

KENYA

ABBREVIATED
RESETTLEMENT ACTION PLAN
Sub-Project
Late Turkana Wind Power



Rehabilitation Infrastructure Development
Existing Minor Roads for Site Access
Marsabit District
December 2012

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List of Acronyms

AIDS	Acquired Immune Deficiency Syndrome
AfDB	African Development Bank
A-RAP	Abbreviated Resettlement Action Plan
CEP	Community Engagement Plan
CLO	Community Liaison Officer
EHS&S	Environmental, Health, Safety and Sustainability
ESIA	Environmental Social Impact Assessment
EURO	Monetary Unit of selected European Countries
HGV	Heavy Goods Vehicles
HIV	Human Immunodeficiency Virus
HV	High Voltage
km	Kilometre
KETRACO	Kenya Electricity Transmission Company
KES	Kenya Shillings
kV	Kilovolt
LCPDP	Least Cost Power Development Plan
LTWP	Lake Turkana Wind Power
MW	Megawatt
NEMA	National Environment Management Authority
NGO	Non-Governmental Organisations
PAPs	Project Affected Persons
RAP	Resettlement Action Plan
RPF	Resettlement Policy Framework
RWG	Resettlement Working Group
SPV	Special Purpose Vehicles
WB	World Bank

Preface

The Lake Turkana Wind Project (LTWP), an electrical infrastructures project, located in northern Kenya adjacent to the southeast shores of the lake in the Marsabit district herein referred to as “the Project” comprises of two components: construction of a 300 MW wind farm and rehabilitation of 200km of existing minor urban roads. The road rehabilitation is the subject of this Abbreviated Resettlement Action Plan (A-RAP) herein referred to as “Sub-project”.

Project Background

The Project location is particularly favourable for generating electricity from wind turbines as it situated within the “Turkana Wind Corridor” where subtropical wind jet streams pass between Mount Kulal to the north and Mount Nyiru to the south of the wind-farm site. These subtropical wind jet streams, originating in the Indian Ocean, aided by the high and low temperature climatic conditions between the mountains and the Lake produce a natural venturi effect, accelerating the winds across the wind-farm site at low (~50m) atmosphere levels, creating strong, predictable and ideal wind conditions for electrical power generation from wind turbines.

The Project, forms part of Kenyan’s energy sector, Least Cost Power Development Plan (LCPDP), and diversification towards clean technologies; comprising of 365 wind turbines, associated overhead medium 33,000 voltage (33kV) collection system and a high voltage (HV) substation as well as a network of access roads in and around the site for construction, operations and maintenance. Export of the electrical power will be via a high voltage 400kV transmission line, an ‘associate’ facility, to be constructed and operated by KETRACO, a Kenyan parastatal with the remit for developing all HV transmission lines and substations of 132kV and above.

Transport Route

The major equipment will be brought into Kenya via the deep water port of Mombasa where they will be offloaded onto special purpose vehicles (SPV) and transported to site, a distance of 1,200km, see figure below that depicts an overview of the transportation route from Mombasa to wind-farm site at Loiyangalani. The transport route can be broken down into two sections. Section 1, Mombasa, Nairobi and Laisamis a distance of 1,000km are designated ‘A-Class’ roads and are of bitumen construction. Section 2, herein referred to as the Sub-project/ access route, from the turnoff at Laisamis to the wind-farm site, a distance of 200km, the roads are designated ‘ B and C-Class ’ roads and are a mixture of gravel and murram. These roads are in poor condition and unsuitable to carry the long and heavy SPV’s that will transport the equipment to site.

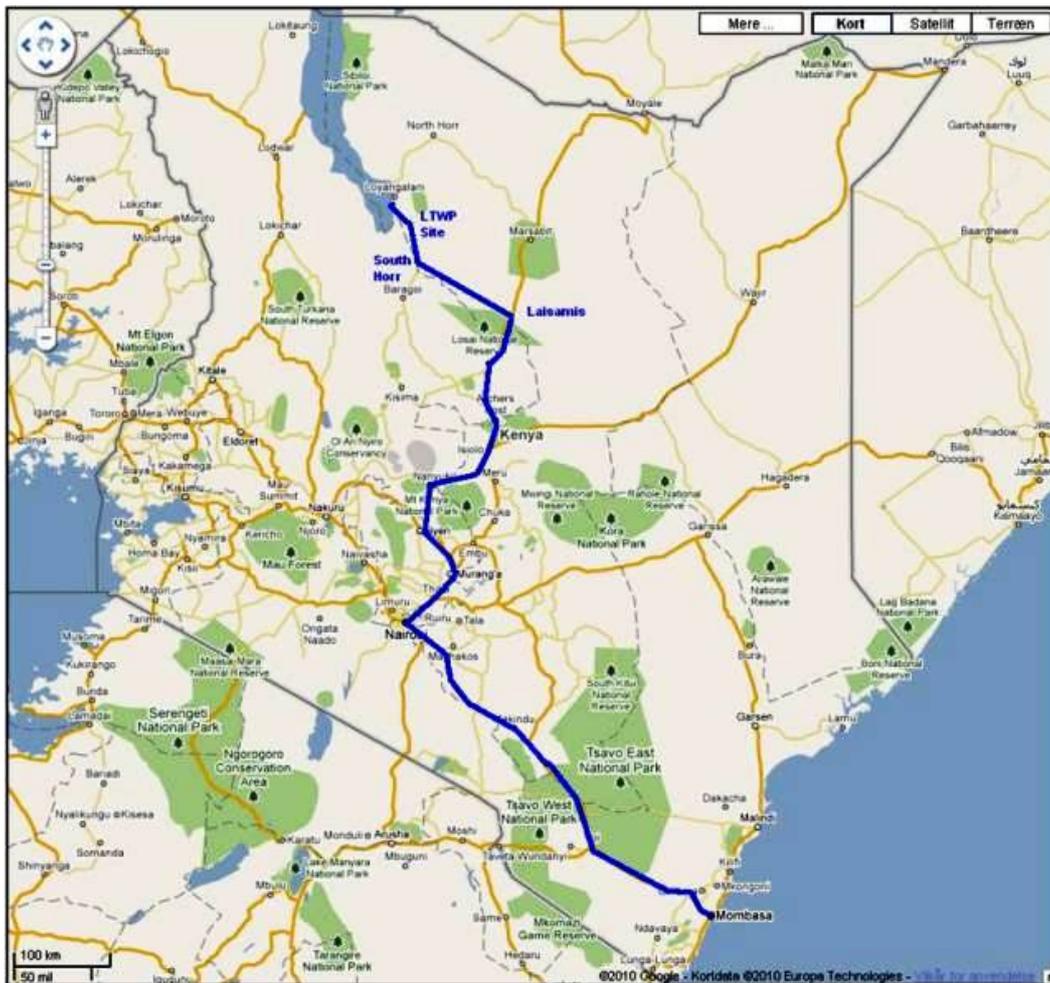


Figure 1: Transportation Route

Statement of Concern

Following disclosure of the ESIA, the feedback from the stakeholder consultation process identified several villages that were concerned with the proposed alignment of the access route and subsequently requested LTWP to consider an alignment that would bypass their villages, namely Ngurunit, South Horr and Karungu. LTWP, taking on board the communities concerns, undertook additional studies that looked at the various alternatives available using existing roads and identified an alignment that bypassed these villages. The realignment passes through Laisamis, Lengima, Lekuchula, Namarei and Illaut villages.

In the villages of Namarei and Illaut informal Vendors and residential structures are located within the existing road reserve.

In order to ensure the safety of the people and Vendors utilising these premises, relocation of these structures needs to be undertaken. The figure below depicts the

optimum agreed route with the local communities, Vendors and PAPs that mitigate the above concern.

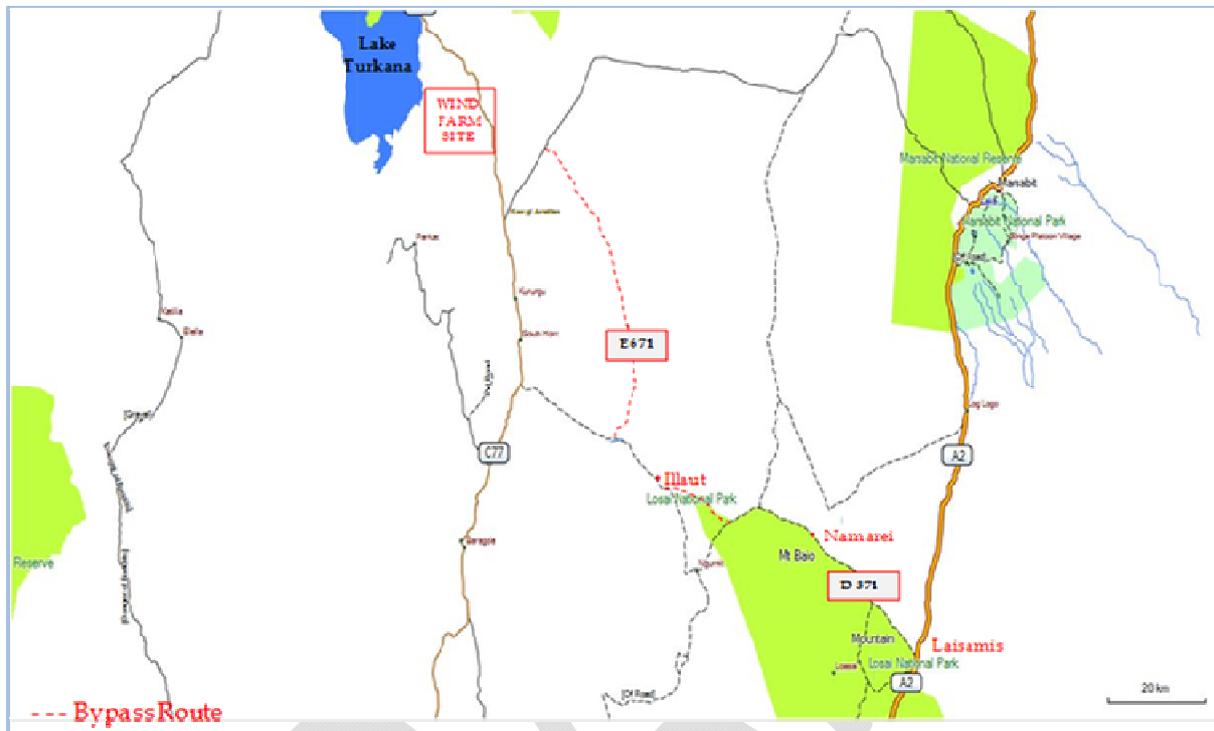


Figure 2: Access Final Bypass Route

This realignment and the Vendors/PAPs encroaching within the designated road reserve of Namareai and Illaut are the subject of this A-RAP.

A-RAP Statement of Objective

The objectives of this A-RAP are to maintain, if not improve upon the standards of living of all project affected persons (PAPs). The main adverse impact of this Sub-project is the relocation of the unauthorised Vendor and residential structures out of the existing road reserves.

This A-RAP identifies all PAPs (namely Vendors) and their structures within the road reserve at the cut-off date (March 21, 2012), provides an overview of their business profile, value of their assets and other sources of livelihood as well as assesses their socio-economic standing.

The A-RAP also clearly establishes the resettlement/ relocation provisions of the Sub-project including PAPs and Vendor's preferred relocation area, describes the compensation options to be offered and other relocation assistance to be provided, highlights the consultations measures undertaken, the potential impacts of the sub-

project upon the Vendors/ PAPs and establishes mechanisms for grievance redress. The responsible institution, budget, implementation schedule and its monitoring is also described.

Sub-project Statement of Responsibility

The A-RAP has been prepared in accordance with the guiding principles outlined in proponents Resettlement Policy Framework (RPF) produced in 2011 when certain aspects of the Project and Sub-project designs were still to be confirmed. The Project RPF has since been submitted along with the Environmental Social Impact Assessments (ESIA's) for wind-farm and road rehabilitation to both the African Development Bank (AfDB) and World Bank Group's (WB) public disclosure of information platforms.

The RPF and ESIA's were prepared by international and local consultants. This A-RAP has been prepared in compliance with the policies and principles for involuntary resettlement of AfDB and WB as well as the National Environmental Management Association (NEMA) environmental, social, health and safety guidelines, land tenure laws and regulations in Kenya.

The A-RAP form as opposed to a full RAP has been deemed the appropriate reporting format for this Sub-project given; the impact is of a temporary and minor nature, loss of assets or restriction of access to assets is diminutive compared to involuntary resettlement of a similar number of household.¹

In accordance with the above policies and guidelines this A-RAP has been prepared by the developer LTWP and Log Associates a Kenyan environmental consultancy.

LTWP has been consulting with and engaging with the various communities along the route, has a dedicated RAP team responsible for ensuring that compensation in the measures outlined in this report are delivered in a fair and equitable manner in accordance with the guiding principle outlined in its RPF, community engagement plan (CEP), the recommendation of the ESIA and in compliance with internationally recognised involuntary resettlement policies.

Log Associates were engaged by LTWP to undertake the valuation and enumeration of affected assets, Vendors/PAPs, and provide oversight to applicable Kenya Laws in relation to valuation and compensation. The consultant's report is attached as an Appendix to this report.

¹ As defined by World Bank Group and African Development Bank involuntary resettlement policies.

Executive Summary

The Lake Turkana Wind Project (LTWP), an electrical infrastructures project, located in northern Kenya adjacent to the southeast shores of the lake in the Marsabit district herein referred to as “the Project” comprises of two components: construction of a 300 MW wind farm and rehabilitation of 200km of existing minor urban roads. The road rehabilitation is the subject of this Abbreviated Resettlement Action Plan (A-RAP) herein referred to as “Sub-project”.

The realignment passes through Laisamis, Lengima, Lekuchula, Namarei and Illaut villages. In the villages of Namarei and Illaut informal Vendors and a residential structure are located within the existing road reserve. LTWP, taking on board the communities concerns, undertook additional studies that looked at the various alternatives available using existing roads. The surveys identified an alignment that bypassed Ngurunit; South Horr and Karungu villages were the communities had issues with the number of vehicles that would have to pass through their villages during construction.

As with most development projects, both positive and negative impact will be produced. The main adverse impact of this Sub-project is the relocation of the unauthorised Vendor and a residential structure out of the existing road reserves in the villages of Namarei and Illaut. Extracts from the ‘Bureau of Statistics: Kenya National Population Census, 2009’ indicate that Namarei has a population of 2,612 with 598 households and Illaut has a population of 2,645 with 638 households.

LTWP in collaboration with the affected Vendors/ PAPs, local administration and community elders agreed an equitable compensation and structure relocation plan to an area outside the road reserve.

Twenty (20) structures belonging to informal Vendors/ PAPs were identified as being within the road reserve that needs relocated. Of the (20) structures located in the road reserve, (17) are business structures, in Illaut the administration/ community store is affected as is the community store in Namarei and (1) residence/ cum cafe is affected.

In total, LTWP will relocate forty-six (46) structures. Normally under Kenya law and practices any structure located within the road reserve is an illegal structure and must be removed on giving of notice by the roads authority or local administration. Notice to vacate the road reserve is an oral request to the owner of the structure and by painting a red ‘X’ on the building, usually the door which signifies that it is an illegal structure. The notice informs the owner of the structure that he or she has thirty (#30) days in which to remove the structure from the road reserve, salvaging whatever materials possible otherwise the structure will be demolished.

In accordance with LTWPs RPF procedures only those structures located within the road reserve are eligible for compensation. The additional twenty-six (26) structures included in the (46) structures above are associated structures belonging to the Vendor/ PAPs such as residences, kitchens, sanitary facilities and stores and are not located in the road reserve. In discussions with the Vendor/PAPs LTWP, as an option/additional benefit, has agreed to compensate the Vendors/PAPs for the relocation of these associated structures in order to enable the Vendors/PAPs to collectively arrange all their structures in close proximity within the new location agreed jointly with the Chief/administration and the individual Vendor/PAP. The

benefit to be provided by LTWP is on a full replacement cost basis amount to **KES 2,373,766** which includes 15% disturbance allowance. This benefit provides additional asset security for the 'household' as the PAPs will be able to group their assets in a cultural manner and also enables the village structure layout to conform to administration requirements.

Following detailed discussions, with Vendors/ PAPs, and having full understanding of the issues, the compensation packages and benefits outlined below and detailed within this A-RAP were agreed.

A suitable relocation area has been identified for both the affected structures and the associated structures nearby, out of the road reserve and within the market place vendor plot matrix managed by the local administration; compensation packages developed in accordance with involuntary resettlement best practices, along with mitigation, benefits and assistance proposed for those Vendor's who require it as outlined below and throughout this report.

The Sub-project construction works is expected to take approximately 15 months. The estimated relocation schedule will take thirteen (13) weeks. Most of the affected structures are of temporary construction and relocated of these structures can be accomplished within this timeframe.

The budget for the relocation of the Vendors/ PAPs includes full replacement cost for assets, loss of income, and provision of assistance and disturbance allowance. The estimated budget is **KES 15,343,010** and this figure includes 10% contingency for unforeseen matters.

The relocation initiative will include the following:

- New plots/ relocation areas will be identified and location agreed with the village administration for each of the Vendors/ PAPs;
- Prompt payment of 70% of the total replacement value of individual Vendor/PAPs structures. The payment includes 15% disturbance allowance;
- Vendors/PAPs will have 90 days to vacate and relocate outside the road reserve to their individually agreed locations with the relevant administration authorities;
- The final 30% compensation for structures will be paid when the Vendor/PAP has vacated the area. This payment also includes 15% disturbance allowance.
- Loss of income will be paid to those vendors transacting. In accordance with the Consultant's recommendation each Vendor will receive (2) months loss of income due to disturbance/ relocation of their business asset. Loss of income budgeted amounts to **KES 1,388,000**;
- Payments will be made by bank transfer into the accounts of the Vendor/structure owners;
- Assistance to those Vendors/ PAPs that requests/ require assistance;
- LTWP RAP team will oversee the RAP implementation process;

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- *LTWP will undertake internal monitoring of the process and will report to third parties as per obligations such as NEMA and Lenders to the Project;*
 - *A grievance redress mechanism and procedure will be put in place by LTWP; and*
 - *Consider the community members for employment opportunities, where possible.*

Conclusions

Consultations: *Vendors/ PAPs will be consulted continuously about the relocation plan and implementation of the same prior to commencement of construction activities. Particular attention will be given to elderly and female Vendors/ PAPs and those that request assistance. Vendors/ PAPs will be enlightened on the legal restrictions that govern the process.*

RAP Implementation Budget: *LTWP will set aside a budget of KES 15.343 million for the implementation of A-RAP.*

Compensation: *The compensation package provided in this report is based on full replacement and relocation costs for all structures. Compensation for structures, where applicable, loss of income and disturbance allowance will be paid prior to commencement of works in accordance with a phased approach. Phase 1, seventy percent (70%) on signing of letters of offer/ agreements and Phase 2, the remaining thirty percent (30%) when structures are removed from the road reserve.*

Disturbance Allowance: *A sum equal to 15% of the full replacement value will be added to the costs of structures by way of compensation as disturbance allowance.*

Notice: *A minimum of three (3) months' notice will be given to the Vendors/ PAPs to enable them to salvage whatever materials possible from the assets affected. Where cash compensation is not the preferred option; LTWP will provide other methods of compensation such as assistance in relocating structures, salvaging materials, transportation and building of structures.*

Monitoring and Evaluation: *Monitoring and evaluation will be a continuous process. LTWP will be responsible for all aspects of internal monitoring. Six months to one year upon completion of the project, LTWP will conduct an independent assessment of the RAP process to evaluate and document lessons learnt.*

Grievance Redress Mechanism: *LTWP will establish its Resettlement Working Group (RWG) in order to deal with any grievances in a timely fashion.*

Community Expectations: *Vendors/ PAPs have intimated that LTWP should not delay the implementation process as they need to start preparing to relocate and make plans for their future and lengthy delays could impact their planning. Should the PAPs raise issues for the attention of the LTWP, the proponent confirmed that these issues will be taken seriously to minimise impacts, complaints, grievances and potential delays.*

1. INTRODUCTION

1.1. *Background to Sub-Project*

The LTWP Project has been in development for seven years and during this time extensive consultations and stakeholder meetings were and continue to be undertaken with the local communities, Non-Governmental Organisations (NGO'S) and government agencies during the initial screening of the Project and Sub-projects right through to disclosure of documents on the AfDB, WBG Infoshop platforms, NEMA, project proponent website and in the various community administration offices.

During the ESIA evaluation process, for the preferred road access route, three sensitive receptors/ localities were identified that would be significantly affected by the initial and preferred alignment. Following disclosure of The ESIA and subsequent consultation and feedback from the various stakeholders, the villages of Ngurunit, South Horr and Karungu where significant settlement exist; namely (7,000), (4,000) and (1,000) households respectively; the communities requested LTWP to developed a bypass plan avoiding these villages.

During 2010 and 2011 LTWP undertook extensive road surveying of alternative bypass routes avoiding these villages. A bypass realignment route using existing minor roads was identified in line with the above villages' wishes. Designs were submitted and agreed with Ministry of Transport and Roads and an addendum to the ESIA submitted and subsequently approved by NEMA. The final agreed realignment is illustrated in Figure 3 below.

1.2. *Sub-Project Overview and Scope of Works*

1.2.1. Logistic Overview

Equipment for the wind-farm will be imported at Mombasa deep seaport, located on Kenya's south eastern coastline, a distance of around 1,200km from the project site. From Mombasa port the equipment will traverse the existing road network along the (A109) a newly constructed (two and four lane) carriageway toward Nairobi from where the vehicles will bypass the city taking the outer ring, another newly constructed carriageway, around Nairobi and joining the Isiolo-Moyale (A2) road to Laisamis a distance of (1,000km). These roads are designated 'A-Class' tarmac road and capable of carrying the special purposes vehicles (SPVs) transporting the heavy and long equipment components to the wind-farm site.

From Laisamis to the Project site, a distance of 200km, the SPVs will encounter rural roads of class 'C & D' category, mainly of gravel and murram construction. In their current state these roads are unable to accommodate SPVs and heavy goods vehicles

(HGV) transporters without extensive rehabilitation works. Originally the route from the (A2) turnoff at Laisamis followed the (D371) through Ngurunit to the junction where it would have intersected with the (C77). From this junction vehicles would traverse in a northward direction along the (C77) through the villages of Lengima, Lekuchula, Namarei, Ngurunit, Illaut, South Horr and Karungu in order to access the Project site.

1.2.2. Agreed Realignment Route

The Sub-project and agreed realignment follows a similar route from Laisamis as detailed above using category 'C, D & E' roads but now bypassing Ngurunit, South Horr and Karungu villages by existing (D371) along the Paul Tearsdale old road in a northerly direction to Kargai Junction where it join the existing (E671). Vehicles will exist this junction in a south westward direction, joining the main (C77) to the wind-farm site as shown in Figure 3 below.

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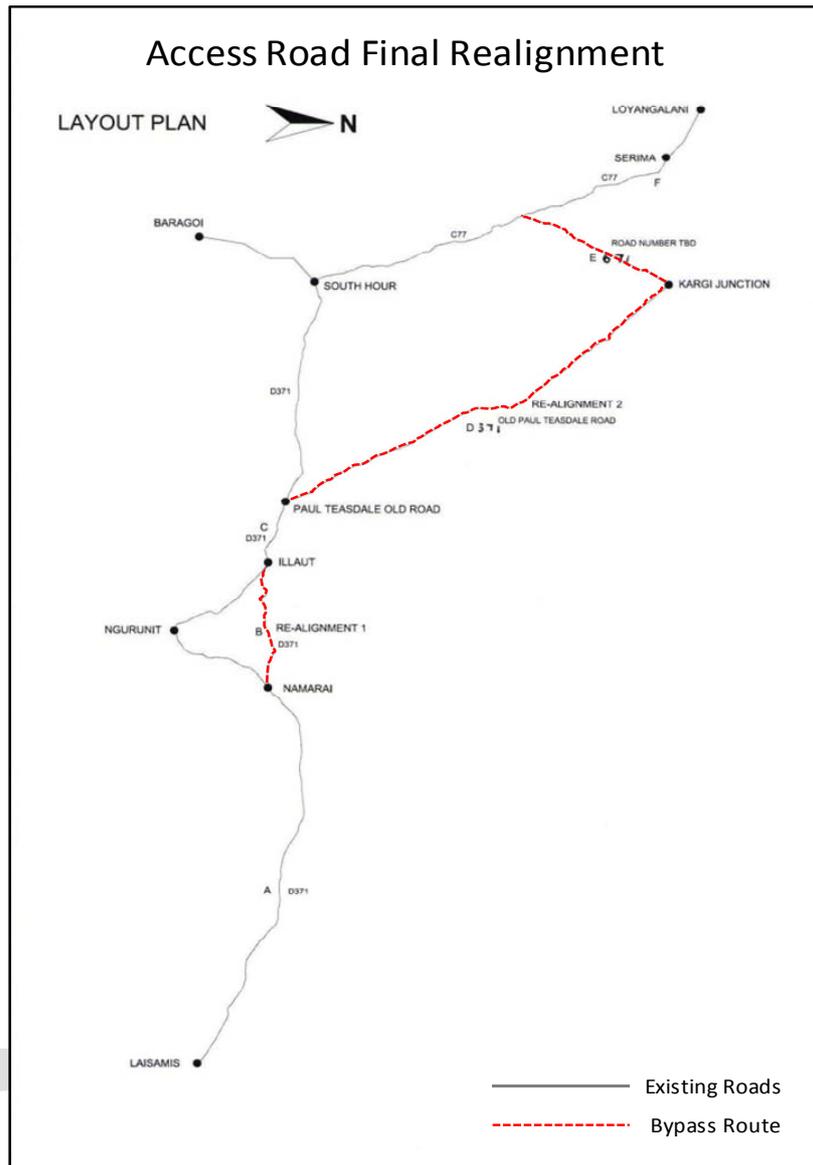


Figure 3: Depicts the Village Bypass Route

1.2.3. Justification for Realignment of Sub-project

From the detailed survey work undertaken these rural roads will require extensive rehabilitation works including; strengthening weak sections, realignment, levelling and grading, construction of culverts, sealing and water proofing as well as general repairs in order to accommodate the SPV and HGV transporters carrying equipment to site.

Following the rehabilitation works the existing rural road network will be restored to its original 16m cross section, consisting of 6m wide earth and hardcore gravel road with reserves of 5m on each side.

The final access route re-alignment significantly reduces the physical resettlement requirements that would have been necessary compared to the initially proposed route along the (D371) road.

The realignment in its final form, is away from the high impact residential areas of these villages and will undoubtedly prevent accidents, minimise construction impacts, transportation hazards and unnecessary misfortunes that may have occurred if the route had remained in its original alignment.

The revised and agreed realignment and associated rehabilitation works proposed will not only prevent further degeneration of the existing road surfaces but will improve the functional condition, it will provide better access and safety as well as prolong maintenance life cycle requirements. The plates below depict some of the road rehabilitation challenges faced due to the realignment.



Plate 1: Milgis flood plain



Plate 2: Culvert (900mm) blocked



Plate 3: Eroded Edge and Dislodged Gabion Mattress

2. POLICY AND LEGAL FRAMEWORK

The A-RAP was prepared according to the laws and regulations of the Government of Kenya and the World Bank Safeguard Policy (O.P 4.12) on involuntary resettlement, and other international best practices. The legal framework governing resettlement issues are discussed as follows:

2.1. *The Constitution of the Republic of Kenya*

The constitution of the Republic of Kenya is the main legal instrument that governs resettlement issues in the country. Section 40 of the Constitution recognises the rights of individuals to own or acquire property. The constitution provides for the protection of property from unlawful deprivation of ownership or limitation of enjoyment, unless deprivation is for among other reasons, public purpose or in the public interest and is carried out in accordance with the Constitution and any Act of Parliament that (i) requires prompt payment in full, of just compensation to the person; and (ii) allows any person who has an interest in, or right over, that property a right of access to a court of law.

2.2. *Environmental Management and Coordination Act, 1999*

This Act governs all issues related to environmental management in Kenya. It provides for the establishment of an appropriate legal and institutional framework of the management of the environment in the country, including the establishment of a National Environment Management Authority (NEMA), which became operational in July 2002. The Act makes environmental impact assessment mandatory for activities specified in its Second Schedule, including the rehabilitation of roads. The Environmental (Impact Assessment and Audit) Regulations, 2003, provide the basis for procedures for carrying out Environmental Impact Assessments (EIAs) and Environmental Audits.

2.3. *Land Act, 2012*

All issues relating to land are governed by the Land Act 2012. Land holdings between Laisamis to Loiyangalani falls the under the community land tenure system. Community land has the meaning assigned to it in Article 63 of the Constitution of the Republic of Kenya and includes all land lawfully held in trust by the County Councils.

2.4. *Way Leave Act, Cap 292 Laws of Kenya*

The Act gives the Government of Kenya the power to carry out any works through, over or under any lands whatsoever, provided it shall not interfere with any existing building or structure. However, where a month's notice has been given before carrying

out any such works with full description of the intended works and targeted place for inspection, any damages caused by the works would then be compensated to the owner as per section 6 (1) of the Act. The Act further provides that that any person whom without consent causes any building to be newly erected on a way leave, or causes hindrance along the way leave shall be guilty of an offence.

2.5. *Public Roads and Roads of Access, Cap 399 Laws of Kenya*

This Act provides for the dedication, conservation or alignment of public travel lines including construction of access roads adjacent to lands from the nearest part of a public road. It further provides for notices to be served to the adjacent property owners seeking permission to construct the respective roads.

2.6. *Valuers Act, Cap 532 Laws of Kenya*

This acts provides that valuation of assets to be possessed by any development project, shall be carried out by a registered valuer.

2.7. *Involuntary Resettlement Guidelines*

AfDB and WB polices on involuntary resettlement establishes guidelines for compensation of people affected by a project. Key principles and policy objectives of these policies are to:

- i. Minimise or avoid involuntary resettlement where feasible and to explore all viable alternative project designs in terms of reducing the number of affected persons
- ii. Conceive and implement resettlement activities as sustainable development programmes where affected people are provided with sufficient investment resources and opportunities to share in the project benefits
- iii. Assist affected people, where resettlement is necessary, in their efforts to improve their livelihood and living standard income earning capacity and production levels, or at least to restore in a manner that maintains suitability of resettlement programmes

3. Consultation and Community Engagement

Early in the Project development LTWP recognised that engagement with the local communities was critical to the successful implementation of the Project. Back in 2009, LTWP engaged Carbon Africa to undertake stakeholder consultation with regard to clean development mechanisms and in pursuit of carbon credits. This stakeholder engagement provided a matrix of key indicators as to the wishes and concerns of the local communities, various NGO's, local policy makers and representatives of the local authorities. Meetings were held in Nairobi, at the project site, Loiyangalani a small town located on the south-eastern coastline of Lake Turkana approximately 40km from the project site footprint by road. A register of the consultation undertaken and feedback from participants forms part of LTWP consultation records. The views and feedback received were taken into consideration in the development and design of the Project.

In addition to the formal procedures outlined above, LTWP adopted a culturally appropriate two-way systematic approach to community engagement; continuous and candid: from the documents disclosed, people learn about and have input into the design of the project(s) that will affect their lives, well-being, and environment, this should be timely and continuous; the information should be in a form, language and non-technical manner that is understandable to the groups being consulted; more importantly this candid and continuous approach promotes dialogue amongst interested parties/ stakeholders to understand the likely implications of the project and how it will affect them and the environment resulting in meaningful participation and transparency both in-country and to project specified disclosure platforms.

Initially, the community engagement focused on increasing public awareness and allaying the fear of change by provision of project information memorandum on the various development activities and phases from screening to completion as well as involving the community in the Project planning and that of their future.

The second phase focused on dissemination of information and integration within the affected communities. A local liaison officer was appointed dedicated to listening to the community concerns/wishes, providing feedback to the proponents' development team enabling the views of the Project Affected Persons (PAPs) to be promptly addressed, in a non-technical manner, in their local dialect and to the extent possible built into Project designs. Accessibility to information and receipt of prompt feedback has produced positive engagement results whereby community involvement in the Project development has been maximised, effective participation is gained and mutual trust obtained.

Through the Community Liaison Officer (CLO), LTWP provided Project and Sub-project non-technical summaries, in simple pamphlet format, distributed at formal stakeholder and community engagement meetings, drafted in the various local dialects, namely English, Kiswahili, Samburu and Turkana. This continuous, candid and transparent process of information dissemination and feedback has resulted in extensive general cooperation from the various indirectly affected communities as well as those PAPs directly affected by the Project and Sub-project. The project through the consultation process described above has benefited from the vocal support provided by the local communities to the various missions to site by third parties.

The pictures below portray a number of the consultation undertaken along the access route at the various receptors that will be impacted by the wind-farm access road.



Plate 4: Consultation at Namareii



Plate 5: Consultation at Illaut Trading Centre



Plate 6: Consultation at Kurungu Town Centre



Plate 7: Consultation with DC Laisamis

4. Positive and Negative Impacts

As with most development projects, both positive and negative impact will be produced.

Positive impacts will include improvement of access with associated increase safety and tourism, reduction in travel times, employment generation for local communities during construction of the road works and reduction in vehicle maintenance costs due to the rehabilitation of 200km of road. LTWP as an addition benefit to the directly affected Vendors/PAPs has agreed to compensate for the relocation of forty-six (46) associated structures in order to enable the Vendors/PAPs to collectively arrange all their structures in close proximity within the new location agreed jointly with the Chief/administration and the individual Vendor/PAP.

The project will not acquire any land and will have minimal adverse impact which cannot be avoided. Minimal adverse impacts of the Sub-project will result in temporary disruption to the various communities along the route in respect to their daily lifestyle and to the livelihood for informal business enterprises currently located illegally within the road reserve. In addition and typical of a roads project there will be construction impacts such as, fugitive dust, noise, increase in vehicular traffic and influx of migratory workers. The construction general impacts outlined above will also be of a temporary nature and mitigated through the mitigation provision as detailed in the ESIA and contractor work specific construction management plans.

The Sub-project construction works is expected to take approximately 15 months. LTWP is responsible for the up-keep and maintenance of the access road until the Project attains commercial operation thereafter, following inspection, this obligation will revert to Kenya Rural Roads Authority and Kenya National Highway Authority.

4.1. Alignment and Asset Encroachment Inventory Verification Exercise

In March 2012, an alignment survey of the access route using GPS equipment was undertaken to identify control points for the centre line of the road works. The survey was conducted following normal protocols including consultation with the community and with the assistance of the local administration.

Asset encroachment inventory included all those structures that fell within the 10 metre road reserve, 5m either side of the road. Asset survey was carried out through use of both a hand held GPS device and measuring tape to calculate distance from the centre line to nearest structures.

The survey established that there were in total twenty (20) Vendors/PAPs each with a structure encroaching within the road reserve in the villages of Namarei and Illaut that will need to be relocated. These twenty (20) Vendors/PAPs have a total of (26) structures (business premises, residential structures, kitchens, sanitary facilities store facilities and animal facilities) not encroaching upon the road reserve that LTWP has agreed to relocate as an optional/benefit compensation package. The benefit to be provided by LTWP is on a full replacement cost basis amount to KES 2,373,766 that includes 15% disturbance allowance. This benefit provides additional asset security for the 'household' as the PAPs will be able to group their assets in a cultural manner and also enables the village structure layout to conform to administration requirements.

The cut-off date for Vendors/ PAPs is 22nd and 23rd March 2012. Notification notices signed and posted in the village administrative offices of Namarei, Illaut and that of Marsabit County Council offices.

The Vendors, within the road reserve, were made aware that their right of occupancy; that it is without written permission from local authority, is both temporary and conditional and as a consequence they must vacate the road reserve area if requested by the local administration.

The Vendors agreed to vacate the way-leave and they are aware of the cut-off date as are the communities along the 200km route.

4.2. Encroachment Inventory Findings

In Namarei, nine (9) rudimentary structures, mainly of corrugated iron and wood construction identified within the road reserve. These structures are mainly typical kiosks setup by Vendors and used by local communities, passing travellers for household supplies and for passing traders to bring merchandise to other markets. At Illaut a further (11) structures were identified within the road reserve of varying levels of construction. The materials ranging from corrugated iron and wood, stick fabricated structures, (locally known as Manyatta's) to those of brick and mortar construction. Of these twenty (20) affected structures the respondents indicated that the primary purpose of these structures were as follows; fourteen (14) are trade kiosks with three (3) of them that are not transacting, three (3) structures were declared as dual purpose/use i.e. residential and commercial, two (2) are community stores and one (1) is an office. The office is of brick and mortar structure, is the village administration office combining as a community store, containing relief food products and community hardware for basic project implementation and or construction.

In addition to the above structures that are encroaching within the road reserve there are an additional twenty-six (26) associate structures that LTWP has agreed will be

relocated as part of the RAP option/benefit package agreed with Vendors/PAPs. These structures (26) will also be compensated in accordance with the principles outlined in this A-RAP. The structures for the most part are makeshift, can easily be dismantled and removed from the current location.

Vendors, those currently transacting, eleven (11) in total, have established businesses and regular clientele. The structures within the road reserve will be displaced in order for construction works to commence; removal is mandatory, with the PAPs eligible for compensation for their assets, loss of income and business disturbance allowance as well as assistance in relocation.

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5. SOCIO-ECONOMIC SURVEY

5.1. Background

Namarei and Illaut designated 'Trading Centres' were markets are held twice a month. These markets developed due to access to water for traders in livestock as well as availability and for transport capacity to stop and pick up merchandise. Occupants from Namarei are mainly from Samburu community whereas those at Illaut are from Rendille community. Details of the Vendor's community affiliation are contained in the socio-economic section of this report.

The village administration control and monitor the market zone at each of the villages. Vendors requesting trading plots in the market area must apply to the village administration. Each village has a market plot matrix and a plot costs Kenyan Shillings KES 4,100 for a month. There are two market days per month and the revenue obtained provide the main income to Namarei and Illaut administration. Overtime, the administrations at these villages have been lackadaisical in policing plot allocation and Vendors have encroached into the designated road reserve to be nearer the road and gain an advantage to the passing clientele. These Vendors do not pay rent, as they are not within the market area.

In general, livestock is valued under a bartering process and a credit value assigned. Credit/ animals, are traded for purchase of household essentials, for diversification of livestock and for sale to transport wholesalers for onward supply to retailers in the major towns and cities. Cash is seldom used.

5.2. Realignment Consultations

Prior to commencement of the socio-economic survey consultations were undertaken along the route with the county and village administrations and each of the affected village communities. The consultation covered a broad spectrum of matters including:

- Briefing as to the status of the Project;
- Briefing as to the need to realign the Sub-project;
- Briefing on potential impacts, both positive and negative;
- Briefing as to the legal procedures regarding encroachment within a designated road reserve;
- An inventory of assets that could potentially be affected by the project;

-
- Proposed compensation process, procedures, timing and assistance measures to be provided;
 - Implication of the asset inventory cut-off date;
 - Grievance procedure to be put in place; and
 - Outline of the road rehabilitation schedule.

5.3. *Socio-Economic Survey*

Following the above consultation a socio-economic survey of both Namarei and Illaut were carried out on in March 2012 in conjunction with the local administration. The objective of the exercise was to make an assessment of social and financial state of affairs as well as the general welfare status of Vendors/ PAPs and their dependants.

Methodology used for socio-economic survey was a mixed combination of processing of questionnaires and interviews. The questionnaires were read out in the local dialect to informal traders along the corridor at Namarei and Illaut villages and interviews conducted with opinion makers, village elders and local administration.

The majority of the affected structures located within the road reserve are business premises (>84%). Analysis of the additional raw socio-economic data is expressed diagrammatically below and in the Appendices to this report.

5.4. *Socio-Economic Findings*

A socioeconomic survey was conducted in the villages of Namarei and Illaut during April of 2012. The survey revealed that a total of 20 structures were affected. The ownership of these structures can be categorised into two groups, business premises and community related structures. There are seventeen (17) business premises and three (3) community related facilities two of which are stores and the village administration office. The business premises can be further broken down into 16 households that are affected. A husband and his wife own two of the affected business structures. A summary of the socio-economic characteristics is presented below

5.4.1. *Age and Gender distribution:*

89% of the Vendor/ PAPs were males and 11% females. Majority (39%) of the affected persons are aged between 35 - 49 years. 33% of the Vendor/ PAPs are aged below 35 years and 22% are above 50 years.

5.4.2. *Nature of Business and when established:*

The figures below indicate the type of business and the dates when established for Namarei and Illaut.

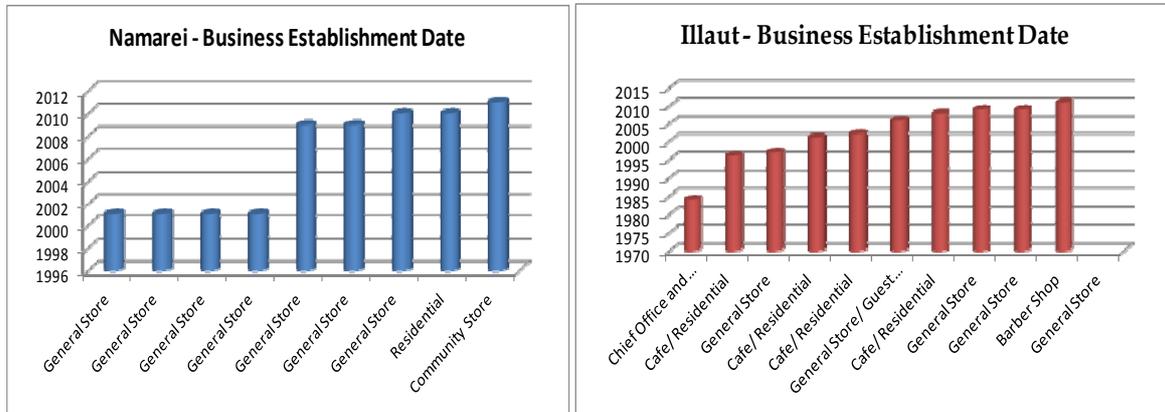


Figure 4 & 5: Depicts the Dates when Business were Established

5.4.3. *Origins of Tribe and Religious Affiliation:*

Majority, 58% of the respondents indicated that they are from the Rendille tribe and 61% are of catholic persuasion as shown in the figures below.

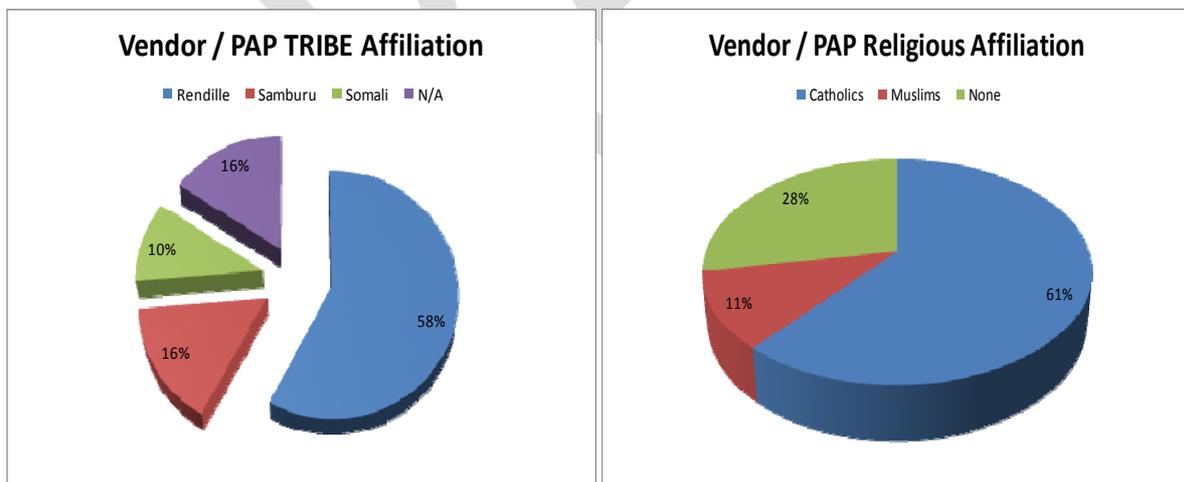


Figure 6 & 7: Depicts the Tribal and Religious Affiliations of Vendors/PAPs

5.4.4. *Economic Status*

In order to provide and economic/wealth indicator for the Vendors/ PAPs the Consultant looked at the income, expenditure and number of livestock that the

respondents provided during the survey. None of the findings from the data provided by the respondents could be verified but the Consultant is of the view that this is a fair representation of the majority of the Vendors/ PAPs economic status.

5.4.4.1. Income and Expenditure

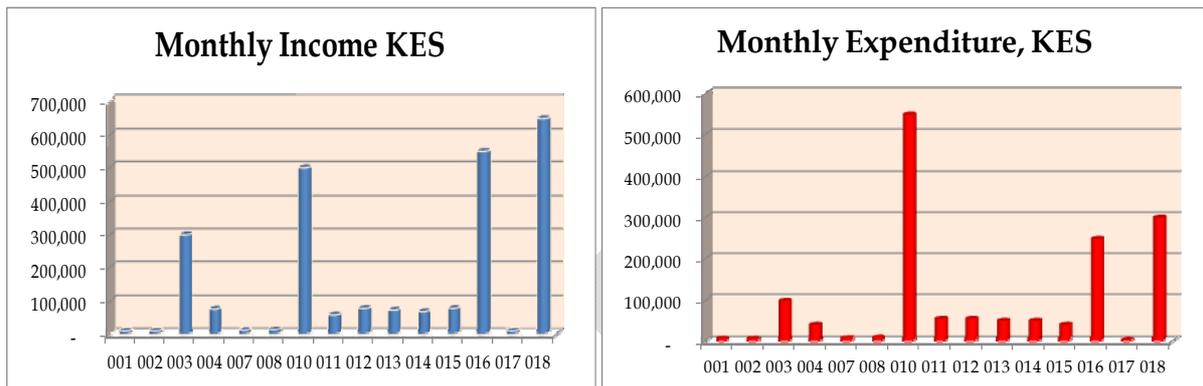


Figure 8 & 9: Depicts the Monthly Income and Expenditure of Vendors/ PAPs

5.4.4.2. Livestock Owned per Vendor/ PAP

The figure below represents the number of livestock from twelve (12) of the respondents that provided details asserting ownership, number and type of animal. One respondent provided livestock figures much higher and distorts the overall findings by a factor of four (4).

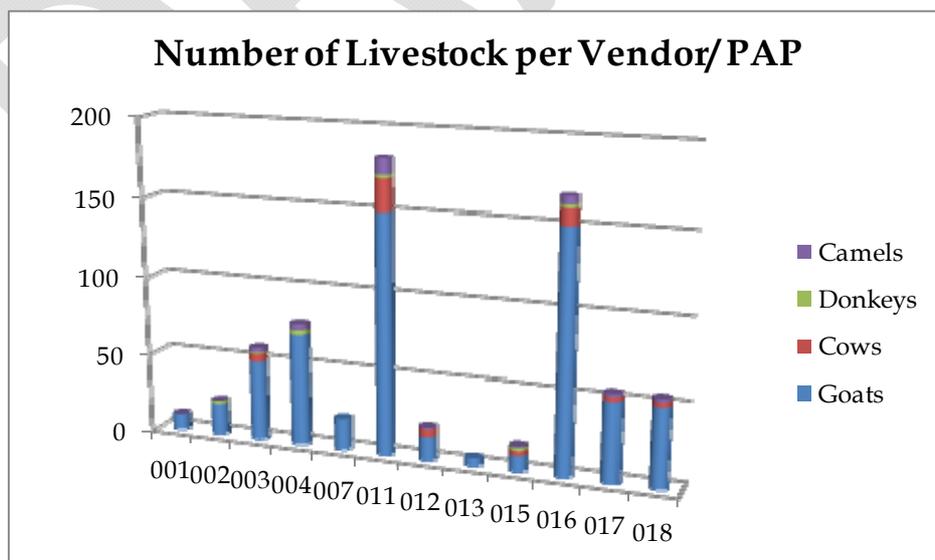


Figure 10: Depicts the Number of Livestock Owned by Vendors/ PAPs

5.4.4.3. Wealth

Using the same dataset above a wealth indicator for Vendors/ PAPs can be derived. The Consultant through consultation established that the price of various livestock varies depends upon size and condition of the animal. Goats can fetch credit between KES 3,500 and KES 6,000, camels between KES 15,000 and KES 20,000 and donkeys in the order of KES 12,000 depending on the need/ skills of the trader and herdsman. Assuming that the Vendors/ PAPs obtain the best prices indicated above the average wealth, in monetary terms, for the respondents would amount to KES 501,583.

LIVESTOCK PRICES	KES	Total count	No. Vendors/ PAPs with Livestock	Total Livestock Value, KES	Average Wealth Indicator
GOAT	6,000Ksh	600	12	3,600,000Ksh	
COW	35,000Ksh	49	7	1,715,000Ksh	
DONKEY	12,000Ksh	12	6	144,000Ksh	
CAMEL	20,000Ksh	28	8	560,000Ksh	
TOTAL				6,019,000Ksh	501,583Ksh

Table 1: Depicts the Average Wealth Indicator of Vendors/ PAPs

6. Asset Enumerations Survey

6.1. Categorisation of Assets

The Consultant undertook a valuation and asset survey in June 2012. Categorising the various business premises and associated structures is not without its challenges. Structures can be utilised for many different purposes depending upon need and opportunities provided. In order to be consistent as to the valuation methodology of the affected structures, the Consultant adopted 'main use' as the most advantageous criteria to ensure that Vendors/PAPs received fair and equitable compensation for their structures and business. Those within the road reserve have been categorised into four (4) types namely business premises, residential structures, community facilities and offices. The associated structures are either used a service facility to the business premise or by the household family members. Normally under Kenya practice only those structure within the road reserve are eligible for compensation. Under this A-RAP, LTWP will also compensate for associate structures and were required provide assistance in relocating these structures. In total, forty-six (46) structures will be compensated. In the Valuation Appendix to this report, pictures of the various structures along with their associated structures and categorisation details can be viewed in separate Appendices and below.

Results of the census survey are categorised in the table below:

Total Number of Structures			
I	Structures within Road Reserve	20	
		Business Premises	14
		Residential Structures	3
		Community Facilities	2
		Administration Building	1
II	Associate Structures	26	
		Kitchens	7
		Animal Units	5
		Sanitary Facilities	5
		Residential Structures	8
		Extra Business Premises	1
		Total Number of Structures	46

Table 2: Categorisation of assessed assets at Namarei and Illaut

The pictures below depict some of the associate structures that LTWP will compensate as part of the compensation benefits to the affected Vendors/PAPs.

Plate 1: Associate Structure Pictures



Manyatta - Residential Structure



Other Residential Structure



Toilet



Community Store



Kitchen



Animal Shed

6.2. Survey Findings

6.2.1. Loss of Income

Entitlement for rehabilitation assistance under this A-RAP also covers loss of means of livelihood. Entitlements are for temporary loss of livelihood through involuntary displacement and relocation of business enterprises. Loss of income has been assessed by the Consultant during the valuation survey taking cognisance of contribution margin, stock levels and restocking cycle to derive an equitable compensation for loss of income.

6.2.2. Goodwill

The time required by the Vendor/ PAPs to setup is disaggregated in Figure 11. The average time required works out to 1.9 months. In light of the fact that majority of the Vendor/ PAPs would require just a month to setup, the Consultant calculated that a two month goodwill was an agreeable compromise. The Consultant estimates that one month would be used for site selection, planning and mobilising while the remaining one month for actual construction.

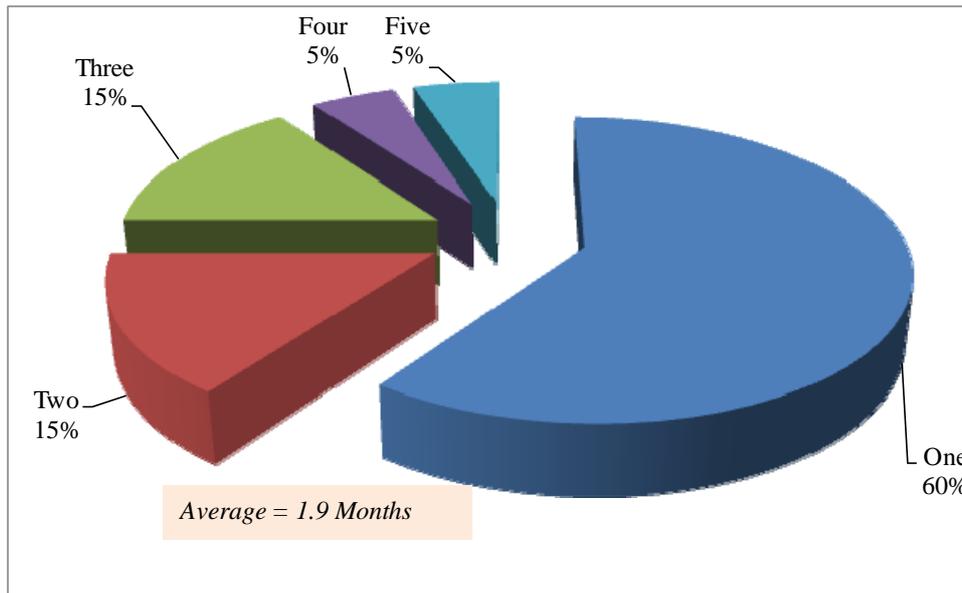


Figure 11: Amount of time required to construct similar structure in months

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7. VALUATION AND COMPENSATION PROCEDURES

Since the route to be rehabilitated are public roads and the land is designated Trust Land managed under the district administration for an on behalf of the community, consequently the Vendors/PAPs have customary rights of use to land that is not demarcated with restrictions for other public services. The Vendors occupying the road reserve are deemed squatters and as such they have no recognisable legal right or claim to the land other than use and are therefore not eligible for land compensation.

The valuation estimates of the affected and associate structures was undertaken by Log Associates independent registered valuer, in June 2012, and is provided in attached Appendices. The estimates use full replacement cost as the basis for setting-up/constructing a similar or much improved structure for the Vendors/PAPs that need to be relocated.

Rehabilitation assistance for transition expenses is provided for in the 15% disturbance allowance for the individual structure owners. The owners will be able to salvage material from the dismantled structures, as this material can be used to erect a new structure at the new location.

Structures have been valued at full replacement cost and in line with the guiding principle in RPF i.e. house for house swap, or cash compensation at full replacement rates for affected structure and other fixed assets, based on material cost, construction and labour costs free of salvageable materials and depreciation costs. In addition, 15% disturbance allowance/uplift will be added to the full replacement value of each structure to ensure that fair and equitable compensation is provided to the Vendors/PAPs with a contingency margin so that they can relocate/replace their structures and improve them should they so wish.

All twenty (20) PAPs have expressed a preference for cash compensation however rehabilitation assistance will be offered as a compensation option should individual owners or household head request this assistance. Should the Vendor/PAP request assistance LTWP will on their behalf project manage the relocation, at no cost, and engage the necessary service in order to facilitate moving of structures to a new location within the 90 day relocation period.

Entitlement for rehabilitation assistance under this A-RAP also covers loss of means of livelihood. Entitlements are for temporary loss of livelihood through involuntary displacement and relocation of business enterprises. Loss of income has been assessed during the valuation survey taking cognisance of contribution margin, stock levels and restocking cycle to derive an equitable compensation for loss of income.

Those Vendors/ PAPs affected will be provided with an alternative site to be identified by the local village Administration in consultation and agreement with Vendors/PAPs.

The relocation will be carried out in such a manner that enterprises will be able to continue with their business activity to ensure that livelihood measures are restored quickly. Those entitled to business displacement allowance are businesses recorded in the asset inventory prior to the cut-off date.

7.1. Scope of Entitlement

- i. Persons with formal legal rights to land or assets, including customary and traditional rights recognised under the laws of Kenya.
- ii. Compensated for assets affected, loss of income and entitled to other assistance as provided for in the project's RPF.
- iii. Persons with no formal legal rights to land, but with a claim to such land or assets, provided that such claims are recognised under the laws of the country or become recognised through a process identified in the RPF.
- iv. Compensated for the land and assets they lose, and entitled to other assistance as provided for in the project's RPF.
- v. Persons with no recognisable legal right or claim to the land they are occupying.
- vi. Rehabilitation assistance as well as other assistance as provided for in the project's RPF, if they have occupied the area prior to an agreed cut-off date for entitlements.

7.2. Compensation procedures:

- vii. Negotiations and consultations with the Chiefs and PAPs/Vendors on rehabilitation assistance packages, explaining how the packages have been determined and what the package covers in terms of transition costs and inconvenience.
- viii. Preparation of rehabilitation measures plan.
- ix. Distribution of agreement forms for signing by PAPs/ Vendors. Signing of the forms denotes acceptance of rehabilitation assistance packages offered.

-
- x. Vendors/PAPs will have 90 days to vacate and relocate outside the road reserve to their individually agreed locations with the relevant administration authorities.
 - xi. Announcement of the date for disbursement of business disturbance allowances with involvement of local authorities.
 - xii. Disbursement of payment to Vendors/PAPs bank accounts.
 - xiii. Clearance of impact area will take place following identification of suitable area for relocation by relevant authorities and no sooner than 90 days after confirmation of structures having been removed from the road reserve; and
 - xiv. Full disbursement of all compensation amounts and assistance has been provided.

7.3. *Mitigation Measures*

The project will minimise these adverse impacts through the following rehabilitation measures.

- xv. Prompt payment of 70% of the total value of individual Vendor/PAPs structure that includes 15% disturbance allowance;
- xvi. The final 30% compensation for structures will be paid when the Vendor/PAP has vacated the area;
- xvii. The Vendor/PAP will have 90 days in which to vacate the area. Thereafter any remain structures or part thereof not salvaged will be demolished;
- xviii. Restoration of livelihood will be through provision of business disruption allowances;
- xix. The relevant authorities to promptly provide relocation site for Vendors/PAPs in order for Vendors/PAPs to be able to continue with their normal business activities with minimal disruption; and
- xx. Employment opportunities will be offered to Namarei and Illaut communities.

7.4. *Mitigation Measures*

During construction mitigation measures will be implemented along the route; in accordance with the roads contractor specific ESH&S plan that will be approved

by LTWP prior to commencement of construction. The ESH&S plan will include; a health & safety/ construction traffic awareness programme, speed retardation methods, dust sheets or other approved mitigation provisions as deemed necessary to mitigate and protect these communities. Given the influx of construction workers to undertake the road rehabilitation activities and as part of the proposed mitigation plans it is envisaged that the HIV/AIDS awareness programme will be implemented by local NGO's, paid for and managed by LTWP.

In addition, following construction of the road, potable water boreholes, whether rehabilitated or existing boreholes or new boreholes, used for construction purposes along the route, will be relinquished to the local communities for their use and maintenance. Prior to hand over, water quality testing will be conducted and following confirmation that water is fit for human consumption only those potable boreholes will be handed over to the communities, all others will be capped and closed.

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8. Conclusions

The construction of the Sub-project, in general terms, will undoubtedly disrupt the villages and their communities along the agreed realignment however; this will be of a temporary nature. Access to assets and livelihood, for those Vendors/ PAPs relocated, will be a hardship over and above the general construction impacts and mitigated by the compensation packages detailed within this A-RAP. When the access road is completed, the area and villages should revert, to a similar lifestyle. The community will benefit from the Sub-project by employment, improved access and potential increase of tourism that potential will improve the livelihoods of the villages and communities along the access route.

Consultations: Vendors/ PAPs will be consulted continuously about the relocation plan and implementation of the same prior to commencement of construction activities. Particular attention will be given to elderly and female Vendors/ PAPs and those that request assistance. Vendors/ PAPs will be enlightened on the legal restrictions that govern the process.

RAP Implementation Budget: LTWP will set aside a budget of **KES 15.343 million** for the implementation of A-RAP.

Compensation: The compensation package provided in this report is based on full replacement and relocation costs for all structures. Compensation for structures, were applicable loss of income and disturbance allowance will be paid prior to commencement of works in accordance with a phased approach. Phase 1, seventy percent (70%) on signing of letters of offer/ agreements and Phase 2, the remaining thirty percent (30%) when structures are removed from the road reserve.

Disturbance Allowance: A sum equal to 15% of the full replacement value will be added to the costs of structures by way of compensation as disturbance allowance.

Notice: A minimum of three (3) months' notice will be given to the Vendors/ PAPs to enable them to salvage whatever materials from their assets that they can. Were cash compensation is not the preferred option; LTWP will provide other methods of compensation such as assistance in relocating structures, salvaging materials, transportation and building of structures.

Monitoring and Evaluation: Monitoring and evaluation will be a continuous process. LTWP will be responsible for all aspects of internal monitoring. Six months to one year upon completion of the project, LTWP will conduct an independent assessment of the RAP process to evaluate and document lessons learnt.

Grievance Redress Mechanism: LTWP will establish its Resettlement Working Group (RWG) in order to deal with any grievances in a timely fashion.

Community Expectations: Vendors/ PAPs have intimated that LTWP should not delay the implementation process as they need to start preparing to relocate and make plans for their future and lengthy delays could impact their planning. Should the PAPs raise issues for the attention of the LTWP, the proponent confirmed that these issues will be taken seriously to minimise impacts, complaints, grievances and potential delays.

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9. Recommendations

- i. It is important to ensure that Community structures are not unduly disrupted by relocation of Vendors/ PAPs structures.
- ii. Removal of Vendor/ PAPs structures to areas outside their vicinity would disrupt their businesses and further impact on their livelihoods. Ideally, relocation should be within the same vicinity to ensure that PAPs are not made worse off by the Sub-project. Several areas should be identified by relevant authorities, to provide different options of potential land to be utilised for use by the informal traders and should be designated as a market place.
- ii. Vendor/ PAPs structures should be relocated within existing communities where their economic activities and clientele have already been established.
- iii. The project through implementation of this A-RAP will ensure that rights of PAPs are adhered to and protected.
- iiii. There will be continuous consultations and involvement of Chiefs, PAPs and Village Administration during the overall A-RAP implementation and in issues of rehabilitation assistance. Continued consultations will ensure that community needs are met and that dissemination of information is undertaken in a timely manner.
- ivi. Future consultations will include, informing stakeholders on issues such as clearance of road reserve to make way for the commencement of road works, rehabilitation assistance packages and disbursements thereof.

10. Grievance Redress

Existing national legislation does not require resettlement plans be disclosed to and consulted with local affected people. Due to the small number of Vendor/PAPs being displaced, negotiations with individual Vendor/PAPs will continue to take place; should the need for a formal grievance redress committee be required LTWP will facilitate the formation of the same.

LTWP has already obtained consensus from the Vendors/PAPs regarding compensation, benefits and assistance which generally reduces grievances that may arise as a result of the involuntary relocation. However, the use of existing community structures and affinities will provide the first and best forum for the redress of grievances. If such mechanism fails to function, the affected persons have a right to resort to arbitration at the level of local government authorities, who can, in certain cases take administrative decisions. If all avenues for redress are exhausted, then the affected persons have the right to a legal process for redress of their grievances. The legal process however may be long and not easily accessible to the village members.

At the village level, grievance redress is often handled through the local administration officers (e.g. community elders, sub-chiefs, chiefs and District Officials) who act as mediators between project sponsors or their contractors and the Vendors/PAPs. Were this local setting for dealing with grievances is acceptable to Vendors/PAPs and is efficient in dealing with grievances; LTWP will seek to encourage this approach. Were necessary, a formal grievance redress mechanism committee will be formed. LTWP grievance redress mechanism will be put in place to deal with any concerns in real time.

As defined within LTWP's RPF and CEP, PAPs will be informed of and participate in the establishment of compensation, rehabilitation and assistance measures, and provided with measures to redress any grievance that may arise.

In order to facilitate the handling of individual or collection of grievances that cannot be resolved by the established community practices, LTWP has defined a clear formal process and procedure for grievances to be channelled through. A resettlement task force or Resettlement Working Group (RWG) will be set up.

Disputes will be referred to the RWG and the RWG asked to provide a recommendation as to how it is to be addressed within an allotted time period. If deemed necessary by the RWG the case will be re-investigated and referred to the overseeing LTWP management for resolution. If still un-resolved the disputes would ultimately be sent to the courts of law. Grievances will be dealt with as per the figure below. For the purposes of settling grievances the RWG may wish to appoint a sub-committee.

PAPs will have right of access to the formally established grievance process and will be entitled to make their concerns and/or complaints known. They will also be entitled to attend RWG meetings to ensure that their concerns are being addressed.

The LTWP nominated designate will keep a written record of all disputes/grievances raised and dealt with during the relocation and compensation process. These records will be monitored regularly by the RWG and by any externally appointed independent Monitoring Team for the A-RAP process. This will be undertaken as part of the on-going monitoring and evaluation process.

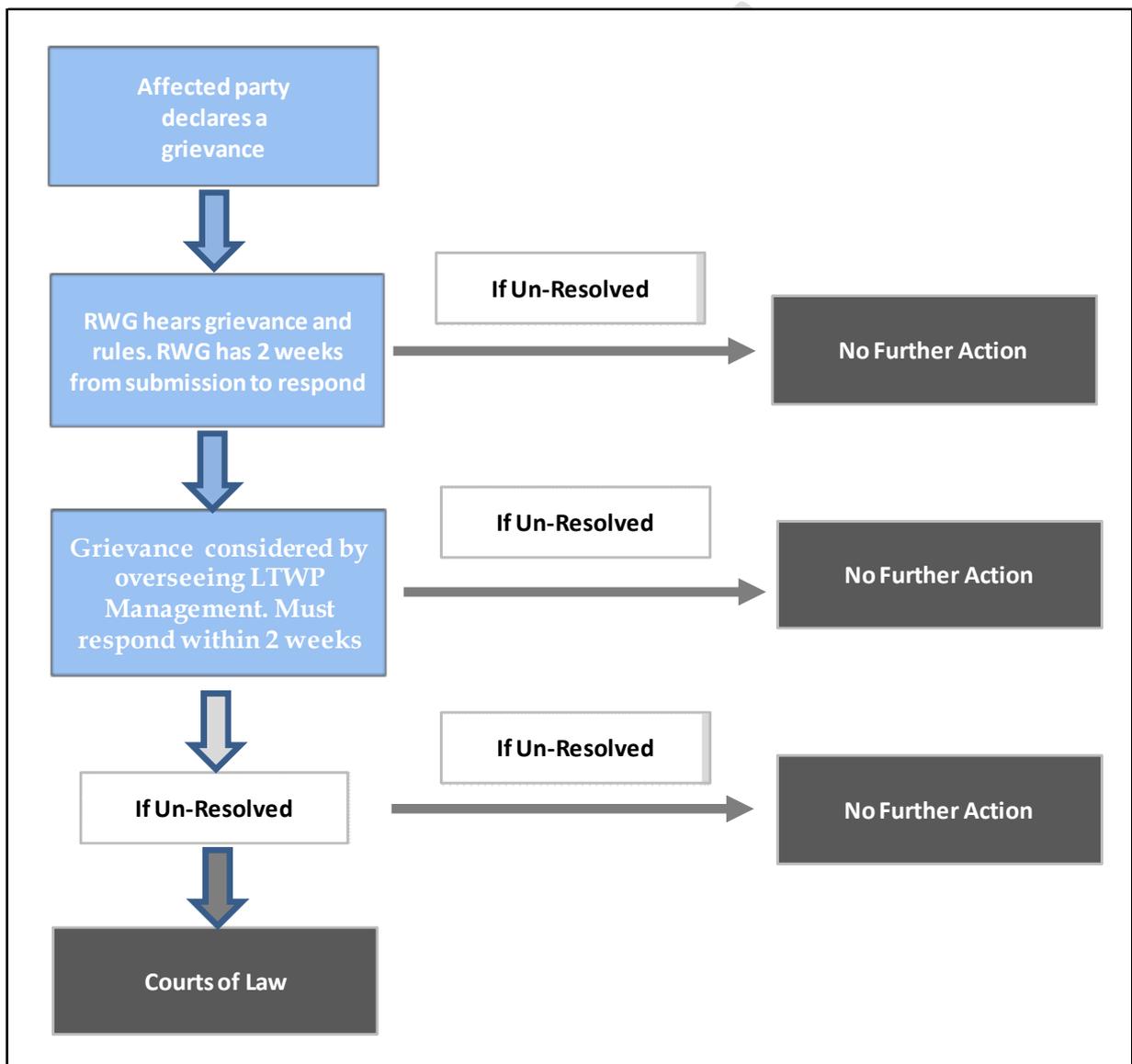


Figure 12: LTWP's Formal Grievance Redress Procedure.

11. Monitoring

The LTWP RAP team will oversee the RAP implementation and internal monitoring will be by the LTWP Environmental Manager or designate. External monitoring will take place in the form of the Lender's Engineer on a frequency designated as per Finance Agreements usually on a quarterly basis.

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12. Budget

Budget Breakdown of Compensation Costs

<i>Location</i>	<i>Cost Items</i>	<i>Amount (KES)</i>
Namarei	Loss of Income	338,000.00
	Structures	1,289,225.00
	Disturbance Allowance	193,384.00
	<i>Sub-Total</i>	<i>1,820,609.00</i>
Illaut	Loss of Income	1,050,000.00
	Structures	9,632,680.00
	Disturbance Allowance	1,444,902.00
	<i>Sub-Total</i>	<i>12,127,582.00</i>
	<i>Total</i>	<i>13,948,191.00</i>
	Contingency (10%)	1,394,819.10
	<i>Grand Total</i>	<i>15,343,010.10</i>

13. Schedule

ID	Task Name	W1	W2	W3	W4	W5	W6	W7	W8	W9	W10	W11	W12	W13
1	Disclosure of A-RAP	■												
2	Negotiations and Consultations with Vendors/ PaPs & Chiefs		■											
3	Preparation of Rehabilitation Measures Plan			■										
4	Distribution of Compensation Letters of Offer				■									
5	Signing of Compensation Agreement Packagaes					■								
6	Disbursement of 1st Payment (70%) Cheques/ Bank Accounts to Vendors/ PAPs						■							
7	Notification to Vacate Road Reserved Served (90-days)							■						
8	Assistance Provided as Required/ Agreed								■					
9	Disbursement of 2nd Structure Payment (30%) Structure Removal Completed									■				
10	Disbursement of Business Interruption Payment ro Vendors/ PAPs										■			
11	Clearance of Impact Area												■	

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14. Disclosure of A-RAP

Project information dissemination and disclosure for local people will be through the Chief's office through copies of this A-RAP and use of information booklets, pamphlets and public gatherings. Material will include aspect relating to PAPs, rehabilitation assistance measures and any other project related information. Information will be available in both English and local dialects. Information will also be availed to local chiefs for community members to access such information within their communities.

Disclosure of this ARAP by the WB and AFDB will be through their Infoshop platforms.

Disclosure will also be through the LTWP website, and copies will be available and placed at LTWP and NEMA offices.

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15. APPENDICES

Socio-economic Template

Valuation Report for Namarei and Illaut Villages

Enumeration of Affected Assets

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ABBREVIATED RESETTLEMENT ACTION PLAN (A-RAP) SOCIO-ECONOMIC SURVEY QUESTIONNAIRE

SECTION A: INTRODUCTION

- A1:** Enumerator name (ref) _____
- A2:** Name of respondent _____
- A3** ID of respondent _____
- A2:** Enumeration date _____

SECTION B: LOCATION

- B1:** Name of [settlement] area _____

SECTION C: FAMILY INFORMATION

C1	C2	C3	C4
<p>Are you the Head of the Household?</p> <p>1. Yes tick and go to C2 []</p> <p>2. No tick and go to C3 []</p>	<p>What is your family name?</p> <p>Have you any other Names?</p> <p><i>[Go to C7]</i></p>	<p>If not HH, what is the family name of the respondent?</p> <p>Have you any other Names?</p>	<p>What is your relationship to the HH head?</p> <p>1. Spouse 2. Son 3. Daughter 4. Brother 5. Sister 6. Parent 7. Other (Specify)</p>

C5		C6	C7	
Contact details of respondent?		Reason head of HH not interviewed?	Contact details HH head	
<i>Item</i>	<i>Details</i>		<i>Item</i>	<i>Details</i>
Name (ID)			Name (ID)	

C8	C9	C10	C11
<p>Are the parents of the HH still alive?</p> <ol style="list-style-type: none"> 1. Yes 2. No [go to C12] 	<p>If yes, which?</p> <ol style="list-style-type: none"> 1. Both parents 2. Mother 3. Father 	<p>If alive, where do the parent(s) live now?</p> <ol style="list-style-type: none"> 1. Village area? 2. Elsewhere, enter name of location 	<p>If not village, when did they move/ migrate to this area?</p> <ol style="list-style-type: none"> 1. Date, or 2. Number of years?

C12	C13	C14	C15
<p>If parents are dead,</p> <ol style="list-style-type: none"> 1. When did they die? 2. Where are they buried? 	<p>Where was the Head of the Household born?</p> <ol style="list-style-type: none"> 1. In the village area? 2. Elsewhere,[enter the name of the location] 	<p>If Village, for how long have HH and family resided here?</p>	<p>If elsewhere, why did HH and family migrate into a different area from where HH was born/ lived?</p> <p>Does the HH and family ever return to former birth place?</p>

C16	C17	C18	C19
Do all the household family members live permanently in this village? 1. Yes 2. No	Do any members of the HH family, i.e. parents, women and or children remain at this village while other members travel? 1. Yes 2. No	If not, please explain the typical migration pattern of the household?	

C20	C21	C22	C23	C24
Sex of Head of Household 1. Male 2. Female	Marital Status 1. Single 2. Married (No. of Spouses) 3. Separated (formal) 4. Separated (Informal) 5. Widowed	Date of Birth (day/month/year) <i>(Write/estimate age for those who cannot recall actual DOB)</i>	Religion of Head of Household 1. Catholic 2. Protestant 3. Muslim 4. Other (Specify)	Languages spoken by Head of Household 1. Mother tongue 2. Both English and Kiswahili 3. English Only 4. Kiswahili Only 5. Other (Specify)

C25	Main Occupation	Secondary Occupation
Occupation of Head of Household?		

C26	C27	
How many Structures, Manyatta's does the family own? Who resides in this Manyatta(s) (hut)? (Parents, Boys, Girls)	Do you have other family members that reside in this village?	
	S/no.	Family Name & relationship (Parents, Brother, Sister, Uncle, Aunts, In-laws)
	1.	
	2.	
	3.	
	4.	
	5	
	6	

C28	C29
Q1; - How long have you stayed in this Manyatta (hut)?	Q1: - Do you have other Manyatta's elsewhere? Q2; - If so, where are they located?

SECTION D: COMMUNITY AFFILIATION

<i>D1</i>	<i>D2</i>	<i>D3</i>			
Are you (HH) Turkana, Samburu, Rendille, other tribesman/woman? 1. Yes 2. No	Are any of your family members related to any other tribes or clans? And if so what is the relationship	Who makes decisions for the household/Family/Community?			
		<i>Item</i>	<i>Household</i>	<i>Family Households</i>	<i>Community</i>
		HH			
		Family HH			
		Leader			
		Chief			

D4	D5	D6	D7	D8
Do you migrate away from Village? 1. Yes 2. No	Why do you migrate? Purpose for migration?	Is there seasonal migration? 1. Yes 2. No	How often do you migrate to other areas?	Do women migrate? 1. Yes 2. No

D10	D11	D12										
Is there any cultural property in your area? 1. Yes 2. No	If yes, which and where? 1. Burial grounds 2. Monuments 3. Shrines 4. Trees 5. Place of worship 6. Religious sites 7. Artefacts 8. Other (specify)	Have you buried any member of your HH within this area? 1. Yes 2. No										
	<table border="1"> <thead> <tr> <th><i>Item</i></th> <th><i>Where</i></th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>	<i>Item</i>	<i>Where</i>									
<i>Item</i>	<i>Where</i>											

SECTION E: HOUSEHOLD DEMOGRAPHY

This section should be completed for all members of the household (whether related or not). Fill the full name of all individuals who normally live and eat meals together in the HH (Include children in boarding school and family members working elsewhere as migrants). List individuals in the order that keeps sub-HHs together e.g. man-wife-children -2nd wife -her children, etc.

E0	E1	E2	E3	E4	E5	E6	E7	E8
Serial	Full name of HH member	Sex 1. Male 2. Female	Relationship to head of HH 1. Head 2. Spouse 3. Son 4. Daughter 5. Brother 6. Sister 7. Parent 8. Other (Specify)	Age	Residing on affected land 1. Yes 2. No	Graze livestock on affected land 1. Yes 2. No	Literacy level 1. Cannot read and write 2. Can read and write	Highest level of education completed? 1. Nursery 2. Primary 3. Secondary 4. College 5. University 6. Never attended
1.			Head					
2.								
3.								
4.								
5.								
6.								
7.								
8.								
9.								
10.								
11.								
12.								

<i>E9</i>	<i>E10</i>	<i>E11</i>	
Who is HH next of kin? Provide Name and Details.	What is your relationship with the next of kin? 1. Head 2. Spouse 3. Son 4. Daughter 5. Brother 6. Sister 7. Parent 8. Other (Specify)	Provide contact details of next of kin?	
		<i>Item</i>	<i>Details</i>
		<i>Name</i>	

SECTION G: HOUSEHOLD INCOME

G1	G2	
<i>What is the main source of household Income?</i>	Average Monthly Income (KES)	
G3		
<i>What are your other sources of income</i>		
Agriculture Income (selling livestock)		
Non-Agricultural Income (i.e. businesses, trading)		
Relief registry, remittances and assistance received from others		
Others (inheritance, alimony, scholarships, NGO)		
Formal employment (employee) income		
Temporary status of employment (casual employment)		
Others		
Total		

SECTION H: HOUSEHOLD EXPENDITURE

H1	H2
<i>What is the main HH Expenditure?</i>	Average Monthly Expenditure (KES)
H3	
<i>What are your other HH Expenditures?</i>	
Water	
Clothes	
Medical	
School Fees	
Fuel wood	
Livestock	
Buying Maze	
Transport	
Food	
Others	
Total	

H4	H5
How and where do the household get their provisions for the household?	Who in the HH undertakes this activity?

H6	H7
Does the HH collect provisions as a community? Or Does each HH fend for itself?	What is the mode of transport to collect provisions?

SECTION J: HEALTH AND VULNERABILITY

J1	J2			J3	J4		
Are there physically challenged people in the HH? 1. Yes 2. No	What is the nature of the challenge 1. Lame leg 2. Blind 3. Deaf 4. Dump 5. Crippled 6. Crossed eyes 7. Other (Specify)			Are there chronically/long term ill people in the HH? 1. Yes 2. No	What is the nature of illness? 1. Ulcers 2. Sickle Cells 3. Cancer 4. Leukaemia 5. Diabetes 6. Asthma 7. High Blood Pressure 8. Hydrocephalous 9. Tuberculosis 10. HIV/AIDS 11. Other (specify)		
	<i>Name</i>	<i>Disability</i>	<i>Type of Care</i>		<i>Name</i>	<i>Illness</i>	<i>Type of Care</i>

J5		J6	J7	J8
What are common diseases in the household? 1. Malaria 2. Flu/Cough 3. Stomach disorders 4. Headache 5. Sleeping sickness 6. Hernia 7. Other (specify)		Where is the nearest health centre?	Is it used by the HH? 1. Yes 2. No	If No, Why? 1. Use traditional herbalist 2. Cannot afford 3. Very far 4. Cultural/religious beliefs 5. Other (specify)
<i>Disease</i>	<i>Type of care</i>			

SECTION K: HIV/AIDS

K1	K2	K3
<p>Are you aware of HIV/ AIDS?</p> <ol style="list-style-type: none"> 1. Yes 2. No 	<p>If yes, how is HIV/AIDS contracted?</p> <ol style="list-style-type: none"> 1. Unprotected sex with an infected person 2. Sharing sharp instruments 3. Infected blood transfusion 4. Mother to child transmission at birth 5. Other (specify) 	<p>How can HIV/ AIDS be avoided?</p> <ol style="list-style-type: none"> 1. Using condoms 2. Abstinence 3. Avoiding sharing sharp instruments 4. Faithfulness 5. Safe child birth 6. Other (specify)

SECTION L: WELFARE INDICATORS

L1	Does everyone in the household have at least one set of clothes? [Y/N)	
L2	What does the family use for lighting?	
L3	Does anyone in the household own a radio? [Y/N)	
L4	Does anyone in the household own a mobile telephone? [Y/N)	

L5	If yes, how many phones?	
L6	What fuel does the HH use for cooking?	
L7	Where do you get water for domestic use?	
L8	How often do you eat meat?	
L9	If yes, where from?	
L10	How often do you eat fish?	
L11	Do you fish in the Lake? [Y/N]	
L12	If yes, where?	
L13	How often do you fish?	
L14	What sort of weapons do you own in the HH?	
L15	If any, what kind?	

Section M - Household Assets

	Name	Number
M1		
M2		
M3		
M4		
M5		
M6		
M7		
M8		
M9		
M10		
M11		
M12		
M13		
M14		
M15		
M16		
M17		
M18		

SECTION N: Historical Background

N1	N2	N3
What is the significance of the current location of the village?	Why do the residents inhabit this particular area?	Does the location of the village have any relevance to water resource/ Lagga?

N4	N5	N6
What is the attachment of village to this location?	Where is the nearest school?	Do any of the HH children attend this school?

N7	N8	N9
Is there a full time teacher?	How many days per week, month is there lessons at the school?	What sort of Lessons do the children receive?

N10	N11	N12
Is there a water resource in the village? Can you provide information regarding the construction of the water resource? Who built it and when?	Is the water available all year around?	What does the village use the water for?

Ethnicity, Religion, Language and Cultural Change

N13	N14	N15
<p>Is there a historical context to the area?</p> <ol style="list-style-type: none"> 1. What was the reason for the village locating here? <ol style="list-style-type: none"> a. Natural resources available? b. Political? c. Other? 	<p>What is the historical relationship between and within the communities in the area?</p> <ol style="list-style-type: none"> a) Do they get on? b) Are there any past events or conflicts? c) How do people talk about these events now? d) How do they differ ethnically? e) Language f) Religion 	<p>How is the village market, settlement/ Manyattas laid out?</p> <ol style="list-style-type: none"> 1. Is there a formal or cultural procedure? or 2. Is it haphazard?

N16	N17	N18
Is it a homogeneous population?	Are there specific groups?	Are there any minorities? 1. Please describe them and name tribes

N19	N20	N21
Any key issues associated with ethnicity/religion/language?	Is there any inter-ethnic conflict?	Is there any tribal ritual or ceremonies practiced in the area that the project needs to be aware of?

Business Questions

O1 What year did you establish the business premise?	
O2: What primary nature, type or the purpose of your business?	
O3: What secondary nature, type or the purpose of your business?	
O4: Where do you reside in the business structure or elsewhere?	
O5: How many structures do you have/ own in the village? Provide details?	
O6: Provide details of all other business assets?	
O7: How do you get your goods?	
O8: What level of stock do you keep?	
O9: What is your monthly income?	
O10: What is your monthly expenditure?	
O11: Are you currently trading?	
O12: If not, why not?	
O13: Where would you prefer to relocate your structures?	
O14: Do you need assistance with relocating your structures?	
O15: Do any of your family need assistance to relocate?	
O16: Are you happy with the relocation area being provided by the village administration officer?	

P1: Livestock Assessment	
P2: Do you own any livestock?	
P3: Provide details?	
P4: Do you trade livestock?	
P5: What is the purpose of keeping livestock?	
P6: How is trading in livestock carried out?	
Q1: Q&A Awareness	
Q2: You have been made aware of the compensation packages available.	
Q3: Are you happy with what is being proposed?	
Q4: If not provide reasons?	
Q5: Are there any questions you wish to enquire from us?	

SECTION Q: VERIFICATION

1. I have read the above information and agree that the information on this form is true, full and complete

Date of Interview

Signature of person interviewed

Signature of witness

Name (print block capitals)

Title

Title

Signature of interviewer

Signature of supervisor

Name (print block capitals)

Name (print block capitals)

Start time

End Time

SECTION P: REMEMBER TAKE PHOTOS OF

1. Photos of ID
2. Photos of PAP(s)
3. Photos of structures

*****THANK YOU FOR YOUR COOPERATION*****



THE LAKE TURKANA WIND POWER



Valuation of Structures at, Namarei, Illaut Villages

Final Draft Report



November, 2012



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EXECUTIVE SUMMARY

Preface

This report contains the valuation of structures at Namarei and Illaut villages. The report was prepared for the Lake Turkana Wind Power (LTWP) by Log Associates. It provides information on the nature and values of assets on the C77 road from Laisamis to Loiyangalani which is being rehabilitated by the LTWP.

Approach and Methodology

The consultant examined and assessed all the affected structures at Namarei and Illaut villages through mixed methodologies to obtain accurate and reliable evidence to express a true and fair opinion on the affected structures. During the assessment, the consultant captured all the cost that would be incurred to create an alternative or similar asset providing equivalent utility to the affected asset. Additionally, the consultant considered a two month compensation for loss of income based on the monthly contribution margins. The valuation was conducted in line with legal requirements in Kenya and the World Bank Operational Policy on Involuntary Resettlement.

Opinion on Compensation Value

Based on our assessment, the consultant is of the opinion that a total of Kenya Shillings Fifteen Million, Three Hundred and Forty-three Thousand and Ten (KES **15,343,010**) is required as fair compensation for the affected assets and for two months loss of income. The two month goodwill period was arrived at through consultative consultations and individual interviews with the PAPs.

Table 1: Breakdown of compensation costs

<i>Location</i>	<i>Cost Items</i>	<i>Amount (KES)</i>
Namarei	Loss of Income	338,000.00
	Structures	1,289,225.00
	Disturbance Allowance	193,384.00
	<i>Sub-Total</i>	<i>1,820,609.00</i>
Illaut	Loss of Income	1,050,000.00
	Structures	9,632,680.00
	Disturbance Allowance	1,444,902.00
	<i>Sub-Total</i>	<i>12,127,582.00</i>
	Grand Total	13,948,191.00

Recommendations

Based on the concerns raised by the PAPs, we recommend as follows:

- i. *Notice*: Three months' notice to be given before commencement of demolitions;
- ii. *Compensation payment*: An advance payment 70% of total compensation cost to be given to enable the PAPs to relocate and 30% thereafter;
- iii. Two month loss of income for traders that are transacting; and
- iv. *Employment Opportunities*: Consider the community members for employment opportunities where possible. Most of the affected community members may not have the requisite education to do complex assignments.

1.0 INTRODUCTION

1.1 Background Information

This report contains the valuation of structures at Illaut, and Namarei villages. The report was prepared for the Lake Turkana Wind Power (LTWP) by Log Associates. It provides information on the nature and values of assets on the C77 road from Laisamis to Loiyangalani which is being rehabilitated by the LTWP.

The road passes through the villages of Lengima, Lekuchula, Namarei, Illaut along the C77 and diverts along the D371 (Kargi junction), bypassing South Horr, and traversing along this road looping back round to the C77 at the project site. The Ministry of Roads, The Kenya National Roads and Highways, Kenya Rural Roads Authority have approved the road design which is 6m wide with a 5m road reserve on both sides. In March 2012, LTWP conducted a survey on the road and identified structures at Namarei and Illaut as encroaching into the road reserve thereby necessitating their removal or demolition. Consequently, the owners of the structures would need to be compensated in line with the Laws of Kenya and International best practices.

1.2 Study Objective and Scope of Work

1.2.1 Main Objective

The objective of this study was to carry out valuation of the affected structures in Namarei and Illaut villages in county of Marsabit.

1.2.2 Specific Objectives

The specific study objectives were to:

- i. Provide LTWP with detailed costing for materials (like-for-like) at full replacement costs for each of the structures identified in the enumeration surveys
- ii. Provide detail breakdown of the labour costs associated with relocation and reconstruction of a similar size structure using new but similar materials in the host locations
- iii. Provide guidance as to the time (in days) that the vendors or businesses will be interrupted due to the relocation activity

2.0 VALUATION METHODOLOGY

2.1 Introduction

The consultant examined and assessed all the affected structures at Illaut and Namarei villages through mixed methodologies to obtain accurate and reliable evidence to express an opinion on the affected structures. During the assessment, the consultant considered cost of materials, transportation and labour costs. For business premises, the consultant also considered contribution margin, stock levels and re-stocking cycle to arrive at a true and fair compensation cost for loss of income.

2.2 Legal Procedure

The procedure followed in this report are based on legal procedure outlined in the Valuers Act Cap 532, which requires that a duly authorised valuer be engaged in making cost valuation of assets to be possessed by any development project, and internationally recognised polices on involuntary resettlement.

2.3 Full Replacement Cost Approach

The full replacement cost (FRC) is the most preferred and recommended valuation method for the project affected structures (PAS). In forming our opinion, the consultant estimated the total effort invested in terms of building materials for the floor, walls, roof, finish, transporting and labour input and thereafter computed the full replacement cost based on the current market prices.

2.4 Valuation for Loss of Income

To arrive at fair compensation for loss of income to each of the business, the time required to setup a similar enterprise was based on the assumption that resources

would be available when compensation was paid. The time needed to setup the structures was discussed through participatory approaches and consultations with the PAPs.

2.5 Disturbance Allowance

The law requires that a 15 percent disturbance allowance be paid in addition to the full replacement value of the affected assets/properties as assessed by an authorised valuer.

3.0 FINDINGS AND DISCUSSIONS

3.1 Introduction

LWTP is to refurbish 200km of existing rural roads stretching from Laisamis to the wind-farm site in Loiyangalani area. Consequently, a total of 46 structures will be affected. This section presents the consultants assessment and opinion on the full replacement values of these structures.

3.3 Illaut Trading Centre

The occupants in this centre are mainly from the Rendille community. The Illaut trading centre is situated next to a water catchment which has several shallow wells. The wells are used by the community members to water the livestock. The centre's clientele include travellers and the pastoralists.

A total of 31 structures were assessed and valued. Most of the affected structures within the road reserve are or were used as business premises. Three of the business premises were not or have not been engaged in business activities for some time. It was therefore necessary to include the economic benefits related to the active business assets. The consultant wish to point here that it was a bit difficult to get the owners of the business premises to speak the truth about the profit margin derived from the enterprises. Nevertheless, through extensive consultations with the PAPs and opinion leaders, the consultant believe that the data obtained is sufficient and appropriate to provide a basis for loss in income. Samples of the affected structures is provided in Box 3.8 and 3.9



Box 3.8: Business Premise

A photo of one of the business premises at Illaut



Box 3.9: Community Hall

A photo of community hall also as community store for relief food. Constructed by UNESCO in 2005

The total compensation cost for the assessed structures including two month goodwill for the affected business premises works out to KES 12,127,582 inclusive of 15 percent disturbance allowance on affected structure.

Table 2: Breakdown of compensation costs Illaut

<i>Cost Item</i>	<i>Amount (KES)</i>
Loss of Income	1,050,000.00
Structures	9,632,680.00
Disturbance Allowance	1,444,902.00
Total	12,127,582.00

3.4 Namarei Trading Centre

The occupants in this centre are mainly from the Samburu community. The centre started due to the long distances to other trading centres. The nearest trading centre to Namarei is Ngurunit which is about 40 km away.

A total of 15 structures were identified within the road reserve and valued. Most of the affected structures are used as business premises. It was therefore necessary to include the economic benefits related to the assets. We did not have difficulties obtaining information on the contribution margin of business enterprises. We therefore believe that estimates give a true and fair view of the replacement cost of the assets and compensation for loss of business. Samples of affected structures is presented in Boxes 3.10 and 3.11



Box 3.10: Business Premises

A photo of one of the business premises at Namarei. Most of the premises were constructed in 2004.



Box 3.11: Community Store

A photo of the community store at Namarei. The store was constructed by the villagers in 2009.

The total compensation cost for the assessed structures including two month goodwill for the affected business premises at this centre works out to KES 1,820,609 inclusive of 15 percent disturbance allowance on the affected structures.

Table 3: Breakdown of compensation costs Namarei

<i>Cost Item</i>	<i>Amount (KES)</i>
Loss of Income	338,000.00
Structures	1,289,225.00
Disturbance Allowance	193,384.00
Total	1,820,609.00

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 Conclusions

This report provides our true fair and fair opinion on the replacement cost and compensation for loss of income of all the affected structures. In conclusion, we wish to state that a total of **KES 13,948,181** is required as compensation for the affected structures. A detailed assessment register is provided in the Appendix.

Table 4: Estimated Budget for Compensation

<i>Location</i>	<i>Cost Items</i>	<i>Amount (KES)</i>
Namarei	Loss of Income	338,000.00
	Structures	1,289,225.00
	Disturbance Allowance	193,384.00
	<i>Sub-Total</i>	<i>1,820,609.00</i>
Illaut	Loss of Income	1,050,000.00
	Structures	9,632,680.00
	Disturbance Allowance	1,444,902.00
	<i>Sub-Total</i>	<i>12,127,582.00</i>
	Grand Total	13,948,191.00

4.2 Recommendations

Based on the findings, we recommend as follows:

- i. *Notice:* Three months' notice will be given before commencement of demolitions
- ii. *Compensation payment:* An initial payment 70% of compensation cost will be given to enable the PAPs to relocate and 30% thereafter.
- iii. *Employment Opportunities:* Consider the community members for employment opportunities where possible. Most of the affected community members may not have the requisite education to do complex assignments.

APPENDICES

1. Loss of Income
2. Categorisation of Assets
3. Summary of Asset Enumeration

Loss of Income

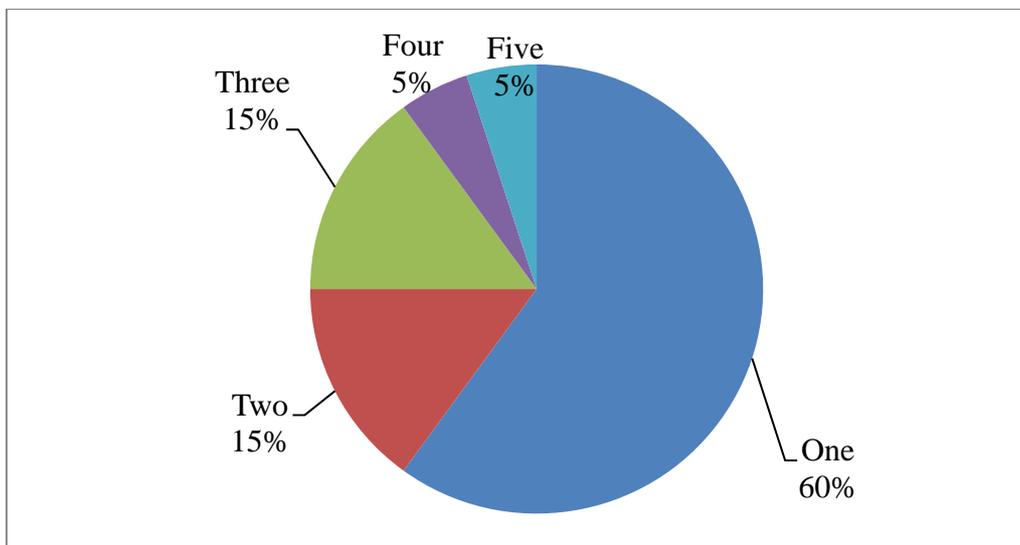
Two Months Goodwill

The time required by the PAPs to setup is disaggregated in Figure 1. The average time required works out to 1.9 months. In light of the fact that majority of the PAPs would require just a month to setup, the consultant found that a two month goodwill was an agreeable compromise. It is expected that 1 month would be used to for site selection while the remaining one month for actual construction.

Table 5: Estimated Budget for Loss of Income

Cost Item	Amount (KES)
Loss of income Illaut	338,000.00
Loss of income Namarei	1,050,000.00
Total	1,388,000.00

Figure 1: Amount of time required to construct similar structure in months



Categorisation of Assets

The categorisation of assets for Namarei and Illaut is presented in Tables 1 and 2 below.

Table 6: Categorisation of assessed assets at Namarei

<i>Asset Category</i>	<i>Quantity</i>
Business Premise	6
Residential Structure	3
Storage Facility	2
Kitchen	3
Domestic Animal Unit	1

Table 7: Categorisation of assessed assets at Illaut

<i>Asset Category</i>	<i>Quantity</i>
Business Premise	9
Residential Structure	8
Sanitation Facility	3
Storage Facility	4
Kitchen	3
Domestic Animal Unit	4

Summary of Asset Enumeration

Table 8: List of PAPs, Enumeration of Structure and Compensation Amounts

A-RAP for Roads UNIQUE REF NO	Number of Affected Structures	SUM OF ALL SUMS		
		10,921,905Ksh	1,388,000Ksh	13,948,191Ksh
		TOTAL ESTIMATED COMPENSATION VALUE, KES	LOSS OF INCOME ALLOWANCE	TOTAL ESTIMATED COMPENSATION VALUE INCLUDING 15% DISTURBANCE ALLOWANCE, KES
A-RAP-Roads-001	2	164,245.00	60,000.00	248,881.75
A-RAP-Roads-002	2	142,470.00	80,000.00	243,840.50
A-RAP-Roads-003	3	216,090.00	100,000.00	348,503.50
A-RAP-Roads-004	1	104,690.00	58,000.00	178,393.50
A-RAP-Roads-005	3	119,075.00		136,936.25
A-RAP-Roads-006	1	107,445.00		123,561.75
A-RAP-Roads-007	1	127,800.00		146,970.00
A-RAP-Roads-008	1	115,710.00	40,000.00	173,066.50
A-RAP-Roads-009	1	191,700.00		220,455.00
A-RAP-Roads-0010	3	498,950.00	300,000.00	873,792.50
A-RAP-Roads-0011	1	105,080.00	70,000.00	190,842.00
A-RAP-Roads-0012	1	96,560.00	50,000.00	161,044.00
A-RAP-Roads-0013	1	93,010.00	50,000.00	156,961.50
A-RAP-Roads-0014	1	57,000.00	40,000.00	105,550.00
A-RAP-Roads-0015	1	115,730.00	40,000.00	173,089.50
A-RAP-Roads-0016	1	2,054,675.00		2,362,876.25
A-RAP-Roads-0017	3	1,237,825.00	100,000.00	1,523,498.75
A-RAP-Roads-0018	10	2,161,125.00	400,000.00	2,885,293.75
A-RAP-Roads-0019	3	1,884,700.00		2,167,405.00
A-RAP-Roads-0020	6	1,328,025.00		1,527,228.75