



Agua Grande Coastal Protection and Reconstruction of
Marginal Road (AA-010226-002)



A-RAP REPORT



Detailed Project Engineering Design, Bid Documents
and Associated Safeguard Instruments Preparation for
Agua Grande Coastal Protection and Reconstruction
of Marginal Road

Abbreviated Resettlement Action Plan

FINAL EDITION



São Tome

May 2022



■ QUALITY CONTROL SHEET

DOCUMENT	Abbreviated Resettlement Action Plan				
CONTRACT	Detailed Project Engineering Design, Bid Documents and Associated Safeguard Instruments Preparation for Agua Grande Coastal Protection and Reconstruction of Marginal Road (AA-001226-002)				
COD	RD6767-DD-RP-EN-RAP-D09				
AUTHOR	SIGNATURE	OD			
	DATE	25/5/2022			
REVISED	SIGNATURE	JEP			
	DATE	26/05/2022			
ADDRESSE	BEI/ RVO/INAE				
NOTES					

The Technical Assistance operation is financed by the European Union under Cotonou Investment Facility

The authors take full responsibility for the contents of this report. The opinions expressed do not necessarily reflect the view of the European Union or the European Investment Bank or RVO



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List of Abbreviations

A-RAP:	Abbreviated Resettlement Action Plan
DGE :	Directorate-General for the Environment
EBRD:	European bank for Reconstruction and Development
EIA/ESIA:	Environmental impact assessment/environmental and social impact assessment
EIB:	European Investment Bank
EN 1, 2, 3:	National Road 1, 2, 3
ESS:	The Social Safeguards Specialist
ESS :	Environmental and Social Safeguards
GIME:	Grupo de Interesse de Manutenção de Estradas
GRM:	Grievance Resolution Mechanism
GSTP:	Government of São Tome and Príncipe
IFC:	International Finance Corporation
INAE:	National Road Institute
MARAPA :	(NGO 'Mar Ambiente e Pesca Artesanal')
MIRNA:	Ministry of Infrastructure, Natural Resources and Environment
MTEO:	Monitoring and Evaluation Officer
NGO:	No Governmental Organization
OP:	Operational Policy
PAPs :	People Affected by Project
A-RAP/RAP:	Resettlement Action Plan
PD:	Project Director
PIU:	Project Implementation Unit
RC:	Resettlement Committee
STP:	São Tome and Príncipe
WB :	World Bank



1. INTRODUCTION

The Government of Sao Tome and Principe intends to implement the “Agua Grande Coastal Protection and Reconstruction of Marginal Road”. The Ministry of Public Works and Infrastructure is planning to finance the Project with a loan from the European Investment Bank (EIB) and therefore it is being developed to comply both with national legislation of the Republic of Sao Tome and Principe and environmental and social requirements of EIB. The project will be implemented by a dedicated Project Implementation Unit (PIU) National Road Institute (INAE).

The three basins that make up Sao Tome's marginal city has enormous influence on the social and economic prosperity of its population, in addition to health, safety and environmental considerations. Infrastructure projects, such as this one, create assets which enhance the environment and stimulate economic growth through improved productivity. The planning, construction and operation phases of such projects may affect different stakeholders to varying degrees, at varying times.

1.1. THE NEED FOR RESETTLEMENT /COMPENSATION

Involuntary resettlement has the potential to cause severe long-term adversity, impoverishment, and environmental damage unless appropriate measures are carefully planned and carried out.. Consistently with the Bank's safeguard OP/BP 4.12 and EIB standard 6 on Involuntary Resettlement, this project must be screened for potential impacts, and that the required resettlement and compensation be carried out based on screening results.

As São Tomé and Príncipe does not have a specific resettlement policy framework, this RAP adopts the EIB standard 6 on Involuntary Resettlement, which can be summarized as follows:

Resettlement should be avoided where feasible, or it should be minimized, exploring all viable alternative project designs.

Where it is not feasible to avoid resettlement, its activities should be conceived and executed as sustainable development programs, providing sufficient investment resources to enable the persons displaced by the project to share in the benefits of the project;

Displaced people should be meaningfully consulted and be provided with opportunities to participate in planning and implementation of resettlement programs.

Affected people will have to be fully compensated prior to the taking of land and start of the civil works.

Displaced persons should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.

More Specifically OP/BP 4.12 specifies that when the impacts of a project mean that less than 200 people must be relocated or if these people are not physically displaced but lose more than 10% of their assets due to the project an Abbreviated Resettlement Action Plan (A-RAP) may be prepared.

This being the case an Abbreviated Resettlement Action Plan (A-RAP) is thus prepared and budgeted for, as some displacement and relocation is required there will be compensation for damages, and/or loss of property / loss of access to livelihood resources.

This A-RAP document is thus prepared to guide implementation of the resettlement and compensation operations. Involuntary resettlement is required, assets are impacted, and/or there is an impact on livelihoods, this abbreviated RAP is accord with the principles and procedures of the EIB Resettlement Policy Framework.

2. PROJECT BACKGROUND

2.1. THE PROJECT CONTEXT

The project consists of the design of coastal protection elements, landscaping and reconstruction of the Marginal road from the airport of São Tomé (TMS) until 1 km south of the Pirata Bar to the south of Pestana Hotel (9 km approximate total length) of that contributes to improve the road network and the tourist development of the island.

The Marginal road is an urban road, which contours the coastal line of the capital and connects it to the main and only international airport of the country (TMS), to the North, and to the road to the village of Pantufo, to the South.



It crosses the most densely populated urban area of the country, the bays of Lagarto and Ana Chaves as well as several landmarks, and links to the access road to the port. It is also at the centre of the radial road network of the island, connecting the national roads EN1, EN2 and EN3.

The Marginal is especially vulnerable to the consequences of climate change (including rising sea levels and subsequent coastal erosion and flooding). The effects of the phenomena related to climate change are aggravated by the passage of the road in front of the mouth of the Agua Grande river, and the scarce coastal protection and lack of drainage

The Marginal Road can be split into three sections:

2.1.1. The Lagarto Bay subsection

Nowadays it is the main link between the capital and the airport. With a length of 1.800 m, it has several hotels and accommodation on the side as well as beaches. The main issues of this area include the erosion of the beaches, wave overtopping and unsafe interactions between vehicles exceeding speed limits and pedestrians and cyclers. There are no fishery landing sites on this section.



Figure 1 Aerial view of the Section 1: Lagarto Bay

2.1.2. The Ana Chaves Bay subsection

It is the most densely urbanized section of the project as it contours the centre of the capital. It has a length of 2,500 m and crosses several landmarks. The main issues of this area include the collapsing of the existing seawall and balustrade, wave overtopping, and unsafe interactions between vehicles exceeding speed limits and pedestrians and cyclers at the intersection of national roads EN1, EN2 and EN3. There is the need to maintain and upgrade access and coastal protection conditions for the three existing fishery landing sites.

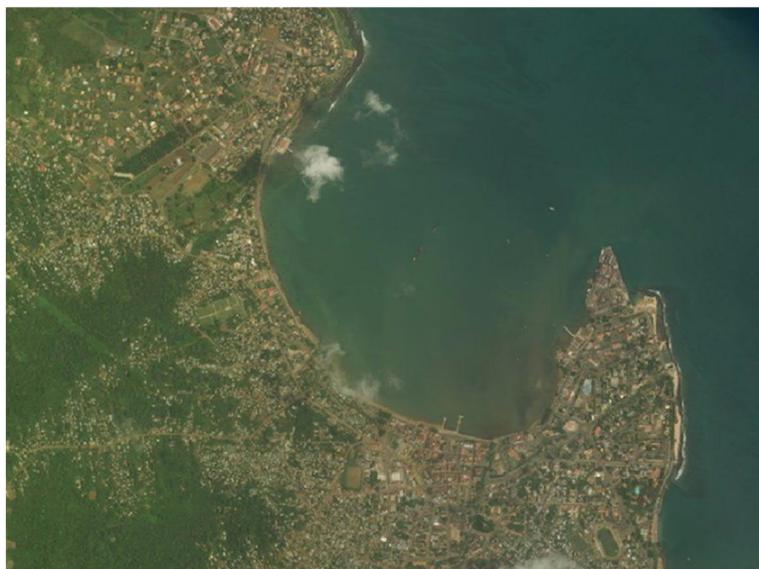


Figure 2 Aerial view of the Section 2: Ana Chaves Bay. Ch. 2+200 – 5+800

2.1.3. The Pantufo Coastline subsection

It is the only section of the project not contouring a bay and hence more affected by coastal erosion. With a length of about 4,400 m, it differs significantly from the previous sections in terms of road function, land use and landscape. The main issues of this area include the erosion and the collapsing of balustrade (at specific locations), wave overtopping, and unsafe interactions between vehicles exceeding speed limits and pedestrians and cyclers near the Fort, the High School, Pestana Hotel, Club Nautico and the Pirata bar. There is the need to maintain and upgrade access and coastal protection conditions for the existing fishery landing sites.

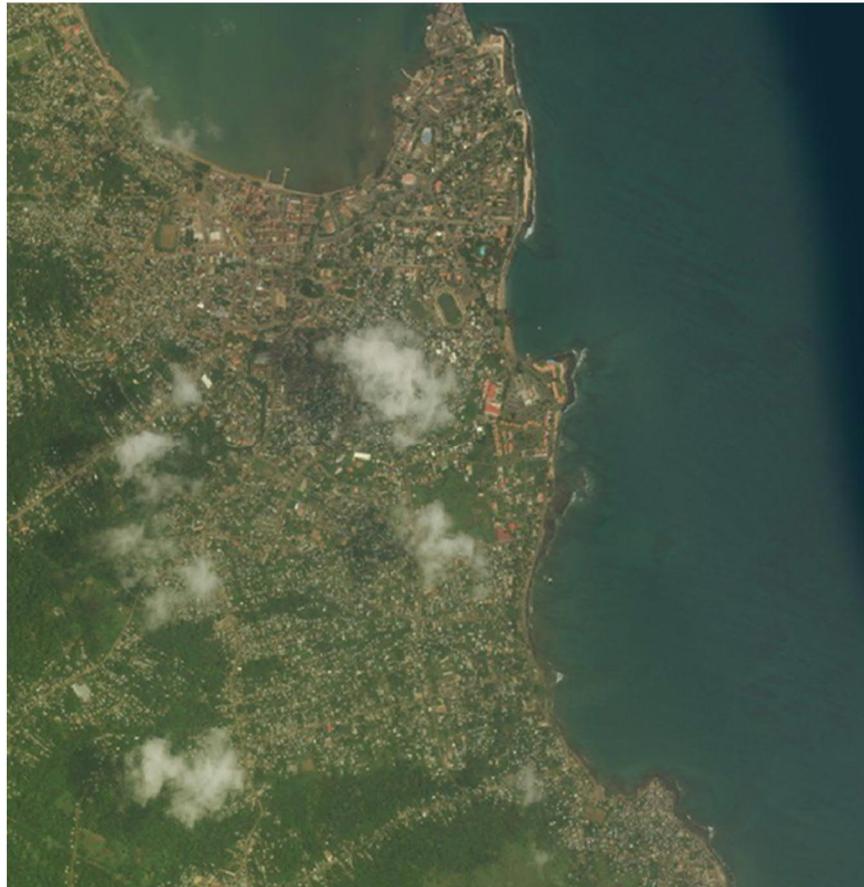


Figure 3 Pantufo Coastline. Ch.5+800 – 8+900

According to Feasibility Study, the design criteria of Alternative C are the following:

Depending on the present width of the carriageway and the parking bays the road profile is adjusted to cater for motorized and non-motorized (pedestrians and cyclists) traffic. This especially holds for the pavements in the Ana Chaves Bay area where parking bays and sidewalks are provided in a balanced manner. In general, a carriageway width of minimum 7 m is included, which provides space for cycle suggestion lanes on both sides. For cyclists, a cycle path is included between Lagarto and Ana Chaves that makes use of upgrading the existing path along the rock promontory and literally connects the bays as an interesting route.

For Lagarto a road width of 6 m (the level raised with 0.2~0.5m at the lower sections) and a seaside sidewalk of 4 m are included. The coastal protection is a rock revetment.

The coastal protection in Ana Chaves exists of the rehabilitated seawall, including a closed balustrade on top and a rock berm in front of it. These additions serve for the long term stability of the wall and reduce the overtopping significantly. In Pantufo, the balustrade of the seawall is also rehabilitated and at a few sections a rock revetment is included.



Present fishery landing sites in Ana Chaves are incorporated in this integral design by increasing boat landing space, ensuring access to the road (openings in the balustrade with steps to the beach) and providing additional amenities (water and sanitation blocks). - At Lagarto beach, where there is beach behind the revetment, the revetment crest will be locally kept at same level as sidewalk and some concrete steps on the revetment for easy access of the beach. As this area is popular for recreation and bathing, two toilet blocks are included at the parking bays opposite of the beach area.

The sidewalks are rehabilitated or newly designed to improve safe mobility of pedestrians. At the seaside at sections where overtopping of sea water will occur, they function as surface drainage by inclining the seaside sidewalks towards the sea and including a shallow drain and weepholes. - The road shall have sufficient stormwater run-off drainage: surface drainage (if no kerbs of sidewalk and space along the road) or with catch pits and sub-surface drains (for locations with kerbs of sidewalks) with outlets to the sea.

Present utilities (telecom, power, water, streetlighting) are considered. If present, these are located at the landside sidewalk or berm and do not require specific work. At Lagarto the streetlights need to be shifted or replaced.

For beautification, also streetlighting suggestion are indicated.

Road safety is addressed via the adequate selection of road profile, pedestrian crossings and 50 km/h and 30 km/h zones.

The two Y-junctions in the Ana Chaves area are adjusted. The connection with the EN1 is included as roundabout and shall be further analysed in detailed design phase based on the design of the EN1 and progress of that project. The other Y-junction is closed-off and the next junction shall be improved or alternatively a roundabout can be included, this depends on the spatial planning of this area which is now in use as (informal) market.

3 DESCRIPTION OF PROJECT

3.1 GENERAL OBJECTIVES

As the Terms of Reference states, the general objectives of the assignment is to improve the reliability, quality, safety and resilience to climate change of the Marginal road as transport and coastal protection corridor, as well as to improve safety conditions for road users including motorized vehicles, non-motorized vehicles and pedestrians on the road and the hinterland.

In particular the Project shall:

- Improve the connection between the capital and the country's main airport;
- Improve the mobility conditions within the capital area;
- Contribute to the improvement of the overall road network by enhancing the link between the national roads en1, en2 and en3;
- Increase the protection of the coastal stretch along the road against coastal erosion and flooding;
- Increase the attractiveness of the capital's waterfront for both locals and tourism development; and
- Improve accessibility to the coast and the conditions of fishery landing sites.

For road project horizon is 20 years and for coastal protection 50 years with 100 years of return period is considered.

2.2. LOT 1 LAGARTO BAY (CH 0+000 – CH 2+760)

2.2.1. Location

The Lagarto Bay section starts near to the Airport, beside to the O Bigodes Hotel (0+000), continues along Lagarto Bay during 1,9 km, crosses inland the promontory between both bays and ends to the south of Central Hospital of Sao Tome specifically next to the access to CKDO Supermarket (2+760).

2.2.2. Design Speed

The design speed has been adopted according to the geometric characteristics of the road (horizontal and vertical) and its urban character (many accesses to properties and other streets). The design speed throughout the section is 50 km/h.

2.2.3. Typical section

The configuration is a single carriageway with one lane on each direction. In the first 1.800 m we have parking areas where the section allows it. Regarding the cross section, the vehicular lanes proposed within Road are 3,0 meters wide. The proposed footpaths along the entire route are 2,0 m wide. A 2,5 m wide cycle lane (two-way traffic) is also proposed along Lagarto bay, up CH 1.800. This lane diverts to an area shared by the promontory road to the CKDO supermarket.

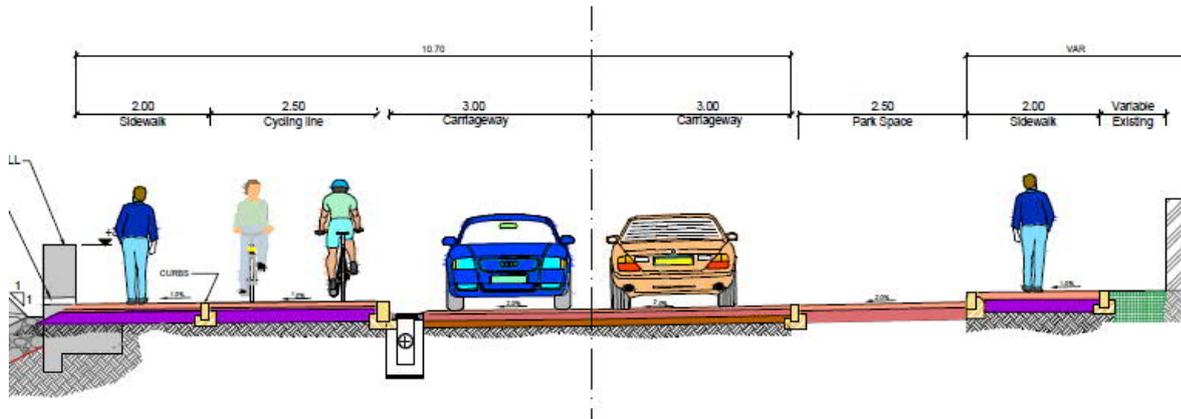


Figure 4 Typical section - Lagarto Bay

From CH 1800 to CH 2760, the typical section consists of a lane for each direction, 3.0 m wide. Two sidewalks are also proposed on both sides of the 2 m wide.

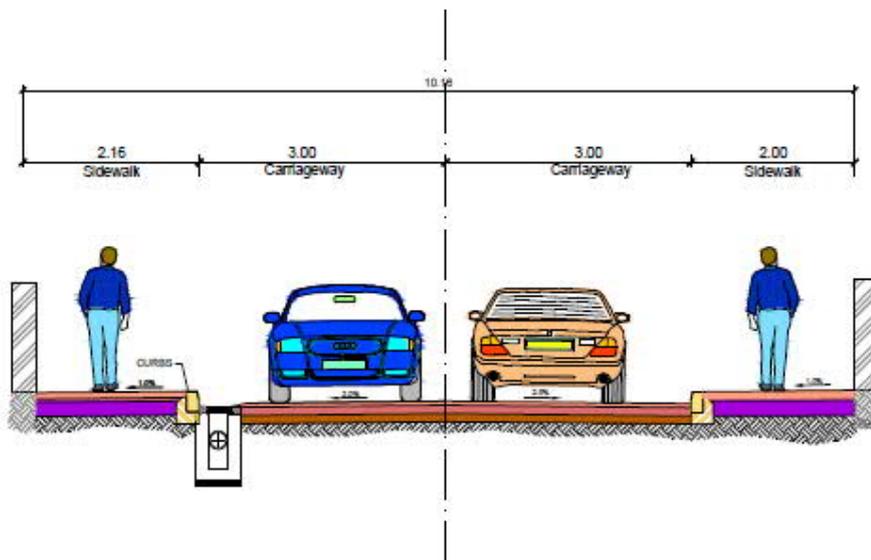


Figure 5 Typical section - Lagarto Bay, Sao Tomé

2.2.4. Pavement

These proposed interventions are based on the existing built up pavement, the visual pavement assessment, the traffic study and the respective forecast and consideration of drainage continuity and constructability in relation to the existing pavement. In terms of sustainability, conserving materials is the first option in order to maintain existing pavement structure instead of new pavements, but it will depend on condition of the pavement layers.

- At Marginal Road:

Based on the DCP investigations, the unbound layer of the pavement presents very good strength, and it recommends to maintain and reuse. On the contrary, because the bad condition of the asphalt layer (only a wearing course of 3 cm average), the surface layer should be planned before overlays with the new asphalt layers designed. In sections, where road level will be raised up, regulating base course or granular base will be laid under asphalt layers, in the quantities that are required to being heightened. All pavement widening to be minimum 1 meter at subgrade level as required to accommodate the roller at least 3 ton mass at all locations.

- Park space: Parking areas will be constructed with interlock concrete cobblestones with 8 cm thickness. Under the blocks, a 5 cm mortar bed, serving as a support base for the blocks and 15 cm lean concrete layer will absorb the vertical loads coming from the road traffic. The concrete layer shall be laid on 15 cm granular base as minimum.
- Cycle path along Promontory:
 - Interventions consist of the replacement where pavement is identified as bad condition and new concrete pavement on the unpaved central reserve. The section will be constructed with 15 cm unreinforced concrete slab over 15 cm granular base. Among central reserve and wheel track lane, joints will be placed between concretes and shall be in accordance with the dimensions shown on the Drawings.
 - At the section from 1+420 to 1+600, where there is no presence of pavement, new concrete pavement is projected as the same section above mentioned.
 - From 1+620 to the end of the promontory road (1+860) where there is asphalt pavement, the proposed interventions consist of planning the surface road and inlay 4 cm of asphalt wearing course. This intervention includes the CKDO's parking.

2.2.5. Drainage proposed solution

The culverts affected by the new road, have been studied to review the existing hydraulic capacity and, if this structure does not have enough discharge capacity, proposing a new culvert with sufficient.

Thus, the culvert at CH0+448 is proposed to be replaced by a 4.60 x 1.40 m double box and the culvert at CH 1+335 is proposed to be replaced by a 4.60 x 1.40 m triple box.

- Road and sidewalks drainage

The typical section foreseen along the new road are the following:

- Mainly, one parallel drainage system (seaside) according to platform road design (cross section and road profile).
- Sidewalk drains to a channel and discharge towards the sea through weep holes.

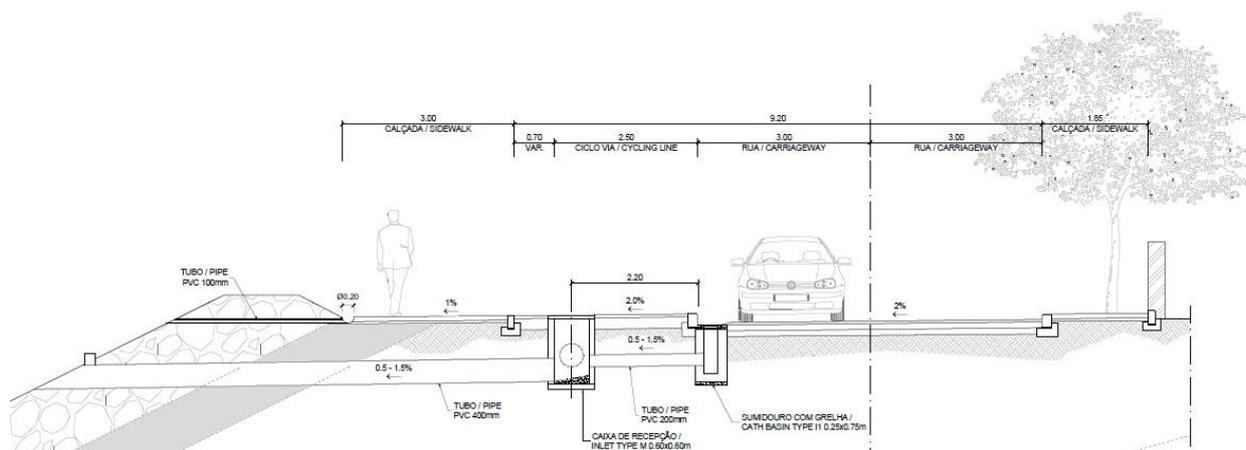


Figure 6 Typical section Lagarto Bay (0+000 – 1+880 and 2+420 – 2+760).

- At the hill transition, it is defined a main pipeline on the right side, with inlets every 15m, situated at the roadside. On the left side, an adjacent gutter is defined with inlets to catch the run-off water with crossing pipelines to convey it to the main pipeline.

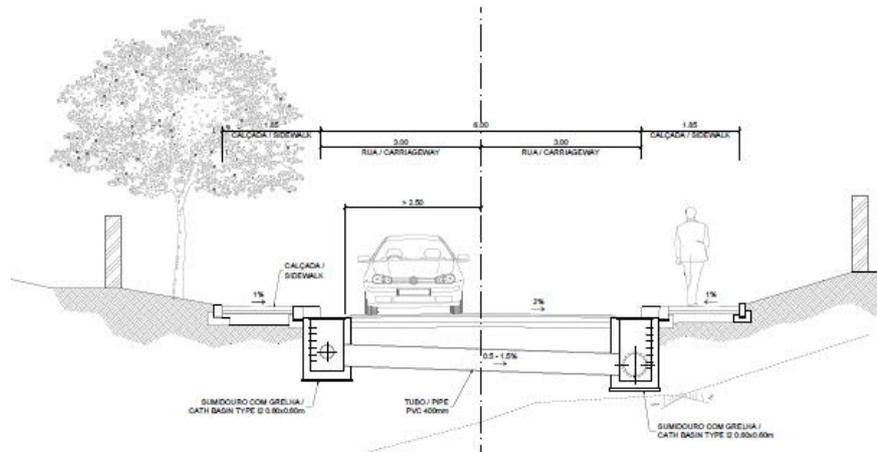


Figure 7 Typical section Lagarto Bay (1+880 – 2+420).

The correct functioning of the longitudinal drainage system is essential for safety road. Longitudinal drainage ensures the rapid flow of surface water over the platform, ensuring pavement protection. To ensure this, a hydraulic checking has been realised with the software Storm Water Management Model Version 5.1.

2.2.6. Landscaping

The proposed intervention for landscaping seeks to protect and improve the current space through the following actions:

- Design of a paved pavement on both sides of the road with basalt cobblestones in the pedestrian area near the sea and concrete paving on the residential side.
- Creation of pedestrian space accessible to all passers-by with pedestrian fords, special paving, and handrails to create a barrier-free public space.
- Design of a cycle lane at pavement level with a concrete pavement that allows cycling along the entire length of the promenade to the end of Lagarto Bay where a footbridge along the coast begins. The decision to create the cycle lane at pavement level offers cyclists greater safety from road traffic and also allows for the extension of pedestrian space when there are no cyclists circulating.
- The creation of road fords with a maximum gradient of 20% for car access to private plots adjacent to the promenade.
- The relocation of the existing urban installation networks buried and complying with the minimum safety distances between them, as well as aesthetically improving the urban space of the promenade.
- A new lighting design that guarantees the correct illumination of all the spaces within the area of intervention, as well as creating an overall image between the different bays that extend along the promenade. The proposed lighting runs along the pavement adjacent to the building plots, allowing the entire promenade to be illuminated, i.e. the road and pavements on both sides.
- New urban furniture such as concrete litter bins every 40 m and recycled glass benches every 100 m or so.
- A space of a certain size appears on the side of the promenade adjacent to the sea between km 0+120- 0+320 of the road, which allows the development of a recreational area that comprises:
 - A green area with shady trees under which there are rest areas with benches;
 - A children's play area;
 - Lighting to enhance the value of the new recreational area;
 - Urban furniture: litter bins, a drinking fountain, bicycle parking.

- At km 1+860 it is proposed to locate a new building, a washing place to allow the washing of clothes which is currently done on the Lagarto beach where there is a water access point. The aim of this measure is to improve the current situation of the population by offering a suitable space for the washing activity that is recurrent in their day-to-day lives in the public space due to the lack of water in their homes Lagarto Bay is characterised by the lack of an adequate pavement for pedestrians, with a dirt finish.

2.2.7. Coastal protection structures design

A Concept Design prepared by CDR international for MOPIRNA, has been completed to identify alternatives for the construction of coastal protection infrastructure and the reconstruction of the Marginal Road. **Alternative C** has been selected as the preferred option.

TYPESA assess the preferred solution (alternative C) presented in the Concept Study and propose minor variation or correction to adjust alternative C.

Coastal protection of alternative C in Lagarto Bay mainly consists on installing a rock protection restoring the existing armourstone. Within this Draft Detailed Design, the main variation from Concept Design is that a beach nourishment in the central and south part of Lagarto Bay is proposed.

The reasons are the following: 1) to keep existing use of the area due to new armourstone protection reduces beach area, 2) this variation goes in line with the fifth specific objective of the project “*v) increase the attractiveness of the capital’s waterfront for both locals and tourism development*”, and 3) this sand contribution reduces wave agitation within the bay dissipating wave energy.

A rock revetment is proposed to protect the road and coastline because in the present situation the beach is limited and is gradually eroding. The excavated sand to build the revetment will be placed at the beach location.

Three different sections are designed along Lagarto Bay.

First section consists on installing a main protection of rocks 1.5-2.8 tons till +3.00 m r/MSL. A filter layer of 70-150 kg is placed under the main protection. The crest of coastal protection is crowned by a concrete wall that reaches +4.00 r/MSL. Additionally, a geotextile is placed between rock protection and natural terrain to avoid loss of terrain

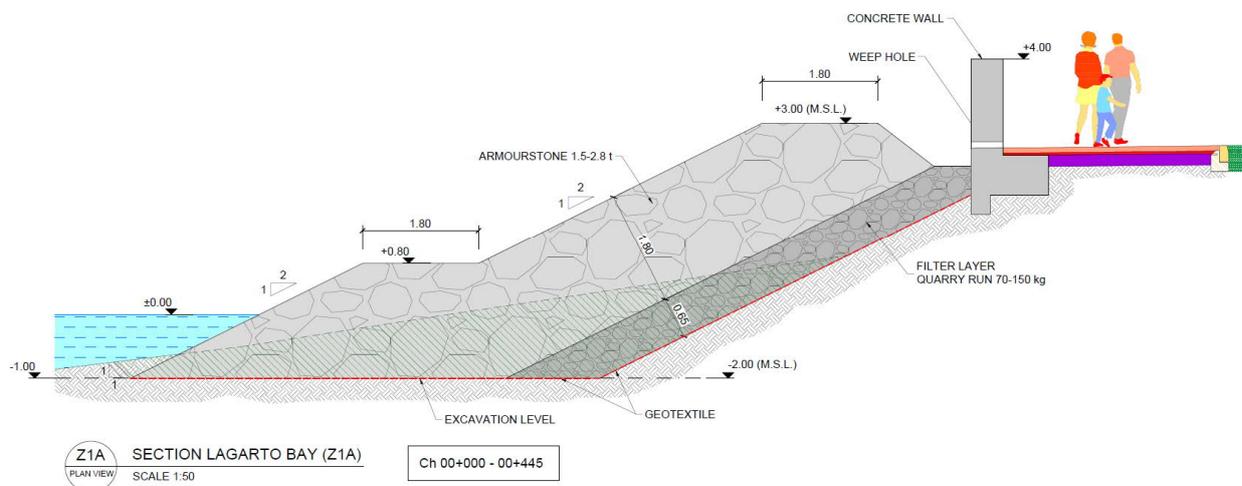


Figure 8 Typical cross section Z1A. Lagarto Bay

Second section consists on installing a main protection of rocks 0.7-1.4 tons till +3.00 m r/MSL. A filter layer of 35-75 kg is placed. To crown the coastal protection a concrete wall that reaches +3.50 r/MSL and also a geotextile between rock protection and natural terrain is placed.

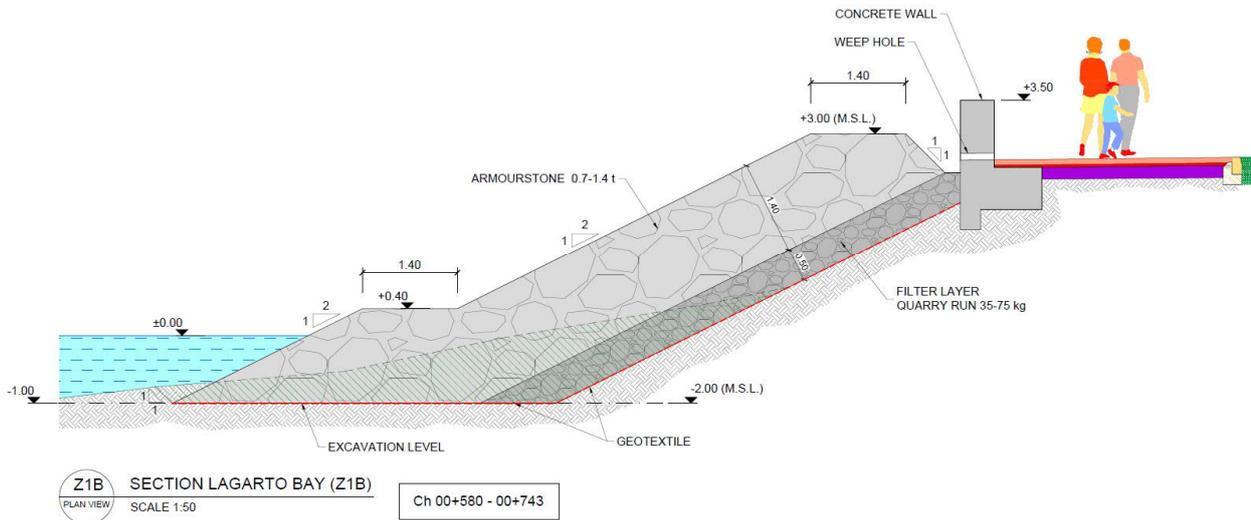


Figure 9 Section Lagarto bay

Third section consists on installing a main protection of rocks 0.3-0.5 tons till +3.00 m r/MSL. A filter layer of 15-30 kg is placed. To crown the coastal protection a concrete wall that reaches +3.50 r/MSL is proposed and also a geotextile between rock protection and natural terrain.

Furthermore, to keep existing use of the area a beach nourishment is considered, also this sand contribution reduces wave agitation within the bay dissipating wave energy.

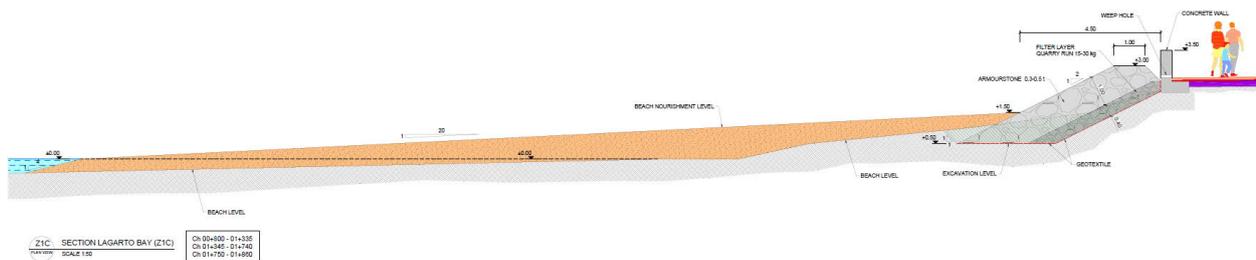


Figure 10 Typical cross section Z1C. Lagarto Bay

2.3. LOT 2 ANA CHAVES BAY (CH 2+760 TO CH 5+900)

2.3.1. Location

The Ana Chaves Bay section is the most densely urbanised section of the Project as it contours the centre of the capital. The length of this section is 3+140 m.

Begins in the access to CKDO Supermarket (2+760), continues along Avenida 12 de Julho passing several landmarks: intersection (round about) with EN1 National Road (3+700), Avenida Agua Grande (4+800), Post Office (5+100), Parque Ucla (5+150), Praça da Juventude (5+650 and finally the Forte de São Sebastião (5+900).



Figure 11 Aerial view of the Section 2: Ana Chaves Bay. CH. 2+760 – 5+900

2.3.2. Design Speed

The design speed has been adopted according to the geometric characteristics of the road (horizontal and vertical) and its urban character (many accesses to properties and other streets).

The design speed throughout the section is 40 km/h, except from CH 4150 to CH 4700, which will be 30 km/h due to the largest number of people on this section and the existence of several successive crossings.

2.3.3. Typical section

The configuration is a single carriageway with one lane on each direction. In the first 1.450 m (pk 4+250) we have parking areas where the section allows it. Regarding the cross section, the vehicular lanes proposed within Road are 3,0 meters wide. The proposed footpaths along the entire route are 2,0 m wide. A 2,5 m wide cycle lane (two-way traffic)

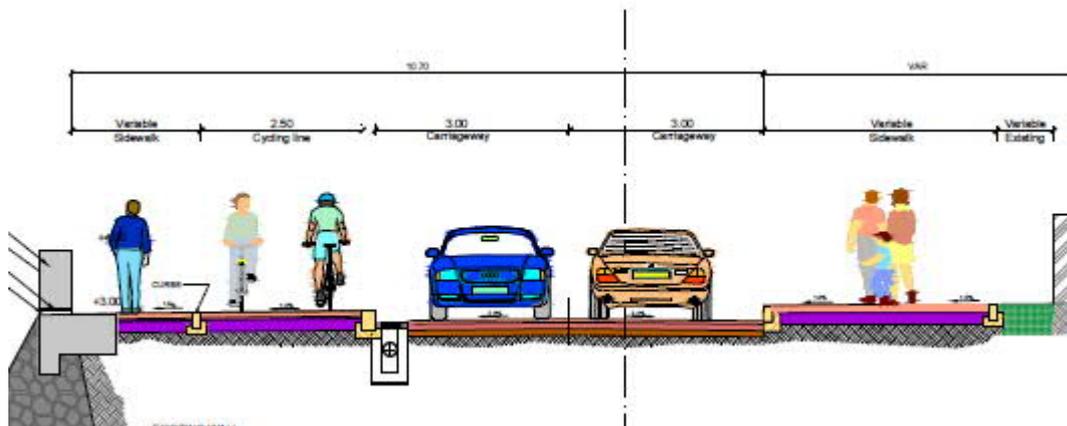


Figure 12 Typical section – Ana Chaves, Sao Tomé

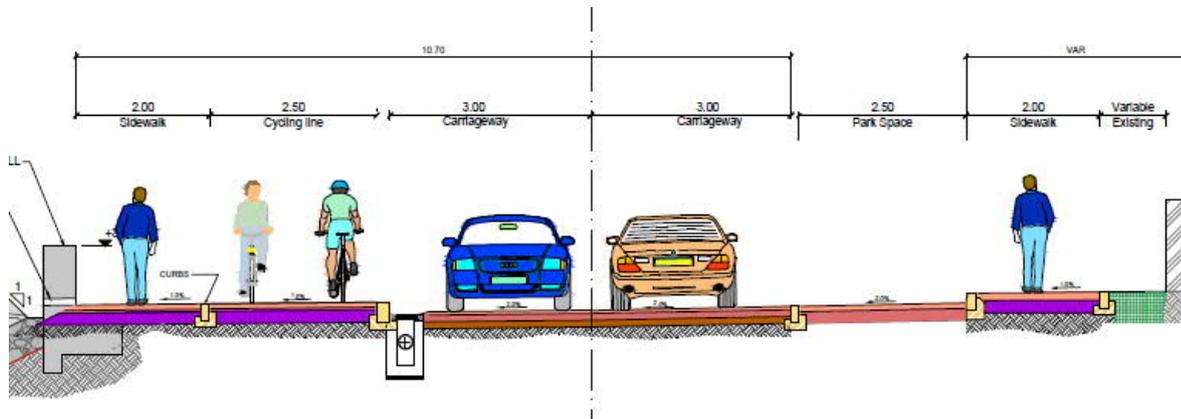


Figure 13 Typical section with parking – Ana Chaves, Sao Tomé

From CH 4150 to CH 4680, the typical cross section changes. Between CH 4150 to CH 4500 the bike lane has been proposed to divert it by a footbridge, parallel to the current road but which runs outside the existing wall next to the sidewalk. This footbridge maintains the same dimensions of the bike lane adopted in other sections.



Figure 14 Typical section with cyclebridge– Ana Chaves, Sao Tomé

From CH 4500 to CH 4660, the typical cross section consists of two lanes in each direction and a north-west turning lane. The existing angled parking lane are maintained and extended to take advantage of the section and get a greater number of places.



Figure 15 Typical cross section – Ana Chaves

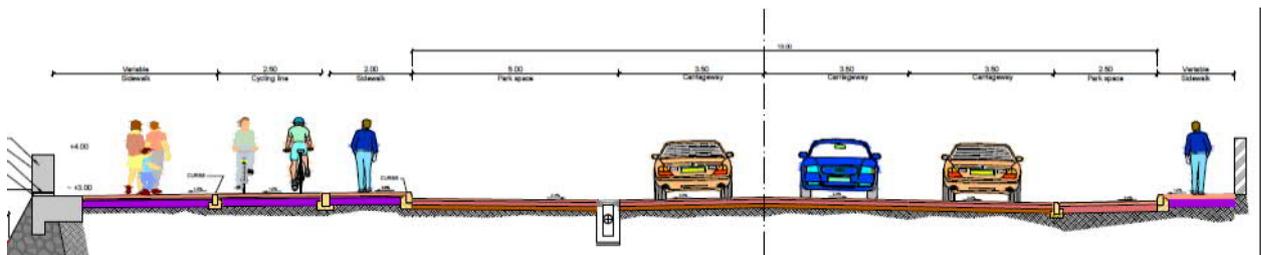


Figure 16 Typical section. Parking zone – Ana Chaves

In the rest of the section, until reaching the area of the San Sebastian Fort, the initial typical cross section continues, with two lanes in each direction of 3 m wide, 2 sidewalks of at least 2 m wide, and a 2,5 m parallel parking lane where the area allows it.



Figure 17 Area of San Sebastian Fort (National Museum)

In the area of San Sebastian Fort (National Museum) between CH 5650 to CH5850, the typical cross section changes and parallel parking lane is proposed in the south area (right side), to create a greater number of parking spaces, proposing a landscaped stay area on the north side (left side)

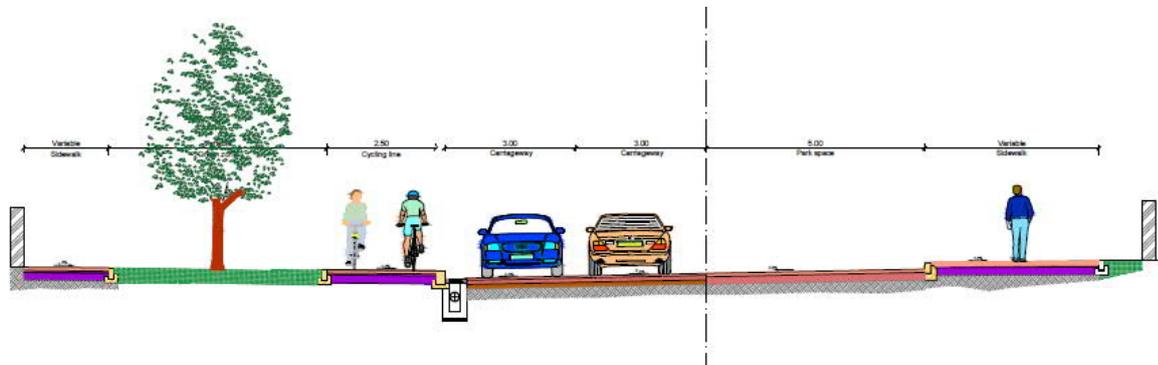


Figure 18 Typical section – Forte de San Sebastián, Sao Tomé

2.3.4. Pavement

These proposed interventions are based on the existing built-up pavement, the visual pavement assessment, the traffic study and the respective forecast and consideration of drainage continuity and constructability in relation to the existing pavement.

In terms of sustainability, conserving materials is the first option in order to maintain existing pavement structure instead of new pavements, but it will depend on condition of the pavement layers.

At Marginal Road:

Based on the DCP investigations, the unbound layer of the pavement presents very good strength, and it recommends to maintain and reuse. On the contrary, because the bad condition of the asphalt layer (only a wearing course of 3 cm average), the surface layer should be planned before overlays with the new asphalt layers designed. In sections, where road level will be raised up, regulating base course or granular base will be laid under asphalt layers, in the quantities that are required to being heightened. All pavement widening to be minimum 1 meter at subgrade level as required to accommodate the roller at least 3 ton mass at all locations.

Park space and elevated crosswalk: Pavements will be constructed with interlock concrete cobblestones with 8 cm thickness. Under the blocks, a 5 cm mortar bed, serving as a support base for the blocks and 15 cm lean concrete layer will absorb the vertical loads coming from the road traffic. The concrete layer shall be laid on 15 cm granular base as minimum.

Truck apron in roundabout: The pavement section for the blocked paved parking areas will be constructed with interlock concrete cobblestones with 10 cm thickness. Under the blocks, a 5 cm mortar bed, serving as a support base for the blocks and 15 cm lean concrete layer will absorb the vertical loads coming from the road traffic. The concrete layer shall be laid on 15 cm granular base as minimum.

2.3.5. Drainage proposed solution

Hinterland drainage

The existing culvert in CH 4+790 have the necessary hydraulic capacity. However, the structural state of the culvert is not optimal, so it is recommended to replace it with a new one with the same capacity.

Thus, the culvert at CH4+790 is proposed to be replaced by a 8.50 x 2.05 m double box.

Road and sidewalks drainage

The drainage system has been designed according to the hydraulic results and the information from previous documents. The typical section that can be found along the new road are the following:

- Mainly, two parallel drainage systems (land side/seaside) that drain water from the road surface into the main pipeline along the centreline of the road.
- Sidewalk drains to a channel and discharge towards the sea through weep holes.

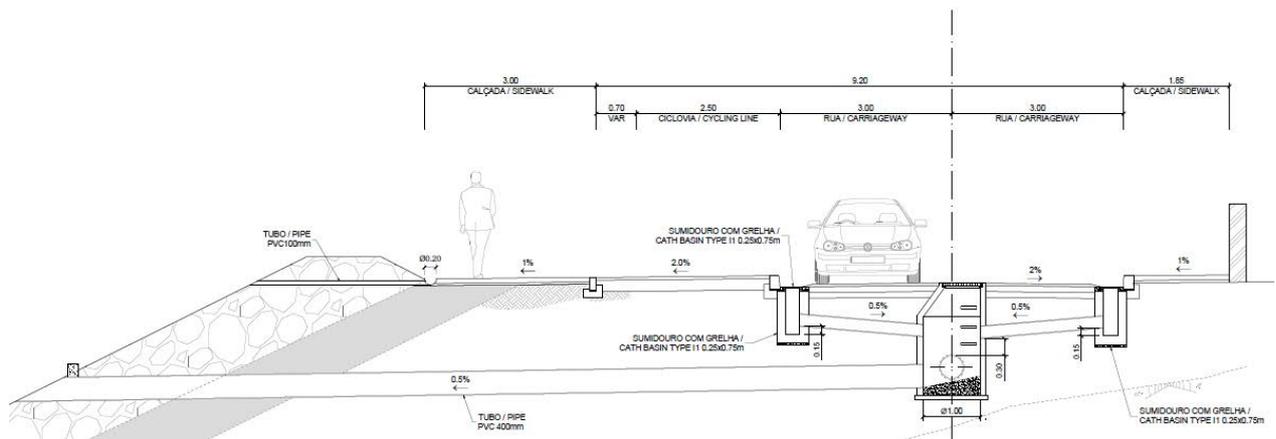


Figure 19 Typical section Ana Chaves Bay (2+760 – 4+540).

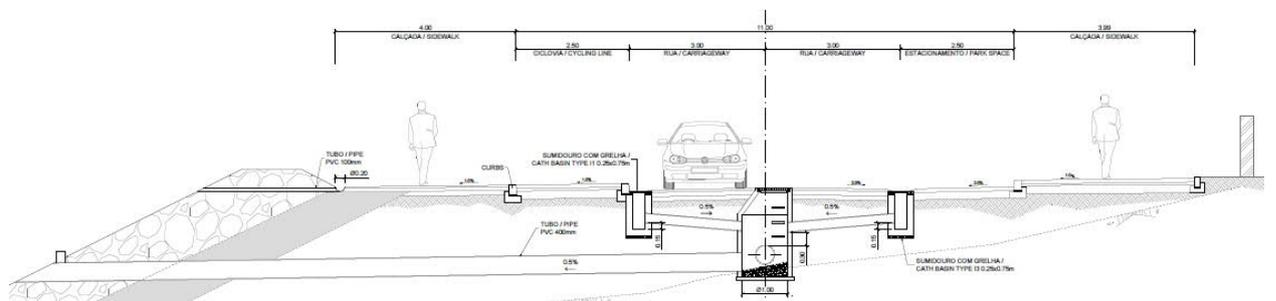


Figure 20 Typical section Ana Chaves Bay (4+540 – 5+900).

The correct functioning of the longitudinal drainage system is essential for safety road. Longitudinal drainage ensures the rapid flow of surface water over the platform, ensuring pavement protection. To ensure this, a hydraulic checking has been realised with the software Storm Water Management Model Version 5.1.

The existing box culvert CH 4+790 needs to be replaced, requiring a detailed structure design.

2.3.6. Landscape

The proposed intervention for landscaping seeks to protect and improve the current space through the following actions:

- Design of a paved pavement on both sides of the road with basalt stone cobblestone in the pedestrian area near the sea and concrete paving on the side of the houses.
- There is an existing pavement with basalt cobblestones of which it is planned to recover even the proportional part of the masonry work necessary to clean them for their subsequent repositioning, only those cobblestones that demonstrate their adequate integrity will be recovered.

- Creation of pedestrian space accessible to all pedestrians with pedestrian fords, special paving and handrails to create a barrier-free public space.
- Design of a cycle lane at pavement level with a concrete pavement that allows cycling along the entire length of the promenade. The decision to create the cycle lane at pavement level offers cyclists greater safety from road traffic and also allows for the extension of pedestrian space when there are no cyclists circulating.
- The creation of road fords with a maximum gradient of 20% for car access to private plots adjacent to the promenade.
- The relocation of existing urban installation networks buried in the same trench and complying with the minimum safety distances between them.
- A new lighting design that guarantees the correct illumination of all the spaces within the area of intervention, as well as creating an overall image between the different bays that extend along the promenade. The proposed lighting runs along the pavement adjacent to the building plots, allowing the entire promenade to be illuminated, i.e. the road and pavements on both sides.
- New street furniture such as concrete litter bins every 40 m and recycled glass benches every 100 m or so. An attempt will be made to recover the existing benches that are in good condition.
- Several spaces of singular character appear due to their proximity to important buildings and squares of the city, where the development of recreational areas is proposed:
 - Area São Pedro Church: CH 3+620- CH 3+920;
 - Area Independencia square: CH 4+480- CH4+600;
 - Area Post Office CH 5+020- CH5+220;
 - Area São Sebastião Fort: CH 5+620- CH5+860;

In these areas, each with its own character and different landscape design, large green areas are proposed with existing trees and proposed shade-generating trees, under which rest areas with benches are provided, as well as other interventions:

- children's play areas;
- lighting to enhance the value of the new recreational space;
- street furniture: litter bins, drinking fountains, bicycle parking.
- At CH 5+320, two new buildings are proposed, public toilets and the fish market that was previously relocated to the São Pedro area;
- Close to São Sebastião fort public toilets in existing building will be available in public space.

2.3.7. Coastal protection structures design

Coastal protection of alternative C in Ana Chaves mainly consists on installing a rock protection in front of existing rubble masonry seawall, restore masonry seawall and balustrade where are damaged and install sandy material to replenishment for beach or fisheries in two specific areas San Pedro and Praia Chel. Within this Draft Detailed Design, the main variation from Concept Design is that beach nourishment is increased in the south part of Ana Chaves Bay. The reasons are the following: 1) to keep existing use of the area as landing sites due to new armourstone protection reduces beach area, 2) this variation goes in line with the fifth specific objective of the project (“v) *increase the attractiveness of the capital's waterfront for both locals and tourism development*”, and 3) this sand contribution reduces wave agitation within the bay dissipating wave energy.

First section consists on installing a main protection of rocks 1.5-2.8 tons till +2.30 m r/MSL. The crest of coastal protection is crowned by a concrete wall that reaches +4.00 r/MSL that is built on the existing wall. Additionally, a geotextile is placed between rock protection and existing wall and natural terrain as well to avoid loss of terrain

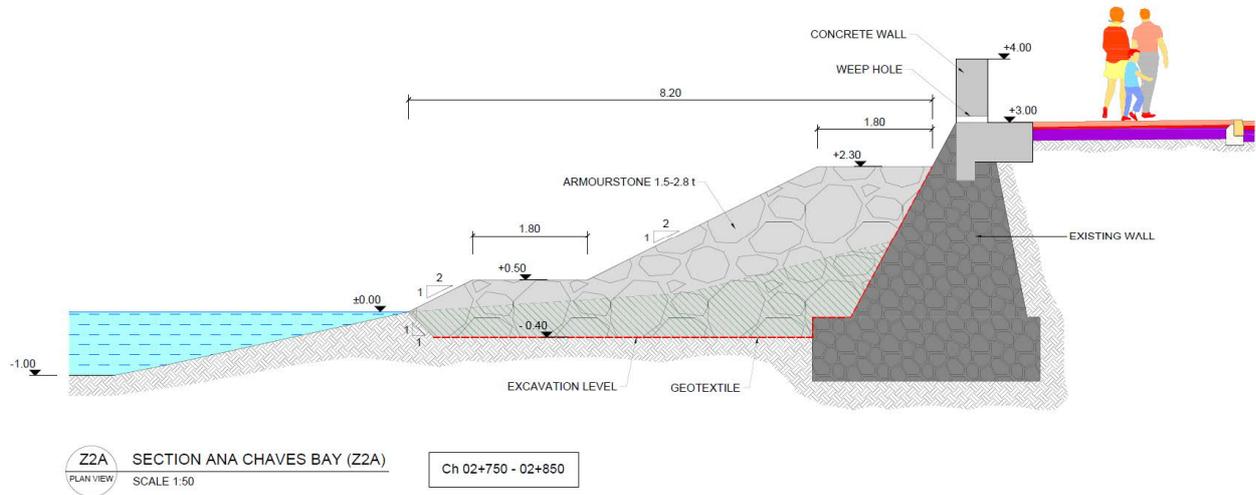


Figure 21 Typical cross section Z2A. Ana Chaves Bay

Second section consists on installing a main protection of rocks 0.7-1.4 tons till +1.90 m r/MSL. To crown the coastal protection a concrete wall that reaches +4.00 r/MSL and a geotextile between rock protection and natural terrain and existing wall as well.

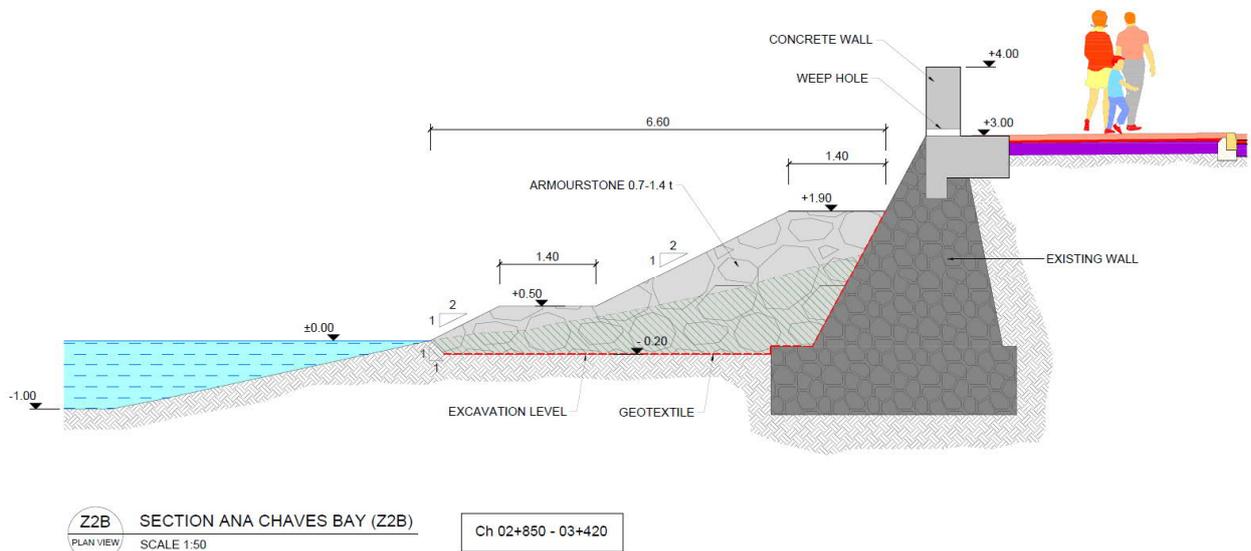


Figure 22 Typical cross section Z2B. Ana Chaves Bay

Third section consists on installing a main protection of rocks 0.7-1.4 tons till +1.90 m r/MSL. To crown the coastal protection a concrete wall that reaches +4.00 r/MSL and a geotextile between rock protection and natural terrain.

Furthermore, a beach nourishment is considered this measure will ensure that these (beach) landing sites do have a minimum landing space required for fishing boats, also this sand contribution reduces wave agitation within the bay dissipating wave energy.

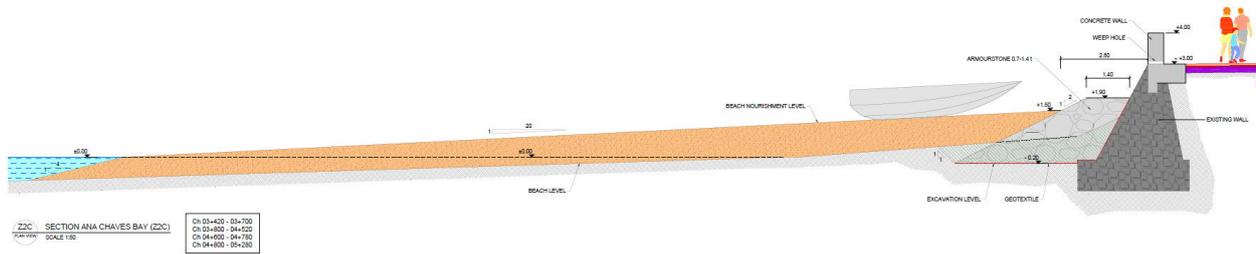


Figure 23 Typical cross section Z2C. Ana Chaves Bay

Additionally, a groyne is implemented in the design to assure the stability of the beach at chainage 03+700, which is just south of the northern landing site in Ana Chaves. The groyne will have a length of 25 m long with a crest level at +1m r/MSL and side slopes of 2H:1V.

2.4. LOT 3 PANTUFO COASTLINE (CH 5+900 – CH 8+820)

Location

The Pantufo Coastline section starts besides the Sao Sebastian Fort (5+900) and ends around 1.000 m southwards the Pirata Bar, in the intersection with Estrada São Marçal (8+220 m) (the village of Pantufo) through several landmarks: Avenida da Independencia (6+200), Liceu Nacional (6+600), Avenida Kwama N’Kruma (6+950), Avenida das Naciones Unidas - Estrada Nacional 2 EN2 (7+150), Hotel Pestana (seaside) and Assembleia Nacional (landside) (7+500) and finally the Estrada São Marçal (8+820 m). The Length is 2,920 m.

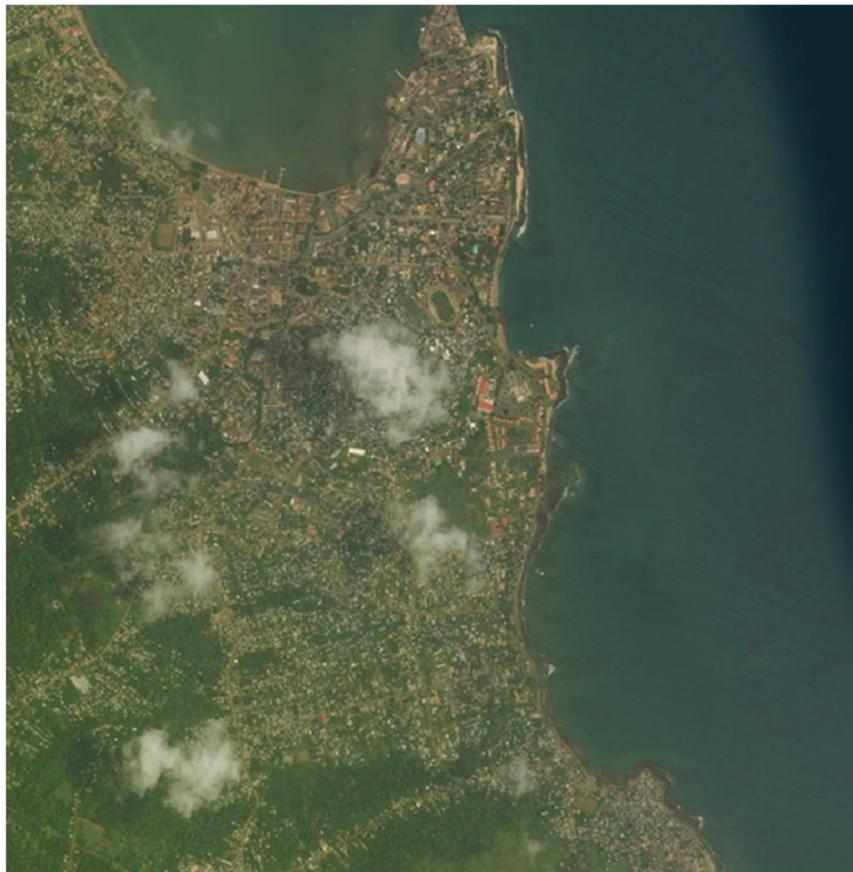


Figure 24 Pantufo Coastline C.5+900 – 8+8

2.4.1. Design Speed

The design speed has been adopted according to the geometric characteristics of the road (horizontal and vertical) and its urban character (many accesses to properties and other streets).

The design speed throughout the section is 50 km/h except between CH 6+459 and CH 6+700 where it is 30 km/h, near the Portuguese Lyceum,

2.4.2. Typical section

The configuration is a single carriageway with one lane on each direction. In the first 1.700 m (CH 7+600) Regarding the cross section, the vehicular lanes proposed within Road are 3,0 meters wide. The proposed footpaths along the entire route are 2,0 m wide. A 2,5 m wide cycle lane (two-way traffic). We have parking areas where the section allows it.

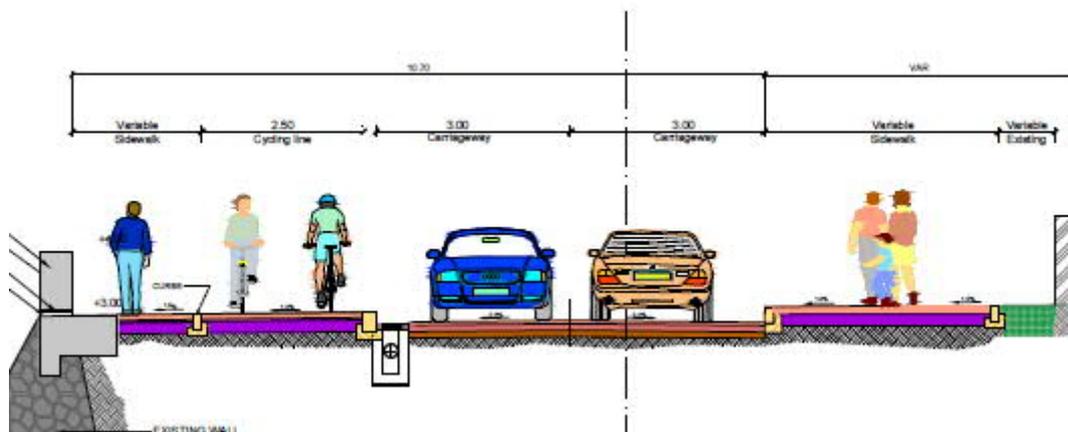


Figure 25 Typical section – Pantufo Coastline, Sao Tomé

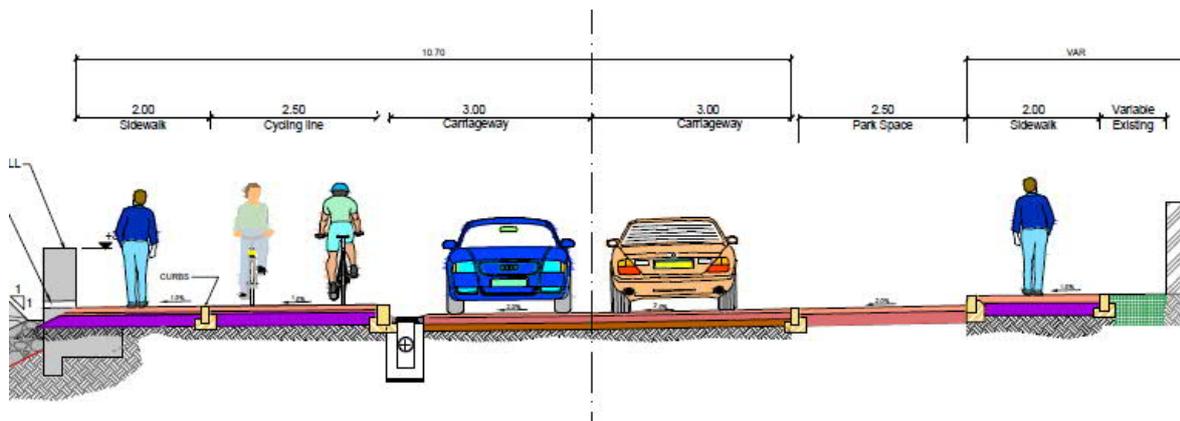


Figure 26 Typical section with parking – Pantufo Coastline, Sao Tomé

This section is interrupted between CH 6480 and CH 6600, in the area adjacent to the Portuguese Lyceum where a special urban area and the creation of car parks lanes are proposed to maintain the existing provision in the area.

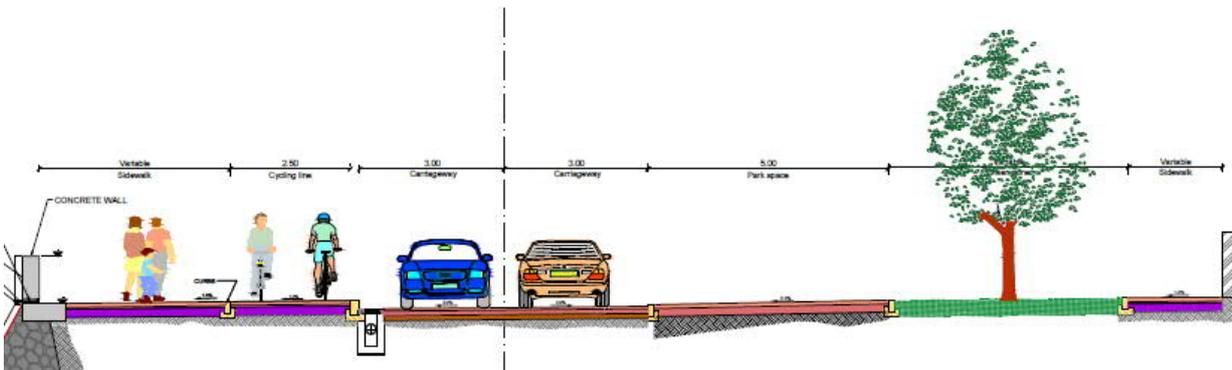


Figure 27 Typical section – Portuguese Lyceum area

From CH 7600 to CH 7680, the typical cross section changes. The cycle lane disappears, but the 2 m wide sidewalks are maintained on both sides of the road.

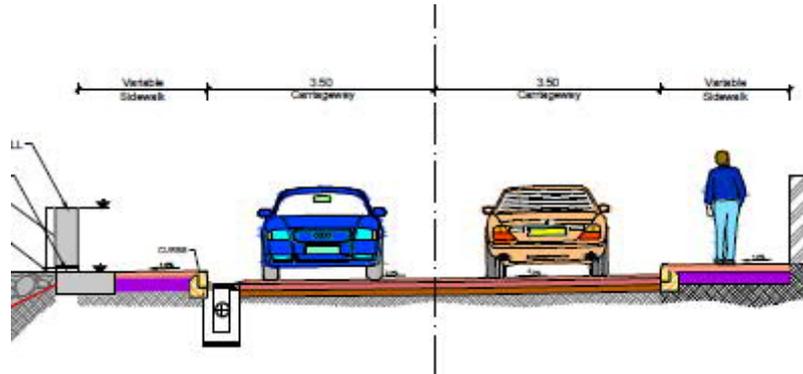


Figure 28 Typical section without cycle lane– Pantufo Coastline, Sao Tomé

As of PK 7680, the typical cross section consists of two lanes in each direction only, leaving the rest of the section as it is currently.

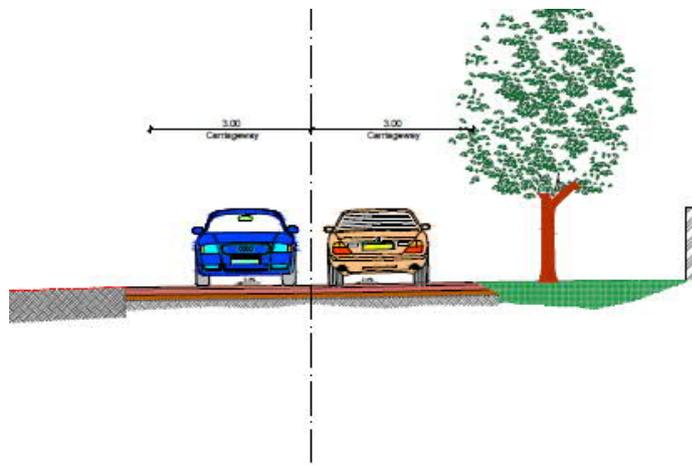


Figure 29 Typical section. Pantufo, Sao Tomé

2.4.3. Pavement

These proposed interventions are based on the existing built up pavement, the visual pavement assessment, the traffic study and the respective forecast and consideration of drainage continuity and constructability in relation to the existing pavement.

In terms of sustainability, conserving materials is the first option in order to maintain existing pavement structure instead of new pavements, but it will depend on condition of the pavement layers.

At Marginal Road:

- Based on the DCP investigations, the unbound layer of the pavement presents very good strength, and it recommends to maintain and reuse. On the contrary, because the bad condition of the asphalt layer (only a wearing course of 3 cm average), the surface layer should be planned before overlays with the new asphalt layers designed. In sections, where road level will be raised up, regulating base course or granular base will be laid under asphalt layers, in the quantities that are required to being heightened. All pavement widening to be minimum 1 meter at subgrade level as required to accommodate the roller at least 3 ton mass at all locations.
- Park space: Pavements will be constructed with interlock concrete cobblestones with 8 cm thickness. Under the blocks, a 5 cm mortar bed, serving as a support base for the blocks and 15 cm lean concrete layer will absorb the vertical loads coming from the road traffic. The concrete layer shall be laid on 15 cm granular base as minimum.
- Access to Ministry of Foreign Affairs: The pavement section will be constructed with concrete pavers with 10 cm thickness. Under the blocks, a 5 cm mortar bed, serving as a support base for the blocks and 20 cm lean concrete layer will absorb the vertical loads coming from the road traffic. The concrete layer shall be laid on 15 cm granular base as minimum.

2.4.4. Drainage solutions proposed

Hinterland drainage

After this analysis it is concluded that the existing culvert at CH 7+300 have the necessary hydraulic capacity. However, the culvert will need to be enlarged because of the new road section.

Thus, the culvert is proposed to be enlarged with the same hydraulic section.

Road and sidewalks drainage

The drainage system has been designed according to the hydraulic results and the information from previous documents. The typical section that can be found along the new road are the following:

- Mainly, two parallel drainage systems (land side/seaside) that drain water from the road surface into the main pipeline along the centreline of the road.
- After Pestana, the road drains towards the berms in the typical road section without kerbs.
- The flow on the sea sidewalk will be conveyed with a semi-circular channel and diverted directly to the sea through weep holes.

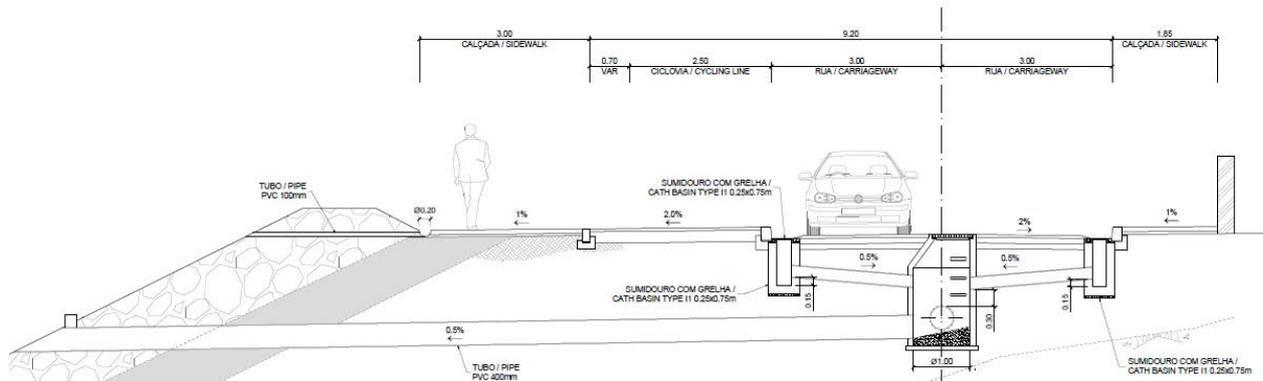


Figure 30 Typical section Pantufo Coastline (5+900 – 6+460, 6+600 – 6+940, 7+100 – 7+370 and 7+630 – 7+680).

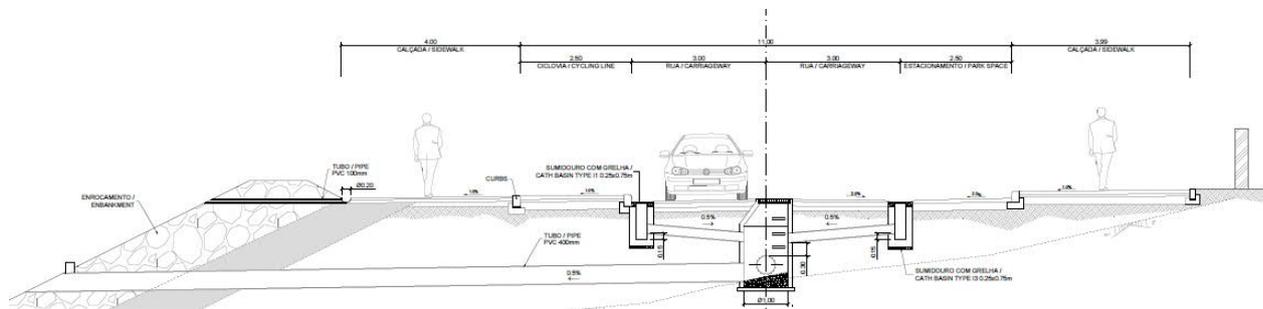


Figure 31 Typical section Pantufo Coastline (6+460 – 6+600 and 6+940 – 7+100).

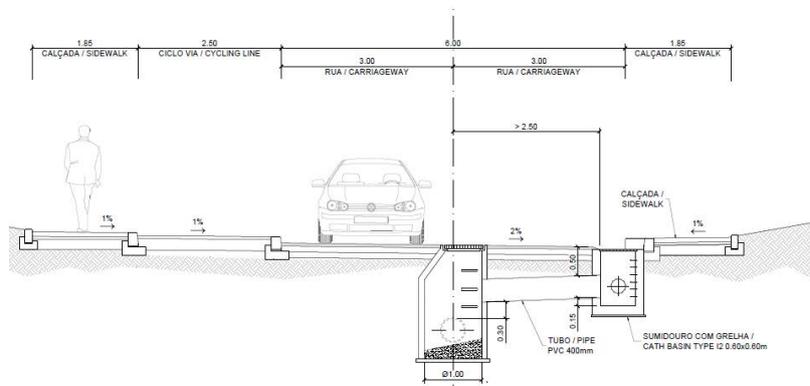


Figure 32 Typical section Pantufo Coastline (7+370 – 7+630).

The correct operation of the longitudinal drainage system is essential for safety road. Longitudinal drainage ensures the rapid flow of surface water over the platform, ensuring pavement protection. To ensure this, a hydraulic checking has been realised with the software Storm Water Management Model Version 5.1.

2.4.5. Proposal for structures design

The proposal consists of the rehabilitation and enlargement of the structure at CH 7+300, as part of the current design of reconstruction of the Marginal Road, giving to the new structures the right dimensions according to the objective of this Project. A clear aim of renovation and improvement of this infrastructure, globally considered, is pursued with this idea. In the following sections of this chapter an individual explanation is given for each structure.

The platform of the existing structure is also too narrow in this case for the new requirements of the road. It will be needed at least an increase of 2,00 m perpendicular to the road axis which means 2,55 m of enlargement of the box.

The enlargement of the box will be designed with a new box of the same dimensions joined to the existing one to avoid longitudinal joints.

Previously to this operation, a rehabilitation work of the existing structure will be done with the following aims:

- Removal of materials accumulated inside the box which reduce its drainage capacity.
- Cleaning of all the concrete surfaces with deterioration signs (degradation, coloration, etc.).
- Substitution of reinforcing bars damaged for others new rightly connected to the concrete.
- Disposal of a new layer of cover with high resistance and low shrinkage mortar.
- Application of protective painting against carbonation.

Like this structure is placed in the most densely urbanized part of the city, there are enough possibilities for traffic diversion during the rehabilitation works using the existing streets. During the construction of the new part of box, the existing structure could be used for traffic use.

The dimensions of the complete structure would be finally 3,30 m total length of span, with 2,50 m free length of span, and 19,25 m total box length (16,70 initial + 2,55 m of enlargement).

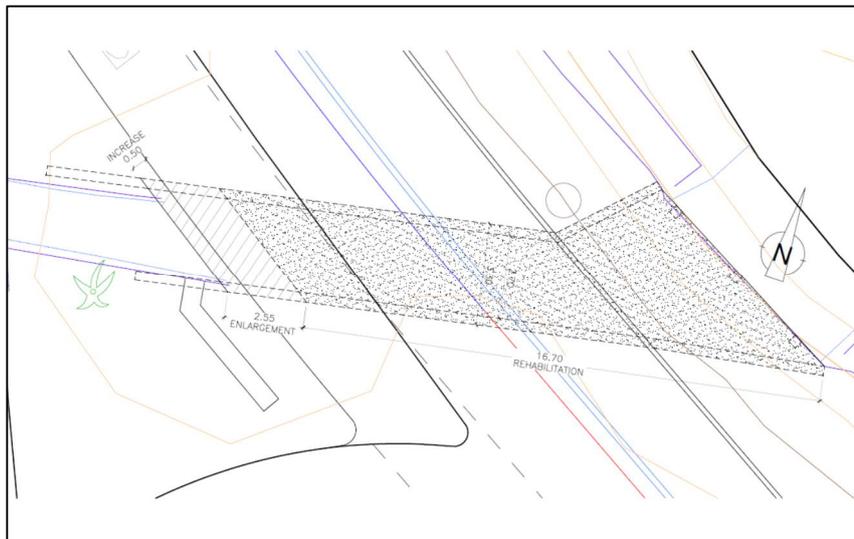


Figure 33 New structure proposed CH 7+300 (Pantufó Coastline)

2.4.6. Landscape

The proposed intervention seeks to protect and improve the current space through the following actions, executing new paving, furniture and facilities, among other actions, up to km 7+680, from this point an improvement of what exists is carried out.

Design of a paved pavement on both sides of the road with basalt cobblestones in the pedestrian area near the sea and concrete paving on the residential side of the road.

There is an existing pavement with basalt cobblestones of which it is planned to recover even the proportional part of the masonry work necessary to clean them for their subsequent repositioning, only those cobblestones that demonstrate their adequate integrity will be recovered.

Creation of pedestrian space accessible to all pedestrians with pedestrian fords, special paving and handrails to create a barrier-free public space.

Design of a cycle lane at pavement level up to pk 7+900, with a concrete pavement that allows cycling along the entire length of the promenade. The decision to create the cycle lane at pavement level offers

cyclists greater safety from road traffic and also allows for the extension of pedestrian space when there are no cyclists circulating.

The creation of road fords with a maximum gradient of 20% for car access to private plots adjacent to the promenade.

The relocation of existing urban installation networks buried in the same trench and complying with the minimum safety distances between them.

A new lighting design that guarantees the correct illumination of all the spaces within the area of intervention, as well as creating an overall image between the different bays that extend along the promenade. The proposed lighting runs along the pavement adjacent to the building plots, allowing the entire promenade to be illuminated, i.e. the road and pavements on both sides.

New street furniture such as concrete litter bins every 40 m and recycled glass benches every 100 m or so. An attempt will be made to recover the benches that are in good condition.

A space of a certain dimension appears between pk 6+480- pk6+600, next to the Portuguese High School and the Ministry of Foreign Business, which allows the development of a recreational area that houses:

- a green area with shady trees under which there are rest areas with benches
- a children's play area
- lighting to enhance the value of the new recreational area
- urban furniture: litter bins, a drinking fountain, bicycle parking.

2.4.7. Coastal protection structures design

A Concept Design prepared by CDR international for MOPIRNA, has been completed to identify alternatives for the construction of coastal protection infrastructure and the reconstruction of the Marginal Road. **Alternative C** has been selected as the preferred option.

First section consists on installing a main protection of rocks 0.7-1.4 tons till +3.70 m r/MSL. The crest of coastal protection is crowned by a concrete wall that reaches +4.00 r/MSL that is built on the existing wall. Additionally, a geotextile is placed between rock protection and existing wall and the natural terrain as well to avoid loss of terrain.

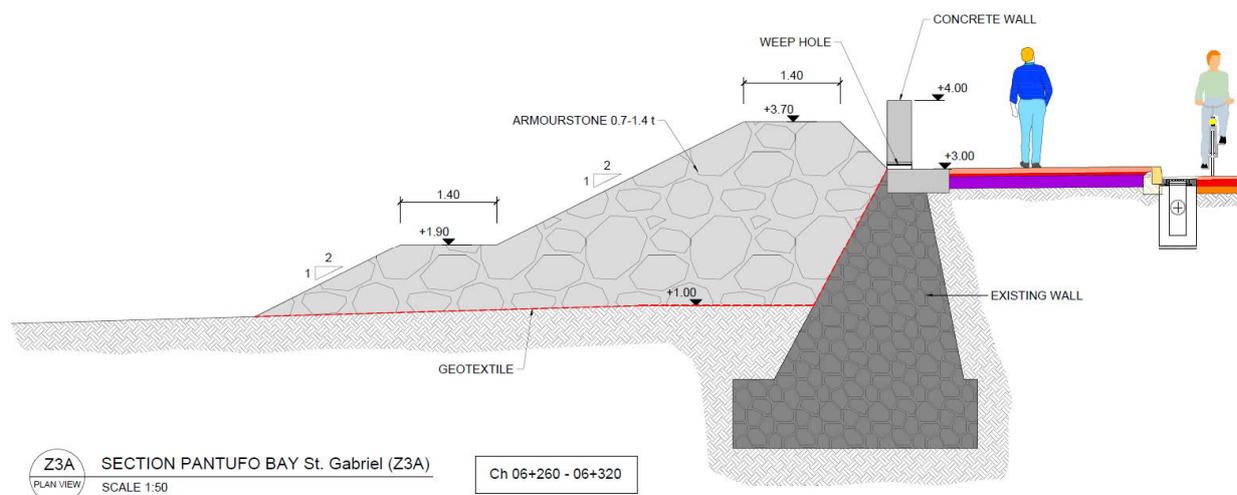


Figure 34 Typical cross section Z3A. Pantufo Coastline

A-RAP REPORT

Second section consists on installing a main protection of rocks 0.7-1.4 tons till +5.00 m r/MSL. A filter layer of 35-75 kg is placed. To crown the coastal protection a concrete wall that reaches +5.50 r/MSL is proposed and a geotextile between rock protection and natural terrain is placed.

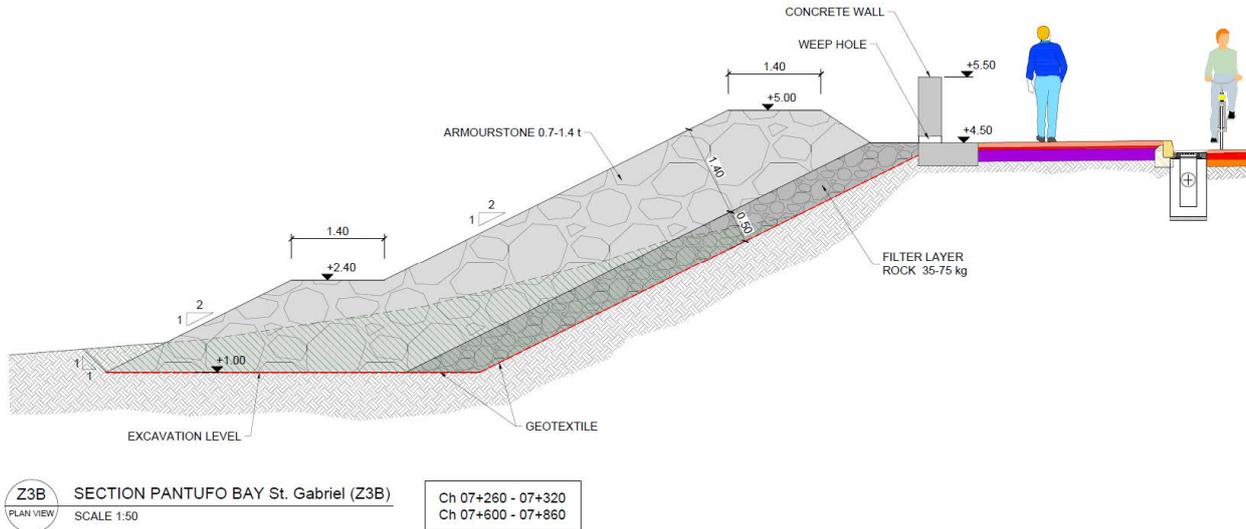


Figure 35 Typical cross section Z3B. Pantufo Coastline

3. SOCIOECONOMIC PROFILE OF THE PROJECT AREA

3.1. SOCIECONOMIC SURVEY

During the month of July of 2021 a socioeconomic survey was carried out in the areas mentioned in the table below- with a higher concentration in Ana Chaves (66.07%) followed by Lagarto (17.86%) and finally Pantufo (16.07%), a fact that is due to a greater number and diversity of activities in the Bay of Ana Chaves. It is in Ana Chaves Bay where the main project affected groups were found, namely 15 informal fish vendors, 15 fruit vendors, and 50 artisanal fishermen (see annex nr. 1 – Socioeconomic surveys forms)

Hotels		
Location	Identification	Obs
Lagarto Bay	Hotel Praia	
Lagarto Bay	Hotel Omali Lodje	
Pantufo Bay	Hotel Miramar	
Pantufo Bay	Hotel Pestana	
Bar and Restaurants		
Lagarto Bay	TIA Nanda Complex Restaurant	
Lagarto Bay	Atlantic Restaurant	
Lagarto Bay	Restaurant Bar MOON	
Ana Chave Bay	Restaurant Paraiso dos Grelhados	
Pantufo Bay	Museum Roll	
Ana Chave Bay	Intense Flavour Bar	
Ana Chave Bay	Mama Margarida Restaurant	
Schools and Educational Institutions		
Ana Chaves Bay	Bambino Escolar - Preschool	
Ana Chaves Bay	Spring of the Little Ones - Nursery	
Ana Chaves Bay	STP Sercom- Vocational School	
Pantufo Bay	National High School-Secondary School	

Embassies and Consulates		
Pantufo Bay	Embassy of Portugal	
Ana Chaves Bay	Angola's Ambassador Residence	
Pantufo Bay	Ambassador of Cape Verde Residence	
Banks and Financial Institutions		
Ana Chaves	Private Bank	
Ana Chaves	Bank BISTP Central/Headquarters	
Ana Chaves	BISTP Bank Santa Casa de Misericórdia	
Ana Chaves	Bank BGFI	
Ana Chaves	Central Bank	
Services of Rent-a-Car and Sale of Cars and Boats		
Lagarto Bay	Tropical Venture - Sea Transport Rental	
Lagarto Bay	CFAO Motors - Sale of Cars and Accessories	
Ana Chaves Bay	Vip Motors - Sale of cars	
Ana Chaves Bay	Forton - Sale of cars and parts	
Pantufo Bay	Auto geral - Automobile Workshop	

Ministries and State Institutions		
Ana Chaves Bay	Ministry of Agriculture, Fisheries and Development	
Ana Chaves Bay	Ministry of Planning and Finance	
Ana Chaves Bay	Ministry of Justice	
Ana Chaves Bay	Ministry of Defense and Internal Order	
Pantufo Bay	Ministry of Foreign Affairs	
Ana Chaves Bay	Transport and Port Services	
Ana Chaves Bay	Enaport	
Ana Chaves Bay	National Museum	
Pantufo Bay	Congress Palace	

With the help of a questionnaire, this survey seek to understand the socioeconomic situation of individuals and groups who may be directly or indirectly affected by the project, analyzing their household situation, the social and economic aspects of certain groups (Laundrywoman; Fish Seller; Fruit Seller; Fisherman; Smallholder Owner Restaurant) belonging to Bays of Lagarto; Ana Chaves and Pantufo (see annex nr. 2 – List of persons consulted).

The questionnaire was divided into two groups, the first related to socio-economic issues and the second related to project issues.

Part I:

1. Identification (both respondent and inquirer)
2. Household Composition
 - Total Number of People in the Household
 - Total number of men and women
3. Activities and Components
 - Employment/Occupation Status
 - Length of Work in the Job;
 - Products sold
 - Average Daily Sales
 - Transport Means

Part II:

1. Project Perception
2. Compensation Preferences

3.2. HOUSEHOLD COMPOSITION

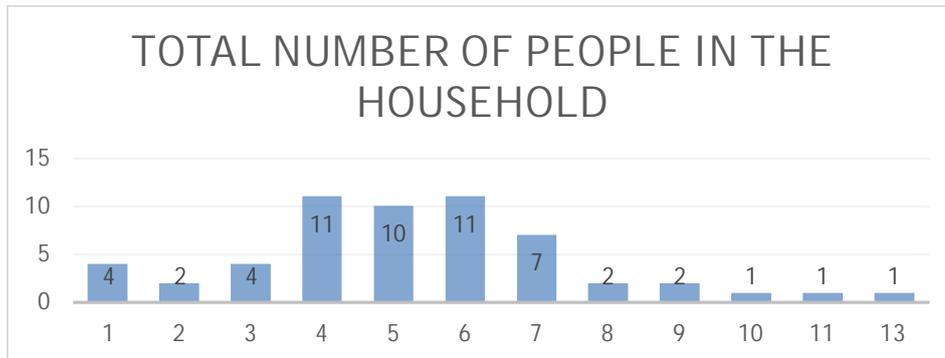


Figure 36 Total Number of People in the Household

Regarding the total number of people for each household, as shown in the above figure, this number varies from 1 (one unit) to 13 (thirteen units) some other common numbers are 4 (four elements in the household), 6 (six elements in the household) (19.64%) and 5 (five elements in the household) (17.86%).

The largest household was registered in Lagarto Bay (13 thirteen people in a single household) followed by Ana Chaves Bay (11 and 10 people respectively).

3.2.1. Number of men and women in households

Graph - Number of Men and Women in the Household

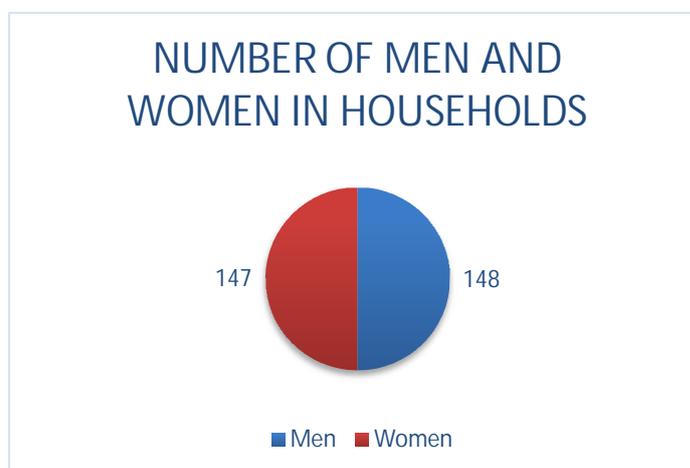


Figure 37 Number of Men and Women in the Household

In general, there was not much dispersion between the number of men and women in the household, so much so that if we look globally, we can say that there is a perfect balance with a percentage of 17.86% for households where the numbers were equal. with the exception of some households where the difference was up to 5 units more than the opposite sex, in most cases the difference was 1 person (33.93%).

* These are general data and not for each specific community.

3.3. EMPLOYMENT/OCCUPATION SITUATION

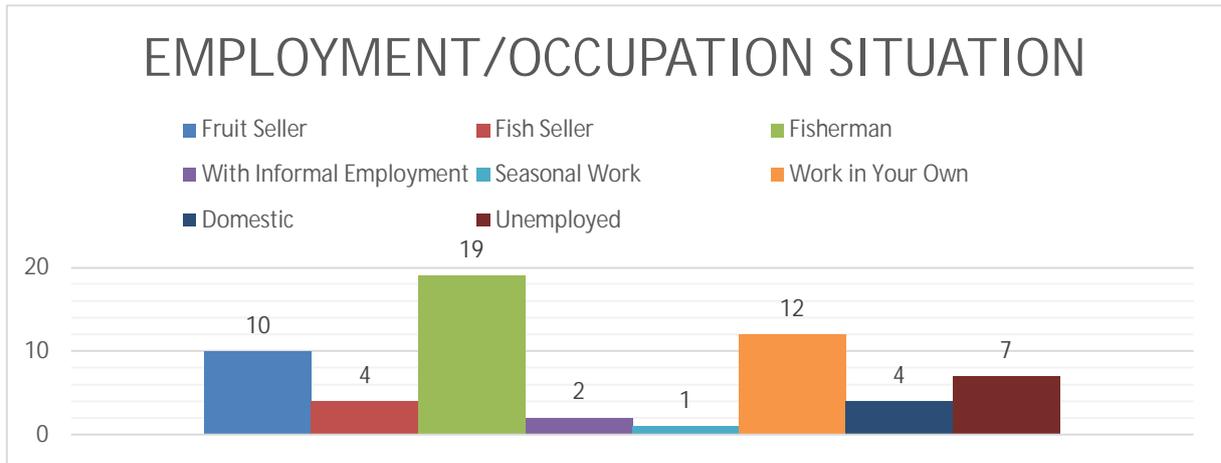


Figure 38 Employment / Occupation Situation

In this field, we saw that the predominant job is Fisherman, 19 person (32.20%), followed by Self-employed (Self Employed), 12 person (20.34%) and Fruit Seller, 10 person (16.95%).

The least rated are Informal Employment, 2 person (3.39%) and Seasonal Work, 1 person (1.69%). In relation to the Unemployed, there were 7 persons (a percentage of 11.86%), however 57.14% of them are Students, which leaves us with an excellent value in terms of employment/occupations.

3.3.1. Years of Activity

In this section we try to find out how old respondents are in their work activity.

For this is used an interval of 10 years and it is noteworthy that we had some who knew how to say how many years they are in the activity (not an average) so is created a category (unable to answer) for these people.

Number of years of Activity	Number of participants in the survey	Relative Frequency
Unable to answer	6	10,91%
[0-10]	23	41,82%
[11-20]	17	30,91%
[21-30]	5	9,09%
[31-40]	4	7,27%

Table 1 Years of Activity

With the table above we can see that most respondents are in their field of activity in a range of [0-10] (zero to ten years) with 41.82% followed by the range of [11-20] (eleven to twenty years) and with the lowest

interval being [31-40] (thirty-one to forty years) with 7.27%. There were also individuals who could not say clearly how old they are in their area of expertise, and there was a total of 6 individuals (10.91%).

3.3.2. Products sold

As expected, after analysing the employment situation, we also asked about the Products/Services offered by them, and diversity of products and services. With the table below it is possible to understand which type of products are most frequently used.

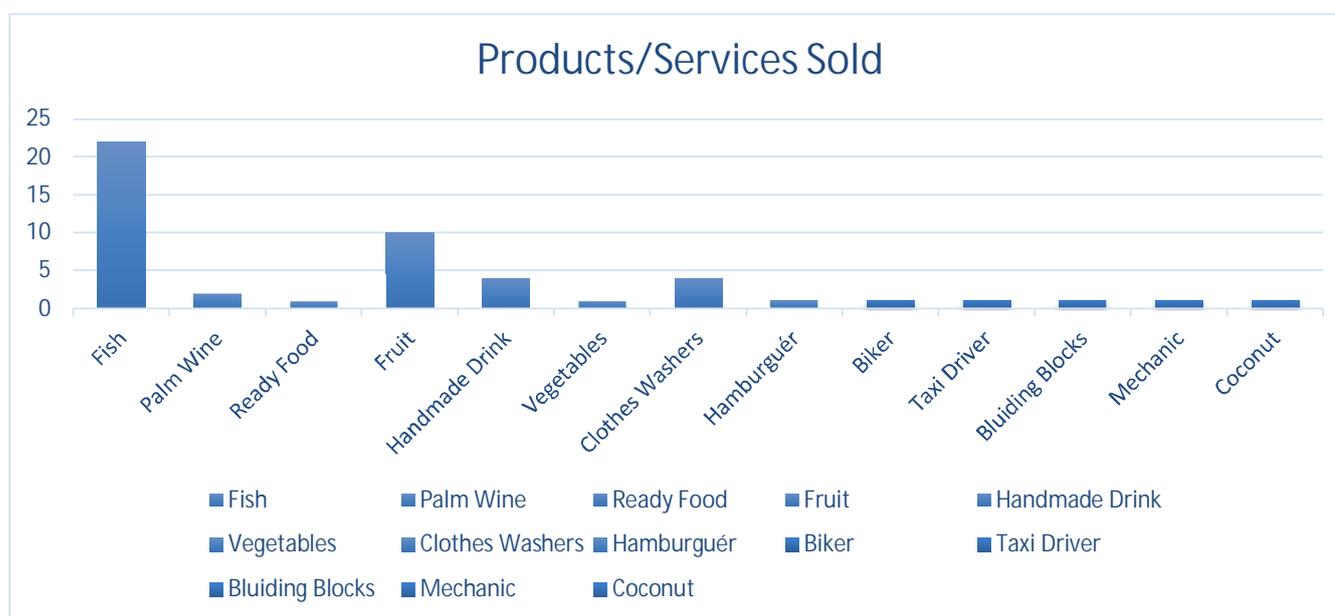
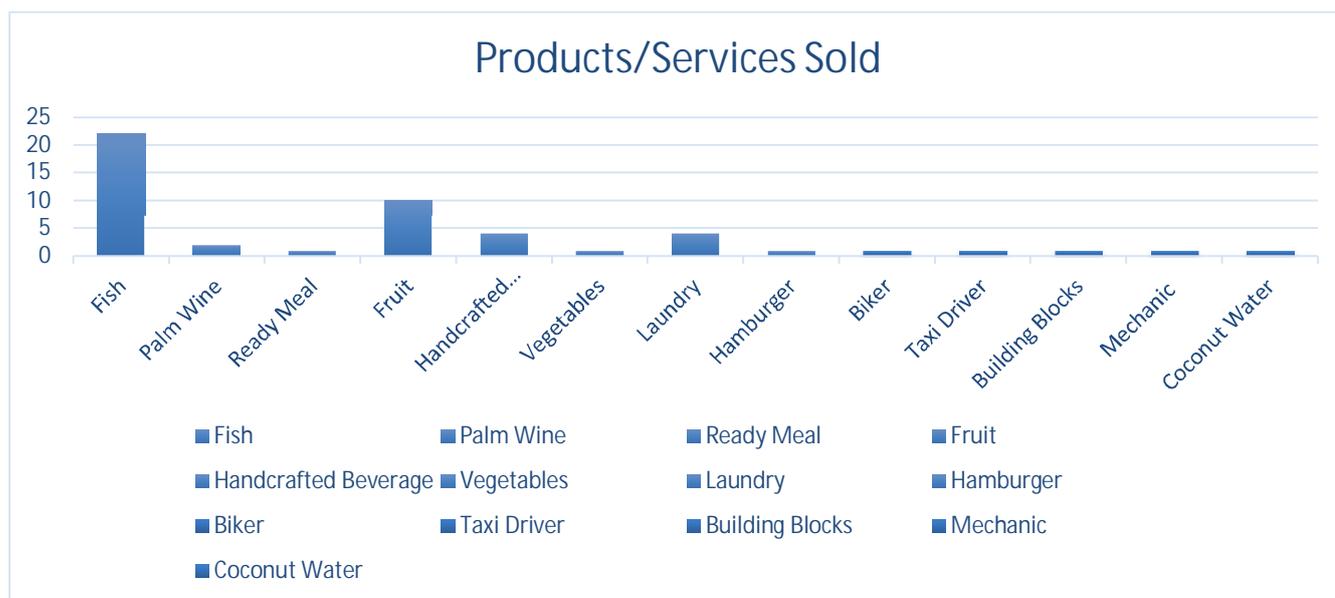


Figure 39 Products/Services Sold

As the predominant employment, the most sold product is Fish (40%) followed by Fruit Sales (18.18%). We also have other types of products/services that are provided by respondents, such as: Ready-to-Eat Food, Burger, Vegetables, Taxi Drivers, Bikers, Building Blocks, Mechanic, Coconuts (all with a percentage of 1.82% of people who perform such activities); Palma Wine (3.64%); Handcrafted Drinks and Washers (7.27%). Besides services and products, we also observed some students who frequently use the waterfront for leisure, they appear with a percentage of 9.09%.

3.4. VULNERABILITY

EIB ESS 6 defines as objective, among others, to give particular attention to vulnerable groups, including women and minorities, who may require special assistance and whose participation should be vigilantly promoted.

In resettlement planning, particular attention should be given to the poor and vulnerable. Compensation should be offered to facilitate permanent relocation and establishment at an alternative location. For this case, the main Project's related risk is the temporary loss of income, especially during the installation phase and during the first months of economic activity.

The level of exposure to this risk is not the same for all the PAPs, and some of them may have a weaker adaptive capacity for coping with these risks and recovering from the impacts. As a result, they could be disproportionately affected by project-related risks and impacts, having a highest level of vulnerability than the rest.

Based in the results of the socioeconomic survey and the focus discussion groups process s, between the groups of identified PAPs, those included in this situation of vulnerability is the group of displaced **Women fruit sellers**, due to

- The informality and precariousness of their economic activity;
- They are displaced from their original area of activity ;
- and the fact that most of them are single mothers and head of the family

Within this heterogeneous group, there may be different situations. A minority of the fruit sellers may not meet all the requirements to be considered vulnerable, since, like any other socioeconomic group, certain heterogeneity can be expected. However, and for an appropriate social management of the Fruit sellers, the RAP proposes to consider them as a homogeneous group (with same problems, needs and social considerations)

3.4.1. Daily average of sales (in STN)

One of the focuses of the survey was precisely this point, knowing the daily income of people who carry out activities in the project's intervention area..

Daily average sales (STN)	Absolute Frequency	Relative Frequency
[100,00 – 1.000,00]	46	90,20%
[1.001,00 – 2.000,00]	3	5,88%
[2.001,00 – 3.000,00]	0	0 %
[3.001,00 – 4.000,00]	0	0 %
[4.001,00 – 5.000,00]	0	0 %
[5.001,00 – 6.000,00]	1	1,96 %

Table 2 Daily average sales (in STN)

With regard to income earned at the end of the day, we saw that none of the players earn less than 150.00 STN a day since the minimum amount the same surveyed individuals said they received at the end of the day was 150.00 STN and never less.

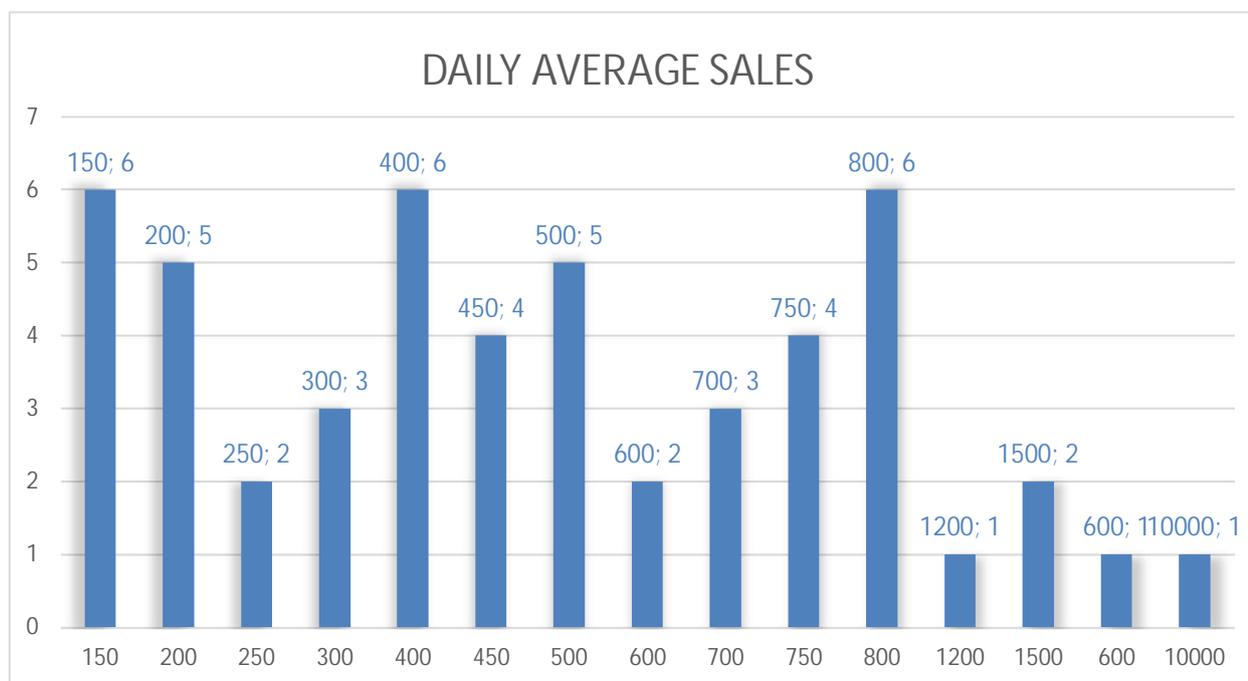


Figure 40 Daily average sales (in STN)

The data have used an interval of 1,000.00 STD The values range between 100,00 STN and 6000, 00 STN. 90.2% are in the range of 100.00 to 1,000.00 STN and a minority 5.88% between 1.001.00 and 2,000.00 STN and only one person in the range of 5,001.00 to 6,000.00 STN.

The people who receive 150.00 a day are mostly Washers and a Palm Wine Seller and the 6,000.00 STN an employee of a Mobile Home.

3.5. GENDER

In São Tomé and Príncipe, the National Institute for the Promotion of Gender Equality and Equity (Instituto Nacional para Promoção da Igualdade e Equidade de Género), created in 2007 by the Decree-Law No. 18/2007, and located in the city of São Tomé, conducts activities to promote women and gender equality and equity in the country. Its main responsibility is to ensure that the government policy translated into the National Strategy for Gender Equality and Equity (ENIEG - Estratégia Nacional para a Igualdade e Equidade de Género) is duly executed and implemented. The institute often organises events and meetings to disseminate actions for the inclusion and empowerment of women.

ENIEG, developed with technical and financial support from the United Nations Population Fund, was adopted in 2007 and revised in 2013 and is structured under five strategic guidelines:

- i. Economic promotion of women in rural and urban areas;
 - ii. Promotion of equality and equity in education and training;
 - iii. Improvement of the reproductive health and sexual health status of young adolescents and women;
 - iv. Strengthening the implementation of women's rights and participation in decision-making;
- Strengthening the intervention capacities of institutional mechanisms in favour of gender equality and equity.

In addition to ENIEG, in the national regulatory framework the Constitution of the Republic of São Tomé and Príncipe also defends gender equity in the Principle of Equality (Article 15): “1. All citizens shall be equal before the law, shall have the same rights and shall be subject to the same duties, without distinction as to the social origin, race, sex, political views, religious beliefs or philosophical convictions; women are equal to men in rights and duties and are guaranteed full participation in political, economic, social and cultural life”.

In the international regulatory framework, in February 2010 São Tomé and Príncipe signed the African Charter on Human and Peoples’ Rights on the Rights of Women in Africa (2003), although to date it has not ratified it.

In September 2015, São Tomé and Príncipe participated in the Fourth World Conference on Women Beijing Declaration, where the country committed itself to do the following:

- i. Take all necessary measures to eliminate all forms of discrimination against women and girls, and remove all obstacles to gender equality and the advancement and empowerment of women;
- ii. Implement an Action Platform to ensure that all policies and programs reflect the gender perspective.

Along the waterfront from Lagarto to Pantufo we find the sexual division of labour clearly evident. Women wash clothes and cutlery in the rivers, sell fruit and fish, while men are mainly fishermen.

With regard to fishing, only the men practise it and sell it to the women, who in turn sell to the final consumer. When a husband and wife are involved, the man fishes and delivers to his wife, who sells to the consumer and then bills him.



Figure 41 Women fish sellers in Ana Chaves bay

In this sense, from a gender perspective, the The implementation of the project itself is a measure to enhance women live hoods and income earning activities with the provision of better infrastructures near the current location of their activities, which should be considered as an clear opportunity for the women for development.

More specifically the main group of women affected by the project will be provided with new improved facilities adequate to their needs.

Washing women will be provided with new improved facilities. A new wash house, included in the project design, will be provided to the women in Lagarto Bay with better access, provision of running water and adequate services for women.

The group of women fruit sellers will be temporary relocated to a new marketplace in Ana Chaves Bay (see Figure 46) The Project provides a temporary location (to be occupied by women fish and fruit sellers during works in Ana Chaves bay)



Figure 42 Women fruit sellers in Ana Chaves bay

They would all be relocated before the construction works would disturb their activity and during this process they will be assisted with a (financial) compensation budget that may cover their relocation period (calculated in a maximum of 30 days till they accommodate to their new location), together with an additional budget for contingencies like transportation or/and likely damage. (See RAP chapter 9.2. Compensation Budget)

Besides, specific follow up of the process during both construction and first year of the operational phase of the project is proposed in the RAP .

These measures must be considered as gender-targeted livelihood restoration actions .

3.7. MOBILITY

To get to their workplaces people use several types of means of transportation, in this section we seek to know which means they use most frequently to get to and from their workplace.

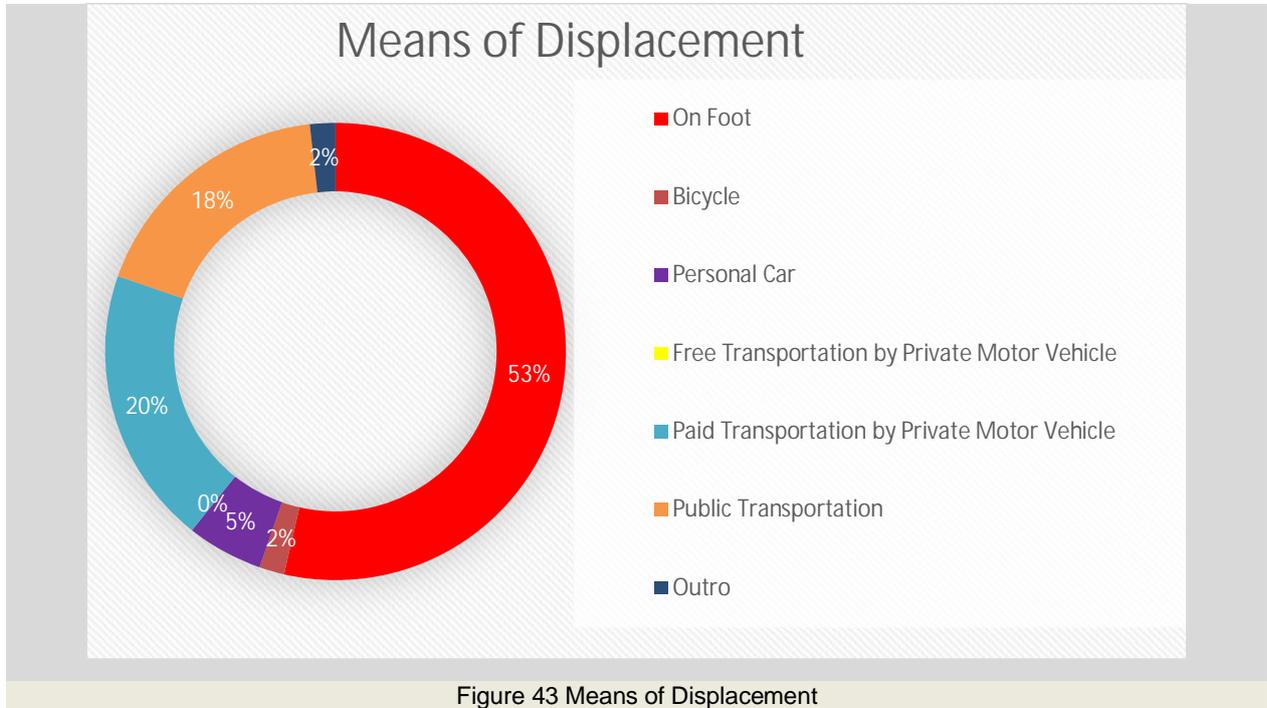


Figure 43 Means of Displacement

As shown in the graphic, most of the respondents walk to work (53%), which is justified by the short distance between their home and workplace. The other two means of travel used with some frequencies are the paid transport in private motor vehicles "cabs, bikers" with 20% and public transport with 18%.

3.8. PROJECT AFECTION

This field is divided into two parts, the first part where we seek to know what the individual's opinion is regarding the Project and how they would like to be compensated in case of damage to their property.

3.8.1. General opinion about the road/coastal waterfront rehabilitation project

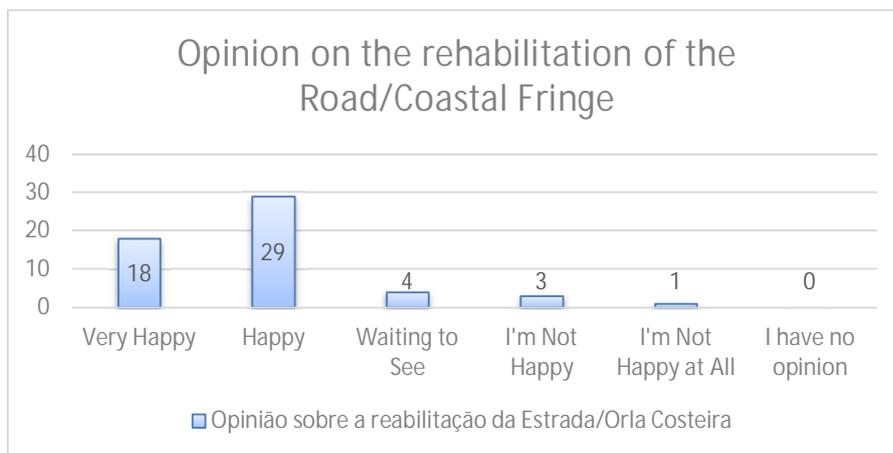


Figure 44 General opinion about Project

The project was received in a very positive way with 85.5% of people who were happy with the project against 1.8% who are not happy at all, which clearly means that the Project is actually well accepted by the majority of the population.

Compensation preferences

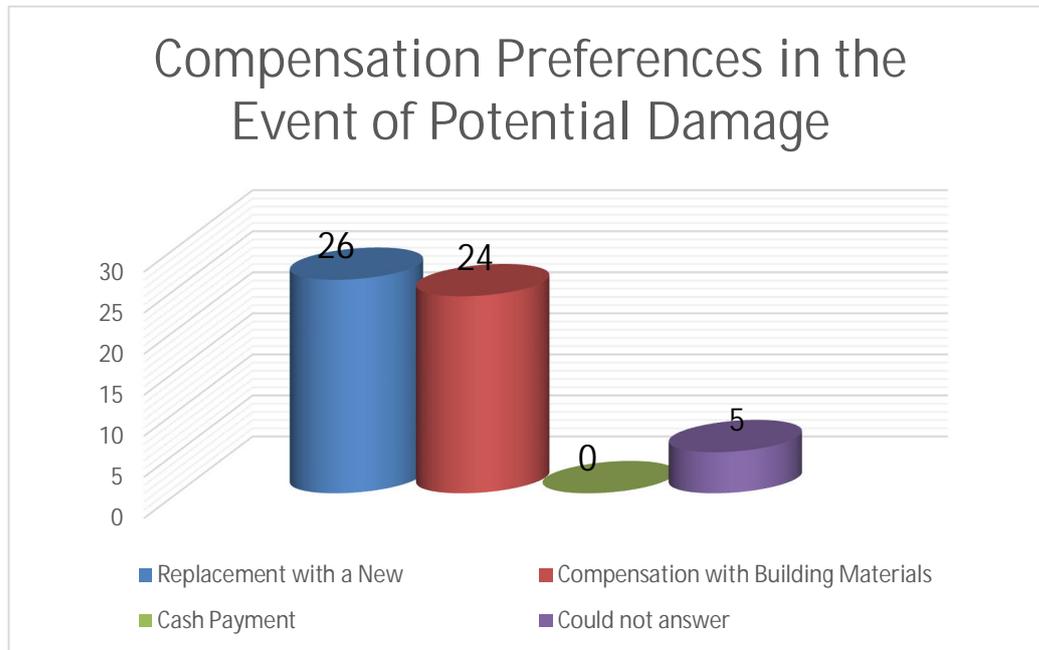


Figure 45 Compensation preferences



4. POTENTIAL IMPACT ON AFFECTED PARTIES

This project, the requalification of the Marginal 12 de Julho, i.e., the civil works associated with the rehabilitation of sidewalks, roads and the construction of coastal protection barriers, will essentially require the temporary and permanent physical displacement of some economic activities developed along the waterfront.

They may also cause a difficulty, limitation of circulation and access to some services and businesses located near the waterfront, resulting in reduced income (sale of products, goods or services) during the period of the works.

Considering that this is a public space, a waterfront area, the waterfront that runs through the capital city, there are no private residences, private land, or land acquisition, nor companies located within the intervention zone, directly affected by the project.

4.1. MAIN DIRECT IMPACTS IN THE PROJECT AREA:

- Displacement of fishermen from São Pedro beach, may lead to loss of income for them, especially in the first dates, during the transition period and installation in a new space;
- Displacement of a small outboard motor repair shop on São Pedro beach, resulting in temporary loss of income, especially during the installation phase and during the first months of activity
- Temporary displacement of the women fish sellers in São Pedro beach and temporary loss of income due to the move to a new space and the installation period.
- Temporary displacement of the ladies' fruit sellers in São Pedro beach, resulting in temporary loss of income, especially during the period of reinstallation of the activity in another space until the resumption of income at the level of the period before displacement.
- Displacement of washer women in Lagarto bay.
- Relocation of two food Roulottes. One in Pantufo Bay and one next to Forte San Jeronimo to another side of the road while works take place.
- Closure of a restaurant, resulting in loss of income for the owner and loss of jobs for the workers
- Closing of an ice-cream and candy kiosk (small container shop)
- Removal of outdoor publicity space

All these impacts are addressed in the chapter on compensation, relocation, income, and livelihood restoration.



5. LEGAL AND POLICY FRAMEWORK FOR INVOLUNTARY RESETTLEMENT

The Project will be implemented in accordance with the laws and regulations of the Republic of Sao Tome and Principe, which are largely aligned with EIB policies and standards, as well as applicable WB Requirements. These are summarized below.

5.1. SAO TOME AND PRINCIPE FRAMEWORK FOR INVOLUNTARY RESETTLEMENT

The Constitution (Lei nº 1/2003) is the supreme law of Sao Tome and Principe. The sections of the Constitution that more importance have for the environmental and social management include but are not limited to:

According to Article 4 of the Constitution of the Republic:

The territory of the Democratic Republic of Sao Tome and Principe shall comprise the islands of Sao Tome and Principe, the islets of Rolas, Cabras, Bombom, Boné Jockey, Pedras Tinhosas and other adjacent islets, the territorial sea within a circle of twelve miles from the baseline determined by law, the archipelagic waters within the baseline, and the airspace that extends over the territorial complex defined above.

The Saotomean State exercises its sovereignty over the entire national territory, the subsoil of the terrestrial space, the bottom and the subsoil of the aquatic territory formed by the territorial sea and the archipelagic waters, as well as over the living and non-living natural resources that are found in all of the above-mentioned spaces and over those existing in the waters immediately above the coasts, outside of the territorial sea, to the extent established by law, in conformity with international law.

The Law on State Land Property Management (Law No. 3/91) defines the framework of issues related to land owned by the state and the basic principles of land reserve creation. It deals with ownership, identifying public and private state property, and also defines the basis of private leasing and use of state land, particularly at the level of distribution for investment purposes.

Among others, the law specifies that "Land occupied by public roads or paths, as well as that occupied by airports, airfields of public interest, belongs to the state domain (paragraph e), Chapter I, Section I, Article 1 (Lands of the Public Domain). Also falling into this same category are "the lands corresponding to the beds of rivers and maritime waters (paragraph a), of the same Chapter and Section).

Even so under Law No. 3/91 ultimately in STP all lands whose owners are not private entities belong to the state under public or private domain.

Thus, the entire area of focus of this project - Marginal 12 de Julho belongs to the state and is in the public domain. Nevertheless, the development of private activities has been authorized.

5.2. INVOLUNTARY RESETTLEMENT

Safeguard policies for involuntary resettlement from multilateral development institutions such as the European Investment Bank, World Bank and ADB, aim to minimize the incongruence, if any, between national development goals, the risks of impoverishment of PAPs arising from development projects.

Therefore, they emphasize the key involuntary resettlement safeguard policy principle: avoid involuntary resettlement, wherever possible, in their transactions with borrowers. Involuntary resettlement includes land acquisition, relocation, and rehabilitation of sources of income and livelihoods. Thus, the key message of the involuntary resettlement safeguard policies is that land acquisition and involuntary resettlement cause impoverishment, unless carefully planned mitigation measures are in place to combat them.

For the time being S. Tome and Principe does not have a specific legal provision that regulates resettlement issues as they are defined by the Bank, i.e. (i) loss of land or physical structures on land, including businesses; (ii) physical movement, and (iii) economic rehabilitation of project affected persons (PAPs), economic displacement, in order to improve (or at least restore) levels of income or livelihood that existed before the action causing resettlement took place". Some of these aspects appear in the Law on State

Property Management (Law No. 3/91), which is silent on the procedural and practical aspects involved in a resettlement action. In addition, the country has an unremarkable track record in conducting resettlement actions. Developments in the country to date are perceived as not having triggered the need to have a specific law on this matter, which may be the result of a cross between perceptions and local realities. Among other things, the above descriptions indicate that the legal and regulatory framework and practice in São Tomé and Príncipe regarding expropriation and resettlement is recognized to have considerable gaps. Internal discussions are underway to address some of these gaps and are expected to take some time to reach stability.

Based on what exists, it remains necessary to creatively combine various documents, laws and regulations to elaborate on the best measures to be taken regarding specific issues in a given resettlement process. Among others, it remains relevant to follow World Bank OP 4.12 on Involuntary Resettlement that are endorsed by the São Tomé government, as has been the case with the few resettlement procedures carried out.

5.3. EIB REQUIREMENTS

The Standard 6 of the EIB is related to the involuntary resettlement. This Standard outlines the promoter's responsibilities to manage involuntary resettlement risks and impacts.

The objectives of the Standard are:

- a. To avoid or, when unavoidable, minimize involuntary resettlement by exploring alternative projects, project designs and locations;
- b. To avoid any forced evictions;
- c. To improve displaced persons' livelihoods and/or living standards, or at least restore them to pre-project levels;
- d. To improve living conditions among displaced poor and other vulnerable groups to at least minimum living standards, promoting adequate housing and security of tenure;
- e. To mitigate social and economic impacts from unavoidable involuntary resettlement by: (i) providing timely compensation for a loss of assets at the full replacement cost; (ii) ensuring that resettlement is designed, planned and implemented with the appropriate disclosure of information to those affected along with their consultation and informed participation; and (iii) providing displaced persons with access to grievance mechanisms.

This Standard applies to a specific project when its relevance is determined during the environmental impact assessment/environmental and social impact assessment (EIA/ESIA) process (as outlined in Standard 1), and specifically to EIB-financed projects⁵ that lead to permanent or temporary involuntary resettlement resulting from:

- a. The acquisition or restriction of land rights or land-use rights through expropriation or other compulsory procedures⁶ in accordance with national law;
- b. The acquisition or restriction of land rights or land-use rights through negotiated settlements, if expropriation or other compulsory procedures can be initiated in the case of failed negotiations;
- c. Restrictions on land use that result in a loss of access to land, physical assets or natural resources.

This Standard also applies to the displacement of persons without formal, traditional or recognizable usage rights, who are occupying or utilizing land prior to the cut-off-date.

This Standard also applies to any resettlement activities that are already underway or finalized before the promoter applies to the EIB for financing, if such activities were carried out in anticipation of or preparation for the project.



This Standard does not apply to resettlement resulting from voluntary land transactions conducted with integrity, accountability, efficiency and transparency, and are free of coercion, intimidation, fraud and/or malfeasance. A voluntary land transaction refers to a market transaction where: (i) the buyer cannot resort to expropriation or other compulsory procedures if negotiations fail; and (ii) there is no displacement of persons, other than the seller, who occupy, use or claim rights to the land.

This Standard does not apply to impacts on incomes or livelihoods that are not a direct result of land acquisition or land-use restrictions imposed by the project. Such impacts shall be assessed as part of the EIA/ESIA process defined in Standard 1.

This Standard is not applicable to displacement that occurs as a direct result of a natural disaster, armed-conflict, crime or violence.

For cases where an EIB-financed project leads to the displacement of settlements of refugees and/or internally displaced persons, the involuntary resettlement process shall be adapted to be aligned with the Guiding Principles on Internal Displacement.

5.4. IFC REQUIREMENTS - PERFORMANCE STANDARD 5 - LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT

The International Finance Corporation (IFC) is the private sector development arm of the world bank group. IFC is one of the principal International references of the resettlement policy and principles.

Performance Standard 5 of IFC recognizes that project-related land acquisition and restrictions on land use can have adverse impacts on communities and persons that use this land. Involuntary resettlement refers both to physical displacement (relocation or loss of shelter) and to economic displacement (loss of assets or access to assets that leads to loss of income sources or other means of livelihood¹) as a result of project-related land acquisition² and/or restrictions on land use. Resettlement is considered involuntary when affected persons or communities do not have the right to refuse land acquisition or restrictions on land use that result in physical or economic displacement. This occurs in cases of (i) lawful expropriation or temporary or permanent restrictions on land use and (ii) negotiated settlements in which the buyer can resort to expropriation or impose legal restrictions on land use if negotiations with the seller fail.

Unless properly managed, involuntary resettlement may result in long-term hardship and impoverishment for the Affected Communities and persons, as well as environmental damage and adverse socio-economic impacts in areas to which they have been displaced. For these reasons, involuntary resettlement should be avoided. However, where involuntary resettlement is unavoidable, it should be minimized and appropriate measures to mitigate adverse impacts on displaced persons and host communities should be carefully planned and implemented. The government often plays a central role in the land acquisition and resettlement process, including the determination of compensation, and is therefore an important third party in many situations. Experience demonstrates that the direct involvement of the client in resettlement activities can result in more cost-effective, efficient, and timely implementation of those activities, as well as in the introduction of innovative approaches to improving the livelihoods of those affected by resettlement.

To help avoid expropriation and eliminate the need to use governmental authority to enforce relocation, clients are encouraged to use negotiated settlements meeting the requirements of this Performance Standard, even if they have the legal means to acquire land without the seller's consent.

- Objectives:
 - To avoid, and when avoidance is not possible, minimize displacement by exploring alternative project designs.
 - To avoid forced eviction.
 - To anticipate and avoid, or where avoidance is not possible, minimize adverse social and economic impacts from land acquisition or restrictions on land use by (i) providing compensation for loss of assets at replacement costs and (ii) ensuring

5.5. BEST PRACTICES IN RESETTLEMENT PLANNING AND IMPLEMENTATION PROCESS

Resettlement Guidance and Good Practice of the European bank for Reconstruction and Development define best practices in resettlement planning and implementation process as follow:

The implementation of infrastructure and other projects typically requires land to be acquired for project facilities, roads, transmission lines, pipelines, offices, worker accommodation, and so on. The amount of land and assets which need to be acquired and the number of people who will be affected will vary from project to project. In some countries, for example, acquiring 50 hectares of land might only have an impact on a few households while in another country the same size plot might be owned and used by several hundred people.

5.5.1. Minimizing the need for resettlement

Physical and/or economic displacement may have considerable impacts, some of which may be related to human rights. Not adequately addressing these risks may also increase project costs. Therefore, every effort should be made to avoid the need to resettle people and communities. If it is not considered early on and planned well, costs, time and the need for management attention are often underestimated.

5.5.2. Physical and economic displacement

People may be affected by land acquisition or restrictions on land use in two ways. They may lose housing, requiring them to move to another location, which is referred to as physical displacement. They may also permanently or temporarily lose land and assets or access to land and assets, leading to a disruption of their livelihoods and loss of income, which is referred to as economic displacement. Both impacts must be mitigated in accordance with PR5. The process of relocating people, households and communities from one location to another and/or assisting them to replace their lost livelihoods is referred to as resettlement.

5.5.3. Performance Requirement 5

Most countries have specific laws to regulate land acquisition in the public interest, which is called the expropriation procedure. A situation in which these laws are applied (or could be applied in the future) when people do not have the possibility of refusing to sell their land/assets is referred to as involuntary resettlement.

The EBRD's Performance Requirement 5 (PR5) promotes a systematic approach to land acquisition, compensation and resettlement based on consultation and disclosure of information. In summary, the key requirements of PR5 are for project clients to:

- • Consider alternative project designs to avoid or, if not possible, minimize project-induced physical and/or economic displacement
- • Develop appropriate compensation, resettlement and livelihood restoration action plans where displacement is unavoidable
- • Mitigate adverse impacts from land acquisition or restrictions on affected persons' use of and access to land, physical Long-Term Review and Assistance in Implementing the Resettlement Implementation Plan assets or natural resources by providing compensation for loss of assets at replacement cost, prior to taking possession of acquired assets
- • Ensure that compensation, resettlement and livelihood restoration activities are planned and implemented with appropriate disclosure of information, consultation, and the informed participation of those affected
- • Improve or, at a minimum, restore the livelihoods, income earning capacity and standards of living of displaced persons, including those who have no legally recognizable rights or claims to the land (who were present in the project affected area at the time of the cut-off date), to pre-project levels and support them during the transition period



- Make special provisions for assisting disadvantaged or vulnerable individuals or groups (who were present in the project affected area at the time of the cut-off date) that may be more adversely affected by displacement than others and who may be limited in their ability to take advantage of livelihood assistance and related development benefits
- Establish a grievance mechanism to receive and address in a timely fashion specific concerns about compensation and relocation that are raised by displaced persons, including a recourse mechanism designed to resolve disputes in an impartial manner.

5.6. GAP ANALYSIS BETWEEN NATIONAL LAWS AND IFC REQUIREMENTS AND EIB SAFEGUARDS

Resettlement Topic	National Legislative Requirements	EIB Safeguards	IFC requirements	Gap	Proposed Strategy
Resettlement	The São Tomé e Príncipe law does not specify the resettlement process as such, although it does highlight the rights of persons who lose property in the public interest. However, this resettlement action plan for the project of the Marginal 12 de Julho has drawn on laws and Regulations (Constitution-Law 1/2003, Decree Law 37/99 and Law 3/91) to recognize that where there are losses of economic and social activities where people are displaced, they require that a RAPs must be prepared.	The Bank's policy in involuntary resettlement requires:(i) compensation to restore the structure to its original condition, (ii) inconvenience allowance if the temporary land acquisition produces minor difficulties and, (iii) alternative comparable accommodations, rental allowance for equivalent temporary housing, or payment for constructing temporary housing of a reasonable equivalent standard can be provided. If structures themselves are temporarily acquired, or use of the structure is precluded, compensation for moving and restoration expenses are covered.	Physically displaced persons will be offered a choice of replacement property of equal or higher value, security of tenure, equivalent or better characteristics, and advantages of location or cash compensation where appropriate. Compensation in kind should be considered in lieu of cash. Compensation levels will be at full replacement cost in local markets.	The GAP lies in the fact that Sao Tome and Principe does not have a specific law on Resettlement, although general laws such as the Constitution, the Regulation on the environmental impact assessment process (Decree-Law No. 37/99) and Law on the Management of State Land Property (Law No. 3/91), etc., contain provisions on citizens' rights to land and to compensation in the event of loss of property in the public interest.	<p>The project in principle will not affect any private land or asset, nobody is losing (directly by the project) their houses.</p> <p>People that may lose their jobs as a direct consequence of the project implementation (restaurant staff) are included in the entitlement matrix and a compensation is calculated for this case in particular.</p> <p>Approval of this RAP and its correct implementation.</p> <p>Review and/or update Law 3/93 to include the procedural and practical aspects involved in resettlement actions.</p> <p>Advocacy to sensitize decision-makers on the need for the development of specific resettlement laws</p>
Replacement Housing	The law does not stipulate the question of Replacement Housing.	EIB ESS6 refers uphold the right to adequate housing, promoting security of tenure at resettlement sites.	If people in the project area must move they will be: offered a choice of resettlement options including replacement housing or cash compensation and provided relocation assistance, with particular attention given to the poor and vulnerable. Development actions should be participatory throughout their phases.	São Tomé legislation doesn't refer replacement of housing.	In the case of a compensation situation, all affected parties will be fully compensated for the displacement of their economic activities, for the loss of income. Thus, the goal is to minimize, mitigate the negative impact of the project on the quality of life and economic activities of the affected populations.
Livelihood Restoration	São Tomé law doesn't refer to livelihood restoration. The legislation does not mention cash compensation, nor does it take into consideration the livelihoods restoration.	EIB ESS 6 establish in minimum content for RAP among others to provide details of sustainable arrangements for improving the standards of living of displaced persons. As a measure this standard refers offered assistance for livelihood restoration or improvement through provision of training, credit, job placement, and/or other types of assistance.,	Economically displaced persons whose livelihoods or income levels are adversely affected will also be provided opportunities to improve, or at least restore, their means of income-earning capacity, production levels, and standards of living: Land based livelihoods – land with a combination of productive potential, locational advantages, and other factors at least equivalent to that being lost. If land or similar resources is unavailable - alternative income earning opportunities (e.g. credit facilities, training, cash, or employment opportunities). Cash compensation alone, however, is frequently insufficient to restore livelihoods.	São Tomé legislation does not include livelihood restoration.	For the implementation of this project, all aspects of environmental and socio-economic safeguards of the main development partners will be observed, namely, the European Investment Bank and the World Bank.

Resettlement Topic	National Legislative Requirements	EIB Safeguards	IFC requirements	Gap	Proposed Strategy
Economic Displacement	Under this law, no economic activities are indicated in the compensation, it only focuses, on private ownership of "rustic or urban" land.	EIB standard 6, p.57 requires that all affected persons will be paid fair compensation in good time for expropriated assets. Compensation should be provided for any loss of personal, real or other property, goods or assets, including rights or interests in property, for instance, land plots and house structures, contents, infrastructure, mortgage or other debt penalties. Where land has been taken, affected persons should be compensated with land of commensurate quality, size and value, or better.	Land acquisition for the project may result in the physical displacement of people as well as their economic displacement. As a result, requirements for both physical displacement and economic displacement may apply.	São Tomé legislation does not include Economic displacement.	<p>The people whose activities and income are affected will be directly compensated for the loss of profit and income. (please see chapter 7 – ELEGIBILITY FOR COMPENSATION and 8- Compensation, INCOME AND LIVELIHOOD RESTORATION AND RELOCATION</p> <p>This RAP includes a ,compensation budget in chapter 9</p> <p>Resettlement activities have been designed and executed as sustainable development programs, providing sufficient investment resources to allow people displaced by the project to share in the benefits of the project.</p> <p>PAPs were consulted meaningfully and had opportunities to participate in the planning and management of the resettlement process and consider new sources of income.</p>
Calculation of Compensation	Law on State Property Management (Law no. 3/91) This law defines the framework for issues related to land owned by the state and also defines a concrete basis for the identification of public and private state property. It was not possible to identify whether this law, or others, have any legal requirements regarding compensation regimes in the case of expropriation	Full replacement cost	Compensation should be sufficient to replace lost land and other assets at full replacement cost in local markets.	the Santomean law does not refer to conditionality as in the EIB Safeguards and IFC Policy	<p>This document present estimation on full replacement cost to be adopted to the EIB and IFC policy on the basis of what is being practiced in the country's allocated compensation measures and calculations</p> <p>The calculation of the compensations will be based on the prices charged by the Government in other compensations already carried out in the country, and on the basis of the average income declared by the affected parties, under no circumstances will it be lower than the average income before the intervention, because the objective is to improve the development of the economic activity developed by the PAP, which will mean an improvement in their living conditions.</p> <p>The basis for the compensation rates as well as the costs of all affected asset categories were calculated with support from social safeguards experts, project team staff, and experienced consultants. Is presented in chapter - 9 Costs and Budgets.</p> <p>This will ensure transparency and consistency in the valuation and compensation process, should build their estimation on full replacement cost to be adopted to the EIB standard</p> <p>Resettlement Policy Framework (RPF) of the Coastal Transport and Protection Sector Development Project in São Tomé and Príncipe. These should be adjusted and used as soon as the projects gets to the stage of dealing with valuation for compensation. These should be adjusted and used as soon as the projects gets to the stage of dealing with valuation for compensation</p>

Resettlement Topic	National Legislative Requirements	EIB Safeguards	IFC requirements	Gap	Proposed Strategy
Cash Compensation	The Law 3/91 does not establish the right to cash compensation.	Where the option of cash compensation or alternative accommodation is provided, the cost estimates for providing alternative accommodation could be used for calculating cash compensation payable. For movable structures, such as kiosks or stalls, comparable replacement sites should be offered. A good practice is to calculate replacement cost for such structures as the cost of alternative sites, the cost of replacing improvements (such foundations), and relocation expenses or other transaction costs.	When payment of cash compensation is considered, the abilities of the affected population to utilize cash to restore standards of living should be carefully assessed. Staggered compensation payments may be made where one-off cash payments would demonstrably undermine social and/or resettlement objectives, or where there are ongoing impacts to livelihood activities. Where it is likely that cash compensation may be diverted from longer-term investment to short-term consumption, payment of in-kind compensation (e.g. land, livestock or other moveable/transferable property) may be more appropriate.	Unlike the EIB safeguards and IFC policy the São Tome law does not establish any form of compensation	Although cash compensation is the normally the most accepted by PAPs, payments of compensation could be in cash or replacement of land/property .
Census	Law 3/91 does not stipulate that a census must be carried out.	According EIB establish RAP minimum content should carry out a census to establish the number of people to be displaced, livelihoods affected, property to be compensated and the cut-off date for eligibility claims.	Where involuntary resettlement is unavoidable, either as a result of a negotiated settlement or expropriation, a census will be carried out to collect appropriate socio-economic baseline data to identify the persons who will be displaced by the project, determine who will be eligible for compensation and assistance.	São Tomé legislation does not specific a need of a census.	Study was conducted to obtain the socioeconomic reality of the affected people. Also a census survey was done that covered all people affected by the project, regardless of right or property. It provides a complete inventory of all people affected by the project and their property. During the first day of Census and -Socioeconomic survey the cut-off date was set on the 5th July 2021. This had been previously communicated to all stakeholders during the first round of consultations and also during the physical implementation of the surveys.
Eligibility	The law points out the eligibility of all affected. Law 3/91 clearly establishes the right to compensation for property that is acquired for the public good. In addition, the Government recognizes formal and customary land tenure. In several cases, people who lost a public land or investment or property held under customary tenure received the same compensation as those few who had formal title.	<ul style="list-style-type: none"> Eligibility Criteria for compensation under EIB are: <ul style="list-style-type: none"> (a) those who have formal legal rights to land (including customary and traditional rights recognized under the laws of the country); (b) those who do not have formal legal rights to land, at the time the census begins, but have a claim to such land or assets; provided that such claims are recognized under the laws of the country or become recognized through a process identified in the resettlement plan; (c) those who have no recognizable legal right or claim to the land they are occupying. 	Eligibility criteria should recognize the rights of those affected people: Who have formal legal rights to the land or assets they occupy or use Who do not have formal legal rights to land or assets, but have a claim to land that is recognized or recognizable under national law Who have no recognizable legal right or claim to the land or assets they occupy or use. The census will establish the status of the displaced persons.	No gaps identified	Every individual affected (e.g., materials, business facilities, economic activities) or whose livelihood is adversely affected by the project is eligible for compensation and/or assistance. (see chapter 7- Eligibility) The nature and extent of compensation and assistance depends on i) the rights the individual has to the asset taken and ii) the nature and extent of the impact. In consultation with this PAP, it was evident that he preferred cash compensation in order to improve his livelihood. The identification of the PAP was made by the community, which is why compliance with the eligibility criteria will need to be validated in the presence of a significant number of community members.
Alternative project designs	In São Tomé and Príncipe is a usual procedure take into account the possibility of alternative designs to avoid economic damage	One of the objectives EIB ESS6 Standard is: Avoid or, at least minimize, project-induced resettlement whenever feasible by exploring alternative project designs.	Feasible alternative Project designs should be considered to avoid or at least limit physical or economic displacement.	No gaps identified	

Resettlement Topic	National Legislative Requirements	EIB Safeguards	IFC requirements	Gap	Proposed Strategy
Vulnerable Groups	The law does not define vulnerable groups and does not differentiate between the most vulnerable and other members. STP legislation makes several references to the special of women to ensure social equity and social cohesion in the preparation and implementation of development actions.	EIB ESS 6 defines as objective, among others, to give particular attention to vulnerable groups, including women and minorities, who may require special assistance and whose participation should be vigilantly promoted.	In resettlement planning, particular attention should be given to the poor and vulnerable. In particular, compensation in kind should be offered to facilitate permanent relocation and establishment at an alternative location.	São Tomé legislation does not specify vulnerable groups.	<p>All PAPs were consulted, offered technically and economically feasible resettlement options and alternatives</p> <p>In the case of identification of vulnerable groups, these will be provided with special assistance and/or compensation during the process, that will be offered to facilitate permanent or temporary relocation and re-establishment at an alternative location.</p> <p>An appropriate and accessible grievance redress mechanism will be established, and special attention and assistance will be given these to stakeholders throughout the RAP process.</p>
Consultation and Information Disclosure	In law does not establishes consultation and disclosure of information related to compensation	The affected communities and individuals should be consulted and contribute to the processes of land acquisition and resettlement. Consultation with the affected PAP should be documented.	<p>Must ensure that resettlement activities apply the principle of free, prior and informed consultation. Ensure that women's perspectives are obtained, and their interests factored into all aspects of resettlement planning and implementation.</p> <p>Disclosure of relevant information and participation of PAPs will continue during the planning, implementation, monitoring, and evaluation of compensation payments, livelihood restoration activities, and resettlement.</p>	No major gaps are identified	A strategy was outlined to ensure that all affected people are informed about the process. This includes: (1) performed a diagnosis and registration of the affected parties; (2) held meetings with the community presenting the project and its objective and (a) communicated the need for physical and/or economic displacement of people, (b) disseminated the principles and guidelines of the MRR, (c) listed the potentially affected people/families that will be eligible for compensation according to the data of the previously performed diagnosis, (d) socially validated the list of people/families eligible for compensation, and (e) evaluated the alternative options of involuntary resettlement; (3) implementation of the involuntary resettlement plan. This strategy has been adopted in this RAP
Grievances	The law does not provide a complaint mechanism	The Grievance Mechanism according to EIB standard 6 on Involuntary Resettlement p. 59 is "The promoter shall set up and maintain a grievance mechanism that is independent, free and in line with the requirements and that will allow prompt addressing of specific concerns about compensation and relocation from the affected people and host communities and other directly involved entities. The mechanism should be easily accessible, culturally appropriate, widely publicized, and well-integrated in the promoter's project management system. It should enable the promoter to receive and resolve specific grievances related to compensation and relocation by affected persons or members of host communities, and use the grievance log to monitor cases and improve the resettlement process.	Must establish a grievance mechanism to receive and address specific concerns about compensation and relocation, including a recourse mechanism designed to resolve disputes in an impartial manner.	São Tome and Principe does not provide the complaint mechanism	<p>A proper complaints procedure should be established to ensure that individuals or groups who feel they have not been treated properly, or have received unfair unfair treatment, can resolve the issues. By providing credible and accessible means for affected people to lodge any complaints they have, it enables the project to deal with genuine problems and decreases the likelihood of constant complaints and objections from disgruntled stakeholders. disgruntled stakeholders. GRM will be implemented it would serve as the first stop for people who have a grievance.</p> <p>The GRM will allow that all petitions will be listened and responded to and a due procedure of handling and managing grievances will be set.</p> <p>They should be informed that they can take the case to the court If need arises, aggrieved people would however remain free to open a Court case without having registered their grievance with the GRM. Grievance redress mechanisms should involve all elements of the community with special attention to young women, older people and people with disabilities. Grievance redress mechanisms should involve the local community influential leaders in providing a first level of listening and informal resolution. These leaders should be represented or involved in the co-management committees and working groups and be involved in creating awareness that they may also be used for the transmission of grievances to these fora for informal resolution. Some land and resource-use related conflicts may be resolved by traditional leaders.</p>

Resettlement Topic	National Legislative Requirements	EIB Safeguards	IFC requirements	Gap	Proposed Strategy
Monitoring and Evaluation	The São Tomé and Príncipe law of does not establish follow-up and evaluation, as once compensation has arrived the process is closed.	EIB requires establish organizational arrangements and procedures to monitor the implementation of resettlement plans and take corrective actions as necessary.	Requires monitoring and reporting on the effectiveness of RAP implementation..	São Tomé legislation does not establish RAP follow-up and evaluation.	<p>The Directorate-General for the Environment and INAE will be involved in the project and is part of the established to oversee the implementation of the project. The Directorate-General for Environment will be responsible for monitoring the implementation of the project and ensuring that the proposed mitigation measures are implemented.</p> <p>An independent consultant, a research institution, or an NGO, preferably based on the island, should be appointed to conduct the annual audit of the RAP implementation during the first two years after relocation. The audit should make recommendations, where appropriate, if the intended results in restoring livelihoods are not being achieved.</p>

6. PAP ENGAGEMENT AND PARTICIPATION IN THE RAP

Consultation and engagement of PAPs is the heart of the resettlement/livelihood restoration plans. The main purpose of stakeholder engagement is to provide adequate and credible information about impacts and options, take into account the views of various parties involved and develop positive outcomes from the resettlement process.

For the elaboration of this PAP, a stakeholder engagement process, was implemented with emphasis on the Project Affected Parties, PAPs at all stages of the study. All stakeholders were informed and consulted on the progress, options considered, and solutions proposed.

The primary stakeholders represented the different government agencies with a stake in the proposed project. In addition, interviews and discussions were held with the non-governmental stakeholders, like fishermen, street vendors and other persons with an interest in the realization of the project.

Aspects discussed include Priorities and preferred solutions; Modalities of implementation (design/layout and technical implementation) ; Potential impacts of the project The nature of the proposed project and its location (at the boundary between land and sea, entails limitation of the influence of all stakeholders interested. For alignment of works is more or less fixed, security parameters (affecting dimensions of sea defense work) are a political choice. Everybody encountered is in favor of a project envisaging improved coastal protection and improvement of the Marginal. Each stakeholder of course has its own wishes and priorities, depending on his/her area of interest economic and social, (see annex nr. 3 – summary of stakeholders meeting, and consultation held).

In this A-RAP process, consultation meeting with key stakeholders and identified affected people were organized the main conclusions of these meetings can be summarized in:

- Fishermen are concerned about the need for the improvement and protection of their landing sites, expressing need of maintaining the sites at their current locations, since the users normally live close to the landing site. Other points of improvement, brought forward by both fishermen and MARAPA (NGO 'Mar Ambiente e Pesca Artesanal'): 1) provision of toilet facilities, especially near the Old Pier and 2) provisions of water supply near landing sites.
- Informal street vendors (vegetable and fish) fear that they would have to vacate their normal 'place of business' during and possibly after completion of the road rehabilitation works. They would be happy if they were given temporary 'sites for business' during construction works, and would be allowed to return to their current place of business after completion of works.
- The concerns of the informal street vendors are also valid for the entrepreneurs exploiting a permanent establishment; e.g. the terrace and kiosk under the trees along Ana Chavez Bay and the vegetable stall at the intersection Marginal and National Road EN1.
- Informal street vendors would greatly appreciate when the road surface of the Marginal would be properly drained avoiding pools and stagnant water on the road surface
- COMPREC (National Council for Disaster Preparedness in Sao Tome and Principe) stresses the importance that the works on the road and coastal protection works will not interfere with or limit the capacity of the outfalls of the streams/canals draining the land.
- Most citizens of São Tomé would greatly value the continued presence of a sand beach along Lagarto Bay. This beach plays an [important role in the cultural live of the people. During certain festival days, people gather at this beach in large numbers.
- The area around the Fort is considered as an interesting location for recreation (swimming, sports) and further tourism development.

6.1. PARTICIPATORY PUBLIC CONSULTATION

The project will affect in some way all the people who carry out their social and economic activities along the waterfront in the three bays. For this reason, a census was conducted to identify the people subject to involuntary resettlement. The process consisted in the detailed identification of all commercial and non-commercial activities existing along each of the bays and contains information and data necessary for the identification of all PAP, namely, personal data of the individuals, type of activity and its regularity, family nucleus dependent on the commercial activity in question, average income of the same, legal and regulatory status of the commercial and economic activity developed. The census form used can be found in the Appendix.

The census was carried out between 5 and 13 of July 2021 All persons whose commercial activity are located in the areas where the implementation of the project implies economic displacement were identified.

The census was conducted during 8 consecutive days in order to identify all possible informal vendors. The length of the census period is of extreme importance, since the informal vendors use stalls or mobile support structures, so they do not always occupy the same space or set up their outlets on a daily basis.

The census was carried out by properly identified technicians, and with extensive knowledge about the project and the country, and this fact allowed the census process to also be an opportunity to explain to the PAPs the whole project, as well as the resettlement solutions proposed for each particular case.

Community consultation and participation is at the heart of the entire RAP process, as a way to provide an opportunity for all relevant stakeholders, and particularly families and communities, to relevant stakeholders, and particularly affected families and communities, to be informed about the project. The process is also designed to instil a sense of ownership towards the project and provide an opportunity for all stakeholders to present their views and interests and expand options for dealing with sensitive issues.

The public participation process was an intrinsic component of the development of the A-RAP and its implementation and has the following main objectives:

Keep stakeholders and those affected by the Project informed about the key issues and outcomes of each stage of the A-RAP and project design;

- Collect concerns and interests expressed by the PAP;
- Obtain input/opinions from stakeholders in terms of avoiding/minimizing possible negative impacts and maximizing positive impacts of the project.
- Finally, support social dialogue and identify stakeholder perceptions and expectations from the outset, which can contribute to action planning and effective communication in order to minimize project impacts

Stakeholders were divided into three groups, highlighting the people affected by the project- PAP, to ensure more effective and efficient interaction with stakeholders. Thus, we have: PAP - affected parties (Directly and indirectly project-affected persons), other parties (Stakeholders having an interest in or influence on the project).

6.2. COMMUNICATION METHODS AND CONSIDERATIONS FOR ENGAGEMENT

All Interim Advice provides guidance to European Bank for Reconstruction and Development (EBRD) and International Finance Corporation (IFC) on how to respond to the particular challenges experienced during the COVID-19 was followed.

All hygiene and personal protection measures were taken, namely, social distancing, use of masks, disinfection of hands, control of the number of people in the spaces. Inclusive some meetings with stakeholders were even held outdoors.

A variety of communication methods were determined according to the different type of the Stakeholders and the current COVID issue. Process was also determined based on the level and purpose of involvement, as well as the target group.

Communication methods included:

6.2.1. Project Information Documents

Flyers and other ways of providing information will be made available to stakeholders and contain details of the Project, the ESIA, key impacts and mitigation/enhancement measures, stakeholder engagement activities and how to provide feedback. In the phase of preparation, the project the Consultant carried out weekly consultations to ensure full compliance with the environmental and social management framework and specially to ensure that all PAPs were identified, and their concerns taken into account.

During these first months, while implementation of the Preliminary Alignment different types of consultations was held regularly to assess interaction with the communities,

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6.2.2. Public meetings with key interest groups and potentially impacted stakeholders.

According to the regulation on the environmental and social impact assessment process of Sao Tome and Principe, public consultation is the process of listening to the opinion of the various sectors of society, including legal or natural persons, directly or indirectly or potentially affected by the proposed activities. It is an activity widely disseminated by the government body responsible for environmental management in the country's existing media.

Thus, in these terms two sets of consultation meetings have been implemented during these first stages of the project design, to collect the needs and concerns of the identified stakeholders.

Public meetings were organized attending, the protection measures against COVID. The meetings were held mainly in appropriate places in the open air and with conditions to always guarantee hygiene and social distance.

These consultation and public participation process have taken place at two (2) different stages or levels:

- Level 1: Start-up stakeholders meeting at District (Administration) level.
- Level 2: A set of meetings have been organized in 3 different locations, in the project area to inform the community about the objectives of the project and the project components and collect their opinions and concerns on how it may affect their activities and properties, with the aim of making the project socially feasible from the first stages.

Apart from these forums, meeting and workshops proposed, TYPESA experts will be available for the organization of any public consultation event that may be required by the Client within the duration of the assessment for the good development of the Project.

Apart from this, a number of workshops and focus group discussion were also being held. The number of them will be estimated according to the development of the project and the needs that arise in this regard, It is natural that this process of communication with stakeholders may continue throughout construction and operation. Stakeholders include all staff, residents, Project users and local authorities. All communication will be appropriate and in a simple language that all stakeholders can understand

7. ELEGIBILITY FOR COMPENSATION

According to the survey, about 108 individuals and different economic activities will be directly affected by the project and consequently eligible for compensation, namely, 50 fishermen in Ana Chaves bay, 15 fish sellers in Ana Chaves bay, 15 fruit sellers in Ana Chaves bay, 20 washerwomen in Lagarto bay, 1 restaurant owner and 7 workers in Lagarto bay, 1 outboard motor repair house, 2 roulottes in Pantufo bay, 1 kiosk in Ana chave bay and 1 advertising out door.

Accordingly, short-term measures, such as training in income-generating activities plus seed capital to start a business and compensate for the loss of productive assets and income, are expected to somewhat improve or at least restore standard of living and livelihoods. the displacement of some livelihood resources.

Besides these individuals it is obvious some other entities, institutions, and economics activities could be indirectly affected by the project, especially during the project implementation stage

For example, the hotels (Praia, Omali lodje, Miraramar, Pestana), Mistral Voyage, Super market CKDO, CFAO, FUTON and others, small traders, various private companies and public services, may suffer nuisances and various inconveniences associated with the execution of the works,

7.1. ELIGIBILITY CRITERIA AND PRACTICAL ASPECTS OF RAP PREPARATION AND IMPLEMENTATION

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There are various categories of PAPs who are entitled to compensation and socio-economic restoration according to the EIB standards. The following are the identified groups of project affected persons (PAPs) who are entitled to mitigation/compensation- for temporary (complete or partial) income in the project construction areas;:

- Individuals who have formal legal ownership rights;
- Individuals who do not have formal legal ownership rights but have temporary or leasing rights (restaurant container&, roulotte in front of Forte San Jeronimo);
- Individuals who do not have any recognizable legal right or claim to the business: provide compensation for (complete or partial) loss of income;
- Businesses and shops along the Project Road will experience access disruption during construction works. It will be create temporary access facilities based on the size of the access.

All PAP's eligible will be compensate in the following table are presented the eligibility criteria by PAP's. Their number, names and details have been collected by a Census and field Socioeconomic surveys. Annex 1.3. provides the names of the identified PAP's.

The cost of compensation is calculated based on the daily sales profit and value of structures of each of them. The average values used in this RAP are the median profit of those affected for the formal or informal businesses.

The valuation methodology of compensation is imperative for the RAP study in order to facilitate the compensation process. Following is a discussion of the valuation process adopted per each type of loss.

The budget section of the RAP is required to describe the flow of funds for compensation payments and the source is provided under the Road Maintenance Fund



7.2. CUT OFF DATE

Cut-off date- refers to the date after which eligibility for compensation or resettlement assistance will not be considered. Date of service of THIS notice is considered to be the cut-off date for recognition of legal compensation and the commencement date of carrying out the census/inventory of losses is considered as the cut of date for eligibility of resettlement benefits.

The cut-off dates for eligibility for resettlement benefits were discussed during the surveys and PCM.

A first round Consultations was held with Stakeholders to develop a better understanding of the transportation conditions and challenges faced by project affected parties, conducted public meetings, focus group discussions and interviews with women, public transportation users, business owners. The consultations were held in the project districts during the months of March-April 2021

A second round of public consultations was conducted, three with the communities and one with the intuitions. The meetings with the affected people took place in the three bays, the first on 28 June in the Lagarto bays, the second in the morning of 29 June in the Ana Chaves bay and the third in the afternoon of the same day in the Pantufo coastal area. The meeting for the intuitions took place on July 1, where besides the institutions, NGOs, hotels, restaurants etc. were also present.

The cut off date was established with the date of the physical commencement of the census and the socioeconomic survey, which was **July 5th 2021**

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Table 3 Framework Entitlement Matrix

Category of persons/entities affected	Total N°	Type of loss	Impact	Eligibility Criteria	Entitlements
FISHERMEN OF SAM PEDRO	50	Temporary loss of income and source of livelihood associated with economic activity displacement	Loss of place to park the fishing boats and unload the fish during the construction and displacement of their economic activity	Individuals who do not have formal legal ownership rights but have temporary or leasing rights. Based on the property information gathered during the survey for RAP	New fishermen's area will be enabled at PK5200, where a dock for selling fish will be built Cash compensation for the loss of net income during the transition period (until business/economic activities are re-established elsewhere) and livelihood restoration assistance
FISH SELLERS	15	Temporary loss of income and source of livelihood associated with economic activity displacement	Relocation of the place of economic activity	Present in the project's area of interference at the time of the study, but do not have any recognizable legal right. Based on the field surveys conducted for the RAP.	Construction of adequate space for the sale of fish in the new empowered area at PK5200. Cash compensation for the loss of net income during the transition period (until commercial/economic activities are re-established elsewhere) and livelihood restoration assistance
FRUIT SELLERS	15	Temporary loss of commercial income and/or livelihood sources associated with project impacts (displacement of economic activity)	Relocation of the place of economic activity	Individuals who do not have formal legal ownership rights but have temporary or leasing rights/Present in the project's area of interference at the time of the study	Cash compensation for the loss of net income during the transition period (until commercial/economic activities are re-established elsewhere) and livelihood restoration assistance
WASHERWOMEN	15	Loss of a place to wash clothes	Restriction of access to resources	Individuals who do not have any recognizable legal right or claim to the business / Present in the project's area of interference at the time of the study	Construction of laundry rooms before construction starts, on PK1.900, with construction of bathrooms During construction access to the laundry room will be guaranteed



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Category of persons/entities affected	Total N°	Type of loss	Impact	Eligibility Criteria	Entitlements
OUTBOARD ENGINE REPAIR HOUSE	1	Temporary loss of income and source of livelihood associated with economic activity displacement	Loss of site for fishing boat engine repair	Individuals who do not have formal legal ownership rights but have temporary or leasing rights. Based on the property information gathered during the survey for RAP	Construction of boat and engine repair workshop in the new fishermen's area on PK5200. Cash compensation for the loss of net income during the transition period (until business/economic activities are re-established elsewhere) and livelihood restoration assistance
RESTAURANT IN VIA MARGINAL	1	Loss of income resulting from closing of activity	Permanent closure,	Present in the project's area of interference at the time of the study, but do not have formal legal ownership rights. Based on the property information gathered during the survey for RAP	Payment of compensation for removal of activity
ROULOTTES	2	Temporary loss of income and source of livelihood associated with economic activity displacement	Temporary closure, disruption, obstruction, restriction of access roads and parking	Individuals who do not have formal legal ownership rights but have temporary or leasing rights. Present in the project's area of interference at the time of the study.	Cash compensation for the loss of net income during the transition period (until commercial/economic activities are re-established elsewhere)
RESTAURANT AND RULOTTES WORKERS	11	Loss of income resulting from closing of activity	Loss of job	Based on the property information gathered during the survey for RAP	Payment of compensation equivalent to twelve months salary. (Estimated period to find the new job)
SMALL CONTAINER SHOP	1	Loss of income resulting from closing of activity	Permanent closure,	Socially recognized owner. Present in the project's area of interference at the time of the study.	Cash compensation for the loss of net income



A-RAP REPORT

Category of persons/entities affected	Total Nº	Type of loss	Impact	Eligibility Criteria	Entitlements
ESPAÇOS OUTDOOR PUBLICITY	1	Removal of outdoor publicity	Definite removal of outdoor publicity	Individual who have formal legal ownership rights	Indemnity for removal of Outdoor publicity

DRAFT



8. COMPENSATION, INCOME AND LIVELIHOOD RESTORATION AND RELOCATION,

Mitigating the loss of assets and livelihoods is the main focus of the RAP. The RAP policy dictates that the standard of living and livelihood opportunities of displaced people be maintained at least at the pre-project level. INAE will therefore focus on the implementation of this requirement both for PAPs with and without a business practice permit.

The objective is to minimize social disruption in the resettlement process and allow people to remain together within kin groups for mutual support. Project through INAE and Local government will undertake alternative search and assist the affected in relocation. Consultation meetings and group discussion especially on relocation options were held during preparation of the RAP to assess relocation options of the displaced.

The relocation only happens when all the condition is created. This mean that the project construction will start with the construction of the infrastructures for the affected people which are going to be displaced

8.1. PROJECT RELOCATION STRATEGY:

As showed in the entitlement matrix included in the previous chapter, the census and socioeconomic surveys indicated that 15 washerwomen will be displaced from their place of activities, 15 fish seller, 15 fruit seller, 50 fishermen, 1 motor repairer ,as well as two food roulottes will be displaced by this project. Also one restaurant will be permanently removed from its current location.

The project identifies self-relocation (permanent), group relocation (permanent) and temporary relocation options. The displaced entities will be provided with adequate subsistence assistance including compensation, transfer grants, business restoration grants, moving assistance, etc. to mitigate the livelihood disruption during relocation and reconstruction of their lives.

The Project Director (PD) will assign the Safeguard Head to handle relocation aspects of the displaced households and commercial premises with assistance from the Physical Relocation Assistance Committee created for the process.

There is a provision for relocation sites sponsored by the project for those affected. The affected fishermen will be encouraged and assisted by INAE to move to alternative areas identified and prepared for relocation and continue their activities with dignity. Because of roundabout construction a small container shop inoperative now and an advertising plaque will also be removed. Displaced fruit vendors can also be temporarily relocated for the time being until the new site for their relocation (RN1) is ready.

The project will create the conditions for access and operability of the activity in this space so that they do not have to stop or move to another place. Assurances have been given by the project repositants that these people will continue to carry out their activities during all phases of the project, as there will be no implication on their activities.

Graphic information is provided hereinafter regarding the current locations of those affected and the proposed relocation sites according to the main project



Illustration 1: Affected services. Laundry. CH 1+740 Lagarto bay. Plan RD6767-FD-L1-DR-IE-10-1-utirel-D01 Sheet 7.

Figure 46 Affected Activities Laundry, Lagarto Bay



Illustration 2: Relocated services. Laundry. CH 1+880 Lagarto bay. Plan RD6767-FD-LI-DR-LE-5-1-lansca-D01 Sheet 10.

Figure 47 New location wash house, Lagarto Bay



Illustration 3: Affected services. Fishery and Market.CH 3+640- CH 6+660 Ana Chaves bay. Plan RD6767-FD-L2-DR-LE-5-1-LANSCA-D01. Sheet 06

Figure 48 Affected activities. Fishery and Market, Ana Chaves Bay



Illustration 4: Relocated services. Fishery, boat workshop and public toilets. CH 5+200- CH 5+280 Ana Chaves bay. Plan RD6767-FD-L2-DR-EN-11-1-socenv-D01

Figure 49 Relocated activities. Fishery, boat workshop and fish sale and new public toilets – Ana ChavesChaves Bay

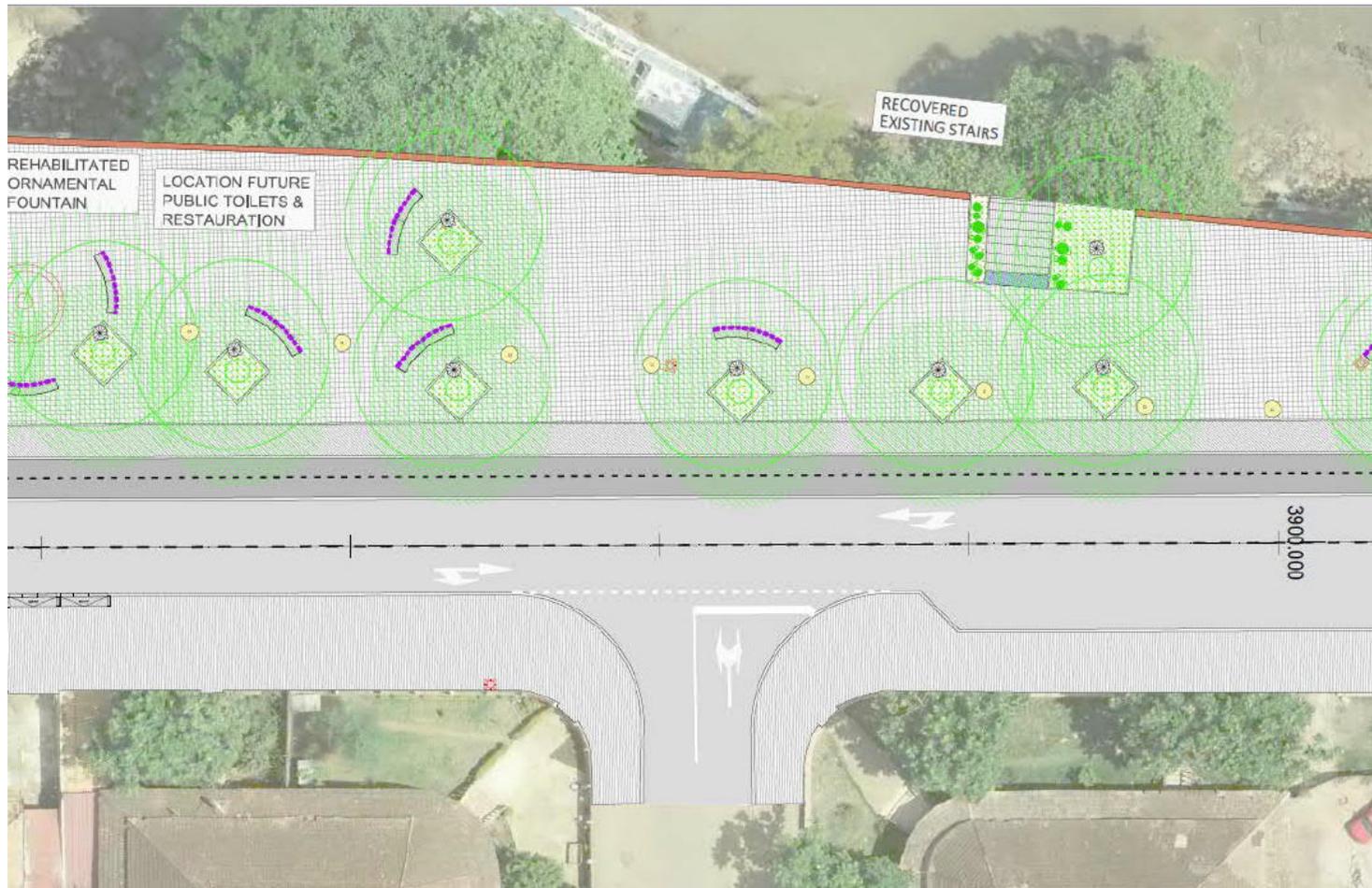


Illustration 5: Relocated services. "Paraiso dos Grelhados" Restauration. CH 3+840 Ana Chaves bay. Plan RD6767-FD-L2-DR-LE-5-1-lansca-D01 Sheet 7

Figure 50 Affected services. Paraiso dos Grelhados Restaurant – Ana Chaves Bay



Illustration 6: Affected services. Container . CH 7+780 Pantufo coastline.

Figure 51 Affected services. Roulote Container – Pantufo Bay



8.2. LIVELIHOOD IMPACT AND RISKS

If proper planning for income and livelihood restoration is not done, project implementation may severely impact the livelihoods of PAPs. These occurrences may push the affected people into worse conditions than before the start of the project.

Prompt payment of compensation and other benefits in accordance with the policy and proper planning and guidance regarding the use of compensation money by affected people will improve the chances of livelihood restoration

Next chapter includes the calculation of the estimated costs for compensations of those entitled for it

9. COST AND BUDGETS

The estimated budget includes the costs for economic compensation according to the entitlement matrix.

Since there is no land acquisition the total estimated value includes livelihood restoration and resettlement assistance measures. The unit costs and values are based on the findings of the socioeconomic surveys and the census.

The estimated livelihood restoration budget for the Project is STN 10,252,000.00 (**€418,298.00**)

This includes 10% of extra *contingency budget* is added for unforeseen compensation for resettlement or livelihood restoration compensation and measures. This amount will make it possible to foresee potential unexpected costs, (i.e.: delays in the realization of the project, claims of the PAPs, etc.) .

9.1. CALCULATION OF ESTIMATED COSTS

The estimated cost is based on the survey carried out at the meeting held with the owners in accordance with the market survey carried out for this RAP.

The unit cost is estimated in the daily income that those affected may receive, during the estimated time to re-establish their way of life. In cases of loss of patrimony or assets, the compensation value is calculated according to the evaluation of the assets. but the amount for any resettlement or is also included in the budget.

9.2. COMPENSATION BUDGET

9.2.1. Fishermen and Fish sellers

Fishermen of San Pedro are relocated to some new improved facilities (new fishermen area, see figure 47) The affected fishermen will be encouraged and assisted by INAE for relocation and continue their activities with better conditions It is to be noticed that, according to the implementation schedule proposed in this RAP, fishermen and women fish sellers should be relocated to their new, -(temporary or permanent) improved facilities before the main construction works may take place in Ana Chaves bay, so very little or no disturbance at all is, in principle expected to their normal activities.

This aspect must be specifically detailed in the contractor's future bidding documents. The contractor will need to adapt his work plan to the resettlement process. This point is be included in the implementation program of the RAP document

The transition period to accommodate to the new facilities has been estimated in 90 days, according to the long experience of the local experts. 90 days compensation is based on the worst possible scenario, Assuming the social compensation process will involve the removal of the business and the replacement of physical infrastructure, the loss of revenue will be associated with downtime, i.e. the period the business will be off during physical relocation. This period, plus time to adapt to the new situation in the new surroundings, constitutes the cost of business opportunities.

Thus, the financial compensation for fishermen has been calculated based on

- Direct payment of daily losses: Activity and income recovery sum, daily income loss (1000 STN) during the estimated period for relocation (90 days)
- Resettlement Assistant measures: (Resettlement assistant measures) calculated as one day income, this may cover displacement and transport of material as well as any sort of damages caused during relocation

Nº	type of activity	Bay	Direct payments of daily losses	Resettlement assistant measures	Total STN
50	Fishermen of Sam Pedro	São Pedro	4,500,000	50,000	4,550,000
15	Fish seller	São Pedro	1,350,000	15,000	1,365,000
TOTAL					5,915,000

Table 4 Compensation for fishermen and fish sellers

9.2.1. Women fruit sellers

According to the implementation schedule proposed in this RAP, women fruit sellers should be relocated to their new, -(temporary or permanent) improved facilities before the main construction works may take place in Ana Chaves bay, so very little or no disturbance at all is, in principle expected to their normal activities.

However, the transition period to accommodate to the new facilities has been estimated in 90 days, according to the long experience of the local experts. This period, plus time to adapt to the new situation in the new surroundings, constitutes the cost of business opportunities, assuming the social compensation process will involve the removal of the business and the replacement of physical infrastructure, the loss of revenue will be associated with downtime, i.e. the period the business will be off during physical relocation

Thus, the financial compensation for women fruit has been calculated based on

- Direct payment of daily losses: Activity and income recovery sum, daily income loss (1000 STN) during the estimated period for relocation (90 days)
- Resettlement Assistant measures: (Resettlement assistant measures) calculated as one day income, this may cover displacement and transport of material as well as any sort of damages caused during relocation
- Besides, a 10% premium compensation fee has been added as per the vulnerability condition of this group.

Nº	type of activity	Bay	Direct payments of daily losses	10% vulnerability premium	Resettlement assistant measures	Total STN
15	Fruit sellers	São Pedro	1,350,000	135,000	15,000	1,500,000

Table 5 Compensation for women fruit sellers

Engine repair workshop

Fishing boats engines are fixed by someone in the project area as an activity that provides him incomes.

Since the project will affect his activity a compensation has been calculated consisting in the construction of a new improved boat and engine repair workshop in the new fishermen's area on PK5200. (see figure 47) The

affected owner will be encouraged and assisted by INAE for relocation and continue his activities with better conditions

Besides the financial compensation (resettlement assistance measure) has been calculated based on

- Direct payment of daily losses: Activity and income recovery sum, daily income loss (1500 STN) during the estimated period for relocation (90 days)
- Resettlement Assistant measures: (Resettlement assistant measures) calculated to cover displacement and transport of material, technical assistance for machinery relocation as well as any sort of damages caused during relocation

Nº	Type of activity	Bay	Direct payments of daily losses	Resettlement assistant measures	Total <u>STN</u>
1	Fishing boats engines repair workshop	Ana Chaves	135,000	10,000	145,000

Table 6 Compensation for fishing boats engine reparation activities

9.2.3. Small container shop

The container shop is closed, and the compensation proposed by the Government is the relocation to some other facility.

However, the owner refused the new location offered by the government and decided to relocate her activity on her own risk. The compensation proposed is based on her yearly incomes and will cover the removal and displacement to a new location. (Resettlement assistant measure)

Nº	type of activity	Bay	Resettlement assistant measures	Total <u>STN</u>
1	Small container shop	Ana Chaves	212.000	212,000
TOTAL				212,000

Table 7 Compensation for Secondary Structure of Shops

Restaurant in Via Marginal and Secondary structures for publicity

The restaurant located in the Via Marginal will be removed.

The compensation is established as follows

- Direct payment of daily losses: Activity and income recovery sum, calculated as the monthly income loss (24500 STN) for a period of 12 months

- Replacement Cost (for Asset): Replacement cost estimated in 150,000 STN.

The cost to replace an asset can change, depending on variations in the market value of components used to reconstruct or repurchase the asset and other costs needed to get the asset ready for use.

Replacement cost have been calculated for the asset to be removed (restaurant in Marginal) based on the current market prices in Sao Tome, ,(150.000 STN) This figure includes an estimated top-up

This compensation will be for the owner to find another activity or place to continue his activity.

Also, the outdoor publicity located in the Via Marginal will be removed. The outdoor publicity company belong to Espaços that has a contract with the telecommunications company CST for a period of two years. The compensation is calculated on the price of one year (12 month) rental plus three additional months in concept of resettlement assistance.. This will cover the cost of removal and transport of the billboard, which requires a heavy machine (crane) and large truck to transport and transport the billboard to the location chosen by the owner.

Nº	type of activity	Bay	Direct payments loss of business	Value for assets	Total STN
1	Restaurant	Ana Chaves	294,000	150, 000	444,000
1	Espaços Outdoor publicity	Ana Chaves	240,000		240,000

Table 8 Compensation for Restaurant and outdoor Publicity

- Restaurant workers' compensation

The financial compensation of the restaurant workers is calculated based on the current monthly salary (5000 STN), multiplied 12 months, (estimated period for finding a new job), by the total number of workers (7)

Nº	type of activity	Bay	Direct payments of 6 months wages	Total STN
7	Restaurant workers	São Pedro	420,000	420,000
TOTAL				420,000

Table 9 Compensation for Restaurant workers

9.2.5. Food and drinks Rolouttes (trailer stands)

The two trailer stands on Pantufo Bay will be affected. Despite none of them two will have to stop their activity but move to some other location

Both will be compensated considering the loss of income and the inconvenience suffered during relocation

The financial compensation for food and drinks roulottes owners has been calculated based on

- Direct payment of daily loses: Activity and income recovery sum, daily income loss (1500 STN) during the estimated period for relocation (90 days)
- Resettlement Assistant measures: (Resettlement assistant measures) calculated to cover displacement and transport of material, technical assistance for machinery relocation as well as any sort of damages caused during relocation
 - The one next to the pirate restaurant will be moved to the other side of the road: (5,000 STN)
 - The one next to the National Museum will find it harder to find a new location near of where it is now.: (25,000 STN)

Nº	Type of ctivity	Bay	Direct payments loss of business	Resettlement assistant measures	Total STN
1	Small roloutte near the Pirate Restaurant	Pantufo	135,000	5,000	140,000
1	Roloutte near the Beach Museum		135,000	25,000	160,000
TOTAL					300,000

Table 10 Compensation for the owners of rolouttes

- Rolouttes workers' compensation

The financial compensation of the roloutte workers is calculated on the basis of the current monthly salary (3000 STN), multiplied by 12 months, (estimated period for finding a new job), by the total number of workers (4)

Nº	type of activity	Bay	Direct payments of months wages losses	Total STN
4	Roulotte´s workers	Pantufo	144,000	144,000
TOTAL				144,000

Table 11 Compensation for workers of rolouttes

9.2.6. Livelihood restoration Budget

LIVEHOOD RESOTARION BUDGET	STN
Compensation Budget	9,320,000
10% Contingency Budget	932,000
Total RAP Budget	10,252,000

9.3. SOURCE AND FLOW OF FUNDS

As part of the counterpart contribution, the Government of São Tomé and Príncipe will be responsible for providing the budget for compensation for affected assets and income associated with the Project.

The payment registration process will include:

- Notification of payments will be made and the dates for collecting your compensation payment.
- Offer of the compensation premium and the amount of compensation to be received by the PAP (with proof of identification and witnessed by two community members), copies of which will be signed by representatives of INAE and PAP and each of them keep a copy.

The 10% "contingency" budget would be frozen for at least one year and remains available for expenses related to the social compensation within project

Additional measures should be taken to provide adequate livelihood support to PAPs that cannot cope with relocation.

10.

10. RAP IMPLEMENTATION PROCESS AND RESPONSIBILITIES

The main objective of the Resettlement Action Plan is to guarantee the PAP living standards and equivalent or better living conditions than they knew before the project. Thus, all actions proposed in the RAP focus mainly on achieving this goal.

10.1. IMPLEMENTATION SCHEDULE

10.1.1. Before start of works

- Formalization with INAE and Agreement :
 - **INAE to issue a certificate**, before the start of the works, to guarantee that those affected are those who will occupy the new facilities, and not any other people or any other commercial activities.
 - The works for the fishermen and laundress facilities should start at the beginning of the project implementation
- Being the case, relocation of those affected to temporary sites. Start coordination within the implementation of the RAP (Resettlement Committee) to agree on the temporary sites, (already defined in the project for the fruit seller) **This would be before any traffic "cut" and any demolition, either of the promenade, the road, or the balustrade, as well as before any marking of the work zone that prevents or restricts access to the current areas where it maintains its activity. , whether they are fruit sellers, , fisherman or laundress. This relocation must not harm the economic activity, so it must be done in a short time**, however, a month of compensation is provided, just in case.
- INAE and PAPs to sign the leasing agreement on the new permanent facilities
 - Once finished, resume the commitment, or formalization/certificate of those affected and make an individual leasing of positions as well as an agreement between fishermen and the administration for the transfer of the fishing workshop.
 - Agree on facility maintenance tasks and responsibilities between PAPs and administration. At this point PAP's should be able to use and access the new facilities on similar terms and conditions as presents. Related costs and obligations for the access and admittance to these new facilities should not negatively affect their livelihoods.
- INAE (Resettlement Committee) and contractor to sign the **Project Profile Document**, that will detail the RAP implementation schedule according to Project's work plan

10.1.2. During Work implementation

- Consultation with the PAPs and compensation agreement
 - Each compensation agreement will be based on the values and entitlements confirmed in the final approved RAP. Compensation agreements (customized to include the compensation options applicable to each PAP) will be presented to the PAPs. This engagement (which will be conducted in a manner sensitive to cultural nuances and literacy levels) will seek to achieve compensation agreements that are clearly understood, transparent and consensual in nature
 - Once agreement has been reached with the PAPs, followed by a review period of up to two weeks, the compensation agreements will be signed and witnessed. The compensation agreements will include a spousal consent (where appropriate).
- Disbursing of Compensation payment to the PAPs and Relocation
 - When compensation is agreed, as per the details contained in the final signed Compensation Agreements, PAPs will be paid their cash compensation and be provided with other in-kind entitlements such as relocation and livelihood restoration assistance (where eligible).



- Cash compensation due to PAPs will be paid on a rolling basis after the compensation agreements have been signed. Cash compensation payments will be made directly to the beneficiary and spouse (if married). All payments made will be recorded in an auditable format.
- Documentation of the Grievances recipients and responses (See GRM)
- Documentation of operation and efficiency assessment of the RAP

The following table details the time schedule for the implementation of all the above activities



Table 12 RAP implementation time schedule

During the preparation phase (Before the works' commencement)	weeks											
	1	2	3	4	5	6	7	8	9	10	11	12
RAP approval	█											
Consulting with INAE & Administrations. Formalization of Agreements		█	█									
Consultation and information dissemination with PAPs			█	█								
Formation of AGCPRMR* (Resettlement Committee) Capacity building on grievance management				█	█							
Formation of the GRM (Grievance Redress) Committee				█	█							
Preparation of the project profile (RAP implementation schedule according to Project's work plan)				█	█	█						
EIB approval							█					

Activities (During Project Execution)	1 st year											
	1	2	3	4	5	6	7	8	9	10	11	12
During the resettlement implementation												
Consultation with the PAPs & Capacity building on grievance management	█			█			█			█		█
Disbursing payment to the PAPs and Relocation	█	█	█									
Documentation of the compensation activities				█	█	█	█					
Documentation of the Grievances recipients and responses					█	█	█	█				
Documentation of operation and efficiency assessment of the RAP							█	█	█	█		
Monitoring and evaluation during RAP implementation (External Consultancy)												
Evaluation activities mid-term evaluation final impact								█			█	█

Monitoring and evaluation after RAP implementation (External Consultancy)	2nd year											
	1	2	3	4	5	6	7	8	9	10	11	12
Monitoring and evaluation after RAP implementation (External Consultancy)												
Evaluation activities mid-term evaluation				█					█			
Final impact Report												█

*Agua Grande Coastal Protection and Reconstruction of Marginal Road

10.2. ROLES AND RESPONSIBILITIES

The practical implementation of A-RAP will be the responsibility of INAE, a public entity under the MIRNA and with full jurisdiction and responsibility for the development of all road structures in STP. INAE will contract a specialist in social safeguards and an specialist in environmental safeguards to lead all processes related to safeguards issues.

The PIU (INAE) is responsible for involuntary resettlement and compensation associated with this project. The PIU will take necessary actions, including forming various organizations and mobilizing the RAP implementing NGO/Firm (INGO) that will assist the PIU in delivering compensation/ resettlement assistance, assist the EPs in updating papers, receiving compensation and in making the site encumbrance-free.

There is a need to ensure that the communication system is practical and effective, in order to strengthen ties between the affected communities and the project implementation team.

The monitoring and evaluation procedures are to ensure, first of all, that the actions proposed are implemented in the manner and within the time limits, and second, that the expected results are achieved. When deficiencies or difficulties are observed, the monitoring and evaluation are used to initiate appropriate corrective action. It is important to include affected communities as an integral part of the resettlement plan. The communities should have their own representatives (male and female representatives), who will sit on Resettlement Committees representing all relevant PAP groups.

Community leaders should be involved in the resettlement process to integrate the wishes of the community and institutional arrangements to reach agreements.

Community management bodies will be responsible for:

- a. Participating in resettlement/compensation monitoring
- b. Receiving and advising on complaints and playing an active role in redressing injustices
- c. Assist families who will be affected and rebuild their lost property.

INAE will ensure that these Resettlement Committees are active and functional by the time the implementation begins.

The successful implementation of this A-RAP is based on a few assumptions, the most important of which are the following:

- The project continues to benefit from the support of all stakeholders and sectors relevant to the implementation and development of the project. Among other things, it will be fundamental that the authorities ensure that the existing settlement pattern along the road obtained during the preparation of during the preparation of the RAP is maintained as it was during the study and that no one is allowed to occupy the IC for any purpose within the intervention corridor.
- The costs and values of the affected assets should not change significantly in the course of project implementation, and in particular that they are not exacerbated.
- The project starts and is implemented within the timeframes that are defined in general and that these do not undergo any major changes. Any significant changes could result in the need to reformulate the plan that is made, and eventually redo the socio-economic study, since socio-economic study, as more families may have settled in the project area.
- Natural disasters and/or other negative circumstances beyond the control of the stakeholders identified will not prevent the implementation of the project.

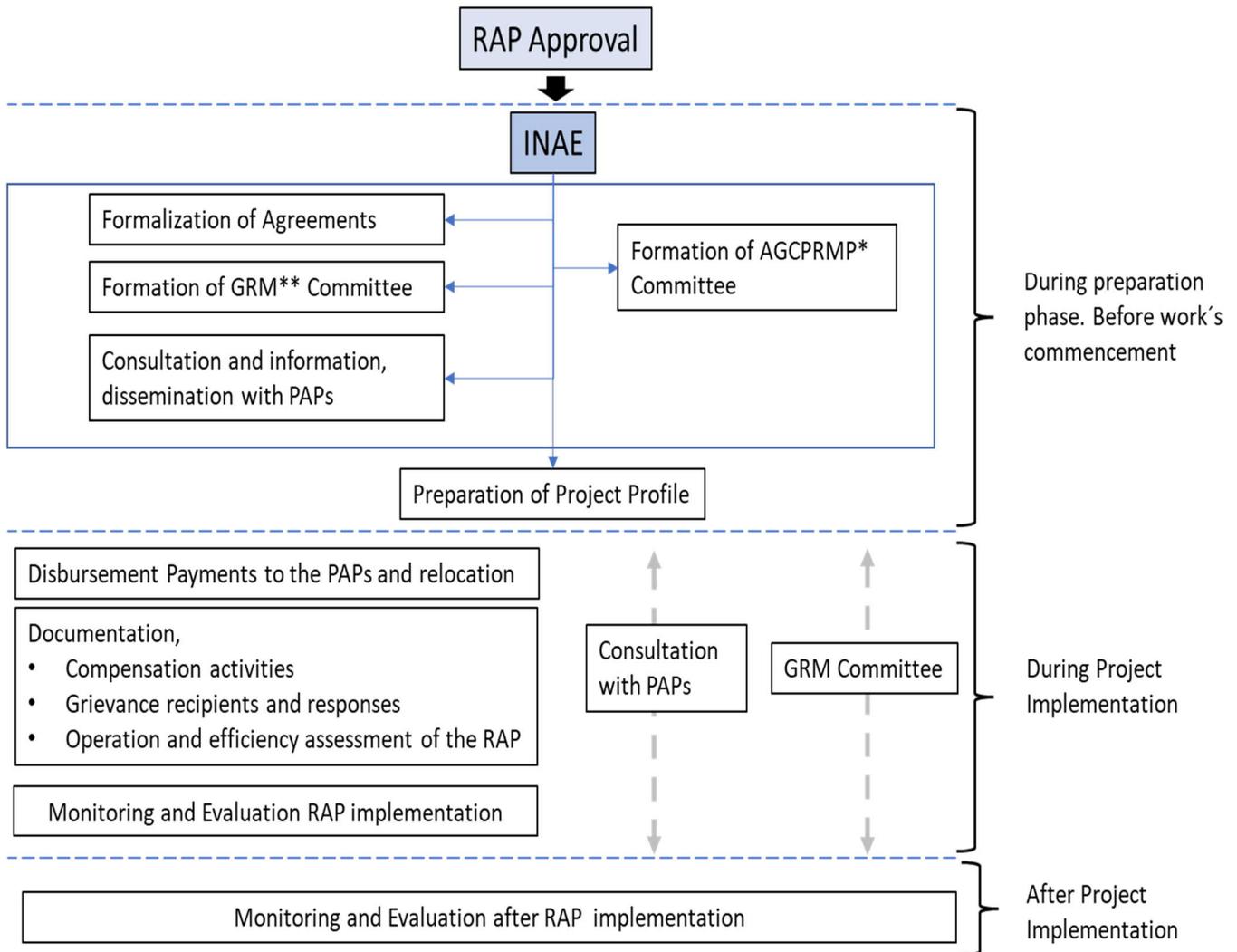


10.2.1. The Água Grande Coastal Protection and Reconstruction of Marginal Road Project Director and PIU

The Project Implementation Unit (PIU) led by the Project Director (PD) will be established at MIRNA headquarters for the implementation of the overall project activities and will oversee the implementation of the RAP. The essential duties of the PD will be coordinating preparation and implementation of the land acquisition and resettlement activities in a timely and socially acceptable manner. These duties will include:

- Reviewing and updating schedules for the implementation of civil works and coordinating them with the process tasks required for land acquisition and resettlement compensation.
- Coordinating the monitoring of all rap-implementation related activities performed at the piu level and ensuring that all tasks related to land acquisition and compensation, including the placement of acquisition funds.
- Consulting with the local government of Água Grande or ministry of public works to resolve any issues that are deemed instrumental for land acquisition and preparation and implementation of the resettlement activities.
- Ensuring the mandatory reporting is completed and transmitted to the agencies as defined in the rap;
- Monitoring the payments to paps, confirming that their compensations/ entitlements are delivered in full before the land is taken over for civil construction.

The following flowchart show in detail the RAP implementation process and responsibilities



* Agua Grande Coastal Protection and Reconstruction of Marginal Road
 ** Grievance Redress Mechanism

Figure 52: RAP implementation flowchart

MONITORING AND REPORTING

This section briefly describes arrangements for monitoring implementation, for external monitoring to be conducted by an independent consulting firm. The scope and frequency of monitoring activities will be described. In order to assess whether the objectives of A-RAP, a monitoring plan will be required.

10.3.1. Internal Monitoring

Quantitative analyses will use the database containing information on each household that was prepared as part of the A-RAP. The database or just parts of it will continue to be used during implementation to regularly generate reports on the progress made by each household/affected entity in terms of:

- 1. Status of assets, occupation and living conditions and oversight of implementation of compensation and replacement as agreed with affected households;

- 2. Monitor whether the implementation of all aspects is progressing as provided in the RAP and/or its updated version;
- 3. Monitor timely and sufficient disbursement of funds;
- 4. Investigate and evaluate each case of complaints and grievances;
- 5. Monitor and evaluate the restoration of quality of life and progress towards poverty reduction and improved living standards.

Qualitative analyses will be drawn from community level review/reflection on progress, issues arising, and identification of issues to be addressed as time progresses. Selected people at the community level will take and prepare minutes during community meetings and will be used by project management to carry out the relevant actions. Forms and templates for preparing these reports should be prepared by the Consultant and the general hired, under the supervision of the PIU and ESAS Managers. Individuals should be trained to make proper use of them. The above institutions will prepare regular status reports using an agreed reporting format and performance indicators. The annual report will contribute to an annual review presenting achievements, lessons learned and recommendations.

10.3.2. External Monitoring and Evaluation

This will be mobilized outside the project, i.e., individuals and/or organizations independent of the project and preferably those who have had no other role to play in the project or its implementation. In addition to evaluating the regular (e.g., quarterly) reports produced during internal monitoring and conducting the same type of research assigned in internal monitoring, the external monitoring agency will be responsible for the following:

- 1. Inventory and census evaluation
- 2. Evaluation of the impact of the socio-economic project on the PAPs
- 3. Oversight of the implementation of the A-RAP to achieve the objectives and to "improve or at least maintain the PAP's income and living conditions after resettlement/compensation".

A final participatory evaluation will be conducted three months before the end of the A-RAP to measure outcomes and impacts. This will be done by an external team hired specifically to conduct this final evaluation process, which will focus on:

- Evaluation of the inventory and census
- Evaluation of the socio-economic impact of the A-RAP
- Verify the extent to which the principles established in the A-RAP have been met, particularly with respect to "improvement in the living standards of the affected people or at least the restoration of living standards relative to the time before the project."

In short, monitoring and evaluation will be continuous and will focus on the short and medium/long term objectives of the A-RAP..

10.3.3. Frequency of monitoring

The monitoring covers the entire project cycle and extends for a period after implementation of the relocation to determine if objectives of restoring standard of living and livelihoods were met and if not take additional measures to do so. The follow up activities will be conducted along the life of the project. With regards to the reporting frequency, following is proposed reporting system:

- A site visit report should be prepared for the Marginal after each site visit
- A Quarterly report will be prepared for the following activities:
 - Grievances received
 - PAPs compensation received



- PAPs compensation not received
- Consultation activities implemented
- Information needed
- Evaluation activities;
 - Mid-term evaluation and final impact reports will be prepared by external Consultancy Firm

11.

11. GRIEVANCE REDRESS MECHANISM

It is critical that the project does not contribute to or be the source of any conflicts in any way. However, dissatisfactions can arise through the compensation process for a variety of reasons, including disagreement over the amount of compensation during asset valuation, ownership controversy, etc.

To address the problem of PAPs during the implementation of assistance and to open an ongoing dialogue between the Project and the population a Grievance Resolution Mechanism (GRM) will be established. The composition of the complaint handling committees is proposed as indicated in this chapter.

The MRR mechanism is designed with the goal of resolving disputes as quickly as possible.

This will be in the interest of all parties involved and will, by implication, discourage referring such matters to a court for resolution. The procedures for resolving complaints should ideally be done in the simplest language and format that is easily accessible and understood by each affected party. They should also provide enough detail to be meaningful.

11.1. PREVENTION MEASURES

To prevent the emergence and/or exacerbation of conflicts, awareness-raising activities will be applied throughout the project cycle in order to reduce misunderstandings and resentments.

Although temporary, the actions to upgrade the waterfront may bring disputes over employment opportunities and/or working conditions in the project works and the subsequent formulation of a participatory action plan will identify potential conflicts and engage potentially affected people.

Consultations and negotiations will be held with the PAPs where there are indications of potential conflicts. INAE will ensure that all contact information and communication channels of the Grievance management are active and functional by the time the implementation begins.

Training of technical teams, co-management committees and local leaders in conflict management will also help minimize the negative impact of conflicts. To empower communities, they will be involved in awareness raising and training on their rights and obligations, which may include obtaining legal advice and representation, and how to seek redress against what they see as unfair practices by the various project actors.

Capacity building on grievance management should be covered in the Technical Assistance of the project.

11.2. GRIEVANCES AND DISPUTES LIKELY TO ARISE IN THE RESETTLEMENT PROCESS

In practice, and being a low-risk project as far as resettlement is concerned, the most likely complaints and disputes during the implementation of the resettlement program are as follows:

- Misidentification of assets or errors in their valuation;
- Dispute over the ownership of a particular asset (two individuals claim to be the ownership of this asset); for example, due to a recent change in ownership of the resource;
- Disagreement over the valuation of a lot or other asset;
- Disagreement over resettlement measures, e.g., over the location of the resettlement site, over the proposed type or position;
- Contested ownership of an asset (e.g., where the owner and operator are different people), which creates conflicts over compensation sharing arrangements.

11.3. PROCESS OF RECEIVING AND MANAGING COMPLAINTS OR DISPUTES

11.3.1. Responsibilities

There are several parties involved in the process of receiving and managing complaints or disputes, so we summarize in the following items the main persons/entities performing functions in this regard:

- -Ministry of Infrastructure, Natural Resources and Environment (MIRNA) - As the ultimate Owner of the Works, representing the Government of the Democratic Republic of São Tomé and Príncipe.
- INAE - Executive Director - As INAE is the entity responsible for the execution of the project, on behalf of MIRNA, its Executive Director and the Social Safeguards Specialist will have a supervisory role in the process of dialogue and resolution of grievances or disputes.
- INAE - Social Safeguards Specialist - INAE is the entity responsible for collecting, processing and forwarding all complaints.
- Resettlement Committee (RC): A RC will be established to evaluate complaints during the implementation of the RAP. This committee will have a quorum of at least 3 people, decisions must be made by simple majority and will be constituted until all complaints are resolved. The RC will consist of the Mayor of Agua Grande District Council (or whomever he appoints for this purpose); the Executive Director of INAE and the Monitoring and Evaluation Officer (MTEO). If it is the understanding of the RC to convene additional elements/entities, it may do so.
- Secretariat of the District Council of Agua Grande, INAE and MIRNA - The secretariats of these institutions will have the first contact with the complainants and will provide support in filling out the complaint form.

The Social Safeguards Specialist (ESS) will be the key player in Supporting Project Affected People, leading the complaints and disputes management mechanism. His main responsibilities will include:

- Logging affected people's grievances, categorizing, and prioritizing them, and providing solutions within a specified time frame;
- Discussing grievances regularly and developing decisions / actions for problems that can be resolved at that level;
- Convene the Resettlement Committee.
- Report to aggrieved parties on developments regarding their grievances and decisions made;
- Provide input into the monitoring and evaluation process.

Among the tasks of the ESS; the following stand out:

- Set up a systematic process for registering complaints (RQ) in physical form (paper) and also electronically (database). Upon request, the PAPs can view the record of their complaints.
- Register all complaints.
- Verify the accuracy of the transcription of verbally reported complaints.
- Check the eligibility of the complaints submitted.
- Categorize issues into broad categories to analyze and resolve them more efficiently;
- Convene the RC whenever deemed necessary.
- Update the QR with all developments regarding complaints. The RQ should be a "living" document, updated regularly. Access to the QR (physical and digital) will be restricted to the implementation team but should be designed in such a way that a PAP can consult the status of his/her complaint at any time.

- Send the record of complaints to INAE's Executive Management on a monthly basis, so that it is aware of the nature of the complaints, the procedures carried out and the resolutions reached. In cases where confidentiality is sought by aggrieved parties, identifying details will be withheld from the record sent;
- Communicate the complaint procedure to the PAPs, process for recording their complaints and timelines for resolution.
- The MTEO should have comprehensive knowledge of the project to be able to provide information to the PAP whenever requested.
- Some resolutions will require coordination with local authorities, and it is part of the OMA's tasks to establish contacts with these entities.

11.4. PROCESS FOR COMPLAINTS RESOLUTION

- Receipt of the complaint

One of the main goals of the GRM mechanisms is that they be easily reached by all PAPs. Thus, several means of face-to-face and non-face contact were created, detailed in the following diagram.

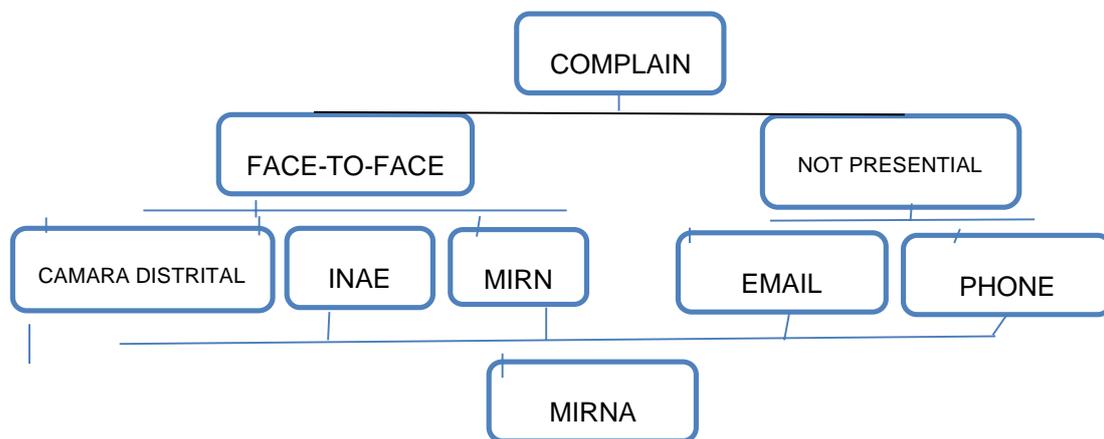


Figure 53: GRM Contact procedures

Any person who has suggestions, information, complaints regarding the Project can submit one of them. You may also file a complaint on behalf of another person, provided you obtain his or her written consent.

The complaint/suggestion/information should be in writing and signed. It should include the complainant's essential personal details - name, date of birth, address and contact details (see annex nr. 4 - claim registration form). All the facts on which the complaint is based should be listed in chronological order. It is essential that the account be as complete as possible and that all relevant information about the case be included.

In general, there is no formal deadline for filing a "complaint". However, it is advisable that it be filed as soon as possible after the moment the PAP feels aggrieved.

Delay in presenting the case may also hinder an adequate response.

In-person complaints will be filed at the offices of the institutions mentioned in the previous diagram, where complaint forms will be made available. Instructions on how to fill them out will be given to the staff members so that they can assist and support the PAP in formalizing the complaints.

Means of contact		
Face-to-face	District Councils	Água Grande
	INAE	Largo das Alfandegas Av Marginal 12 de Julho
	MIRNA	Largo das Alfandegas – Av Marginal 12 de Julho
Not presential	Email	Means of contact to be designated
	Phone	Means of contact to be designated

Table 13 GRM Means of contact

If any of the PAPs cannot read and/or write, it will be the staff member's responsibility to complete the form, and to transcribe the information provided by the complainant and read it aloud to ensure that the PAP is fully aware of the complaint and agrees with its content.

Contacts provided for non-presential submission of complaints (email and telephone) will be received by INAE's Secretariat. In the case of complaints received by telephone, the form will be filled out by the INAE Secretariat. In the case of complaints received by email, the form will be filled out by the INAE Secretariat, which will attach the email received to the complaint form and the complainant will then be informed of the completed form via email.

- Complaint Registration and Benchmarking

All complaint forms will be sent to ESS within 5 days of receipt.

ESS will register all complaints in a database and will contact complainants to verify the accuracy of the complaint submitted, as well as to clarify any doubts or omissions that may exist.

- Complaint/complaint eligibility

ESS will make a preliminary check of the complaint submitted and will inform the complainant of the eligibility, or otherwise, of the complaint, notifying him/her of this within 10 days of receipt of the complaint.

If the complaint is found to be ineligible the case will be closed, and the complainant will be notified of this fact. Otherwise, the complaint will move to the resolution stage according to the level set by ESS.

- Determination of Corrective Action

Two levels of complaint are defined according to the severity, consequences, and ability to resolve them.

Corrective actions for Level 1 complaints will be defined by the ESS, and for Level 2 complaints by the Resettlement Committee.

- - Level 1 - If in its judgment it considers that the complaint can be resolved at this level, the WCO will determine a corrective action in consultation with the aggrieved person.
- - Level 2 - In the event that it is considered that the seriousness of the complaint or the corrective actions so warrant, the ESS will convene the Resettlement Committee, which will give the complainant the opportunity to comment and deliberate in determining the corrective action.

The ESS will make a record of the procedure, including a description of the corrective action determined; the period in which it will take place; and the person/entity responsible for implementing the corrective action. This information will be communicated to the aggrieved party no later than 30 days after the complaint is filed. If more time is needed, it will be communicated to the aggrieved person in advance.

For cases that are not resolved within the stipulated time frame, detailed investigations will be carried out and the results discussed at meetings with the PAP.

- Conciliation action

Decisions on redress and communication of the results to the complainant should be timely at all levels. This will promote greater trust in the communication system and improve attitudes towards the Project within the community.

ESS will summon the complainant to a meeting where the proposed corrective action to resolve the problem will be explained, as well as the timeframe for implementing the action. The agreement will be formalized in writing and signed by the complainant. ESS will start the process of implementing the resolution action.

In the absence of agreement, a new meeting will be convened with the presence of the complainant and the Resettlement Committee for a new attempt at agreement. In case of success, the ESS will start the process of implementing the resolution measure.

If an agreement is still not reached with the complainant, the case will be forwarded to MIRNA for assessment as the ultimate responsible party for the site. MIRNA will review it, propose a resolution action, and notify the complainant and the RC of the resolution action. If this attempt is deemed successful, the case will be forwarded to the ESS for implementation of the resolution action.

If the complainant still does not agree with the proposed resolution action, the case will be transferred to the competent court.

- Implementation of Corrective Action

The agreed corrective action will be carried out by the project or its contractors within the agreed timeframe and the completed action will be recorded in the complaint database.

- Verification and Validation of Corrective Action Implementation

ESS will verify the implementation of the corrective action and consult with the Complainant regarding their satisfaction with the resolution of the complaint. If so, the case will be closed, and the relevant form (Appendix 4) will be completed and signed by the aggrieved party and ESS.

If other agencies have been involved, namely the RC and/or MIRNA, the form should also be signed by them.

In case the complainant is dissatisfied with the development of the remedial action measure, additional resolution measures may be required, returning the process to step 5) Conciliation Action.