and planned space to accommodate the existing transport operators (Buses and Tricycles). Source: AEC and GPO group, September, 2023.





#### 4.5 Impact on Structures and Assets

The structures identified for the proposed laybys will be temporarily affected as most exist and require removing movable structures kiosks, tables and umbrellas, and fixed structures such as relocation of a few fences and shops.



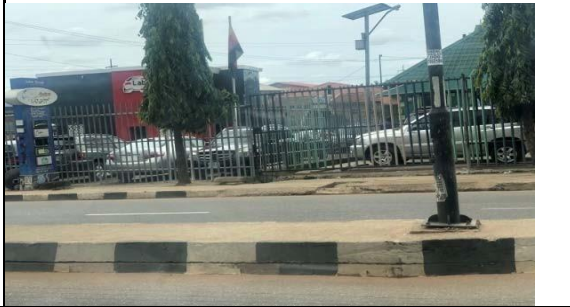
#### 4.6 Description of the Laybys along the corridor

The impacts for each of the lay-bys along the corridor is indicated in the table below and in table 4.2:




IYANA IPAJA- AYOBO LAYBYS					
DESCRIPTION	LOCATION	DESCRIPTION	PICTURES	EXTENT OF ENCROACHMENT	COMMENT
RHS 1	The proposed lay-by is along Ipaja road, just after Alimosho Road junction.	4 Shops, 2 Electric poles		3m width across 30m length	There is encroachment here. It is an existing lay-by and will be reconfigured to suit QBC. The encroached area are shops. Electric poles will be relocated. It is 3m width across along 30m length. Electric poles will be relocated
LHS 1	The proposed lay-by is situated along Ipaja road, in front of Slot and Canal Phone store, beside Alimosho Road junction	1 Wall fence, 1 Double Electric pole, 2 Electric poles, Generator house, Atm Outlet, Slot Office Carpark		3.5m width across 35m length	The encroached area is the fence wall of heritage bank and the frontage of Slot phone store. It is 3.5m width across 35m length. Electric poles will be relocated
RHS 2	The proposed lay-by is situated along Ipaja road, opposite LHS 2	1 Electric poles, 3 Streetlight			There is no encroachment here. The existing lay-by will be reconfigure to suite QBC
LHS 2	The proposed lay-by is situated along Ipaja road, beside Lagerger street	2 Electric poles, 4 Shops		5m width across 45m length	There is encroachment here, the encroached area are shops. It is 5m width across 45m length. Electric poles will be relocated





<p>RHS 3</p>	<p>The proposed lay-by is situated along Ipaja road, just after Idimu junction roundabout.</p>	<p>Electric pole, 1 tree, 4shops</p>		<p>5m width across 45m length</p>	<p>There is encroachment here, the encroached area are shops. It is 5m width across 45m length. Electric poles will be relocated</p>
<p>LHS 3</p>	<p>The proposed lay-by is situated along Ipajaroad, by the Police Station Headquarters.</p>	<p>Trees, kiosks and sheds</p>		<p>-</p>	<p>The existing lay-by will be reconfigured to suit QBC. The road configuration will change, hereby affecting some kiosks and shed at the far right.</p>
<p>RHS 4</p>	<p>The proposed lay-by is situated along Ipaja road.</p>	<p>Trees, Electric poles, and metal fences</p>		<p>3m width across 45m length</p>	<p>There is encroachment here. The encroached area is Metal fencing of a car dealer shop. It is 3m width across 45m length</p>






LHS 5	The proposed lay-by is situated along Ipaja road	Trees and Wall fence		3m width across 35m length	There is encroachment here. The encroached area is wall fence of a private building. It is 3mwidth across 35m length.
RHS 6	The proposed lay-by is situated along Ipaja road	1 Electric pole and Wall fence		3m width across 35m length	There is encroachment here. The encroached area is wall fence of a private building. It is 3mwidth across 35m length.
LHS 6	The proposed lay-by is situated along Ipaja road	Shop extensions and Trees		5m width across 45m length	There is encroachment here. The encroached area are shops extensions. It is 5m width across 45m length
RHS 7	The proposed lay-by is situated along Ipaja road, beside Sariu Nimota street junction	Shops		5m width across 45m length	There is encroachment here. The encroached area are shops extensions. It is 5m width across 45m length
LHS 7	The proposed lay-by is situated along Ipajaroad,	Wall Fence		3.5m width across 45m length	There is encroachment here. The encroached area are wall fences. It is 3.5m width across 45mlength



<p>RH9</p>	<p>The proposed lay-by is situated along Ipajaroad, opposite 12 road junction</p>	<p>Electric poles, Wall fence</p>		<p>2.5m width across 20m length</p>	<p>There is encroachment here. The encroached area are shops extensions. It is 2.5m width across 20m length</p>
<p>RH10</p>	<p>The proposed lay-by is situated along Ipajaroad, just after Fatade road junction</p>	<p>Wall fence, electric pole</p>		<p>2.5m width across 15m length</p>	<p>There is encroachment here. The encroached area is wall fence of a private building. It is 2.5m width across 15m length</p>



RH12	The proposed lay-by is situated along Ipaja road beside Niniola street	Electric pole		2.5m width across 15m length	Shop extensions would be affected, the existing lay-by will be reconfigured to suit QBC. Electric pole will be relocated.
LH12	The proposed lay-by is situated along Ipaja road opposite Niniola street	Electric pole and Shops		4.5m width across 45m length	There is encroachment here. The encroached area are shops. It is 4.5m width across 45m length
RH13	The proposed lay-by is situated along Ipaja road, beside Opeki road junction	Electric pole, Double Electric Pole and Shops		4.5m width across 30m length.	There is encroachment here. The encroached area shops. It is 4.5m width across 30m length. Electric pole will be relocated.















DESCRIPTI ON	LOCATION	AFFECTED STRUCTURES	PICS		EXTENT OF ENCROACHMENT	COMMENT
IIA - JN - 01	COMMAND JUNCTION	wall fence, electric poles			4m width across 48m length	There is encroachment here. The encroached area is wall fence of First African Mission Church along Ipaja road. Electric poles will be relocated. It is 3m width across along 30m length. Electric poles will be relocated
IIA - JN - 02	AINA OBEMBE JUNCTION	Wall fence, Electric poles, shops			4m width across 40m length along Aina obembe and Ayobo road	There is encroachment here, the encroached area are fence wall and shops. It is 4m width across 40m length. Electric poles will be relocated
IIA - JN - 03	AYOBO JUNCTION	Shops, 3 Electric poles, Street light			1m width across 15m length	Electric poles will be relocated
IIA - JN - 05	21 ROAD JUNCTION	Shops and Electric poles			4m width across 45m length	There is encroachment here, the encroached area are shops. It is 5m width across 45m length. Electric poles will be relocated
IIA - JN - 06	IDIMU ROUNDABOUT	Electric pole, tree, and shops			4m width across 120m length	There is encroachment here, the encroached area are shops. It is 4m width across 120m length. Electric poles will be relocated

Table 4- 2: Description of the Laybys along the corridor



#### **4.10 Impact on Social Networks**

Persons selling goods who will be displaced for instance, have formed a loose relationship with members of the community and the terms of their relationship is largely based on the supply of goods and services to their customers and can easily be replaced. However, it is useful to note that relocation of such persons and businesses to other locations also necessitates the need for displaced persons to form bonds of kinship following the organic solidarity model which was available to them in the locations from which they were displaced. For instance, it would be expected that businesses relocating to new areas would experience a time lapse before they build a new customer base that would be required for their businesses.

#### **4.11 Impact on Cultural Heritage**

No impacts on cultural heritage items observed along the corridor. However, during the implementation of this RAP any site of cultural significance will be treated according to the chance find procedure stated in the ESMP and commitments set out in the RPF.

#### **4.12 Restrictions on use of, or access to, land or natural resources**

There might be restrictions to access land along the corridor especially around the laybys. Transport operators who usually use the existing laybys would have to use an alternative area (this will be identified in phases by the contractor) for alighting or picking up commuters. In cases where some residential and commercial properties might lose access to their properties during the construction works. The contractor must ensure alternative access points are provided, an inconvenience allowance is to be provided to such persons.

#### **4.13 Impact on Informal Transport Operators**

##### **4.13.1 Informal Transport Operators in the Project Area**

During the construction phase of this project, the services of the public transport operators along this corridor will be slightly disrupted because, they would not be able to make use of the bus stops during construction. They will use alternate pick up points created by the contractor while the laybys are under construction. There will be no loss of income to them because of this slight change. . As for the operation phase of running buses along the Quality Bus Corridor, LAMATA is currently conducting a dedicated study called the Bus Industry Transition for Informal Operators which will run until November 2025 and at the end of the LSTMP-phase 1 project. It will make a census of informal operators along the feeder roads, initiate a negotiation cycle to find out if the transporters are



willing to integrate with the new public transport system as operators, drivers, technical agents etc. or want a compensation. This consultancy will aim at negotiating the process to be conducted under the framework listing viable alternatives, from full engagement of informal operators into the new QBC operations, to an acceptable compensation scheme (including scrapping of existing vehicles, all in very poor condition, and a livelihood restoration program) to operate on other routes, or eventually leave the business.

The intention is to undertake a negotiation process with these operators to determine optimum schemes for all, from integration into future QBC operations, to full compensation [including fleet scrapping program, livelihood restoration, etc.]. It is envisaged that most of the existing operators along the QBCs will be selected and given economic incentives to provide QBC services. Selected operators will also be given (as necessary) training in business management to enable them to operate the services to the required standards.

#### **4.13.2 Anticipated Impacts**

Anticipated impacts from the transport operators could be lack of cooperation, queue spill back and traffic travel patterns and time, during construction. LAMATA is to ensure the presence of Lagos State Traffic Management Authority, and continuous engagements with all Project affected persons at various stages of the construction activities and thereafter. In addition, it is anticipated that during the construction phase of this project, some economic activities might be disrupted. The summary of the type of losses and the categories of the affected persons are contained in table 4.3.



Location	Categories of PAP and assets	Type of Loss
Iyana Ipaja - Ayobo Corridor	1A. Owner of Bungalow Shops	Loss of Land and Structure
	1B. Tenants/ Traders of Shops	Loss of business location leading to temporary loss of income for the transitional period and a loss of business/clients.
	1C. Employees of traders with shops	Employees will follow the owners therefore the impact is temporary loss of income for the transitional period
	2. Owners of Containers, Kiosks and Sheds	Loss of business location leading to temporary loss of income for the transitional period and a loss of business/clients.
	3. Owners of Shop Extensions	Loss of space and materials
	4. Metal and Wall Fences –Owners	Loss of access and Loss of space
	5A Residential owners at proposed terminal area	Loss of Land and Structure
	5B. Residential Tenants at the proposed terminal area.	Loss of Shelter and Tenancy Fees
	6A. Owners of Commercial Structures at the proposed terminal area	Loss of Land and Structure
	6B. Tenants of Commercial structures at proposed terminal area	Loss of Income and Business Location
	7. Tables and Umbrellas	Loss of trading space
	8. Landowner- Open space used to display cars	Loss of space
	8A. Tenant/Lessor to Owner of Space	Loss of Income and Business Location

**Table 4- 3: Type of losses and the categories of the affected persons**



## CHAPTER FIVE: ELIGIBILITY AND ENTITLEMENTS

### 5.0 Introduction

This Chapter describes:

- The eligibility criteria and entitlement matrix, which highlights principles and criteria for determining eligibility for compensation, restoration, and related resettlement assistance.
- The Valuation methods and compensation for losses and income/livelihood restoration and resettlement assistance, as applicable.
- The rates and types of compensation and procedure for the delivery of compensation packages to the PAPs.

### 5.1 Eligibility

All PAPs including non-titled or informal dwellers will be compensated for loss of assets (land, structures, and businesses) and will receive,

- i. Compensation (as required, to match replacement value), and/or
- ii. Other resettlement allowances such as transportation allowance, compensation for loss of workdays, assistance in rebuilding structures.

The criterion for eligibility is based on PAPs belonging to one of the three groups:

- i. **Group A:** Those who have title or formal legal rights to land.
- ii. **Group B:** Those who do not have formal legal rights to land at the time of beginning of census, but claim to such lands or assets, provided that such claims are recognized under the laws of the country or become recognized through a process identified in the RAP,
- iii. **Group C:** Those who have no recognizable legal right or claim to the land they are occupying (i.e., non-titled users or informal settlers).

According to the IFC, regardless of their legal status—landowners, land rights holders, tenants, untitled occupants will not be denied resettlement assistance or compensation because of not having a title deed. Under IFC PS 5 all assets must be replaced at Full replacement cost.

To avoid exploitation of the RAP process, compensation eligibility will be limited by a cut-off date. A cut-off date is established by the RAP consultant in close consultation with the potential PAPs and the respective state government agencies. PAPs who settle in the



affected areas after the cut-off date will not be eligible for compensation or any form of resettlement assistance.

A matrix of entitlements for the various categories is presented in table 5.1.

## 5.2 Entitlement Matrix

The entitlement provisions for PAPs should include provisions for permanent or temporary land losses, house / structure losses, losses, relocation assistance, business loss allowance, special assistance for vulnerable group and other support as required.

An overview of the compensatory measures, which should be done to compensate those that will be displaced involuntarily (loss of land or prevention of access to normal means of livelihood) is given below:

- i. Offer displaced persons cash compensation where appropriate.
- ii. Provide relocation assistance suited to the needs of each group of displaced persons.
- iii. Make cash compensation available prior to relocation.
- iv. Offer compensation in kind in lieu of cash where feasible.

Temporary impacts such as loss of power/water to business or residences shall be resolved as part of the contractor's consortium by a 3rd Party Utility consultant.

Compensation and other resettlement measures should be provided as per the entitlement and compensation matrix prepared for the project.

The entitlement matrix is given in **Table 5-1**.



Location	Categories of PAPs	Type of Loss	Right to salvage materials	Loss of Land	Cost of Structure	Loss of Residential Fees	Loss of income	Moving Allowance	Other Assistance
IYANAIP AJA - AYOBO	1A. Owner of Bungalow Shops	Loss of Land and Structure	Applicable- (items are movable)	Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Cash Complementary assistance to vulnerable groups
	1B. Tenants/ Traders of Shops	Loss of income and business location	Applicable (items are movable)	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	
	1C. Employees of traders with shops	Loss of income	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Not Applicable	
	2. Owners of Containers, Kiosks and Sheds	Loss of income and business location	Applicable	Not Applicable	Applicable	Not applicable	Applicable	Applicable	
	3. Owners of Shop Extensions	Loss of Land and Structure	Applicable	Not Applicable	Applicable	Not applicable	Not Applicable	Not Applicable	
	4. Metal and Wall Fences –Owners	Loss of space and materials	Applicable	Applicable	Applicable	Not applicable	Not Applicable	Not Applicable	
	5A. Residential structure owners at the proposed terminal area at Ayobo	Loss of Land and Structure	Applicable-	Applicable	Applicable	Not applicable	Not Applicable	Applicable	



5B. Tenants of Residential structures at the proposed terminal area at Ayobo	Loss of Shelter and Tenancy Fees	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable
6A. Owners of Commercial Structures at the proposed terminal area at Ayobo.	Loss of Land and Structure	Applicable	Applicable	Applicable	Not Applicable	Not Applicable	Applicable
6B. Tenants of Commercial structures at proposed terminal area at Ayobo.	Loss of income and rent	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable	Applicable
7. Tables and Umbrellas	Loss of income and trading space	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable
8A. Landowner/tenant- Open space used to display cars	Loss of space and materials	Applicable	Not Applicable	Not Applicable	Not Applicable	Applicable	Applicable
8B. Tenant to Owner of Open space	Loss of space	Applicable	Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

**Table 5- 1: Entitlement Matrix**



## 5.3 Valuation and Compensation for Losses

### 5.3.1 Valuation Methodology

Method of Valuation: The Valuation method of estimating compensation, is the present cost of construction in valuing properties with total disregard/allowance for the age, physical, social, economic, and functional obsolescence. In essence there is no allowance made for depreciation.

Valuation Formula:

$$FRV = SA/m^2 \times RC/m^2$$

Where SA/m<sup>2</sup> – Structure Area in Square meter RC/m<sup>2</sup> – Rate of Construction per Square

Valuation methods for affected land and assets would depend on the type of asset. The three land asset types identified under Nigeria law are:

- i. State (urban and non-urban) owned Land.
- ii. Privately owned Land.
- lii Assets held under Customary Law.

The project team of Estate Surveyors and Valuers visited the project site to collect the necessary data for preparation of the valuation respectively. The estimated valuation was based on the condition of the properties, from observations and inspection.

The acquisition of land and structures is particularly sensitive and in order not to raise apprehension of the PAPs as a result of the delay and exigencies of a project like this, from re-scoping or change in design. The in-depth measurements could not be fully attained at this time, this will be re-examined during the implementation of the RAP, when PAPs grant full access to properties, and information about exact extents of affected assets is ascertained, communicated, and managed effectively.

### 5.3.2 Valuation of structures at full replacement Cost

Replacement cost is the amount to replace an affected asset plus transaction costs (which would include any taxes), without accounting for depreciation. The cost is required to replace or restore a damaged, lost or outdated asset with a similar one in its original condition.



The valuation for compensation for the identified categories of losses as seen in the entitlement matrix (table 5.4) was determined by an estimate of valuation of assets using replacement cost method of International Valuation Standards (IVS).

**Note:** PAPs will have the right to salvage all materials, even for fixed assets for which they would receive cash compensation at full replacement cost.

### 5.3.3 Relocation of business and trading assets (Moving allowance)

The cost of relocation activities for existing owners of business assets along the Iyana Ipaja to Ayobo Corridor was estimated by conducting a market survey on the potential costs of relocating physical facilities within the project area. An estimated market survey for moving allowance is shown in Table 5.2. For small traders, relocation of business was determined on the basis of light-sized transport means (makeshift sheds, kiosks and shed) while assumptions for other categories of project affected persons was made for larger businesses.

Business	Estimated Moving Allowance
Owners of Kiosks and Sheds	10,000
Tenants of Bungalow Shops	20,000
Tenants of Shops within the Shopping Complex	30,000
Owners of Containers	5,000
Owners of structures such as landlords and shops	25,000
Table and Umbrellas	3,000

**Table 5- 2: Showing the estimated moving allowance for businesses.**

Compensation will be paid for loss of business or employment to ensure that the livelihoods of small business owners, tenants and employees are not negatively impacted. This will include persons who are encroachers or squatters along the QBC such as illegal roadside traders. Losses and associated compensation will be based on the income level of affected persons obtained during the census.

### 5.3.4 Valuation of Business or Income Stream losses (loss of income)

Compensation will be paid for loss of business or employment so as to ensure that livelihoods are better than pre-project status. Losses and associated compensation will be based on the average income level obtainable in the project area. The income losses



will be calculated to cover a defined number of days (90 days) which represents the transitional period required for relocating business to stabilize after displacement occurs. Table 5.3 shows the estimated monthly income for affected PAPs and corresponding loss of business compensation.

Project Location	PAPs incomes which are affected	Monthly income (Naira)	Compensation for a transitional period of 3 months (Naira)
Iyana Ipaja-Ayobo	Owners of Kiosks and Sheds	10,000.00	30,000.00
	Tenants of Bungalow Shops	25,000.00	75,000.00
	Tenants of Commercial shops	35,000.00	105,000.00
	Owners of Containers	8,000.00	24,000.00
	Tenants with Shop Extensions	20,000.00	60,000.00
	Table and Umbrellas	5,000.00	15,000.00

**Table 5- 3: Showing the estimated monthly income for affected PAPs**

### 5.3.5 Compensation and Valuation Rates

Based on the preliminary valuation studies and market surveys carried out, the rates for compensation and assistance to be provided under this RAP are shown in Table **5-4**.



Project location	Categories of PAPs and assets	No. of Assets	Type of loss	Estimate Yearly Rent Fee	Estimate Monthly income (Naira)	Cost of Land	Cost Structure of	Compensation for transitional period of 3 months (Naira)	Moving allowance (Naira)	Compensation per Individual(Naira)	Total Compensation (Naira)
<b>IYANA IPAJA-AYOBO</b>	Owner of Bungalow Shops	10	Loss of Land and Structure	0	0	500,000.00	4,438,000.00	0	25,000.00	4,963,000.00	49,630,000.00
	Tenants/ Traders of Bungalow Shops	35	Loss of income and rental fee	20,000.00	25,000.00	0	0	75,000.00	20,000.00	115,000.00	4,025,000.00
	Employees of traders with shops	6	Loss of income	0	10,000.00	0	0	30,000.00	-	30,000.00	180,000.00
	Owners of Containers	8	Loss of income and trading space	0	8,000.00	0	0	24,000.00	5,000.00	29,000.00	232,000.00
	Owners of Kiosks and Sheds	30	Loss of income and trading space	0	10,000.00	0	0	30,000.00	10,000.00	40,000.00	1,200,000.00
	Owners of Shop Extensions	30	Loss of space and materials	0	20,000.00	0	0	60,000.00	-	60,000.00	1,800,000.00
	Metal and Wall Fences –Owners	11	Loss of Land space and structure	0	0	360,000.00	425,000.00	0	-	785,000.00	8,635,000.00
	Owner Commercial structures at proposed terminal area	19	Loss of land and structure	0	0	13,000,000.00	23,000,000.00	0	25,000.00	36,025,000.00	684,475,000.00



Tenants of Commercial Structures at proposed Ayobo Terminal	35	Loss of income and rental fee	30,000.00	35,000.00	0.00	0.00	105000	15,000.00	150,000.00	5,250,000.00
Owners of Residences at the proposed terminal area	13	Loss of Land and Structure	0	0	13,000,000.00	35,000,000.00	0	-	48,000,000.00	624,000,000.00
Tenants of residential structures at proposed terminal area	23	Loss of shelter and rental fee	195,000	0.00	0	0	0.00	60,000.00	255,000.00	5,865,000.00
Tables and Umbrellas	10	Loss of income and space	0	5,000.00	0	0	15,000.00	2,000.00	17,000.00	170,000.00
Landowner/tenant-Open space used to display cars	5	Loss of access	0	0	240,000.00	0	0	0	240,000.00	1,200,000.00
	<b>235</b>									1,386,662,000.00
<b>10% Contingency</b>										<b>138,666,200.00</b>
									<b>Total</b>	<b>1,525,328,200.00</b>

Table 5- 4: Compensation and Valuation Rates



### **5.3.6 Modes of Restitution**

Cash-based assistance is the preferred option for this RAP, cash compensation was the most preferred option by the PAPs themselves, this will enable PAPs utilize the money for their businesses, to off-set self-relocation costs and meet their needs and expectations.

### **5.3.7 Compensation Payment and Procedures for Delivery of Compensation**

The delivery of compensation can be issued by bank transfers or with a cheque. LAMATA shall ensure the use of methods preferable to the PAPs are used to avoid any discriminatory practices especially towards women in effecting payments and/or delivery of other resettlement measures will be included in the implementation arrangements.

## **5.4 Income/Livelihood Restoration**

The main objective of income/livelihood restoration and improvement schemes is to ensure that the income/ living standards of Project Affected Persons (PAPs) are at least restored or better to conditions prior to their displacements. The PAPs will be given the opportunity to choose amongst various options available to enhance their current activities and skills. PAPs will be consulted to keep them well informed on the opportunities open to them and they will be given the chance to participate. This section discusses the livelihood support that would be undertaken by LAMATA to empower people, enhance productivity and resources, an alternative source of income, these will mitigate the livelihood impacts of PAPs that they might experience during the implementation of the project.

### **5.4.1 Livelihood Restoration Planning and Strategies**

The skill acquisition program is to be conducted by LAMATA in partnership with the Ministry of Women Affairs and Poverty Alleviation (WAPA). The duration and time would be for a period of 3 -5 days, the PAPs may be divided into groups based on their interests. The Halls of Alimosho Local Government Area or Ayobo Local Council Development Area will be used as venues for the program. The options developed below are generic. Further consultations on livelihood strategies and implementation will be further explored by the RAP implementation Consultant in discussions with the PAPs.



Training options available include:

- Training on Financial management and customer management.
- Training on processing micro-credit opportunities.
- Provision and use of Point of Sale (POS) machine.
  - Vocations such as Beading, Baking, Craft making and Hairdressing.
  - Providing a business grant.

The key guiding principles for this program are as follows:

- i. Active participation of PAPs.
- ii. Provide options to PAP to determine how he/she will benefit from the income/livelihood restoration.
- iii. Capacity building of the needs of women, the elderly, youth, and venerable groups are considered.

#### 5.4.2 Budget for Livelihood Restoration Program

An estimate for Income/Livelihood restoration measures is proposed based on available data gathered as shown in table 5.5 below:

Budget for Livelihood Restoration Program			
Items	Number	Estimated Cost Per Person (Naira)	Total (Naira)
Facilitators Fees	4	100,000.00	400,000.00
Venue- Hall Rental, Projectors, Audio Equipment, Generator and Seating	1	650,000.00	650,000.00
Refreshment per Participant	235	1,500.00	352,500.00
Training Materials	235	2,500.00	587,500.00
Transportation Allowance for Participants	235	2,000.00	470,000.00
Support towards a Business Grant for a minimum of 150 participants	150	100,000.00	15,000,000.00
			17,460,000.00



Miscellaneous 40%			6,984,000.00
<b>Total</b>			<b>24,444,000.00</b>

Table Showing the Budget for Livelihood Restoration

**Table 5- 5: Budget Livelihood Restoration Program**

### 5.4.3 Transport Assistance for Vulnerable PAPs

Vulnerable PAPs will be provided with extra arrangements for movement before they are made to relocate from the project areas. LAMATA through the RAP implementation consultants will prioritize certain vulnerable groups in the relocation process, ensuring that they are among the first to be relocated to minimize their exposure to risks. In recognizing that vulnerable PAPs shall require assistance, a budget of 10,000 naira is allocated to assist with transportation, the category of vulnerable persons to be considered are shown in Table 5.6.

**Table 5.4-1: Details of vulnerable persons within the project area**

S/N	Category of Vulnerable Person	Number of PAPs	Transportation (Naira)
1	Elderly (above 60 years)	16	10,000 Per/Person
2	Low Income (less than \$1 per day)	10	
3	Large Family Size (greater than 5)	29	
4	Persons Living with Disability	0	
5	Widows	12	
	Total	67	<b>670,000</b>

**Table 5- 6: Details of vulnerable persons within the project area**

## 5.5 Resettlement Implementation Arrangements

The overall responsibility for implementation of the resettlement measures described in this Resettlement Action Plan (RAP) is with LAMATA.

A resettlement Steering Committee is to be set up comprising officials from LAMATA, Office of Lands Bureau and Survey, Ministry of Physical Planning, Ministry of Women & Poverty Alleviation, Ministry of Justice, community leaders, in Ayobo and Alimosho LGA they will provide strategic oversight for the entire process to ensure a smooth delivery and compliance with the principles upon which this RAP is premised.

At the operational level, LAMATA Safeguards, Finance and Legal Units are responsible for the implementation of activities. The implementation of this RAP report is expected to commence four months after its disclosure. LAMATA will recruit a RAP implementation



consultant, due to the specialized nature of the tasks related to the implementation, the organizations which will be required are - Independent RAP Implementation Consultancy and an External Monitoring and Audit Completion firm.



## CHAPTER SIX: COMMUNITY PARTICIPATION

### 6.0 Public Participation and Consultations

The Public Consultation process for this project began during the early stage of reconnaissance level-survey. This has further been enriched through interactions and consultation with the relevant stakeholders (i.e., the PAPs, community leaders, MDAs, and community-based organizations during the preparation of this RAP. Public consultation and participation are essential because they afford PAPs and the public the opportunity to contribute to both the design and implementation of the project activities and reduce the likelihood of conflicts.

### 6.1 Objectives of the Consultation

The main objectives of the consultations held are:

- To introduce and inform the local community about the proposed project, its design, implementation activities and anticipated impacts.
- Identification of the nature of vulnerabilities and vulnerable social groups that may require special assistance because of project implementation.
- Look out for socially and culturally acceptable resettlement measures and other cost-effective alternatives.
- Identify the expectations and apprehensions of the stakeholders.
- To identify suitable institutions and opportunities for collaboration for RAP implementation.
- Informing the PAPs and other relevant stakeholders about the RAP implementation process including entitlement matrix and grievance management procedure.

### 6.2 LAMATA's Stakeholders' Engagement Plan

Following from the World Bank ESS10 and IFC PS 1 and 5 principles in conducting stakeholder engagements, LAMATA intends to continue to engage with stakeholders during the finalization and implementation of the RAP by inclusion, building relationship, having open and transparent engagements. The Stakeholder Engagement Plan in this report also builds on the existing LAMATA Stakeholders' Management Plan (2017), which is generally considered to be robust for the project implementation. The components of the existing LAMATA Stakeholders Engagement and Management Framework which this RAP has taken into consideration are as shown in Fig. 6.1.

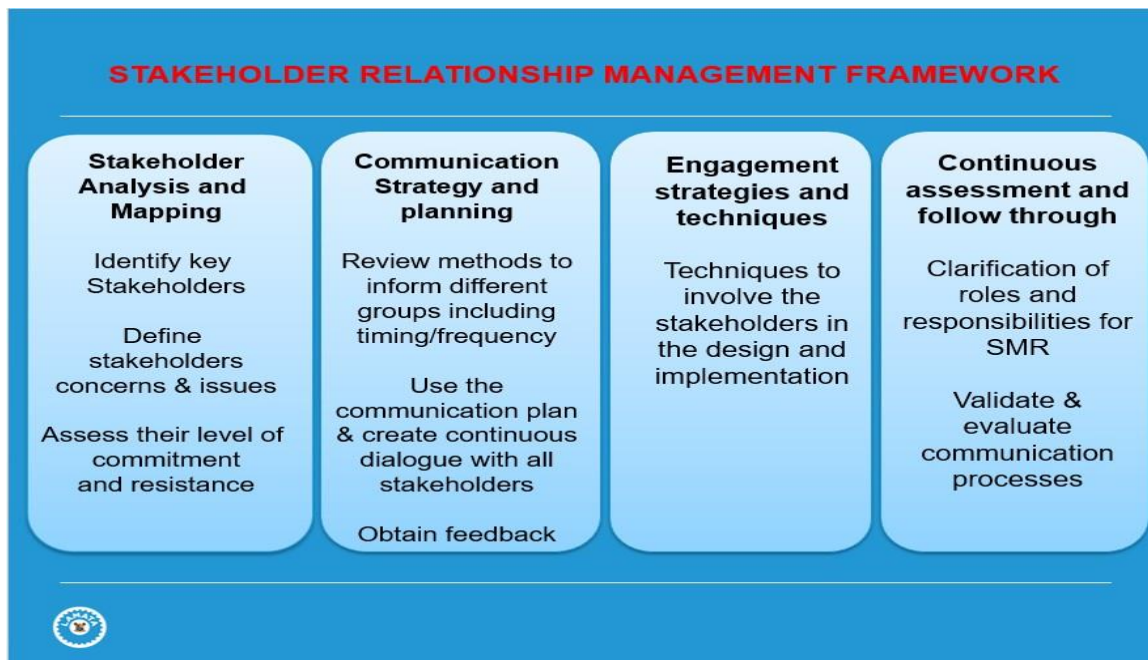


Figure 6- 1: LAMATA Stakeholder Engagement and Management Framework Components

### 6.2.1 Level of Stakeholder Engagements

The stakeholders at various levels will be engaged for the project. The three main categories of stakeholder groups are given below:

- i. Affected Parties – persons, groups and other entities within the Project Area of Influence (PAI) that are directly influenced (actually or potentially) by the project and/or have been identified as most susceptible to change associated with the project, and who need to be closely engaged in identifying impacts and their significance, as well as in decision-making on mitigation and management measures;
- ii. Other Interested Parties – individuals/groups/entities that may not experience direct impacts from the Project but who consider or perceive their interests as being affected by the project and/or who could affect the project and the process of its implementation in some way; and
- iii. Vulnerable Groups – persons who may be disproportionately impacted or further disadvantaged by the project(s) as compared with any other groups due to their vulnerable status and that may require special engagement efforts to ensure their equal representation in the consultation and decision-making process associated with the projects.

The list of stakeholders for the project is given in **Table 6-1**.



S/N	Stakeholder Category	Identified Stakeholders
1.	Affected Parties	<ul style="list-style-type: none"> <li>• Owners and Users of Affected Property</li> <li>• Government Ministries and Agencies</li> <li>• State legislative bodies</li> <li>• Local Government Authorities</li> <li>• Local land users</li> <li>• State level Business groups</li> </ul>
2.	Other Interested Parties	<ul style="list-style-type: none"> <li>• Mass media</li> <li>• Security Agencies</li> <li>• NGOs/CBOs</li> <li>• Citizen's Groups (residents associations, clubs and societies)</li> <li>• Professional Bodies</li> <li>• Traditional/Community Leaders</li> <li>• Local Businesses</li> </ul>
3.	Vulnerable Groups	<ul style="list-style-type: none"> <li>• Citizen's Groups (including women organizations)</li> <li>• Local Groups of Vulnerable Persons e.g. persons living with disability, persons aged 60 years and above, low income earning below a dollar/day and large families.</li> </ul>

**Table 6- 1: List of Stakeholder**

### 6.2.2 Consultation Plan, Strategies and Tools

The engagement with all the potential stakeholders will be done through consultations-based methodologies. Special attention will be given for the following:

- Engagement of the affected PAPs/households/communities and vulnerable or disadvantaged groups in order to ensure their effective participation through the proposed Project,

Consult with PAPs on how to address issues relating to disputes with family or between developers and land owners. The consultation plan, strategies, and tools are given in Table 6-2.



S/N	Project Stage	Stakeholder Groups	Consultation Methods	Tools	Responsible Entity	Status
1.	Community Entry	Local and Community Leadership, Traders Associations	Advocacy and Sensitization Visits to stakeholders	Advocacy Letters Workshop	LAMATAES S Consultant	Completed (January 2022)
2.		Local Authorities	Meeting with LGA and LCDAs along project corridor	PowerPoint Presentations  Project Designs	LAMATA ESS Consultant	Completed (November 2022)
3.		Traditional /Community Leadership, Traders Associations	Stakeholder Meeting	Presentations  Project Designs	LAMATA, LGAs/LCDAs,	Completed (February 2022)
4.	Revalidation of Affected Persons	Affected Persons, including business owners	Site Visits and Meeting at the local council hall.	PAPs register	LAMATAR AP implementation Consultant	Not Commenced
5.	Development and Negotiation of Compensation Entitlements	Affected Persons, including business owners	Meetings.	Valuation Report	LAMATAR AP implementation Consultant	Not Commenced
6.	Engagements to discuss the objectives of a grievance mechanism with key community	Community leaders such as the Local Council Chairman, Oba, youth	Meetings	Grievance Mechanism	LAMATA, RAP implementation Consultant	Started



S/N	Project Stage	Stakeholder Groups	Consultation Methods	Tools	Responsible Entity	Status
	leaders and seek their support and input upfront.	leaders and community development associations				
7.	Consultations with stakeholders after receiving compensation	Community leaders and affected persons	Meetings during the Monitoring and Evaluation Exercise	RAP implementation Report	LAMATA, RAP M&E Consultant	Not Commenced

**Table 6- 2: Consultation Plan for QBC2 Resettlement Action Plan (RAP)**

LAMATA will continue to build rapport with stakeholders and provide an avenue for continuous dialogue and open conversation about existing challenges or other issues, which might emerge in the course of the project. The phased engagement is also to enhance feedback between stakeholders and the Project Team as engagement activities are conducted, and for the project team to make any necessary adjustments as dictated by the public consultations and engagement.

Specific activities planned include:

- Meeting with the Local Government Officials, Landowners, and Community Leaders.
- Introductory stakeholders meeting during the start of the RAP implementation.
- Another major Stakeholder Engagement will take place after the revalidated list of PAPs and valued compensation schedule is ready.
- Individual engagements with individual PAPs on livelihood interventions which will address the specific needs of each category of affected persons.

PAPs and other stakeholders will be engaged throughout the implementation process for consultation, information dissemination and grievance management. There will be continuous sharing of information with PAPs and community leaders by:

- Conducting in-person meetings,
- Phone calls, and having a dedicated project phone number
- Setting up an enquiry desk at the local government council office and at LAMATA

This will allow for stakeholders to understand the RAP implementation process, minimize grievances, and manage expectations.



### 6.3 Discussion with Stakeholders and Summary of Consultation

Separate Stakeholder Engagement meetings were organized for different project areas/communities to identify and respond to issues which may be area/community specific. Stakeholder engagements were conducted in a manner that was proportionate to the nature, scale, risks and impacts of the project, and appropriate to stakeholders' interests. Steps were taken to ensure that the engagements were culturally appropriate, by conducting them in languages that were comprehensible to the participants, often entailing the use of both English and Yoruba languages, as well as audio-visual facilities. Essentially, the consultation exercise for the proposed project was focused on:

- Ensuring that stakeholders are adequately, correctly, and timely informed of the proposed project and the ESIA studies.
- Encouraging meaningful participation of stakeholders in the ESIA &RAP process.
- Building mutual trust between the stakeholders and the project proponent.
- Identifying, analyzing, and evaluating stakeholders' issues and concerns early (at the planning stage).
- Raising the comfort level of decision makers.
- Bringing forward different views on the project at the planning stage.

#### 6.3.1 Summary of Discussions Held at Stakeholder Scoping Workshop

A scoping workshop on Environmental and Social issues to be studied as part of the preparation of the ESIA and RAP was held on 27<sup>th</sup> January 2022. The workshop had government agencies, representatives of Community Development Associations, community members and security agencies in attendance.

Engagement Activity	Date	Issues or Concerns Raised	Response Provided
Stakeholders Scoping Workshop for Stakeholders	27 <sup>th</sup> January 2022	Fear of additional traffic gridlocks as a result of project construction along the corridor	The pertinent traffic gridlock will be dealt with under this project. LAMATA will introduce modified lay-bys, works and traffic management measures shall be followed.
		Awareness about the planned project is very low. Fliers and study materials should be distributed to participants of the workshop to reference at home for better understanding of the proposed project and the other Lagos Strategic	This will be improved during project implementation. LAMATA has engaged a stakeholder and event management consultant for this project, their key role is to disseminate and give updated information about the project during its lifecycle.



Engagement Activity	Date	Issues or Concerns Raised	Response Provided
		Master Plan projects under implementation.	
		Community members and leaders should have access to LAMATA officials for access to most recent developments on the project. Community leaders asked for the contact person and access to contact details they could use whenever their community has any issue or problem regarding the transport infrastructure development projects.	The contact for LAMATA was shared with participants of the meeting. An elaborate Grievance Redress Mechanism which can be used to obtain and track feedback on project implementation, particularly complaints, will be put in place ahead of project kick-off.
		Need for additional communication with local Stakeholders i.e., Obas & community leaders to avoid fracas at the onset of the project.	LAMATA will definitely continue to engage community stakeholders including the Obas, executive council officials and community leaders.
Key Informant Interviews on site	June 2022	There is a need for proper parks, lay-bys and good roads for easy flow of traffic and safe pick up/drop-off for commercial bus passengers.	As part of this project, lay-bys will be created, open drains will be properly covered to create adequate pedestrian walkways.
		How would the current transport operators be integrated into the new QBC system?	This is still being considered. Further consultations will be held with the identified transport unions.
		What is the compensation plan for affected parties along the corridor?	It is important to note that there will be property acquisition along the project corridor. No civil works will commence without compensation to the affected persons. Compensation is at full replacement cost, negotiations and agreements will be signed off on the entitlement slips.

**Table 6- 3: Issues and Concerns raised at Stakeholder Scoping Workshop of 27<sup>th</sup>, January 2022.**

### Pictures taken during the engagements for this project:



**Figure 6- 2: Stakeholders at the Scoping Workshop Held on 27th January 2022**



**Figure 6- 3: Cross Section of Participants at the Stakeholder Scoping Workshop**

### 6.3.2 Discussion with the Local Council and Community Leaders

A stakeholder engagement meeting was held with the CDA leaders of Ipaja/Ayobo on the 7<sup>th</sup> of February 2022. Following LAMATA's plans for continuous engagements and providing alternative ways of reducing and minimizing displacement impacts, it was imperative to re-visit the initial proposed location for the terminal at Ayobo following a site inspection with the IFC team in April, 2023. It was observed that major developments have occurred on the land due to time elapsed from project concept till date.

An inter- governmental discussion was held with LAMATA and the executive members of the Ayobo Local Council Development Area on the 25<sup>th</sup> of July, 2023, the objective was to re-introduce the project and get their buy in for possible options of identifying an

alternative land area for the proposed terminal at Ayobo. It was agreed that LAMATA use the adjacent area from the initial, this allows for improvement at the junction and tidy up of the informal public transport operators. The next step was to discuss with the community leaders, the enlarged meeting with primary stakeholders took place on the 3<sup>rd</sup> of August, 2023 at the local council development office. In attendance the Kabieyesi Olu of Ipaja, Regent Imam- Adele Ayobo and divisional police officers.

They expressed their support for the proposed project by asking that

- a) Project affected persons be adequately compensated
- b) Proper measures be taken to reduce disturbances that would occur during the construction work of the project
- c) Potential negative impact of the project be mitigated appropriately.
- 

On the 28<sup>th</sup> of November, 2023 a stakeholders' meeting was convened to discuss and disclose the entitlement matrix, method for calculating the compensation, support measures which will be provided to address displacement impacts. As well as gathering any concerns and feedback from the people. The feedback was positive and receptive. Attendees were most concerned about the duration of evacuation notice following RAP implementation and payment of compensation.

There were no questions concerning the compensation rates this is because LAMATA already communicated that compensation would be calculated using the replacement value method which the PAPs were happy to hear as this is not typical with Government projects.



**Figure 6- 4: CDA Chairmen at community consultation in with Ipaja/Ayobo CDA**



**Figure 6- 5: LAMATA Project team with the Chairman- Ayobo Local Council Development Agency LCDA Mrs. Bolatito Shobowale.**



**Figure 6- 6: LAMATA team with Community leaders- Chairman Ayobo LCDA, Kabieyesi Olu of Ipaja, Regent Imam, Elder Joseph Olukede, Hon.Bamidele Ojo and Divisional Police Officers after discussions on acquisition of the proposed terminal area (Option B).**



Figure 6- 7: LAMATA team with the community leaders during an enlarged stakeholders meeting on the 15<sup>th</sup> of August, 2023.



Figure 6- 8: Showing a section of project affected persons from the proposed location for the bus terminal Option B.



**Figure 6-9: Showing the Meeting held to disclose the entitlement matrix to PAPs.**

## **6.4 Public Disclosure of RAP**

### **6.4.1 Benefits of Public Disclosure**

Disclosure of relevant project information helps stakeholders understand the risks, impacts and opportunities of the project. The following information will be disclosed to individuals and groups affected by impacts from the project:

- The purpose, nature, and scale of the project.
- The duration of proposed project activities.
- Any risks to and potential impacts about worker's health and safety, public health and safety and other social impacts on the communities, and proposed mitigation plans.
- Compensation rates and Budget for the project.
- The Grievance Redress Mechanism.
- The envisaged consultation process and opportunities and ways in which the public can participate.
- Time/venue of any envisaged public meetings, and the process by which meetings are notified, summarized, and reported. This will be supplemented with meetings/workshops for public presentation of the reports.

### **6.4.2 Methods of Disclosure:**

Project Affected Persons (PAPs), other stakeholders and members of the public are entitled to information about the project. According to Federal Ministry of Environment (FMEnv) regulations and pursuant to the EIA Act of 1992.

- There shall be information disclosure through the national daily newspaper, the ESIA & RAP documents will be available at the Federal/Lagos Ministry of Environment, Ojo and Alimosho LGAs, LAMATA office and website.



- The Information for the announcement will be disclosed in the local language(s) and in a manner that is accessible and culturally appropriate, considering any vulnerable people (for example ethnic groups or displaced persons).
- An information desk will be established at LAMATA and onsite project areas along the QBC Corridor, where stakeholders can access information and ask any questions or concerns, they may have, or lodge complaints/grievances.

### 6.4.3 Public Disclosure of Draft RAP Report

The Public disclosure of this RAP report will take place for 21 working days in designated locations. The first day of disclosure is subject to the finalization of the RAP and no objection from the IFC and the approval from the FMEnv. The public disclosure plan is given in Table 6.4.

S. No.	Action	Remark
1.	Disclosure of Resettlement Action Plan (RAP), commence the implementation of the RAP, consultation and negotiations. Draft Entitlement Matrix and list of PAPs	Display of the list of affected persons will be done in the immediate project area for a 5–7-day period. The entitlement matrix has been disclosed generally to PAPs prior to the commencement of the RAP implementation activities.
2.	Disclosure in two (2) national newspapers	LAMATA will announce the display locations for the 21-day mandatory disclosure period for the RAP as required by the Nigeria EIA public notice and review procedure.
3.	Disclosure in one (1) local newspaper	
4.	Disclosure at the Local Government Office and the project community	The final RAP will also be displayed at Alimosho and Ayobo LGAs for comments and feedback.
5.	Disclosure at the Ministry of Environment and Water Resources; and Lagos Bureau of Lands	LAMATA will display the RAP report for the 21-day mandatory disclosure period at the Lagos State Ministry of Environment and Water Resources, and Lands Bureau as required by the Nigeria EIA public notice and review procedures.
6.	Disclosure at LAMATA office and website	LAMATA will display the RAP for the 21-day mandatory disclosure period at its office as required by the Nigeria EIA public notice and review procedures.

**Table 6- 4: Disclosure Plan for Resettlement Action Plan (RAP)**

#### 6.4.4 LAMATA Disclosure of Draft RAP Report

On the 25<sup>th</sup> of October, 2024, LAMATA disclosed the Draft RAP on its website on <https://www.lamata-ng.com/> for a period of 30 days. The dissemination of the compensation rates (see appendix 6) was done by bulk messages and calls to the project affected persons. On the 7<sup>th</sup> of November, 2024 the LAMATA team set out to physically inform the PAPs by sharing and explaining the compensation rates with them.

##### The Feedback from the disclosure site comments:

- Interest on how the project will create new job opportunities or business prospects for community.
- Requests for increase in compensation value.
- Suggestions on how to better include women and ensuring equal access to compensation, jobs, and benefits.
- Requests for regular updates, meetings, or community consultation as the project progresses.
- Concerns Over the timeline and Implementation there were questions about when specific project phases will happen and the duration of impacts (e.g., construction timelines).
- There were concerns that changes in the scope or timeline of the project may not be communicated.

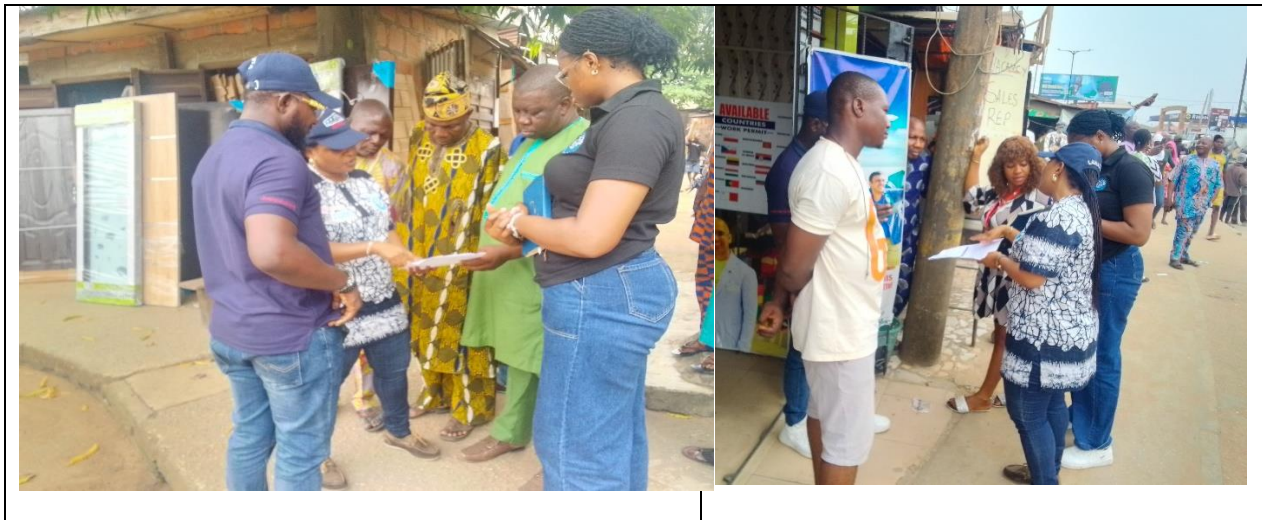




Figure 6-10: LAMATA team explaining the compensation rates to PAPs.



**Figure 6-11: The LAMATA team dropped a copy of the compensation rates to be disclosed at the Local Government Council Office.**

## 6.5 Grievance Redress Mechanism (GRM)

The GRM is a sub-section of the Stakeholders' engagement plan, it is a key part of the engagement process. It discusses how stakeholders will be informed and able to access the project's grievance mechanism. Grievance mechanisms will respond to project needs better if they are established early as a measure to preempt rather than react to escalation of tensions from the project community.

The impacts of the LSTMPP1 project may raise numerous grievances and complaints on the part of affected persons. Possible grievances can include:

- The exclusion of the PAPs/claimants from eligibility lists, non-availability of documentary evidence in support of their claims, disputes related to occupancy of business premises.
- Disputes concerning valuation of properties and other assets and inadequate compensation, delays in the payment of compensation.
- Complaints related to civil construction works such as problems associated with contract management and contractor performance, damages to public and private properties, lack of access to services such as water, electricity, sanitation and people's concerns over their personal safety.
- Inconveniences to the general public such as access difficulties, restrictions to public places, disturbances resulting from noise and dust, and issues related to labour influx such as conduct of laborer's, gender-based violence.



- On the other hand, relocation of PAPs may also lead to a range of issues such as non-availability of alternate business premises, difficulties related to reconstruction of business structures and restrictions imposed by regulatory authorities.

LAMATA will establish a project-based grievance redress mechanism (GRM), as defined in this report, which is easily accessible to the aggrieved parties, transparent and accountable in grievance handling, and responsive both in terms of efficiency and effectiveness in addressing the grievances reported by the affected parties while gaining the confidence of the complainants. Such a well-established and well-functioning GRM would be able to resolve the grievances locally and avoid lengthy court procedures which on the other hand could generate adverse implications on the timely implementation of the project together with reputational risks to key stakeholders.

## 6.6 Principles on Addressing Grievances

According to the IFC's Good Practice Note on addressing Grievances from Project-Affected Communities. There are 5 principles that would be adapted for this project.

### Principle 1. Proportionality

A mechanism that is scaled to risk and adverse impact, with specific processes of grievance-handling steps, as well as associated resources adequate to deal with the volume and type of grievances anticipated during the project implementation.

### Principle 2. Cultural Appropriateness

The project will take into account culturally appropriate ways of handling community concerns such as including significantly different groups within the affected community, including different ethnic or cultural group, understand cultural attributes, customs, and traditions that may influence or impede their ability to express their grievances, including differences in the roles and responsibilities of subgroups (especially women) and cultural sensitivities and taboos; and agree on the best way to access grievance mechanisms.

### Principle 3. Accessibility

The project will have a clear and easy-to-understand grievance process and mechanism that works; simple, convenient and culturally appropriate means for filing complaints– At no cost to the complainants.

### Principle 4. Transparency and Accountability to All Stakeholders

Institutionalizing a grievance system creates an expectation that the project will be responsive to the needs and concerns of the affected parties and the community.

### Principle 5. Appropriate Protection



It is important to have a mechanism free of retribution, which will consider potential dangers and risks to complainants and incorporate ways to prevent harm. These precautions include a clear policy of no retaliation, measures to ensure confidentiality and physical protection of complainants, safeguarding of personal data collected in relation to a complaint, and an option for complainants to submit anonymous grievances where necessary.

## 6.7 Cultural Attributes in Grievance Mechanisms

**Segregation of Roles and Responsibilities:** LAMATA is to take note of the different groups which may be political, religious, or social which give power and preferential treatment over others. Where institutionalized forms of segregation exist, LAMATA is to ensure equal access to grievance mechanisms by all subgroups to avoid the perception of bias.

### **Women's Access and Participation in the Grievance Process**

Established forms of gender segregation and defined roles and responsibilities may affect women's access to and use of a grievance mechanism. Women may also be inhibited or hindered from complaining about specific incidents (e.g., harassment, inequality in getting employment). In some communities, women may have lower literacy rates than men and be less familiar with formal processes. LAMATA should ensure consultation on design of the mechanism to provide for inclusion and participation of women, and that its implementation facilitates women's access. LAMATA may ensure that they staff female staff who are aware of and sensitive to the role of women in local communities. If third parties are involved in the implementation of the mechanism, their representatives should include women.

**Hierarchical Roles within Project Communities:** To ensure development of an appropriate mechanism, LAMATA is to discuss the objectives of a grievance mechanism with key community leaders and seek their support and input upfront. At the same time, determine whether community leaders represent the interests of all community groups, including disadvantaged and marginalized groups. If they do not, it is essential to make additional efforts to reach out to these groups.

When grievances are received, there are basic design elements of a Project-Level Grievance Mechanism which is replicated in Figure 6.6.

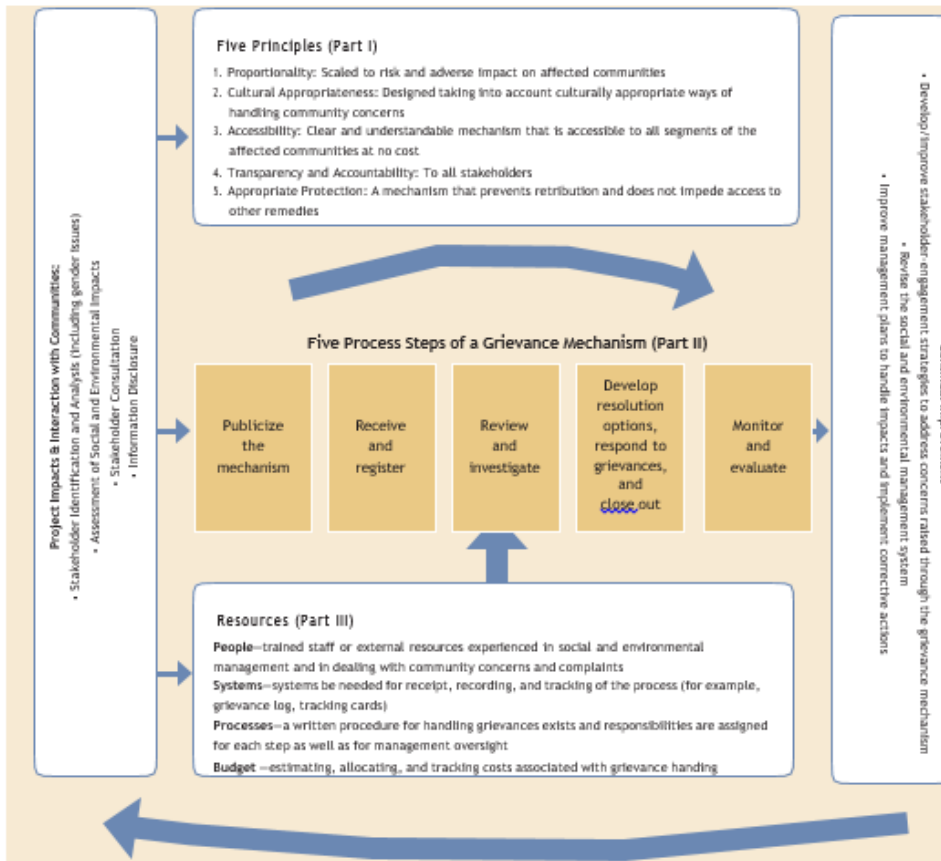


Figure 6- 9: Basic Design Elements of a Project-Level Grievance Mechanism

### 6.8 Steps for Grievance Management

- Step 1: Publicizing Grievance Management Procedures.
- Step 2: Receiving and Keeping Track of Grievances.
- Step 3: Reviewing and Investigating Grievances.
- Step 4: Developing Resolution Options and Preparing a Response.
- Step 5: Monitoring, Reporting, and Evaluating a Grievance Mechanism.

Step	Category	Activities
1	Reception and registration	<ul style="list-style-type: none"> <li>➤ PAP files complaints or grievances with regard to any aspect of the resettlement project verbally, in writing or through a representative in English or local language.</li> <li>➤ The PAP first instance where to complain is the “ward level”. If the ward cannot resolve the complaint, then the ward will bring it up to the local government. If the grievance can be solved at “local government level”, then it stops at that level. If the grievance is not resolved at the “local government level”, then it is escalated to the state level (LAMATA). If still unresolved, then a notification to</li> </ul>



Step	Category	Activities
		<p>the State Government (Ministry of Transport / Ministry of Land will be made.</p> <ul style="list-style-type: none"> <li>➤ Complaint recorded by LAMATA with the name of the griever, address and location information, the nature of the grievance and the resolution desired.</li> <li>➤ Grievance made acknowledged within 48 hours of receipt by an official authorized to receive grievances</li> </ul>
2	Resolution	<ul style="list-style-type: none"> <li>➤ All grievances referred to the appropriate party for resolution.</li> <li>➤ Resolution made within 15 days after receipt of grievance.</li> <li>➤ If additional information is needed, project management can authorize an additional 15 days for resolution.</li> <li>➤ Results of grievances disclosed to the griever in writing with an explanation of the basis of the decision.</li> <li>➤ The resolution of the grievances will be handled by the "Legal Secretary and Social Specialist" with the support of the Local Authorities.</li> </ul>
3	Appeals	<ul style="list-style-type: none"> <li>➤ Grievors dissatisfied with the response to their grievance may file an appeal.</li> <li>➤ In such cases, the responsible authority assembles "The LAMATA PMU (Project Coordinator" to hear cases including at least one disinterested party from outside the agency responsible for the resettlement project.</li> <li>➤ There will be no further redress available outside the resettlement project. In such cases, grievances would need to be pursued through the legal system.</li> </ul>
4	Monitoring	<ul style="list-style-type: none"> <li>➤ During project implementation and for at least 3 months following the conclusion of the project, monthly reports will be prepared by the scheme safeguards officer regarding the number and nature of grievances filed and made available to project management.</li> </ul>

**Table 6- 5:** Grievance Procedure Steps for LSTMPP

## 6.9 Management of Reported Grievances

The procedure for managing grievances should be as follows:

- a. Each person responsible at their own level (community, local government and LAMATA) should disseminate their phone number for SMS complaints.
- b. The LAMATA's safeguard officer/s will be the direct liaison with PAPs in collaboration with the local government representative to ensure objectivity in the grievance process.



- c. Where the affected person is unable to write, the scheme level safeguards officer will write the note on the aggrieved person's behalf and duly thumb printed by the complainant.
- d. Any informal grievances will also be documented.

If a grievance cannot be resolved using formal or informal avenues, the complainant may take recourse to the administrative and legal systems for satisfaction. This mechanism was used effectively in previous projects implemented by LAMATA (LUTP 1 & 2.). Before taking any legal action, the PAPs can also raise a grievance through IFC's Compliance Advisor Ombudsman (CAO) can be reached - CAO@worldbankgroup.org and the website is <https://www.cao-ombudsman.org/cases/file-a->



## **CHAPTER SEVEN: INSTITUTIONAL FRAMEWORK FOR IMPLEMENTATION OF RAP**

### **7.0 Institutional and Organization Responsibilities**

The Lagos State Metropolitan Area Transport Authority (LAMATA) will involve Federal and State Ministries, Department and Agencies (MDAs) as well as Local Government Authorities (LGA) and Local Council Development Areas (LCDAs) in which the project site is located. Institutions important to the RAP include:

- Lagos State Land Use and Allocation Committee (within Bureau of Lands)
- Lagos State Ministry of Physical Planning & Urban Development
- Local Government Authorities/Local Council Development Areas
- Lagos State Parks Administrator
- Community Interest Groups i.e. Obas and Community Leaders.

Other members important for the implementation of the Resettlement Action Plan are: Grievance Redress Committee, RAP Implementation Consultant Resettlement Steering/Implementation Committee, RAP implementation Monitoring and Evaluation Consultant and the Contractor.

The Contractor will manage any temporary impacts should they occur and LAMATA will oversee the management of any unexpected land use impacts during the construction process.

Implementation of the RAP requires cross-ministerial and cross-state coordination, collaboration, learning and teamwork in a highly systematic manner, with clearly defined roles and responsibilities. There are good institutional arrangements to ensure implementation of this RAP and its management. The roles and responsibilities of the participating parties in collaborative efforts are well outlined. Capacity gaps have been identified in each agency that will be involved in implementing this RAP; and capacity gaps filling measures have been considered and will be implemented. Also presented is the budget and cost for the RAP implementation in Chapter 9.

### **7.1 Organizational Arrangement – Roles and Responsibilities**

The implementation of the RAP shall require close collaboration among all the stakeholders. A properly constituted structure for administration of its implementation is imperative and agreement must be reached from the onset with the relevant parties. The roles and responsibilities of all the various stakeholders relevant in the development, implementation, and administration of the RAP and to an extent in the overall project management are outlined overleaf:



### A. Lagos State Metropolitan Area Transport Authority (LAMATA)

This RAP Implementation is primarily the responsibility of LAMATA with tasks delegated internally to specific units. Specific roles of the implementing units in LAMATA include:

- **Safeguards Unit** –The Safeguards Unit will work in collaboration with the Corporate Communication's Unit and shall collectively be responsible for the liaison with communities and local government . Recruit, and follow up with, a RAP implementation consultant and an external RAP Implementation monitoring consultant to implement all actions of the RAP.
- The safeguards unit will be responsible for the database. The consultants will submit vital information, concerning the progress of the RAP implementation at the various stages through the inception, interim, draft and final reports. These reports will be submitted to the IFC as and when required.
- The Unit is presently equipped with a four-member team who are capable of implementing this RAP, as they have done for other projects in the purview of LAMATA. A capacity building training session on RAP will be held for the RAP implementation committee.
- **Legal Unit** - oversee all legal functions including resolution of grievances. It also provides advice to the Resettlement implementation manager, social development specialist including verification of compensation and drafting of legal agreements with affected parties, local government authorities etc.
- **Finance Department** - Processes payments to the affected people and ensures proper accountability throughout the project life cycle.
- **Procurement Unit** – Engage a RAP implementation consultant.

### B. Lagos State Lands Bureau

This Department has the responsibility for the formulation of policies and implementation pursuant to the provisions of the Land Use Act, 1978 as amended under the 1990 Laws of the Federation of Federal Republic of Nigeria. It also has the primary responsibility for land management in the state. Part of its responsibility is to prepare the revocation and acquisition approvals from the Governor of Lagos State. In Section 51 (i) of the law, a development permit may be revoked, with notice this shall state the reason for the revocation. Part of the reasons could be overriding public interest pursuant to Sections 28 (2) (3) of the Land Use Act.

### C. Lagos State Ministry of Physical Planning and Urban Development

The Ministry of physical Planning is given the ministerial responsibility for initiation, formulation and implementation of policies and coordination of programs on all aspects of physical planning and urban development in Lagos State. In Section 51 (i) of the law, a development permit may be revoked, in partnership with the Lands Bureau.

### D. Local Government Authority



The constitution of the Federal Republic of Nigeria approved the creation of Local Government Councils in each of the 36 States of the federation. Local government councils were created by the federal government to carry out their functions as stated in the constitution. The local governments are directly involved in the allocation of bus terminus and markets. Since the local governments are directly involved in the allocation of bus terminus and markets, it is imperative that they are part of implementing this RAP. Therefore, the roles and responsibilities of the local authorities in this RAP shall not be limited to the following:

- Providing additional resettlement area if the designated locations are not adequate.
- Ensure that traders on setbacks and who have approved shops are requested to move back to their respective shops previously allocated to them by the local government.
- Liaise with LAMATA and participate in consultations with transport operators, and traders.

#### **E. Community Interest Groups**

- Coordinate community inputs to project planning, implementation, and monitoring,
- Participating in site monitoring.
- Mobilize Youth and Women's groups.
- Obas and Community Leaders

#### **F. Grievance Redress Committee (GRC)**

LAMATA will set up a Grievance Redress Committee (GRC) that will address any complaints related to land acquisitions and compensation. It must be ensured that composition of the GRC is gender balanced such that both men and women within the affected communities are considered.

The Committee will comprise of the following:

- LAMATA PMU
- Ward Level Officer
- Local Government Officer
- Local Community Members
- Women and youth representative(s) from affected communities,

The key responsibilities of the GRC are given below:

- Receive, assess and process and decide on complaints related to compensation assistance.
- Support PAPs in resolving issues.
- Record grievances and resolve them within a stipulated time.
  - Report to the aggrieved parties about the decisions regarding them.

#### **G. RAP Implementation Consultant**

- Review and update the PAPs database and RAP Implementation Schedule.
- Verification of the PAPs and their documents.



- Conduct a training programme for the RAP implementation field officers,
- Facilitate the signing of a compensation agreement between LAMATA and the PAPs.
- Technical assistance and training to PAPs on Compensation Payment handling.
- Assistance in Resettlement or Relocation of PAPs (if needed).
- Delivery of livelihood restoration measures.
- Community meetings /trainings on RAP findings and implementation process during discussions with PAPs.

#### **H. Lagos State Ministry of Women Affairs and Poverty Alleviation (WAPA)**

- Identification of needs and promotion of economic activities.
- Co-ordination of Poverty Alleviation Programmmes.
- They will supervise the women development centers in Ayobo and Iyana Ipaja.
- Vocational Training and Skill Acquisition for all categories of PAPs.

#### **I. RAP Implementation -Monitoring and Evaluation Consultant**

- Establish how the Resettlement Action Plans have been implemented.
- Assess overall compliance of the implementation of land acquisition and resettlement with Nigerian regulatory frameworks, IFC PS 5 and industry best practices.
- Review the progress of the Resettlement implementation against the RAPs initially identified.
- Interview a statistically representative cross-section of affected households (including, as relevant, women-headed households, informal or customary owners, non-owners, renters, both physically and economically displaced people, to:
  - Assess the extent to which the standards of living and livelihoods of displaced households are being (or have been) restored or enhanced;
  - Conduct a complementation survey by measuring whether households have been sufficiently and adequately informed and consulted;
- Gather project affected people (PAP) opinions on entitlement delivery and compensation payment.
- Submit Monthly Progress Report;
- Submit overall Monitoring and Evaluation Report for the RAP implementation.

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

- Receive compensation and move away from impact areas within the agreed timeline.
- Make themselves available during census and participation in implementation.
- Provide feedback on improving the quality of the RAP and suggesting solutions for its effective implementation, and
- Submit concerns through the right grievance redress channel.

○ .



## K. IFC

- Maintains an oversight role to ensure compliance with the safeguards policies, review and provide clearance and approval for the RAP.
- Conduct mission for supervision, if needed to monitor the progress
- Recommend additional measures for strengthening the management framework and implementation performance.

## L. Resettlement Steering/Implementation Committee

- A Resettlement Steering/Implementation Committee will be established by LAMATA to provide overall coordination and policy direction for the RAP implementation process.
- The Resettlement Steering/Implementation Committee shall have responsibility for:
  - Organizing meetings with all PAPs.
  - Providing necessary information to the PAPs about their compensation entitlement and the basis for the calculation.
  - Monitoring and ensuring implementation of the RAP efficiently.
  - General compliance with the project implementation plan, schedule, and effectively and efficiently implemented.
  - Providing any other necessary support for the successful implementation of the RAP
- The generic composition of the Resettlement Steering/Implementation Committee are given below:
  - LAMATA PMU
  - LAMATA's Safeguards Officer
  - LAMATA's Monitoring and Evaluation Officer
  - LAMATA's Engineers
  - RAP Implementation consultant

An overview of the resettlement activities and responsible parties is given in **Table 7-1**.

S/N	Activity	Responsible Party
1	Liaising with IFC	LAMATA
2	Coordination of Activities	LAMATA
3	Vetting of request for compulsory acquisition of land, Oversight of land expropriation and land issuance of titles to resettled PAPs.	Lagos State Ministry of Lands Bureau, Physical Planning and Urban Development
4	Vetting of request for Right of Way (Public Domain)	Ministry of Lands, Ministry of Physical Planning and Urban Development/Ministry of Environment
5	Notifications, Request for proof of eligibility, - Consultations, Valuation of Affected Assets.	RAP implementation Consultant, LAMATA
7	Disclosure of RAP	LAMATA
8	Internal Monitoring	LAMATA
9	External Monitoring	FMEEnv, LSMOE, IFC



S/N	Activity	Responsible Party
10	Establishment of Resettlement & Rehabilitation Committees	LAMATA, RAP implementation Consultant
11	Establishment of Grievance and dispute resolutions Committee	LAMATA, Lands Bureau and Ministry of Justice, RAP implementation Consultant
12	Procedures for dispute resolutions and actual dispute resolutions	Grievance and dispute resolutions Committee
13	Release of funds for payment and Compensation Payments	Ministry of Finance, Economic Planning and Budgeting /LAMATA
14	Disclosure of entitlement values, negotiations and agreements are signed. Processing for payments	LAMATA, RAP implementation consultant
15	Taking possession of site	LAMATA, MPP&UD, Contractor
16	Adherence to contractual clauses in procurement to contractors, promptly reporting of any conflict and disputes raised during construction and ensuring that all mitigation measures required from the contractor during construction are fully applied.	LAMATA, Contractor, RAP implementation consultant
17	Representation of SPMU/government for any law court redress cases	LAMATA, Lagos state Attorney General's Office/Ministry of Justice
18	Monitoring during RAP implementation and reporting on Progress.	RAP implementation Consultant, LAMATA to report to the IFC.
19	Preparation of Monitoring and Evaluation Reports include completion surveys of compensation delivery after the implementation of the RAP.	RAP implementation Monitoring and Evaluation Consultants

**Table 7- 1: Resettlement Activities and Responsible Parties**

## 7.2 Capacity Building and Training

Training and communication are essential for increasing the knowledge and understanding of the resettlement and land acquisition issues related to the project areas as well as on measures and the safeguard requirement to address them.

All the parties, which will be engaged during the RAP implementation should be briefed about the

- Baseline socio-economic conditions of the project areas.
- Social and resettlement issues and impacts.
- Project affected persons (PAPs) and other affected assets.
- Vulnerable groups in the project areas.
- Suggestion measures and recommendations.
- Compensations and entitlements.
- Livelihood/income restoration measures.
- Parties/Stakeholders involved and their roles and responsibility.



- Implementation arrangements.
- M&E and GRM process.

It is the responsibility of the RAP implementation consultants to conduct a training programme for the RAP implementation field officers which will give orientation about the project requirement as well as enhance their capacity for the implementation of RAP.

The capacity-building requirements for the RAP Implementation field officers are explained in Table 7.2.

S/N	Institution	Responsibilities	Capacity-Building Requirements
1.	RAP implementation Consultant	<ul style="list-style-type: none"> <li>• Supervise, facilitate and coordination among the all-Project entities and Stakeholders engaged in RAP Implementation</li> <li>• Constitution of Resettlement Steering/ Implementation Committee</li> <li>• Compensation payments to PAPs.</li> <li>• Resettlement or relocation of PAPs (if needed).</li> <li>• Grievance Management.</li> <li>• Monitors and evaluates the progress of RAP through review of the regular progress reporting by RAP Implementation Consultant.</li> <li>• Facilitate the arrangements post RAP monitoring and Evaluation.</li> <li>• Reviewing the external monitoring report.</li> </ul>	<p>Classroom or Workshop Training on various aspects of the RAP implementation Activities. It would focus on following:</p> <ul style="list-style-type: none"> <li>• Orientation training on the project, land acquisition area, resettlement impacts, and mitigation proposed for the project.</li> <li>• Orientation on applicable IFC's and National Standards for Land Acquisition and Resettlement.</li> <li>• List of Project affected persons (PAPs) and other affected assets.</li> <li>• Handling of grievances, complaints and other procedures under GRM.</li> <li>• Monitoring and Evaluation (M&amp;E) arrangements</li> </ul>

**Table 7- 2: Capacity-Building Requirements to RAP Implementation Field Officers.**



## CHAPTER EIGHT: IMPLEMENTATION SCHEDULE FOR RAP

### 8.0 Implementation Schedule

Before any project activity is implemented, PAPs will need to be compensated in accordance with this RAP and the resettlement policy framework that has been prepared for LSTMP1. The schedule for the implementation of activities must be agreed to between the Resettlement Committee and the PAPs. These include the target dates for start and completion of all compensations before civil works completion for the project.

The major component tasks for the RAP are outlined in **Table 8-1**.

Activities	2023							2024					Remark	
	J	J	A	S	O	N	D	J	F	M	A	M		J
Consultation/Community participation and Information to people affected, Cut-off date announcement, Census and Socio-economic Survey, Data Analysis and identification of impacts, Definition of assistance measures and Preparation of RAP)														Completed June-August 2023.
Disclosure of RAP					X	X								After no objection from the IFC and FMEV
RAP Implementation- Training of field staff, Re-validation of PAPs, Valuations survey, negotiations of entitlements and signature of agreements. Relocation/assistance- Compensation and/or Supplementary assistance.							X	X	X	X				Within 3-6 months after disclosure
Rehabilitation/Civil Works - Commencement of project operations.										X	X	X	X	Award of engagement
Listen to Grievances /Complaints and Address them						x	x	x	x	x	x	x	X	Throughout Project Lifecycle



Activities	2023							2024							Remark
	J	J	A	S	O	N	D	J	F	M	A	M	J		
Conduct Monitoring and Evaluation including Completion Surveys.						X	x	x	x	x	x	x	x	After RAP implementation Activities	

**Table 8- 1: Major Component Tasks and Schedule for the RAP Implementation**

The RAP will be disclosed by LAMATA after IFC No Objection by making copies available to its office, relevant Local Government Councils, the Lagos Ministry of Environment, and other stakeholders of the Lagos State Transport Sector. The Lagos State Government and LAMATA will also notify the Federal Ministry of Environment of the Public Disclosure to enable it to formally inform the general public through Advertisements in 2 National Newspapers popular in the locality as required by extant regulations.

### 8.1 Coordination with Civil Works

The resettlement program will be co-coordinated with the timing of civil works. The required co-ordination has contractual implications, and will be considered in procurement and bidding schedules, award of contracts, and release of cleared RoW sections to project contractors. The timing mechanism of this RAP ensures that no PAP is displaced (economically or physically) due to civil works activity before compensation is paid. The project will adhere to the following important principles in its implementation:

- No construction should be undertaken unless PAPs have received their resettlement entitlements in accordance with this RAP.
- Information sharing and consultation with PAPs will continue throughout the planning and implementation phase of the project, including the relocation and the restoration of livelihoods.
- A completion survey of the delivery of compensation and resettlement entitlements will be undertaken by the RAP implementation Monitoring and Evaluation Consultant. The schedule for the implementation of activities must be agreed to between the Resettlement Committee and the PAPs such as
  - target dates for start and completion of civil works, and
  - dates of possession of land that PAPs are using.



## CHAPTER NINE: RAP BUDGET

### 9.0 Introduction

For an efficient disbursement of compensation cost to the PAPs and RAP implementation, a detailed costing plan is required to be developed.

The resettlement budget has been planned to provide a more comprehensive understanding of the costs associated with the Involuntary Resettlement activities to be carried out under the proposed project.

### 9.1 Budget and Cost

#### 9.1.1 Budget and Cost Estimate

The RAP implementation budget is summarized in **Table 9-1**. This budget includes all the costs associated with all the RAP implementation activities and is based on the number of PAPs identified. The total budget is estimated as **₦1,720,267,401.60 (One Billion, Seven Hundred and twenty Million, Two Hundred and Sixty-Seven Thousand, Four Hundred and one Naira, Sixty Kobo)**.

The breakdown is presented below in Table 9-1

S/No	Item	Total (₦)	Responsible Party
1	Total Compensation payable to Project Affected Persons along the Iyana-Ipaja to Ayobo Corridor	1,525,328,200.00	LASG/LAMATA
2	Livelihood Restoration Plan-Special programme on Skills acquisition	24,444,000.00	
3	Supplementary Assistance to Vulnerable Persons	670,000.00	
4	Consultation Meetings with affected persons and Local Government Officials	2,887,256.00	
5	Grievance Management	1,050,000.00	
6	Capacity building/Institutional Strengthening	3,500,000.00	
7	Disclosure of ESS/RAP reports	4,000,000.00	
8	Logistics (this includes the cost of transportation for implementation, the cost of holding RIC meeting)	2,000,000.00	
	<b>Sum</b>	1,563,879,456.00	
	10% Contingency		
	<b>GRAND TOTAL</b>	<b>1,720,267,401.60</b>	

Table 9- 1: RAP Budget.



The budget and cost estimation should be reviewed after the finalized valuations are available and the actual inventory of affected persons and assets is conducted. The final budget might need to be revised during RAP implementation to check its compatibility with construction realities, prevailing inflation rates and local conditions. It is also understood that not all eventualities will be foreseen, thus a reasonable contingency has been included.

### **9.1.2 Source of Fund**

Resettlement costs, if any, to be funded by Lagos State Government and the mechanisms that will be established to ensure coordination of disbursements with the RAP and the project schedule.



## CHAPTER TEN: MONITORING AND EVALUATION

### 10.0 Introduction

Monitoring and evaluation are crucial for the success of any resettlement project as it accurately verifies the implementation of the Resettlement Plan. The monitoring will provide feedback to project management to keep the resettlement programme on schedule. This chapter describes the monitoring and evaluation procedures required to ensure the RAP objectives are met, in accordance with international and national good practice. It is designed as a participatory and inclusive process, in order to safeguard the Project, where Project Affected Persons have a full voice and process to air their views.

### 10.1 Monitoring and Evaluation Objectives

Regular monitoring and evaluation provide information on the impact and effectiveness of the RAP and enable adjustments to be made in a timely manner where required. The following are objectives for monitoring and evaluation of the RAP:

- To enable on-going improvement of the implementation process.
- To monitor milestone deliverables for the RAP deliverables.
- To verify that funds for RAP implementation are provided for by the Project proponents in a timely manner and in amounts sufficient for their purposes, and that such funds are utilized in accordance with the provisions of the RAP.
- To audit compliance of the RAP's implementation schedule and budget with the objectives of the RAP and to enable the Project to demonstrate that the resettlement process is being managed in line with the Project's objectives and desired outcomes with respect to Project stakeholders.
- To evaluate emergent, mid-term and long-term impacts of the Project on the welfare of Project Affected Persons.

### 10.2 Performance Indicators

Indicators need to be specific to the issue, easily measured, achievable, relevant and time bound, using relevant quantities which are suitable for trend analysis. The feedback from project affected persons and their representatives will be incorporated in various forums and discussion groups. Indicators that will be monitored related to performance are provided below. However, if during the project implementation some other indicators are found relevant, those shall be included.

Monitoring will be based on indicators of change on:

- timely delivery of compensation;
- speedy resolution of grievances;
- livelihood improvements;



- the baseline conditions of the affected parties before relocation as against their socio-economic status after the resettlement.
- Indicators will be in the form of:
- complete/not complete, present/not present, achieved/not achieved; and
- Improvement, the same, worse off.

### 10.3 Monitoring

#### 10.3.1 Monitoring Outcomes

Monitoring enables the following to be verified:

- Resettlement implementation/actions are implemented fully and on time in accordance with the RAP.
- Entitled persons receive their entitlements under the RAP.
- RAP programs and initiatives are achieving sustainable restoration and improvement in the welfare of Project Affected Persons, Households and Communities.
- Complaints and grievances are followed up with appropriate and timely corrective action.
- Changes in RAP procedures are made where necessary to improve delivery of entitlements to Project-Affected Persons.
- Vulnerable Persons are tracked and supported as necessary.

#### 10.3.2 Internal Monitoring

Working closely with the Monitoring and Evaluation Consultant, the social safeguard unit of LAMATA will perform periodic monitoring of all resettlement activities within the project and report at least quarterly on the:

- Implementation schedule
- Extent of community involvement during the compensation process
- Delivery and usage of any resettlement compensation
- Relocation of marketers and transporters, and their pre- and post-move
- Efficiency of resettlement agencies in fulfilling their obligations.

The report will provide a detailed explanation of resettlement progress, document the problems arising, as well as solutions devised during implementation. In addition, the report will present in tabular format comparisons on the estimated and actual extent compensation delivered, the number of structures demolished; the number of new built shops, market stalls and other required structures built; and all other matters that are pertinent for facilitating resettlement and project progress.



### 10.3.3 External Monitoring

For the resettlement, LAMATA will engage an independent firm or organization to coordinate bi-weekly assessments of resettlement progress. A single independent firm or organization will be appointed for all the subprojects. LAMATA will develop a detailed monitoring work plan from the terms of reference, based on the resettlement plan submitted to and approved by the IFC.

LAMATA will review and approve the questionnaires and inventory forms developed by the consultant, as well as the research methods, analytic techniques, and reporting formats. The aim of this independent monitoring is to provide verification of key concerns in resettlement, such as compliance with resettlement policies, implementation progress, the extent of effective consultation and participation of local populations, and the direction and extent of changes of income and livelihood among displaced persons. Careful attention to monitoring matters such as these will help ensure equitable benefits for every displaced person.

### 10.4 Completion Audit

A completion audit will be carried out upon the completion of the project. LAMATA will commission an external completion audit of the plan when all mitigation measures have been substantially completed. The completion audit will be undertaken by competent resettlement professionals, which will assess whether livelihoods and living standards have been improved or the efforts to restore the living standards of the affected population have been properly designed and executed. The findings of the audit will help in designing the corrective actions to meet the objectives, which have not yet been achieved.

An audit will be carried out at project operation phase to determine whether the efforts to restore the living standards of the affected population have been properly designed and executed. This completion audit will verify that all physical inputs earmarked in the RAP have been delivered and all services provided. The audit will also evaluate if the mitigation actions prescribed in the RAP have had the desired effect. The baseline conditions of the affected parties before the relocation will be used as a measure against their socio-economic status after the resettlement. To be effective, the completion audit will take place after all RAP activities have been completed including development initiatives, but before the completion of financial commitments to the programme. This will allow for flexibility to undertake any corrective action that the auditors may recommend before the project is completed. [08]



## CHAPTER ELEVEN: CONCLUSIONS AND RECOMMENDATIONS

### 11.0 Conclusions

The proposed work along Iyana Ipaja- Ayobo corridor will trigger land acquisition and resettlement impacts, there is a total of 38 Laybys along the corridor, and existing bus terminals at Iyana Ipaja and a new proposed terminal at Ayobo. The proposed infrastructure necessary for the Quality Bus Operations along this corridor would require removal of fences, shops, kiosks, and buildings. The total number of identified project-affected assets is 173 being used by 235 PAPs.

Project induced impacts to be envisaged during the implementation would be physical, economic displacement, business disturbance and loss of income for trading activities.

### 11.1 Recommendations

It is recommended that the Resettlement measures given in this report, be implemented by the RAP Implementation Consultant appointed by LAMATA. Verification of PAPs should be conducted by the RAP Implementation Consultant before the commencement of civil works. In case of any modification or changes in PAP claims found, then it should be noted and updated in the RAP database by the RAP Implementation Consultant. GRM should be implemented by the RAP Implementation Consultant under the supervision of LAMATA.

Budget as proposed in this report for the resettlement measures is the responsibility of LAMATA and the Lagos State Government. As per the World Bank ESS 5 and IFC PS 5's guidelines, no construction works shall be authorized to start unless all compensations have been paid to all affected people (APs) as per this final RAP. Any grievance associated with the claims and compensation payment should be handled and addressed to LAMATA.



## ANNEXURES

### **ANNEXURE 1: Minutes of Meeting from the Kick off and Scoping Workshop for the Resettlement Action Plan (RAP) for the Quality Bus Corridors Package 2 Project under the Proposed Lagos Strategic Transport Master Plan Project (LSTMPP) 1.**

The scoping workshop took place at LTV 8 Blue Roof Alausa on 28th of January, 2022 and commenced 11:00am prompt with representatives from Federal Ministry of Environment, AFD, LAMATA, Police force, Local governments, and relevant community members. The objective of the meeting was to introduce participants to the Lagos Strategic Transport Master Plan Project (LSTMPP 1) Quality Bus Corridors package 2 (Iju Ishaga-Abule Egba and Iyana Ipaja –Ayobo) as well as kick-off the scoping workshop a requirement for the Federal Ministry of Environment.

The programme was anchored by Mr. Kolawole Ojelabi -Head corporate communications, LAMATA who instructed all to sing the National Anthem after which the Dignitaries were invited to the high table. He coordinated the programme in both English and Yoruba.

A technical presentation was done by Engr. Akinola -Roads & Infrastructure Engineer LAMATA to give a background to the project and further explained the infrastructure to be provided to support the Quality Bus Corridors.

The Environmental and Social Consultants informed all, on the plans to collect bio-physical samples and socio-economic baseline information along the corridor. The cutoff date of 30<sup>th</sup> September, 2022 was communicated and the implication of the date was explained to all participants.

The Director Acquisition and compensation department of the lands bureau mentioned that due diligence will be carried out during the ESS studies, she also requested that participants support the state government on this laudable project.

The Local Government Chairman mentioned that LAMATA had communicated to him, their plans on redeveloping and improving the corridors. He gave his assurances to all on the local government's support and cooperation to the project.

At the end of all presentations, the moderator opened the floor for questions to be asked.




Questions	Responses
How soon will the consultants be on site to take our inventory?	The consultants will be available on the site towards the end of February to commence the baseline studies.
How will the project affect us along the Iyana Ipaja- Ayobo corridor?	Along the corridor, we have 38 laybys and a proposed bus terminal at Ayobo. Whilst the consultants are along the corridor, they will take inventory and engage the affected persons and assets at locations to be redeveloped or constructed for the bus laybys and terminal at Ayobo.
Are we going to be sent away from our place of business and residence?	The intention is not to evict people from their places of business or residence, from the approved design for this corridor, some affected persons will need to shift backwards away from the areas marked for construction of the laybys, hence a temporary disturbance to them. At the proposed area for the bus terminal, affected persons might be physically or economically displaced. Part of the measures to minimize these impacts will be developed and identified in the Resettlement Action Plan. It is important to state that affected persons will be compensated for any loss experienced.
What is the vulnerability criteria for this project? Will I be considered for any other assistance other than my compensation?	The Nigerian government and various organizations have their own specific criteria for assessing vulnerability for different programs and initiatives. We can all agree that the retirement age in Lagos state is from 60 years old and above, persons living below a dollar and large families. The project will take into consideration all PAPs in this category.

In her closing remarks, Engr. Augusta from Federal Ministry of Environment affirmed that she and her team were on site to check and confirm the project description and she assured the audience that all issues pertaining to Environmental, Physical or Economical displacement would be addressed, the ESIA-ESMP and RAPs will be implemented by LAMATA adequately.

The meeting came to a close at 2pm.



## ATTENDANCE SHEETS FOR STAKEHOLDER SCOPING WORKSHOPS HELD ON 27TH JANUARY, 2022


MOSAN OKUNOLA LCDA


DOCUMENT TYPE	ATTENDANCE SHEET
DOCUMENT NAME	LSTMPP1 SCOPING WORKSHOP FOR QUALITY BUS CORRIDOR PACKAGE 2 (IJU ISHAGA-ABULE EGBA, IYANA IPAJA – AYOBO)

S/N	NAME	ORGANISATION	PHONE NUMBER	E-MAIL	SIGN
16.	Alhaji Fajana T. A	Mosan Okunola LCDA	08028665990		
17.	Mrs. Funmiayo Terakun	" "	08035067359		
18.	Adeleboyi Oluksin	✓ ✓ ✓ ✓	08055468993		
19.	OMOGBEHIN OLUNFIOJI	✓ ✓ ✓ ✓	08122684735		
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Doc No.: LAMATA-CIP-ATT-001-ver1	Status: issued
Date Issued: 27th Jan. 2022	CONTROLLED
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DOCUMENT TYPE	ATTENDANCE SHEET
DOCUMENT NAME	LSTMPPI SCOPING WORKSHOP FOR QUALITY BUS CORRIDOR PACKAGE 2 (IJU ISHAGA-ABULE EGBA, IYANA IPAJA - AYOBO)

S/N	NAME	ORGANISATION	PHONE NUMBER	E-MAIL	SIGN
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40.	ISMAIL JOY	MOE & WR	01089186239	fujioladejo30@gmail.com	
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Government Agencies

DOCUMENT TYPE	ATTENDANCE SHEET
DOCUMENT NAME	ISTMPP1 SCOPING WORKSHOP FOR QUALITY BUS CORRIDOR PACKAGE 2 (IJU ISHAGA-ABULE EGBA, IYANA IPAJA - AYOBO)

S/N	NAME	ORGANISATION	PHONE NUMBER	E-MAIL	SIGN
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DOCUMENT TYPE	ATTENDANCE SHEET
DOCUMENT NAME	LSTMPP1 SCOPING WORKSHOP FOR QUALITY BUS CORRIDOR PACKAGE 2 (IJU ISHAGA-ABULE EGBA, IYANA IPAJA - AYOBO)

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DOCUMENT TYPE	ATTENDANCE SHEET
DOCUMENT NAME	LSTMPP1 SCOPING WORKSHOP FOR QUALITY BUS CORRIDOR PACKAGE 2 (IJU ISHAGA-ABULE EGBA, IYANA IPAJA - AYOBO)

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Date Issued: 27th Jan. 2022	Approved by: TA-CIP

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DOCUMENT TYPE: ATTENDANCE SHEET  
 DOCUMENT NAME: LSTMPPI SCOPING WORKSHOP FOR QUALITY BUS CORRIDOR PACKAGE 3 (IYANA IBA - IGANDO)

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DOCUMENT TYPE	ATTENDANCE SHEET
DOCUMENT NAME	LSTMPPI SCOPING WORKSHOP FOR QUALITY BUS CORRIDOR PACKAGE 3 (IYANA IBA - IGANDO)

S/N	NAME	ORGANISATION	PHONE NUMBER	E-MAIL	SIGN
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63.	Engr. Grace Feyjini	FMENV. Abuja	08038428382	gracefeyjini@yahoo.com	
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CONSULTANTS

DOCUMENT TYPE	ATTENDANCE SHEET
DOCUMENT NAME	LSTMPPT SCOPING WORKSHOP FOR QUALITY BUS CORRIDOR PACKAGE 3 (IYANA IBA - IGANDO)

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Doc No.: LAMATA-CIP-ATT-002-ver1      Status: issued  
 Date issued: 27th Jan. 2022      CONTROLLED      Approved by: TA-CIP



## **ANNEXURE 2: Minutes of Meeting between ESIA & RAP Consultants and CDA representatives of Ipaja/Ayobo Community.**

**Date: 7th February, 2022.**

**Venue: LCDA OFFICE**

**Meeting Type: Community Consultation                      Time:            14.00. P.M**

**Opening Prayer:** A short opening prayer was said by one of the elders of community to declare the meeting open.

Brief Introduction of the leaders of the community was done by the secretary of the community to acquaint the consultants with the leadership of the community,

The Importance of conducting an Environmental & Social Impact Assessment (ESIA) and the Resettlement Action Plan (RAP) before the commencement of any developmental project was explained to the community members.

The objective of the stakeholder's community consultation was

- To inform the LCDA about the Lagos State Government Plans through LAMATA on the upgrade and refurbishment of the 38 Laybys along the corridor, the construction of the bus terminal at Ayobo roundabout and overall tidy up of the corridor to ensure a seamless and smooth public transport operation for the community.
- That the enumeration exercise of affected persons will be carried out, and that the cut-off date for this project is the 30<sup>th</sup> of September, 2023 the cooperation of the local council development was sort.
- That the community leaders' disseminate information regarding the project brief to their constituents.
- To take note of any existing plans of the Local Council on redevelopment of infrastructure of any kind, in the community.

**Response from the community:** the community welcomed the ESIA & RAP consultants to their community, stating that they were aware of the project from the enlarged workshop and introduction of the Quality Bus Corridor Project held in January, 2022.

### **Question and Answer Session:**

The consultant on the socio-economics asked pertinent questions on the brief history and background of the community which was narrated by Elder. Joseph Olokede. General questions on availability and functional social infrastructure and needs was discussed during the meeting.

### **Concerns raised:**

- Is the government going to construct / create additional bus stop



- The community youth should be considered for Employment during the construction phase of the project.
- Adequate compensation should be paid to the affected people in the project area.
- The transport fare should be affordable to commuters.

**Reponses from the Consultant:**

On the issue of Compensation, affected property / land owners LAMATA will ensure the use of negotiated settlements, meeting the requirements of IFC Performance Standard 5.

- It was advised that people would need to cooperate with the ESIA / RAP enumerators, so as to collect relevant information on their properties.
- On the issue of employment, the contractor will be advised to employ both skilled and unskilled youths from the community.

The meeting came to a close 15.00pm with prayers offered by Alhaji Nuru Oyekangun.



**Attendance Sheets for Community-Level Consultation Meeting Held at Ayobo and Ipaja on 7<sup>th</sup> February, 2022.**

SOCIO – ECONOMICS STUDIES FOR THE QUALITY BUS CORRIDOR 2(IJU ISHAGA - ABULE EGBA, IYANA IPAJA - AYOBO)

**ATTENDANCE LIST**

NAME OF COMMUNITY: ..... AYOBO / IPAJA .....

LOCAL GOVERNMENT AREA: .....

DATE: ..... 7-02-2022 .....

S/NO	NAME	POSITION IN THE COMMUNITY	TELEPHONE NUMBER	SIGNATURE
1	Elder Joseph O. Olofin	Chairman	08056265740	
2	Mr Omogaye M. Dlawale	2nd Vice Chairman	08029323989	
3	Adebayo Tokunbo Jcn.	Secretary c.d.c	08033284197	
4	Tge Anaf O. J.P	Social Secretary	08028279889	
5	Akhai Nuru. Oyekangun	CDC Exco	08030905040	
6	Mrs Marian Kuforiji	CDC PRO	0803 080 6002	
7	Alh. Afolayan Sotariye	Ex officio	08023206268	
8	Femi Ogunniyi	CDC Asst. Sec.	08090721522	
9	Abiyi Eleyah	cde. Exco. Official	08029064606	

SOCIO – ECONOMICS STUDIES FOR THE QUALITY BUS CORRIDOR 2(IJU ISHAGA - ABULE EGBA, IYANA IPAJA - AYOBO)

10	Cokee Abiodun	Ex officio 2	08023288075	
11	Alh. Tunji Salami	Prin Sec	08023067438	



### **ANNEXURE 3: Stakeholders' Meeting with Community Leaders and Project Affected Persons.**

#### **Venue: Ayobo LCDA**

15<sup>th</sup> August, 2023

**Objective:** To discuss the acquisition of structures at the proposed Ayobo Terminal

The meeting was conveyed and hosted by the Executive Chairman of Ayobo, Mrs Bola Shobowale, the King of ipaja, the regent/chief imam. LAMATA & AEC team was led by Engr. Osa Konyeha Technical Adviser- Corporate and Investment Planning and Engr.Femi Fayombo Asst.Director Roads and Infrastructure Department (Attendance Sheet is annexed)

The meeting started at 12.20pm, with a prayer and introductions of all present.

**The Executive Chairman** gave a brief background, as to why the meeting was conveyed. She explained that, LAMATA contacted and informed the LCDA on its plans of the quality bus corridor project from Iyana Ipaja – Ayobo. To this end, land is required for the construction of the proposed bus terminal at Ayobo. She explained that two meetings have been conducted with the project affected persons, informing them of the Lagos State Government's Plans. The Consensus from both meetings was that PAPs wanted further clarity and enlightens on the compensation process and next steps for the project.

**Engr Osa TA-CIPD:** responded by thanking the Executive Chairman and the Community leaders, he emphasized that the proposed project will bring major development to the people of Ayobo and improve the public transportation system in the community, he also thanked them for their acceptance and cooperation thus far.

Key aspects of compensation discussed:

- Legitimate land owners and tenants will be compensated
- Receipts, survey drawings, c/o of structures will be required as entitlement to compensation.
- Enumeration and identification of assets- issuance of forms to PAPs
- Notification Letters to be issued by LAMATA
- Verification of PAPs
- Notification of Entitlement, Negotiations and signing of slips
- Collection of Compensation- Cheques will be issued
- Approved Revocation Letters from the Lands Bureau

Questions raised from the PAPs include:



- Will PAPs be compensated before or after the project?
- Is there compensation to the Omoniles''?
- What is the duration for construction activities?
- What's the duration for the compensation process?
- Does the project have allocation for the existing Public Transport operators such as motorcycles, 2 wheeled Tricycles, and buses?
- What is the time required for evacuation and removal after compensation has been paid?

LAMATA informed the house that the proposed bus terminal will provide space for the existing public transport operators hereby co-habiting/co-sharing. The duration for the compensation is usually between 4-8 weeks, all compensation payments are valued at full replacement cost and will be made before the construction of the bus terminal.

LAMATA will ensure the use of negotiated settlements, meeting the requirements of IFC Performance Standard 5.

The time required to evacuate after PAPs have received compensation will be agreed by all parties.

Resolutions and further explanations were given to the people to allay any fears and give them our assurances of the project's progress as everyone will be carried along.

### **Next steps:**

Engr. Fayombo informed the house that the consultant Advanced Engineering Consultants will need to take the survey of the site, drone photos and measurements for the preliminary studies of the area.

He asked that the community continue to give us their support and assistance whilst on site and thereafter.

The meeting came to a close with a prayer and ended at 2.45pm.



### Attendance Sheet for Meeting held 15<sup>th</sup> August, 2023



15<sup>th</sup> August, 2023



DOCUMENT TYPE	ATTENDANCE SHEET
DOCUMENT NAME	LSTMP1. Proposed Terminal at Ayobo: Meeting with Community Leaders and Project Affected Persons

S/N	NAME	ADDRESS	PHONE NUMBER	SIGNATURE
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2	Leader of the house A/I	Ayobo - Ipaja LCA		
3	APC Pany chairman A/I	Ayobo - Ipaja LCA		
4	Olu of Ipaja Kingdom			
5	Prince Atani (Ayobo)			
6	Olukede Joseph	CDC Ayobo Iyana	0805262246	
7	Imam Ibrahim Abiodun	Ayobo Palace	08029591004	
8	Apẹjẹ Lẹ Adigun	Ayobo - Ipaja	08030704970	
9	Femi Oluwalabi	C-AIC Oluwalabi Ayobo	02023999399	
10	Fisim Hassan	2 Okelgala Street Ayobo	02033914801	
11	Chief Siriy Ayeligho	Ayobo Garage	08035219316	
12	CHRISTOPHER SAMUEL	28 Oke Igba St. Ayobo	07063392792	
13	Chief Balogun Toluwalabi	A Shipa Ayobo	07068090280	
14	MR JOHN ANIBATO KORAN	I.B. Oke - Igba Ayobo	08065237399	

Doc No.: LAMATA-CIPD-ATT-001-ver1	Status: issued
Date Issued: 15 <sup>th</sup> August, 2023	Approved by: TACIPD



15<sup>th</sup> August, 2023



DOCUMENT TYPE	ATTENDANCE SHEET
DOCUMENT NAME	LSTMP1. Proposed Terminal at Ayobo: Meeting with Community Leaders and Project Affected Persons

S/N	NAME	ADDRESS	PHONE NUMBER	E-MAIL
15	Orakwe Emmanuel	2 Bandle, Ayobo	08035470282	emmanuelorakwe2@gmail.com
16	Pastor Daniel Fidi	3 Oke Iyana Ayobo	09163103163	
17	Chief Adesola	29 BALE STR AYOBO	08029205888	
18	Mrs Sikiru Buraimo	29 BALE STR AYOBO	08023808730	
19	Atise Saheed	1 Jorode str Ayobo	08131541111	
20	BALOGUN TOHEEN	2 OLOJODI STR AYOBO	09071096613	
21	DELUDDO	88 JEM ABIODUN	08139474110	
22	Jubril Jamij-A.	1 KIMILHO CRECENT AYOBO	07033639224	
23	Belagi Samuel	1, IYANA AYOBO	09093342842	Belagi.samuel80@gmail.com
24	Adediji Adeniji	JUTA MEDICAL DIAGNOSTICS	08061498560	
25	JABITU OJAIJO	OLALEYE AYOBO	08091153504	
26	OLALEYE TOYIN	NO 10 OLASILA ESAN IYABA	08031610941	
27	Sider Ogunrode	C/A C/OKE IYABA IYABA	08023379639	
28	Usman Lasisi	29 Bandle Street	07084747284	
29	Mrs OLALEYE I.O	Olojede road	08054659493	
30	Mr Israel Orakwe	2 Bandle road	08023938947	
31	Mr Ismaila Bello	HO3 Camp David Road	08022679001	
32	Hon. Danmusa Oladipo	Leader of the House	08181585901	



15<sup>th</sup> August, 2023



DOCUMENT TYPE	ATTENDANCE SHEET
DOCUMENT NAME	LSTMP1. Proposed Terminal at Ayobo: Meeting with Community Leaders and Project Affected Persons

S/N	NAME	ADDRESS	PHONE NUMBER	E-MAIL
33	OSA KONYEBA	LAMATA	08102494405	okonyeba@lamata-ng.com
34	FEMI FAYOMBO	LAMATA	08020951007	gfayambo@lamata-ng.com
35	Acc. Bashiru	AEC		
36	Ibinike Onahului	LAMATA	07055493501	ibinike@lamata-ng.com
37	Damilola Bamideye	AEC	08037430579	
38	Iy Onyewuchi	AEC		
39				
40				
41				
42				
43				
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## **ANNEXURE 4: Stakeholders' Meeting with Project Affected Persons on the Disclosure of Entitlement Matrix and Method of Calculation for Compensation.**

**Date: 28<sup>th</sup> November, 2023.**

**Location: Ayobo Local Council Development Authority**

**Time: 12noon**

### **Objective:**

The meeting was convened to discuss and disclose the entitlement matrix, method for calculating the compensation, support measures which will be provided to address displacement impacts. As well as gathering any concerns and feedback from the people.

**Introduction:** The Executive Chairman of Ayobo LCDA welcomed all participants to the meeting. She stated that as a follow up to the previous meetings held in August- October, 2023 for the construction of the proposed terminal. She thanked the members of the meeting for their corporation thus far especially during the enumeration and socio-economic surveys conducted at the location proposed for the bus terminal.

The LAMATA team also thanked the project affected persons for their corporation during the previous meetings and mentioned that the cut-off date for the RAP report has been extended to 30<sup>th</sup> December, 2023. Mrs. Iboronke Omorhirhi went on to explain further on the entitlement matrix prepared, in ensuring that the compensation/ entitlements issued during the RAP implementation meet the needs of the affected persons and is effective in restoring their living conditions.

### **Engagement and feedback**

The RAP consultant shared copies of the prepared entitlement matrix and explained each of the categories of entitlements to the people. It was reiterated that the Lagos State Government through LAMATA would pay compensation for land and structure at replacement cost rates. The PAPs were satisfied with this explanation as they are familiar with the valuation rates for this location and the promise by LAMATA to pay at replacement compensation values.



S/N	Questions raised	LAMATA's Response
1	What is the duration and time for the compensation to be issued?	LAMATA's team clarified that once a no objection is obtained from the IFC, the Lagos state Government will go ahead with implementation of the RAP. This should be completed within the 1 <sup>st</sup> or 2 <sup>nd</sup> Quarter of 2024.
2	How will issues raised from landowners and developers be addressed?	It is expected that issues concerning developers and landowners are addressed and have reached a consensus before the issuance of compensation. This is because LAMATA will attend to one party representative per structure/property.
3	Will the proposed construction for the bus terminal consider allocation of space for the yellow buses?	Yes. As discussed in the previous meeting, the proposed plan incorporates space for the existing transport operators in the community.
4	Can we go ahead with building new structures at the proposed location?	No. All enumeration of persons and assets have been completed. LAMATA does not expect any PAP to continue to expend monies on a new structure.

### Pictures taken during the meeting



Picture showing the distribution of the Entitlement Matrix sheets to Project affected persons.



Picture showing Project Affected Persons' attendance.

The Executive Chairman thanked the LAMATA team for the continuous support towards the community's development and updating them on the progress of the proposed construction. She also emphasized the need for continued engagement and collaboration which is mutually beneficial to all affected persons and community leaders involved in project.



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## Conclusion

It was concluded that the next steps include the full implementation of the RAP.

The meeting came to an end at 1.00pm.



## Attendance Sheet for the Stakeholders' Engagement Meeting

28<sup>th</sup> November, 2023

DOCUMENT TYPE	ATTENDANCE SHEET
DOCUMENT NAME	LSTMP1.IFC.QBC 2. Iyana Ipaja- Ayobo -Meeting with Project Affected Persons Disclosure of Entitlement Matrix

S/N	NAME	ADDRESS	PHONE NUMBER	SIGNATURE
1	ALHAJI M. O TONDEBAYO	74 ADAYASE ASIPA	08 036845236	M.BANK
2	Adebawale Egunyomi	2 Bale st megila	07069327434	[Signature]
3	DELE Ojo Oseyemi	2 Bale st	08139479401	[Signature]
4	SAHEED LATEEF.O	2 Olojede str	08020994500	Sal
5	CHRISTOPHER SAMUEL	26 OLOJEDE Str	07063392792	[Signature]
6	OLALEYE ISIWATI	2 OLOJEDE st.	08054682493	[Signature]
7	OLALEYE TOYIN	2 OLOJEDE st	08034610941	[Signature]
8.	AP. ISHOLA KIMI	1, KIMISHEC	08026661636	S. O
9.	TAFIKI ASIMI	5 Olojede	08027203718	TAFI
10.	HOW FEMI DWOLARI	24 BARRISTERS	08023999399	[Signature]
11.	USMANO LASSI	29, BARRISTERS	07084747284	[Signature]
12.	MR OMOGBEMI YOMI	26 Bale st	08035848678	MO
13.	MRS Sakirat Amosin	5, Egunyomimi st	09009336984	[Signature]
14	Mh Fasilat ASIWAJU	← street	08026102975	[Signature]



28<sup>th</sup> November, 2023



DOCUMENT TYPE	<b>ATTENDANCE SHEET</b>
DOCUMENT NAME	<b>LSTMP1.IFC.QBC 2. Iyana Ipaja- Ayobo -Meeting with Project Affected Persons Disclosure of Entitlement Matrix</b>

S/N	NAME	ADDRESS	PHONE NUMBER	SIGNATURE
15	PRINCE ALANI RAIMI AFOSHO	29, BALE STREET, AYBO	08134311891	<i>[Signature]</i>
16	IMAM-IBRAHIM-ADELE-Oba Ayoba	5, Adekanye Ayoba	08029591104	<i>[Signature]</i>
17	Chibunor Goutuone	NO 2 Bale RD	08035470282	<i>[Signature]</i>
18	SIATA ISAMUWA	1 Bale Street	08033214305	<i>[Signature]</i>
19	Adeleji R. Adenig, ALIMI	JUTA Ventures	08061498560	<i>[Signature]</i>
20	ALIMI	Leskumun	081703575097	<i>[Signature]</i>
21	ODIMAKA VICTORIA	JUTA VENTURES	08097709428	<i>[Signature]</i>
22	Samuel Omidiran	JUTA VENTURES	08036128559	<i>[Signature]</i>
23	AGBAJE L. ABIODUN	BLUES REF Camp	08030704976	<i>[Signature]</i>
24				



## **ANNEXURE 5: Minutes of Meeting for the IFC Mission**

**SUBJECT:** LSTMPP1.QBC.IFC-SITE VISIT AND RAP VALIDATION

**DATE:** 2<sup>nd</sup> and 3<sup>rd</sup>, October 2024

**VENUE:** Site & Boardroom (LAMATA)

**TIME:** 9:00 am

### **In Attendance:**

- |                           |                  |
|---------------------------|------------------|
| 1) Emily Nunn             | (IFC)            |
| 2) Elizabeth Ndinya       | (IFC)            |
| 3) Engr Osho Babatunde    | (GIEC)           |
| 4) Tomilola Aminu         | (GIEC)           |
| 5) Engr Kingsley Bello    | (LAMATA)         |
| 6) Mrs Ibironke Omorhirhi | (LAMATA)         |
| 7) Engr Olaniyan Olalekan | (LAMATA)         |
| 8) Mrs Osikalu Toyin      | (LAMATA)         |
| 9) Mr Odusoga Olayiwola   | (LAMATA)         |
| 10) Mr Ayodipupo Quadri   | (LAMATA)         |
| 11) Emmanuel Micheal      | (LAMATA)         |
| 12) Adererele Shemilore   | (LAMATA) ON NOTE |

### **Objective-**

To validate the RAPs prepared for QBC1 and QBC2, the purpose of the meetings with Project-Affected Persons (PAP) was to confirm that the consultation and survey process carried out by LAMATA and its consultants were accurately documented in the RAP, that PAPs are aware of the entitlements defined in the RAP, and that PAPs have an understanding of next steps in the RAP implementation process.

### **Discussions:**

We arrived Anthony at 9:30am on 2<sup>nd</sup> of October 2024 and met with the affected property owners/users and the IFC asked a few question such as: When was the first time of hearing about the project?

- When did you hear about the project?
- Were you surveyed during the enumerations?
- Are you aware of any other support the Lagos State Government is offering asides compensation?
- Do you have any idea about compensation amount?



1. During the course of the meetings with PAPs, it became clear that the survey process carried out by LAMATA's consultant to identify PAPs and record the details of their affected assets is incomplete. At almost every meeting with PAPs, one or more of the PAPs present reported not to have been surveyed. Based on PAPs' comments, it also seems probable that in some instances surveys were carried out with the tenants of affected structures but not the owners of the buildings, or vice versa. While the RAPs commit to a "revalidation" of survey data as part of the implementation phase.
2. PAPs are aware that they are entitled to financial compensation for affected assets, but no actual compensation rates have been shared with PAPs. LAMATA's team explained to IFC that this is because PAPs are not interested in knowing the rates, they only want to know the specific amount of compensation they will receive. Further, the LAMATA team informed IFC that the rates indicated in the RAPs will need to be adjusted for inflation before compensation agreements are signed with PAP, meaning they are not the final rates and LAMATA did not want to share them with PAP until they are finalized. During the October 2 and 3 meetings, PAP were also unaware of the additional support measures they could be entitled to, such as livelihood restoration support and vulnerable persons support.

### **Next Steps:**

- A. The revalidation of survey data will include identifying and surveying any PAP who were missed in the original survey process. This will be completed as the first step in the RAP implementation phase. LAMATA will ensure the contingency in the RAP budget is adequate to cover the costs associated with the identification and compensation/support of additional PAP.
- B. LAMATA will publish the entitlement matrix from the RAPs on its website. LAMATA will communicate with key stakeholders and PAPs by phone/WhatsApp to alert them to the availability of this information online and encourage them to inform other PAPs to review it. LAMATA will confirm with its legal team whether or not it should include a caveat when posting the entitlement matrix that explains the rates will be adjusted for inflation before they are finalized and compensation agreements are signed with PAP.
- C. Along with the publication of the entitlement matrix on LAMATA's website, LAMATA will also post the contact information for its existing grievance mechanism and clearly explain on its website that PAP or other stakeholders can raise



questions or comments related to the resettlement process through that mechanism.

The Meeting closed at the LAMATA Board Room at 4.15 pm on the 3<sup>rd</sup> of October, 2024.



**Picture with the IFC team during the RAP revalidation exercise at the Ayobo Local Government Council Office.**



## ANNEXTURE 6: COMPENSATION RATES RECEIVED FROM THE CONSULTANT

**GLOBAL IMPACT**  
ENVIRONMENTAL CONSULTING LTD.

22<sup>nd</sup> October 2024.

Managing Director,  
Lagos Metropolitan Area Transport Authority,  
LAMATA Place, Km 15, Ikorodu Road, Ketu-C/Ojota,  
Cloverleaf Interchange, Ketu, Lagos,  
Nigeria.

**Attention: Engr. (Mrs.) Abimbola Akinajo,**

Dear Madam,

**COMPENSATION RATES FOR THE AFFECTED PERSONS/ PROPERTIES UNDER THE PROPOSED QUALITY BUS CORRIDOR PROJECTS**

In line with the International Finance Corporation (IFC) Performance Standard 5 and IFC's mission visit to LAMATA on the 4th of October 2024, wherein LAMATA must disclose the entitlement and compensation rates for affected persons, Below are the compensation rates for the proposed Quality Bus Corridors to be financed by the IFC.

In case of any queries, project-affected Persons or other Stakeholders can raise questions or comments related to the resettlement process on 09099526282.

**A. COMPENSATION RATES FOR THE PROPOSED QBC IYANA-IPAJA - AYOBO.**

Categories of PAs and assets	Type of loss	Compensation Rate(Naira)
Owner of Bungalow Shops	Loss of Land and Structure	3,500,000-5,000,000
Tenants/ Traders of Bungalow Shops	Loss of income and rental fee	100,000-150,000
Employees of traders with shops	Loss of income	25,000- 30,000
Owners of Containers	Loss of income and trading space	20,000-40,000
Owners of Kiosks and Sheds	Loss of income and trading space	20,000-40,000

Plot 14, Alhaji Afolabi Osho Street,  
Isheri North Residential Scheme GRA,  
Off Chonnai's Avenue, 1  
OPEC, Lagos-Ibadan Expressway.  
08023148085, 08053521807  
global\_impact\_envicon@yahoo.com  
www.globalimpactenviconsulting.com

"Protecting the global environment"  
(Accredited Environmental, Engineering & Safety Consults)



Owners of Shop Extensions	Loss of space and materials	50,000-80,000
Metal and Wall Fences – Owners	Loss of Land space and structure	500,000-850,000
Owner Commercial structures at proposed terminal area	Loss of land and structure	30,000,000-45,000,000
Tenants of Commercial Structures at proposed Ayobo Terminal	Loss of income and rental fee	150,000-200,000
Owners of Residences at the proposed terminal area	Loss of Land and Structure	45,000,000-55,000,000
Tenants of residential structures at the proposed terminal area	Loss of shelter and rental fee	250,000-400,000
Tables and Umbrellas	Loss of income and space	17,000-25,000
Landowner/tenant- Open space used to display cars	Loss of access	240,000-250,000
Moving allowance	Transport Assistance	20,000 - 60,000

**B. COMPENSATION RATE FOR PROPOSED QBC PROJECT- ANTHONY-OSHODI-ONIPANU AND OJUELEGBA-IDIARABA-ILASAMAJA,**

Categories of PAPs and assets	Type of loss	Compensation rate (Naira)
Owner of Shops	Loss of Land, Structure	500,000 -1,600,000
Tenants Traders of Shops	Loss of business location and income	195,000 - 240,000
Employees of traders with shops	Inconvenience allowance	20,000 - 30,000
Traders of Kiosks	Loss of income and business location	65,000 - 80,000
Traders of Sheds	Loss of income and business location	50,000 - 80,000
Owner of shop extensions	Temporary Loss of Structure	70,000 - 100,000
Owners of Fences	Loss of Structure	1,000,000 - 1,500,000
Owners of Tables and Umbrellas	Loss of Land, Structure	40,000 - 60,000

*(Handwritten signature)*



Occupier of open Spaces	Loss of shelter/accommodation	20,000 - 50,000
Owner of Petrol Station at proposed Terminal area	Economic Displacement	50,000,000 - 105,000,000
Owner of Public Toilet	Temporary loss of access to business space due to construction works	250,000 - 300,000
Anthony Taxi Park Transport Association	Temporary business disturbance	200,000 - 350,000
Moving Allowance	Additional Allowance	35,000 - 55,000
Owner of Wheelbarrows	Temporary loss of access to business space	5,000

**'CAVEAT'**

While we strive to provide compensation rates that reflect market standards, please be aware that rates are based on intrusive measurements, asset structure, and project location. Compensation rates may be adjusted during the RAP implementation based on the revalidation of the PAPs and the affected structure. The rates presented are therefore during the RAP implementation subject to change during the implementation.

For: Global Impact Environmental Consulting Limited



Engr. Babatunde Y. Osho, Ph.D., MNES  
Managing Consultant/ CEO



SOS  
Kindly track  
23/10/24

TA-OPD/TA-RSS  
Pls track  
23/10/24

"Protecting the nation's environment"

10, Gbendin Ninuola Idowu Street, Magodo Brook Estate, Off CMD Road. Tel: 08023148085; 08053521807  
info@globalimpactenvconsulting.com www.globalimpactenvconsulting.com

\*\*\*\*\*THE END\*\*\*\*\*