PUBLIC DISCLOSURE NOTICE

RESETTLEMENT ACTION PLAN FOR CONSTRUCTION OF NINE (9) BRIDGES ALONG CHINGO MAKANJIRA ROAD

Background Information

The Government of Malawi, through the Roads Authority (RA), is implementing the Regional Climate Resilience Programme (RCRP-2), funded by the World Bank. The programme focuses on recovering transport infrastructure damaged by Tropical Cyclone Freddy in 2023. A key component involves constructing and rehabilitating nine climate-resilient bridges along the Chingo to Makanjira (S129) Road in Mangochi District. The S129 Road is a critical corridor in the south-eastern region, connecting inland communities to the lakeshore and Mozambique, and supporting access to markets, schools, and healthcare. Cyclone Freddy caused severe flooding, washouts, and scouring, making several bridges impassable. The project will replace damaged structures with reinforced concrete bridges, remove failed Bailey bridges and debris, construct culverts, and upgrade road approaches and drainage using climate-resilient designs. The estimated construction cost is USD 13.2 million, per the Final Design Reports. Due to the project's scope, it is classified as Environmental Category A under World Bank standards and national laws, requiring an Environmental and Social Impact Assessment (ESIA) and a Resettlement Action Plan (RAP). The project is categorised as “High Risk” for resettlement impacts under the Resettlement Policy Framework, leading to the preparation of this RAP. The RAP identifies potential impacts, Project Affected Persons (PAPs), and required compensation/assistance levels based on legal status. The estimated resettlement cost is MWK 600,000,000.

Objectives of the RAP

I. The RAP safeguards livelihoods and rights of affected people, supports project development goals, and ensures compliance with World Bank Environmental and Social Standard 5 (ESS5) and Malawi's regulations. Specific objectives include:

II. Conducting a census to identify Project Affected Households (PAHs) and assess livelihood impacts.

III. Carrying out a socioeconomic survey for baseline data and future monitoring.

IV. Inventorying all affected assets.

V. Recommending cost-effective mitigation measures, including livelihood restoration plans, to minimise resettlement effects.

VI. Providing guidelines for stakeholders on impact mitigation.

VII. Establishing a monitoring and evaluation framework for transparent RAP implementation.

Justification for Preparing the RAP

Project implementation requires clearing the 36-meter-wide Road Reserve Boundary (RRB) at bridge sites, as topographical surveys revealed encroachments by structures within this zone. Construction activities, including realignments, diversions, drainage, borrow pits, and campsites, will necessitate the resettlement of individuals and communities in the RRB.

The RAP addresses:

a) Identifying Potential Impacts — Direct and indirect effects, such as displacement, loss of property (buildings, trees, agricultural land), and reduced access to water, health facilities, and social amenities.

b) Legal Status of Resettlement — Distinguishing impacts on encroachers in the road reserve while considering others affected by property or resource loss.

Social and Economic Impacts

A. Land Requirements

The area features linear settlements with residential and business structures. Additional land is needed for:

- A mandatory 18m road reserve (from the road centre) along 200m bridge approaches, requiring removal of buildings and trees.
- Bridge realignments or diversions.
- Drainage systems, borrow pits, and construction camps on private or communal land.

B. Profile of Affected People

Valuation experts identified 156 PAPs whose properties or trees fall within bridge boundaries. Socioeconomic data was collected from 140 PAPs (87.5% of the total) via household surveys, with 57 males representing 41% and 83 females standing at 59%.

The average age is 46 years, with most of the PAPs between 34 and 54 years. The primary sources of income are business (57%), subsistence farming (24%), and wage labour (12%).

C. Key Impacts and Losses

The project affects households, businesses, institutions, and communities through:

a) Loss of residence (displacement for bridges, camps, access roads).

b) Loss of business (e.g., shelters, fish drying areas, selling points).

c) Loss of land (permanent or temporary, under ownership or usufruct rights).

d) Loss of communal resources (e.g., boreholes, marketplaces).

Mitigation Measures

The Roads Authority commits to minimising resettlement risks through:

I. Avoiding displacement where possible by following existing alignments and limiting land acquisition.

II. Providing equitable compensation and relocation (applying equally to formal, informal, and customary tenure).

III. Offering fair compensation for all losses, including income and livelihoods.

IV. Ensuring inclusive consultations, informing PAPs of rights/options and involving them in alternative selection.

V. Prioritising support for vulnerable groups (e.g., poor, landless, elderly, women, children, orphans, differently abled).

Detailed asset valuations and compensation figures are in the full RAP, available on www.ra.org.mw and rcrp.gov.mw websites.

Client Contact Details

For complaints, concerns, grievances, or feedback, contact:

Proponent: Roads Authority

Contact Person: The Chief Executive Officer

Physical Address: Functional Building, Off Paul Kagame Road, Lilongwe

Postal Address: Private Bag B346, Lilongwe

Cell Phone: (+265) 888 639441

Email: akaziputa@ra.org.mw