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**AFRICAN DEVELOPMENT  
BANK GROUP**

**PROJECT:**

**THE UPGRADING TO 20 TON AXLE LOAD  
OF THE RAILWAY LINES BETWEEN  
KRANZBERG AND TSUMEB STATIONS,  
AND BETWEEN OTAVI AND  
GROOTFONTEIN STATIONS:**

**PHASE 1: KRANZBERG - OTJIWARONGO**

**COUNTRY:**

**NAMIBIA**

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**ABBREVIATED RESETTLEMENT ACTION PLAN (ARAP) FOR:  
THE PROPOSED UPGRADING TO 20 TON AXLE LOAD OF THE  
RAILWAY BETWEEN KRANZBERG AND OTJIWARONGO STATIONS**

DATE: February 2023

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## EXECUTIVE SUMMARY

### I. Brief Description of Project

The proposed railway upgrade Project from Kranzberg to Tsumeb Station and Otavi to Grootfontein Station ties in with the proposed Trans-Zambezi Railway extension from Grootfontein to Katima Mulilo via Rundu in Namibia, for which a feasibility study has recently been completed. The result of the feasibility study indicates the favorability and importance of this multinational Project. This railway extension is part of a cross-border railway connection between Namibia and Zambia, which aims to link mines in the Copperbelt region (Zambia and Democratic Republic of Congo (DRC)) with the port of Walvis Bay in Namibia.

The proposed railway line covers a distance of approximately 485 km with the new proposed deviations affecting a number of private farms within the Erongo-, Otjozondjupa- and Oshikoto Regions. Given the extent and scale of the Project, it has been divided into three construction phases, with Phase 1 being the section from Kranzberg Station to Otjiwarongo Station (content of this report), Phase 2 being the section between Otjiwarongo Station and Tsumeb Station, and Phase 3 being the section between Otavi Station and Grootfontein Station. Phase 1 has an approximate length of 208 km extending from Kranzberg station through Omaruru town, Kalkfeld settlement, and to the town of Otjiwarongo (extending through the Erongo and Otjizondjupa Regions).

### II. Objectives of the ARAP

The Resettlement Action Plan is designed to meet objectives as follows; -

- To identify and assess potential environmental and social impacts of the proposed Project.
- To identify all potential significant adverse environmental and social impacts of the proposed Project.
- To identify and quantify different categories of Project Affected Persons (PAPs) who would require some form of assistance, compensation, rehabilitation, or relocation.
- To provide guidelines to stakeholders participating in the mitigation of adverse social impacts of the Project including compensation and rehabilitation for affected people.
- To verify compliance with the environmental regulations and industry`s standards including the AfDB`s Safeguards and Sustainability Strategies.
- To generate baseline data for monitoring and evaluation of how well the mitigation measures will be implemented during the Project cycle.
-

### III. Compensation Summary Sheet

Compensation Summary Sheet		
#	Variables	Data
<b>A. General</b>		
1	Region / Province / Department ...	Erongo & Otjozondjupa
2	Municipality / District ...	Usakos, Karibib, Omaruru, Kalkfeld, Otjiwarongo
3	Village / Suburb ...	Usakos, Karibib, Omaruru, Kalkfeld, Otjiwarongo
4	Activity(ies) that trigger resettlement	New alignment
5	Project overall cost	N\$ 4,328,547,498.05
6	Overall resettlement cost	N\$ 4,818,641.91
7	Applied cut - off date (s)	TBC
8	Dates of consultation with the people affected by the project (PAP)	Q2 of 2023 - Q2 of 2024
9	Dates of the negotiations of the compensation rates / prices	Q2 of 2023 - Q2 of 2024
<b>B. Specific information</b>		
10	Number of people affected by the project (PAP)	36
11	Number of Physically displaced	0
12	Number of economically displaced	0
13	Number of affected households	36
14	Number of females affected	TBC
15	Number of vulnerable affected	TBC
16	Number of major PAP	TBC
17	Number of minor PAP	TBC
18	Number of total right-owners and beneficiaries	36
19	Number of households losing their shelters	0
20	Total area of lost arable / productive lands (ha)	0
21	Number of households losing their crops and / or revenues	0
22	Total areas of farmlands lost (ha)	105.6
23	Estimation of agricultural revenue lost (USD)	TBC
24	Number of building to demolish totally	0
25	Number of building to demolish totally 50 %	0
26	Number of building to demolish totally 25 %	0
27	Number of tree - crops lost	0
28	Number of commercial kiosks to demolish	0
29	Number of ambulant / street sailors affected	0
30	Number of community - level service infrastructure disrupted or dismantled	0
31	Number of households whose livelihood restoration is at risk	0

### IV. CONCLUSION

A major observation of this ARAP Report is that by far, the greatest impact of the Project design Works is the pre-emptive minimization of displacement through selection of an alignment that traverses the least populated areas, position manifested by the fact that, though the 207-kilometre-long railway which will traverse and acquire 105.6 hectares of land, the total potential affected PAP was computed at only 36 people / land owners. The RAP Team invested a lot of time investigating and documenting all potential PAP categories inclusive of their potentially affected assets and livelihoods to map out the full picture of loss. As an outcome, the documentation revealed that 100% of all PAPs is privately owned. All of the PAPs will only suffer partial displacement of land-based assets. All such potentially displaced people have been engaged either in person all collectively during public consultation meetings or soft copy correspondences. All are united in support of the Project and are unanimous in favor of cash compensation provided that such payment is just, adequate, and prompt to enable them to relocate affected assets and move on with their lives.

## 1. INTRODUCTION

The Government of the Republic of Namibia (GRN), through its implementing agency, the Ministry of Works and Transport (MoWT) and support of the African Development Bank (AfDB) is undertaking review of the Kranzberg - Otjiwarongo (207 km) railway Section which underwent Feasibility Study and Detailed Design as part of the Transportation Infrastructure Improvement Project (TIIP) Phase II Railway Upgrade Project. Towards this, the MoWT commissioned WCE Consulting Engineers (Pty) Ltd (WCE - Appointed Engineering Consultant) to appoint Urban Green Environmental Consultants to undertake the Consultancy Services for the Environmental and Social Impact Assessment (ESIA), Resettlement Action Plan, and the Environmental and Social Management Plan (ESMP) of the Kranzberg to Tsumeb and Otavi to Grootfontein railway lines.

As part of the TIIP Phase II Project and in keeping with both Namibian and international requirements for sustainable development the Project was subjected to Africa Development Bank`s Safeguards and Sustainability Strategies which picked displacement from property and livelihoods as a key possibility in the Project. Subsequently, a Resettlement Action Plan (RAP) has been prepared to guide mitigation of displacement impacts.

The Resettlement Action Plan is designed to meet objectives as follows; -

- i) To identify and assess potential environmental and social impacts of the proposed Project.
- ii) To identify all potential significant adverse environmental and social impacts of the proposed Project.
- iii) To identify and quantify different categories of Project Affected Persons (PAPs) who would require some form of assistance, compensation, rehabilitation, or relocation.
- iv) To provide guidelines to stakeholders participating in the mitigation of adverse social impacts of the Project including compensation and rehabilitation for affected people.
- v) To verify compliance with the environmental regulations and industry`s standards including the AfDB`s Safeguards and Sustainability Strategies.
- vi) To generate baseline data for monitoring and evaluation of how well the mitigation measures will be implemented during the Project cycle.

This RAP has been prepared consistent with applicable policy provisions of the Namibian Government and AfDB`s Safeguards and Sustainability Strategies to minimize the land acquisition and displacement, livelihood, and associated impacts. Basically, this RAP presents an inventory (register) of people likely to be affected by the Project and the proposed compensation package.

## 2. DESCRIPTION OF THE PROJECT, PROJECT AREA, AND AREA OF INFLUENCE

The proposed railway upgrade Project from Kranzberg to Tsumeb Station and Otavi to Grootfontein Station ties in with the proposed Trans-Zambezi Railway extension from Grootfontein to Katima Mulilo via Rundu in Namibia, for which a feasibility study has recently been completed. The result of the feasibility study indicates the favorability and importance of this multinational Project. This railway extension is part of a cross-border railway connection between Namibia and Zambia, which aims to link mines in the Copperbelt region (Zambia and Democratic Republic of Congo (DRC)) with the port of Walvis Bay in Namibia.

The proposed railway line covers a distance of approximately 485 km with the new proposed deviations affecting a number of private farms within the Erongo-, Otjozondjupa- and Oshikoto Regions. Given the extent and scale of the Project, it has been divided into three construction phases, with Phase 1 being the section from Kranzberg Station to Otjiwarongo Station (content of this report), Phase 2 being the section between Otjiwarongo Station and Tsumeb Station, and Phase 3 being the section between Otavi Station and Grootfontein Station. Phase 1 has an approximate length of 208 km extending from Kranzberg station through Omaruru town, Kalkfeld settlement, and to the town of Otjiwarongo (extending through the Erongo and Otjozondjupa Regions).

The proposed railway line upgrade project will concentrate mainly on enlarging and or the construction of a new railway embankment and bridges, replacement of existing old steel rails, metal sleepers and ballast to meet SADC requirements (20 Ton axle load specification).

The proposed railway line alignment be adjacent to the existing railway line and will remain within the existing railway servitude for the majority of the length between Kranzberg Station and Otjiwarongo Station, with some deviations to ensure that rail curvature is in accordance with safety standards (taking into consideration the design speed and load).

For the section in between Kranzberg Station to Omaruru, a total of sixteen (16) deviations extends onto neighboring portions of privately owned land. For the section in-between Omaruru and Otjiwarongo, a total of thirteen (13) deviations extends onto neighboring portions privately owned of land.

Significant disturbances within the railway servitude are not anticipated since this area has already been disturbed from previous railway earthworks and related structures, as well as ongoing railway maintenance activities.

The preliminary Project scope includes:

- Construction of new embankments, bridges, and stormwater drainage structures;
- Laying of concrete sleepers, railway tracks, and ballast stone;
- Removal of old railway sleepers, railway tracks and ballast stone (that which cannot be reused); and
- Rehabilitation of old embankment and reuse for purpose of railway service road.

### 3. POLICY AND LEGAL FRAMEWORK

**3.1** The RAP study has been undertaken in accordance with the relevant Namibian legislations that trigger land acquisition, resettlement and compensation including the AfDB policy on involuntary resettlement as follows;-

- The Namibian Constitution
- Vision 2030
- Namibia`s 5<sup>th</sup> National Development Plan
- The Harambee Prosperity Plan II
- Namibia Transport Policy (2018)
- Expropriation and Compensation; the Agricultural (Commercial) Land Reform Act (Act 6 of 1995)
- Expropriation Ordinance (No. 13 of 1978)
- Environmental Management Act (No. 7 of 2007) & EIA Regulations (2012)
- Public and Environmental Health Act (No. 1 of 2015)
- Road Traffic and Transport Act (No. 22 of 1999)
- Fencing Proclamation Ordinance (No. 57 of 1921), as amended
- Deeds Registries Act (No. 47 of 1937)
- Urban and Regional Planning Act (No. 5 of 2018)
- AfDB Operational Safeguards
- AfDB Safeguards and Sustainability Series: Volume 1 – Issue 4 (November 2015); Environmental and Social Assessment Procedures (ESAP)

**3.2** The RAP study has been undertaken in accordance with the relevant Namibian legislations that trigger RAP has been prepared in line with the Integrated Safeguards System (ISS) of the AfDB designed to promote the sustainability of project outcomes by protecting the environment and people from the potentially adverse impacts of projects.

The RAP process therefore has aspired to secure aims of the ISS namely;-

- Avoiding adverse impacts of the Project on the environment and affected people, while maximizing potential development benefits to the extent possible;
- Minimizing, mitigating, and/or compensating for adverse impacts on the environment and affected people when avoidance is not possible; and
- Helping the GRN to strengthen local safeguard systems and develop the capacity to manage environmental and social risks.

## 4. POTENTIAL IMPACTS

### 4.1 Potential displacement of assets

#### 4.1.1 Land assets

From inventory of PAPs undertaken (Table 1), development of the 208 km rail upgrade Project is likely to affect a total of 46 land parcels accounting for 105.6 hectares of land. With the exception of the land traversing existing railway Stations at Kranzberg (km 0.0 - 0.5), Omaruru (km 71.0 - 72.0), Kalkfeld (km 138 - 139), and Otjiwarongo (km 205 - 207). The Project traverses essentially through low density settlements and mainly commercial / privately owned farms which explains the low number of plots traversed / affected.

*Table 1: Distribution of landed PAPs by administrative jurisdiction*

Section	Railway Length (km)	Total acquisition	
		Land Parcels	Hectares
Kranzberg - Omaruru	72	7	29.5
Omaruru - Kalkfeld	67	22	62.5
Kalkfeld - Otjiwarongo	68	17	13.6
<b>Totals</b>	<b>207</b>	<b>46</b>	<b>105.6</b>

#### 4.1.2 Structures

No displacement of structures is foreseen as the new railway alignment has been designed to predominantly remain within the existing railway servitude.

#### 4.1.3 Potentially displaced population

No displacement of people / residents is foreseen as the new railway alignment has been designed to predominantly remain within the existing railway servitude.

## 5. SOCIO-ECONOMIC BASELINE CONDITIONS - HUMAN ENVIRONMENT

### 5.1 Overview

In the absence of a socio-economic survey, only a desktop study was used to compile the socio-economic baseline condition report which was compiled using data from several Government publications.

The Namibia Household Income & Expenditure Survey NHIES 2015/2016 (Namibia Statistics Agency (NSA), 2018); the Namibia 2011 Population & Housing Census Main Report (NSA, 2013); the Erongo 2011 Census Regional Profile (NSA, 2014a); the Otjozondjupa 2011 Census Regional Profile (NSA, 2014b); the Namibia Population Projections 2011 - 2041 (NSA, 2014c); the Namibia Inter-censal Demographic Survey (NIDS) 2016 Report (NSA, 2017); Namibia's 5th National Development Plan (GRN, 2017); the Sustainable Development Goals Baseline Report 2019 (NSA, 2019); the Master Plan for Development of an International Logistics Hub for Southern African Development Community (SADC) Countries in the Republic of Namibia - Final Report Summary (GRN, 2015); the Agricultural Census 2014/2015 (NSA, 2015); the Namibia Labour Force Survey 2018 (NSA, 2019); the Education Management Information System (EMIS) Education Statistics 2019 Report (Ministry of Education, Arts and Culture (MoEAC), 2020); the National Strategic Framework for HIV and AIDS Response in Namibia 2017/18 to 2021/22 (Ministry of Health and Social Services (MoHSS), 2017); the Surveillance Report of the 2016 National HIV Sentinel Survey (MoHSS, 2016); the Namibia Population-Based HIV (Human Immunodeficiency Virus) Impact Assessment (NAMPHIA) (MoHSS, 2018); the Namibia COP 2021 Strategic Direction Summary (PEPFAR Namibia, 2021); a Year of Living with Covid-19 (NSA, 2021); Namibia Tuberculosis Disease Prevalence Survey Report 2019 (MoHSS, 2019a) and National Tuberculosis and Leprosy Programme Annual Report: 2019-2020 (MoHSS, 2019b).

### 5.2 National context

Namibia is located along the south-western coast of Africa and is bordered by the Atlantic Ocean to the west, Angola to the north, Zimbabwe, and Zambia to the north-east, Botswana to the east and South Africa to the south. Namibia is a vast country which is approximately 825,000 square kilometers (km<sup>2</sup>) in size and has one of the lowest population densities in the world. In 2011, Namibia had a population of 2,113,077 (42.8% urban, 57.2% rural); this figure is estimated to have increased to 2,324,388 (47.9% urban, 52.1% rural) in 2016 and is projected to increase to 3,400,000 by 2041. Although a large portion of the population still lives in rural areas, Namibia is still experiencing rapid urbanization and in 2011, 42.8% of the population lived in urban areas and this figure has increased to an estimated 47.9% in 2016. (Namibia Statistics Agency (NSA), 2014; 2017).



Figure 1: Map showing location of Namibia, Africa (Source: Geo Business Solutions (GBS), June 2022)

Namibia is a country of wide-open spaces, breath-taking landscapes and it is rich in biodiversity and natural resources (minerals, wildlife, landscapes, agriculture, marine fauna, and flora), but it is generally dry and arid with a high variability in rainfall.

Namibia is striving towards achieving the long-term goals set out in Vision 2030, the objectives and goals which are outlined in the seven (7) series of five-year National Development Plans (NDPs). Namibia currently finds itself in the 5<sup>th</sup> National Development Plan Phase (NDP5). The four pillars of the NDP5, aimed at achieving sustainable development are:

1. Economic Progression
2. Social Transformation
3. Environmental Sustainability
4. Good Governance (Government of the Republic of Namibia (GRN), 2017)

Namibia provides access to international shipping routes via the port of Walvis Bay to its land locked neighbours and other Southern African Development Community (SADC) countries. It is recognised that currently the transportation of export freight from neighbouring countries to Walvis Bay is done via road, and the heavy vehicle traffic has a significant impact on the quality and maintenance of road infrastructure in Namibia.

The Upgrade of the Railway Line in Between Kranzberg Station to Tsumeb and Otavi to Grootfontein (Phase 1 – Railway Line between Kranzberg Station and Otjiwarongo Town), is in line with: i) NDP5; ii) the Harambee Prosperity Plan II 2021 – 2025 (a goal set out under Pillar 4: Infrastructure Development (Goal 3: Strengthening Namibia’s Position as a Transport & Logistics Hub)); iii) the Sustainable Development Goals (SDGs) set out by the United Nations Development Programme (UNDP) (specifically Goal 9: Industry, Innovation and Infrastructure and Goal 11: Sustainable Cities and Communities); and iv) Agenda 2063 of the African Union (AU).

The Master Plan for Development of an International Logistics Hub for SADC Countries includes the rehabilitation, development, and expansion of the Namibian railway network to further exploit the potential of becoming an international logistics hub for the SADC inland areas. Cargo volume along the main transportation routes in Namibia is expected to grow by 9.3% on average between 2013 and 2025 (GRN, 2015).

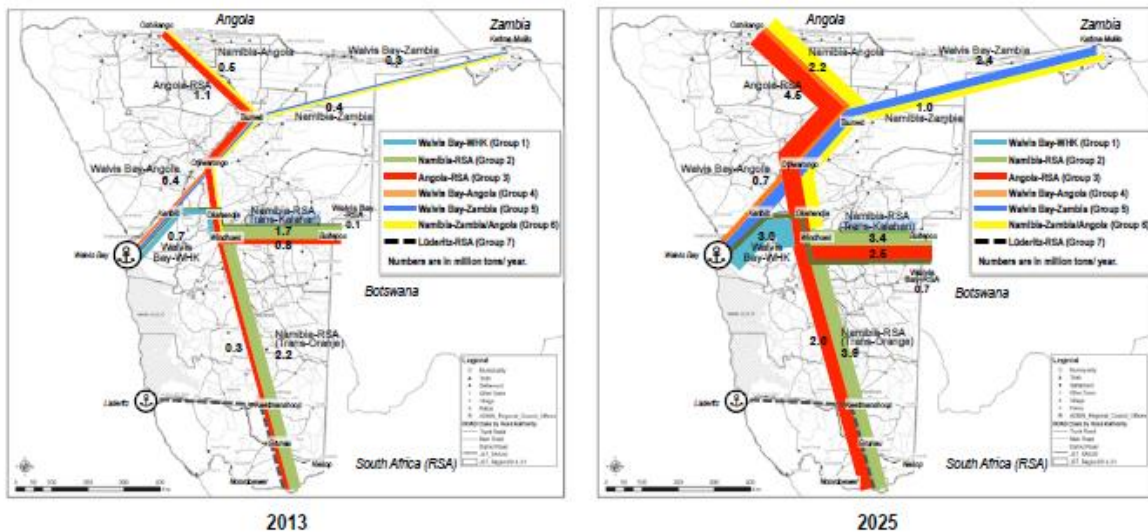


Figure 2: Cargo volumes along transport routes in 2013 and the prediction for 2025 (GRN, 2015)

### 5.3 Regional and Constituency Demographics

Namibia is divided into 14 administrative regions (Figure 3) with 121 constituencies. The Khomas Region has the largest number of inhabitants and is home to the country's capital, Windhoek. Regions in Namibia are run by Governors which are appointed by the President and that act as the link between the Government and the Regional Councils, as well as the Local and Traditional Authorities.

The Project section of the railway line (Phase I) from Kranzberg to Otjiwarongo falls within the Erongo and Otjozondjupa regions.

The Erongo region borders the Atlantic Ocean to west, the Kunene region to the north, the Otjozondjupa region to the northeast, the Khomas region to the southeast and the Hardap region to the south.

The Erongo region is well known for its harbour in the town of Walvis Bay which provides shipping route access to SADC countries that are landlocked; the regional capital Swakopmund is a well-known tourist and holiday destination (NSA, 2014). The region has shown significant economic growth in recent years and still holds a lot of potential for future growth through its infrastructure developments and natural resource availability. Not only are all Namibia's uranium mines located in the Erongo region, mines for other commodities such as gold, marble, gemstones, granite, and sea salt can also be found here. The transportation sector through the port in Walvis Bay, its well-developed road network and airports provide links for regional, national, and international trade. The Atlantic Ocean provides resources for the fishing and processing industries both of which are major industries and sources of employment in Namibia (see <http://www.erc.com.na/>).

The Otjozondjupa region borders Botswana to the east and the Oshikoto, Kavango East and West regions to the north, the Kunene region to the northwest, the Omaheke region to the southeast, the Khomas region to the south, and the Erongo region to the southwest.

The region is well known for its farming activities, not only cattle breeding, but also crop production mainly on commercial farms.



Sex Composition			
<i>Males to 100 Females</i>	112	106	95
Age Group Structure %			
<i>0 - 4</i>	12.6	15.4	13.8
<i>5 - 14</i>	15.7	22.3	22.6
<i>15 - 59</i>	66.9	56.3	57.3
<i>60+</i>	4.8	6.0	6.3
Fertility Rate (CBR per 1,000 population)	22.5	24.5	32.6
Three (3) main languages spoken at home (% households)			
<i>Oshiwambo</i>	44%	29%	50%
<i>Otjiherero</i>	~	29%	~
<i>Afrikaans</i>	19%	~	~
<i>Nama/Damara</i>	18%	17%	11%
<i>Kavango</i>			10%
Literacy Rate % (15+ years)	96%	83%	89%
Education Rate % (15+ years)			
<i>Never attended school</i>	4%	19%	11%
<i>Currently at school</i>	8%	15%	18%
<i>Left school</i>	85%	64%	71%

Both the Erongo and Otjozondjupa regions are made up of seven (7) constituencies, these are Omaruru, Karibib, Arandis, Swakopmund, Daures, Walvis Bay Urban and Walvis Bay Rural and then Grootfontein, Okahandja, Okakarara, Omatoko, Otavi, Otjiwarongo and Tsumkwe, respectively.

Affected by Phase I of the railway upgrade Project is the following constituencies: Karibib and Omaruru in the Erongo region, and Otjiwarongo and Omatako in the Otjozondjupa region (see Figure 4 and Table 3: Population Characteristics for the relevant constituencies).



Figure 4: Map displaying the regions and constituencies that may be impacted by Phase 1 of the Project (Source: GBS, June 2022)

Note that the last population and housing census for Namibia was done in 2011, the census scheduled for 2021 was postponed due to the Covid-19 pandemic.

Table 3: Population Characteristics by Constituency (NSA, 2014a; 2014b)

	Erongo Region		Otjozondjupa Region	
	Karibib	Omaruru	Otjiwarongo	Omatako
Population size	13,320	8,557	31,813	17,619
Females	6,412	4,131	16,275	7,664
Males	6,908	4,446	15,538	9,955
Number of households	3,471	2,432	7,959	4,017
Population distribution				

0-14	33%	32.2%	33.6%	38%
15-59	59.7%	60.8%	61.1%	57.2%
60+	7.3%	7.0	5.2%	4.7%
Disability %	4.4%	3.6%	3.9%	4.4%
Orphanhood				
Lost one parent	8.7%	8.6%	9.1%	7.4%
Lost both parents	1.6%	1.9%	1.6%	1.6%

Urban areas relevant to the Project are Omaruru, Kalkfeld and Otjiwarongo. Both Omaruru and Otjiwarongo are classified as municipalities, while Kalkfeld is classified as a village.

Table 4: Population numbers of localities along Project route (NSA, 2013)

Localities	Population 2011	Increase from 2001 to 2011
Omaruru	6,300 (*6,500)	32.2%
Kalkfeld	(*2000)	
Otjiwarongo	28,249 (*33,000)	44.0%

\*Figures adopted from the Upgrade of Railway Line between Kranzberg Station and Tsumeb Station – Environmental Scoping Report (Ministry of Works and Transport (MWT, 2017).

#### 5.4 Economic profile

A The projected Namibian Gross Domestic Product (GDP) for FY2022/2023 is N\$197 billion, of which revenue and grants are estimated to be N\$59.7 billion (30.2% of forecasted GDP), and this shows an increase of 11% from the revised total of N\$53.6 billion in FY2021/2022. Expenditure is estimated to total N\$70.8 billion in FY2022/23, of which N\$61.1 billion is due for appropriation and N\$ 9.2 billion is due in interest and other statutory payments. Expenditure, which is 35.8% of the forecasted GDP, is broken down into operational (N\$65.8 billion) and development (N\$ 5.0 billion) spending. This means that the revenues generated will be insufficient to cover operational spending in FY2022/2023 (-5.6% of the forecasted GDP). The public sector wage bill makes up 42.5% of total spending. Namibia has an estimated budget deficit of N\$ 11.1 billion or 5.6% of the estimated GDP for FY2022/23 and although debt is increasing at a slower rate compared to the 8.0% in FY2020/21, Namibia's debt is expected to reach an all-time high of 71% (vs 62.1% FY2020/21) of GDP by the end of FY2022/23 (Institute for Public Policy Research (IPPR), 2022a; MOF, 2022).

Table 5: Namibian Budget FY2022/23 (IPPR, 2022a)

Item in FY2022/23	N\$m
GDP (estimated)	197,460
Total Revenue and Grants	59,678
Total Expenditure including Statutory	70,766
Overall balance	-11,088
Cash Requirement	1,900
Project Financing	1,162
Provision for Bond Redemption	
GI22 (15 October 2022)	2,584
NAM01 JSE (ZAR) (19 November 2022)	1,560
Foreign Debt Repayment (including IMF RFI)	1,082
Total Funding Requirement	19,377
Sinking Fund	2,600
Net Borrowing Requirement	16,777
Foreign Funding and Project Funding by Loans	3,162
Domestic Borrowing	13,614
Less Debt Rollover	2,584
New Domestic Borrowing	11,030
Public and guaranteed debt	140,185
Total debt as % of GDP	71.0%

In 2021, most sectors of the Namibian economy have shown a slight degree of positive growth; however, others continue to suffer (see Figure 5.-1).

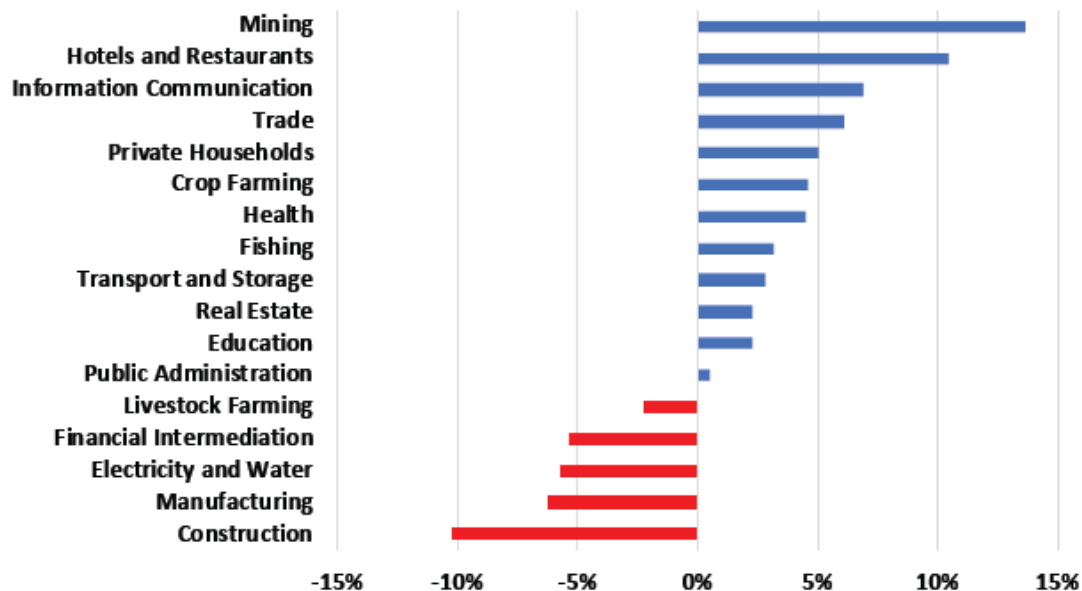


Figure 5.-1: Estimated growth of economic sectors in Namibia for 2021 (IPPR, 2022b)

The mining (9.1% contribution to GDP) and fishing (2.5% contribution to GDP) sectors, which are key economic sectors in the Erongo region, have shown growth (mining 13.6%; fishing 2.8%) in 2021. (CoM, 2021; IPPR, 2022b).

Of all the economic sector contributions made to the economy in 2021, 57.9% were made by the service sector, see Figure 5.-2 (IPPR, 2022b).

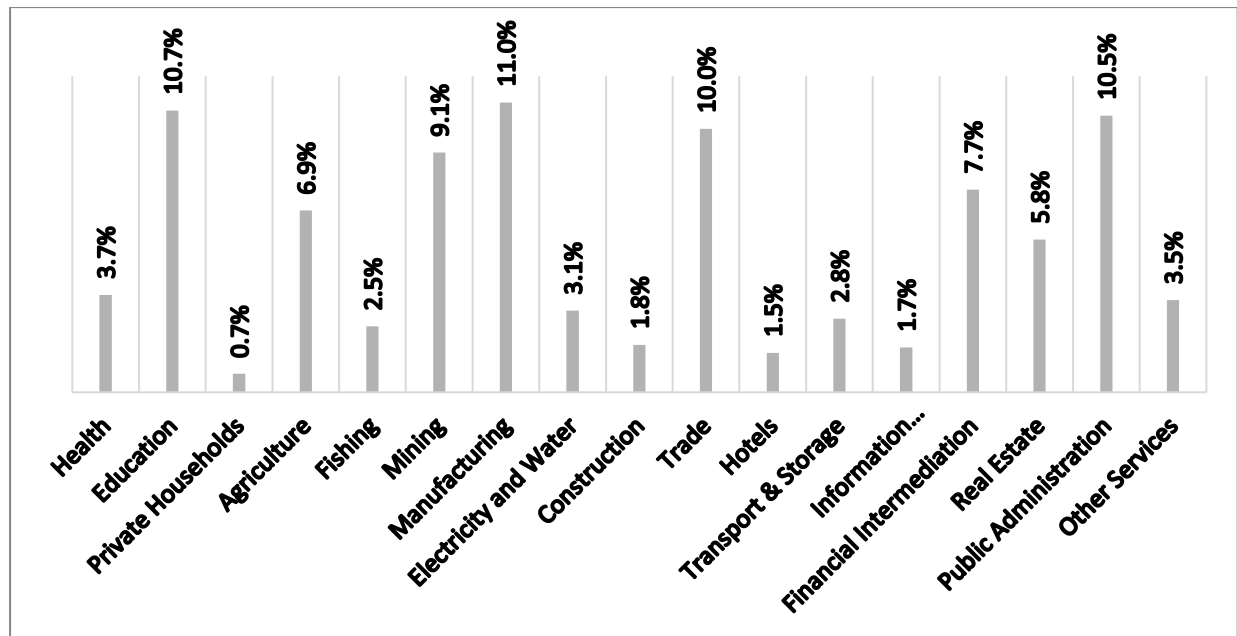


Figure 5.-2: Estimated growth of economic sectors in Namibia for 2021 (IPPR, 2022b)

## 5.5 Mining

The mining sector makes a substantial contribution to the national GDP. The sector recorded a turnover of N\$32.2 billion in 2021, a slight decrease from N\$33.9 billion in 2020 (Chamber of Mines, 2021). The ownership of mines is unbalanced, that is 88.1% of the mines are foreign-owned and only 11.9% are owned by Namibian citizens (National Planning Commission (NPC), 2021).

Amongst the commodities that are mined in Namibia are uranium, precious stones, gold, granite, marble, salt, and offshore petroleum mining along the Namibian coast.

Several Exclusive Prospecting License (EPL) and Mining Claim (MC) areas lie across the Project site or within the vicinity thereof (CoM GIS Shape file, February 2022).

An EPL is a 3-year licence that allows systematic prospecting in areas of up to 1,000 km. It gives exclusive exploration rights to the land and may be extended twice for two-year periods if demonstrable progress is shown. An EPL is meant for detailed investigations such as geological mapping, ground geophysics, geochemical sampling, trenching, drilling, bulk sampling, trial mining, etc.

Mining Claims are only available to Namibian citizens for the development of small-scale mining. Mining claims are valid for three years and two-year extension periods are possible, provided that the claim is being developed or worked (Ministry of Mines and Energy (MME), 2022; see <https://www.mme.gov.na/mines/mrrd/>).

## 5.6 Agriculture

Agriculture (6.9% contribution to GDP) is a key sector in the Otjozondjupa region and with positive growth in crop production, but negative growth in livestock farming in 2021 (IPPR,

2022b). The agricultural sector is severely affected by the high variation in rainfall and drought, and pest and disease outbreaks, all of which there have been a number of incidences in the past.

According to the agricultural census in 2013/2014, 83.4% of all commercial land was used for grazing, 7.4% was fenced for game, 3.5% was land under permanent pasture, 1.6% was forest land, and 0.12% was land under permanent crops (10,958 ha). Sixty percent (59.9%) of the crops planted was white maize, 23.9% was yellow maize, 21.1% was beans, and 12.8% was fodder. In total, 67% of farmers rear livestock and/or poultry on their farms, of which 5% of farmers are in the Erongo region and 18.2% in the Otjozondjupa region (NSA, 2015).

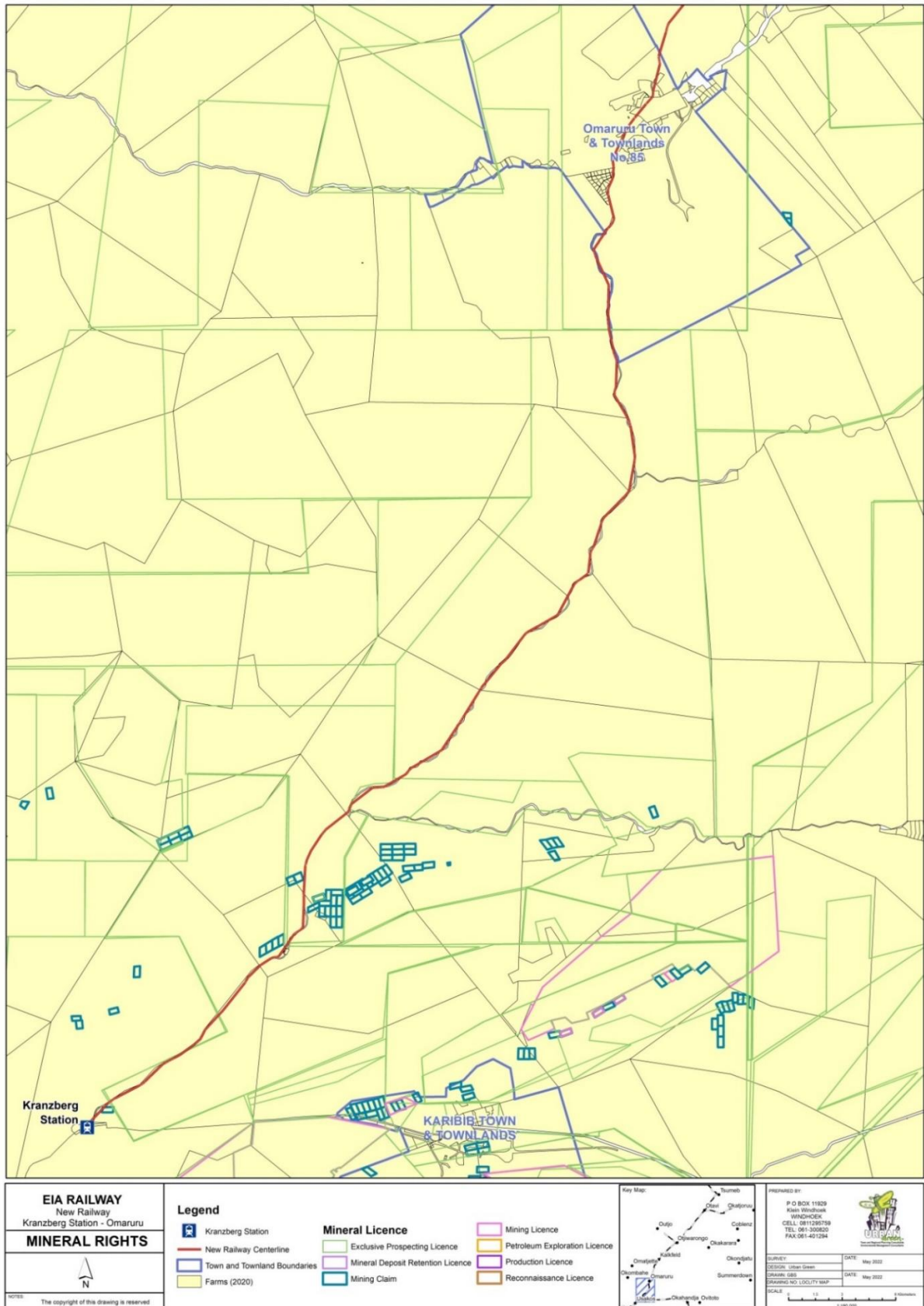


Figure 6: Map showing the Mineral Licenses in the area between Kranzberg and Omaruru (Source: GBS, June 2022)

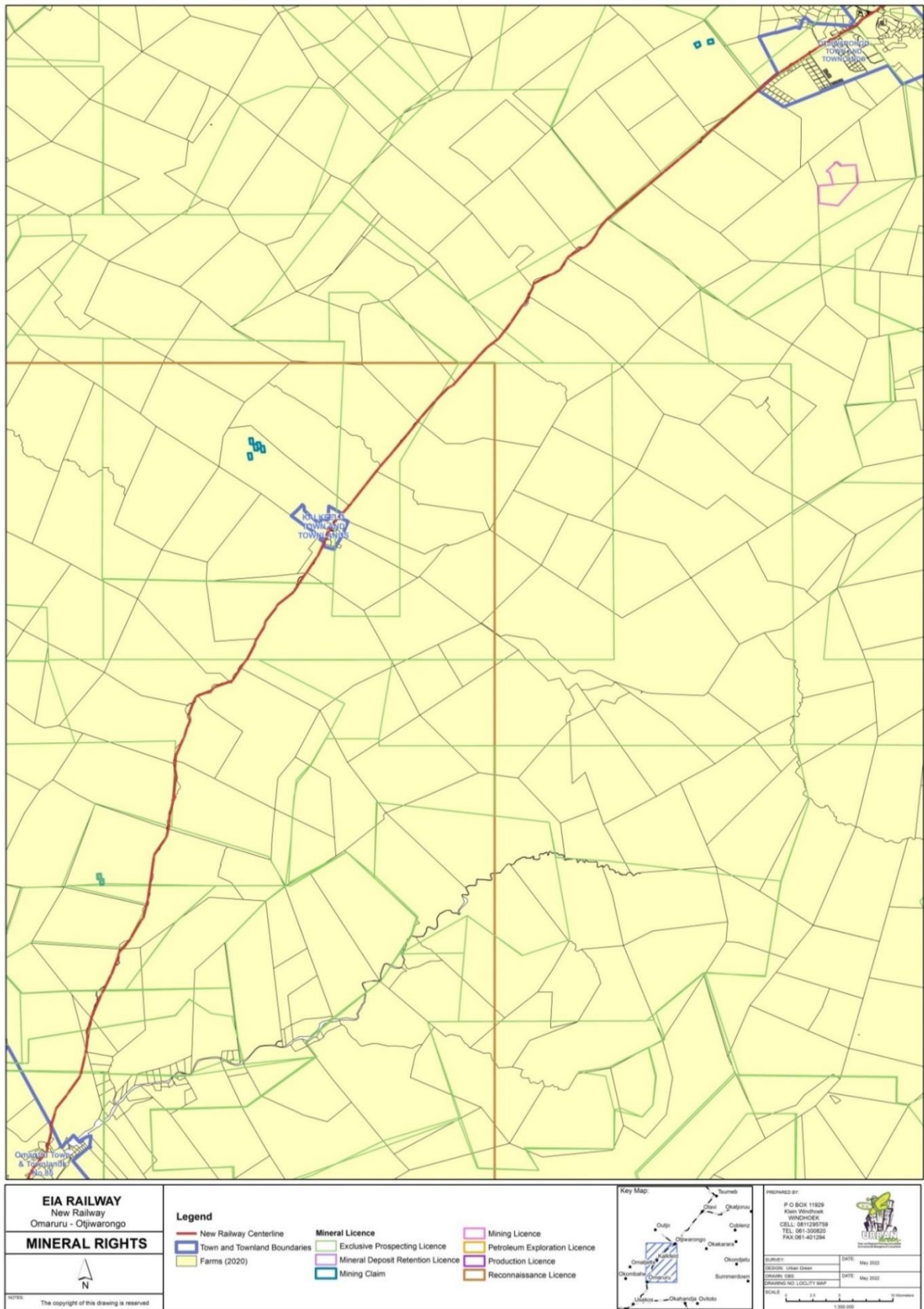


Figure 7: Map showing the Mineral Licenses in the area between Omaruru and Otjiwarongo (Source: GBS, June 2022)

## 5.7 Tourism

Tourism is also a contributor to the national GDP (3.5% in 2015) and an important economic sector to both the Erongo and Otjozondjupa regions. In 2019, 94.4% (1.6 million people) of all foreign arrivals in Namibia were tourists (60% male and 40% female). In 2019, 49.5% of tourists were under the age of 40 and the remainder was above 40 years of age. A 2.5% growth in tourist arrivals was recorded between 2018 and 2019, and although this was still a positive growth rate, the growth rate has been declining since 2015. Challenges that affected the tourism sector, and that contributed to the declining growth rate of tourist arrivals prior to the Covid-19 pandemic, were the world financial crisis, seasonality, and air connectivity (Ministry of Environment, Forestry and Tourism (MEFT), 2019; Namibia Tourism Board (NTB), 2015).

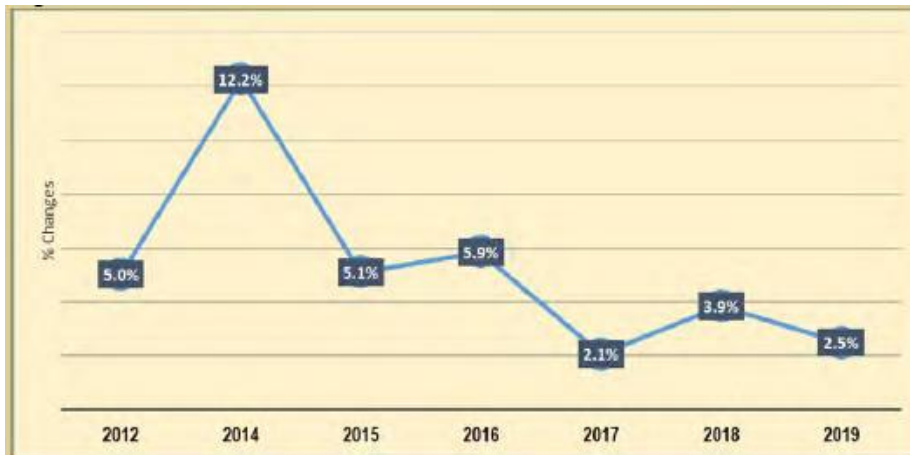


Figure 8: Tourist arrival growth rate 2012 - 2019 (MEFT, 2019)

In 2015, the tourism sector contributed N\$5.2 billion (3.5%) to the national GDP and directly supported 44,700 jobs (see <https://www.namibian.com.na/173740/archive-read/Tourism-sector-largest-earning-industry# 25/01/2018>).

During the Covid-19 pandemic this sector has come to a standstill but has since slowly begun to recover. Several tourism establishments can be found along the Project Route depicted in Figures 9 and 10. Both regions are home to some well-known tourist destinations or serve as the gateway to destinations in other regions.

## 5.8 Employment, Unemployment and Poverty

In 2018, the Labour Force Participation Rate (LFPR) for the Erongo and Otjozondjupa regions was 80.9% and 76.1%, respectively. The LFPR in both regions are higher than the national rate of 71.2%, in fact, the Erongo region has the highest LFPR in the country.

Main industries by employment in Namibia are agriculture, forestry, and fishing industry (23%); 11.4% are employed in the accommodation and food service industry; 11.1% in wholesale and retail trade; 9.9% activities of households as employers (self-employed); 6.5% in education and 6.2% in both manufacturing and construction (each).

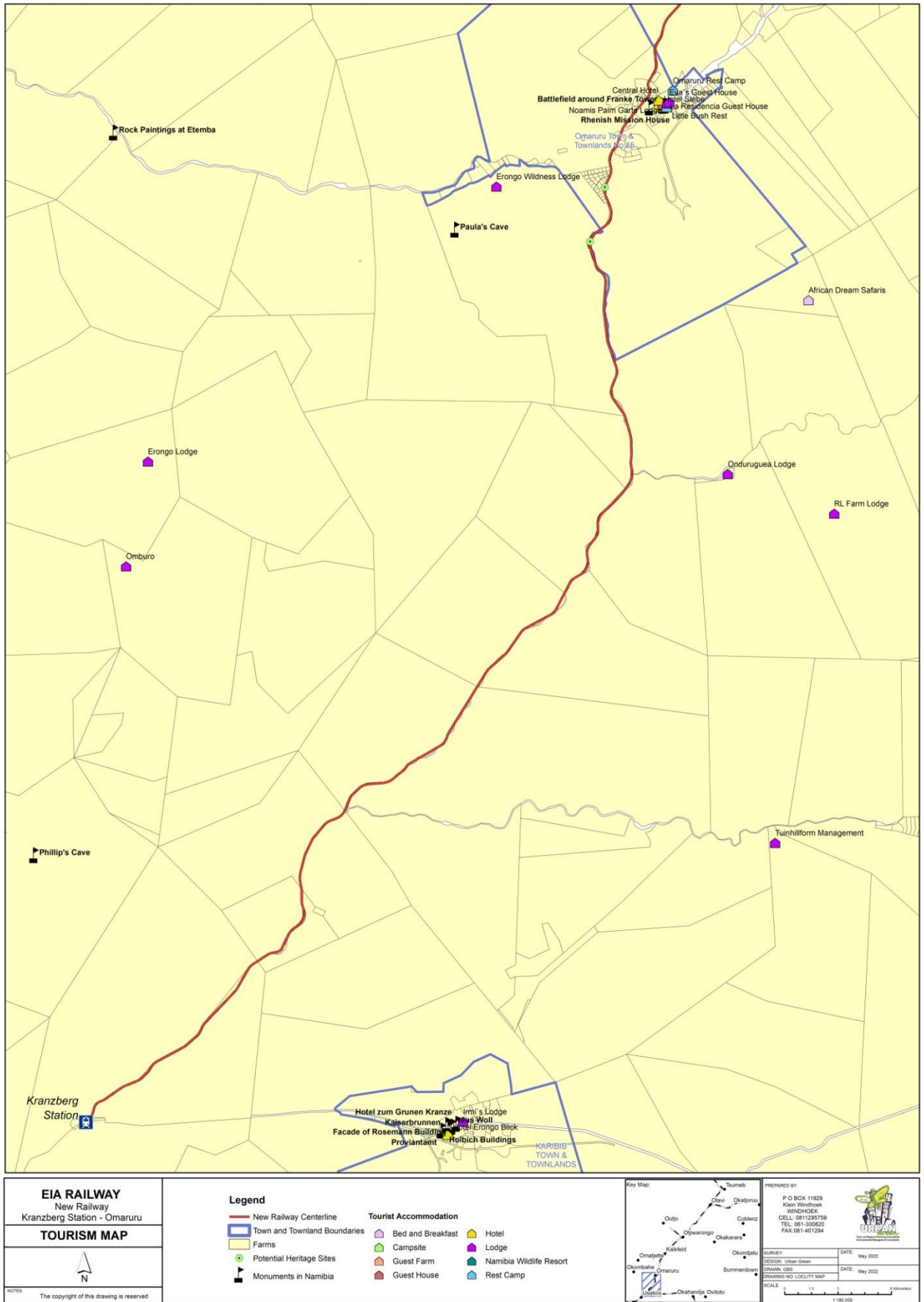


Figure 9: Map showing some of the tourism establishments/destinations in the area between Kranzberg and Omaruru (Source: GBS, June 2022)

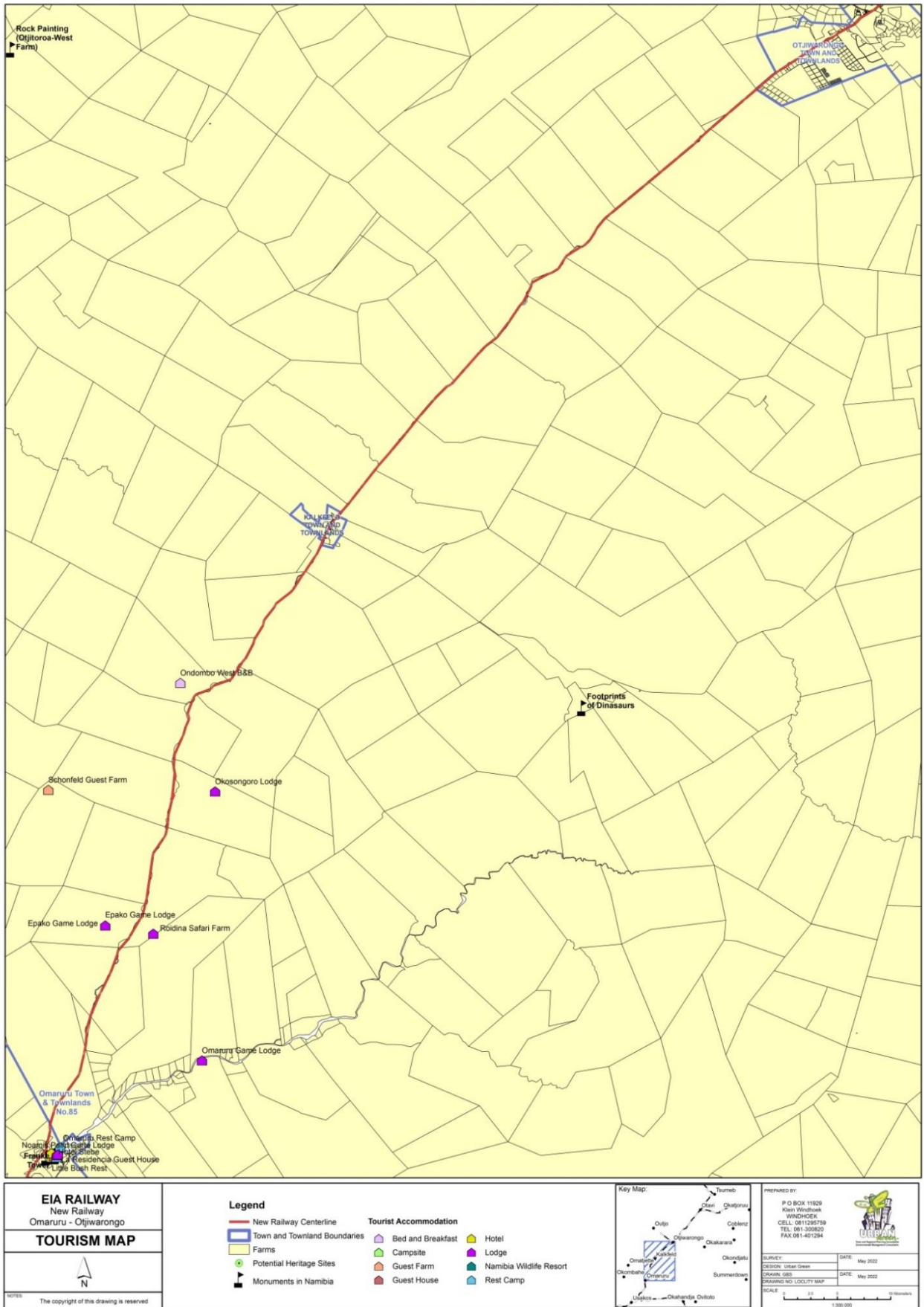


Figure 9: Map showing some of the tourism establishments/destinations in the area between Omaruru to Otjiwarongo (Source: GBS, June 2022)

Namibia recorded an unemployment rate of 33.4% (32.5% male vs. 34.3% female) in 2018, which is an increase of 5.5% from 2014. The Erongo region (29.7%) has the lowest unemployment rate in the country, while the unemployment rate for the Otjozondjupa region is 36.1% (and higher than the national average of 33.4%).

In 2018, 35.4% of youth in Namibia (aged 15 to 34 years) were employed, while 30.3% were unemployed, resulting in a LFPR of 65.8% for this age group (NSA, 2019).

The average annual consumption (household) and per capita consumption in Namibia in 2015 was N\$119,065 and N\$28,434, respectively. The Erongo region (N\$42,752) had higher per capita consumption in than the national average, while this figure was lower for the Otjozondjupa region (N\$25,051). Average annual household consumption for the Erongo and Otjozondjupa regions were N\$128,616 and N\$ 99,805, respectively. Households in the Erongo region spent 38% of their total expenditure on housing, while in the Otjozondjupa region 38.4% of household expenditure was spent on food and beverages (NSA, 2018a).

Poverty is defined as the inability of people to command sufficient resources to satisfy basic needs. Poverty levels remain but have decreased between 2003/2004 and 2015/2016. In 2015/2016, 6.1% (the food poverty line is N\$293 adult/month) of the Namibian population could not afford to buy the minimum food required per day and 10.7% were severely poor (the lower bound poverty line is N\$389 adult/month) while 17.4% were considered to be poor (the upper bound poverty line is N\$521 adult/month). Poverty levels in the Erongo region are significantly lower than the national averages; 1.1% to 2.2% of regional population is severely poor, while between 4.4% and 8.8% are poor. In the Otjozondjupa region, 2.3% to 11.4% of people are severely poor, while between 15.4% and 27.9% are regarded as poor (NSA, 2018a).

For the duration of the construction period, it is expected that +/-150 labourers will be employed, of which the specialised workforce will be approximately 50 persons (Urban Green, 2020).

## 5.9 Land Tenure and Ownership

Land tenure is defined as the relationship among people with respect to land. In Namibia, land tenure is classified under three categories: freehold (commercial) land, state land, and communal land.

Namibia has a total area of 82,400,000 hectares (ha) of which: 48% is freehold land (39,728,364 ha); 17% is state land (13,906,437 ha); and 35% is communal land (28,720,443 ha).

Table 6: Statistics for commercial land ownership, which covers 48% of the total area of Namibia

Freehold land/Commercial farms (48%) (including government owned commercial farms)		
	61% Farms (total no. of 7,506 farms)	39% Portions of Farms (total no. of 4,876 farms)
Land ownership	86% Privately owned (Individuals, CC's, trusts, etc.)	14% Government owned (Resettlement and research farms, servitudes)
Ownership status (Privately owned)	70% Previously Advantaged	16% Previously Disadvantaged

Utilisation of land (Government owned)	55% Resettlement farms	45% Other government ( <i>Servitudes, research farms, etc.</i> )
Ownership by Nationality	96.5% Namibians   3.0% non-Namibians   0.4% Namibians & non-Namibians	

State owned land constitutes 17% of the total area of Namibia (excluding government owned commercial farms); 94% of this land covers National Parks and Restricted areas, and 6% Local Authority areas, while communal land constitutes 35% of the total area (NSA, 2018b).

Land tenure along the Project Route is mainly freehold (commercial) land, including resettlement farms and three urban areas.

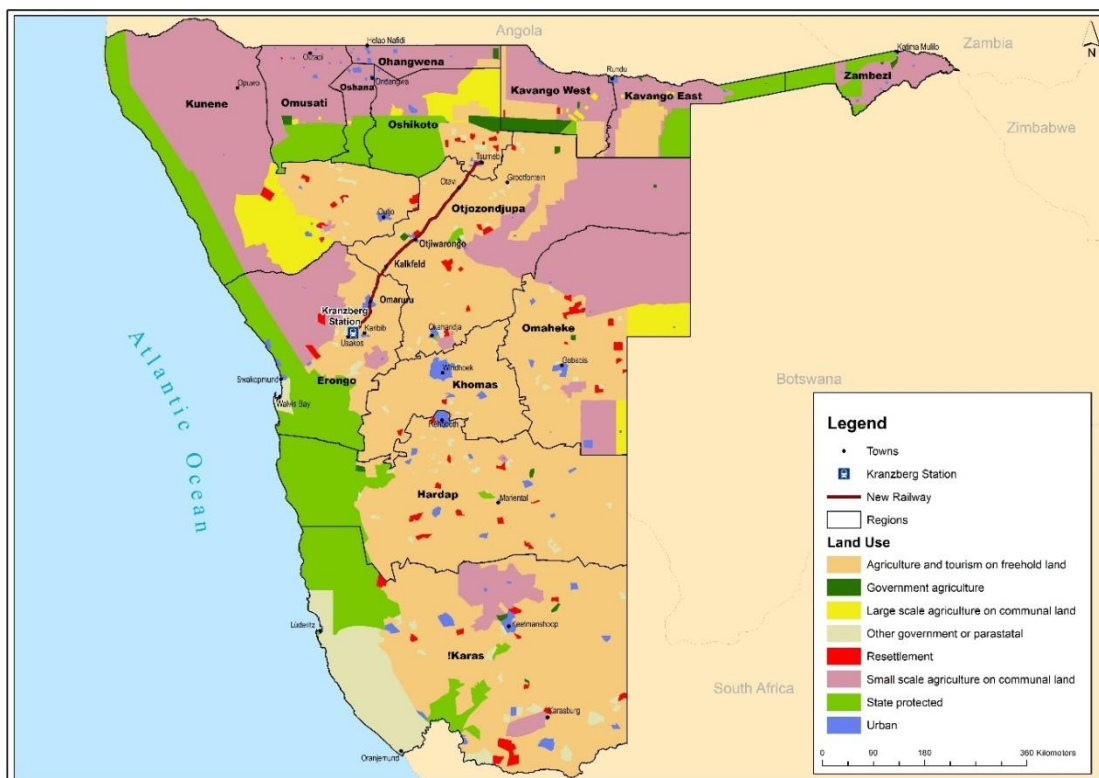


Figure 10: Map showing and use/land tenure in Namibia (Source: GBS, June 2022)

### 5.10 Household Characteristics

According to the 2011 Population and Housing Census, households are defined as a group of people living in the same housing unit, regardless of whether they are related or not. The household characteristics summarised in Table 7 is for the four constituencies which are impacted by the proposed upgrade of the railway line.

Table 7: PAP Category

	Erongo Region		Otjozondjupa Region	
	Karibib	Omaruru	Otjiwarongo	Omatoko
Number of households	3,471	2,432	7,959	4,017
Average household size	3.7	3.4	3.8	4.0

	Erongo Region		Otjozondjupa Region	
	Karibib	Omaruru	Otjiwarongo	Omatako
Households headed by males	62.8%	61.2%	56.0%	73.2%
Households headed by children	1.1%	0.9%	1.5%	2.4
Household Income				
Wages & Salaries	58.2%	67.2%	65.8%	57.4%
Old-Age Pension	13.4%	9.5%	8.3%	5.6%
Business (non-farming)	9.1%	9.0%	12.7%	6.8%
Cash remittances	7.3%	7.0%	8.2%	3.9%
Farming	6.3%	2.5%	1.6%	13.1%
Household Assets				
Radio	75.4%	74.6%	75.1%	61.4%
Telephone (Mobile)	60.6%	66.9%	75.8%	57.3%
Computer/Laptop	11.5%	16.6%	17.4%	8.9%
Type of housing				
Detached House	45.5%	55.9%	58.2%	69.2%
Improvised Housing Unit (Shack)	29.3%	24.9%	21.3%	9.5%
Semi-Detached House	12.7%	8.7%	8.8%	12.9%
Materials used for construction				
Cement Blocks/Brick	57.3%	67.6%	56.3%	57.4%
Corrugated Iron/Zinc	34.1%	23.6%	27.5%	21.0%
Main source of water for cooking/drinking				
Access to safe water	88.9%	97.2%	98.4%	91.1%
Piped water inside	32%	36.6%	43.0%	17.3%
Public Pipe	26.7%	25.9%	39.9%	22.3%
Main toilet facilities				
No toilet facilities	37.6%	27.7%	20.1%	34.1%
Private Flush connected to sewer	38.6%	33.1%	38.7%	23.1%

	Erongo Region		Otjozondjupa Region	
	Karibib	Omaruru	Otjiwarongo	Omatako
Fuel for cooking				
Wood/charcoal	52.8%	54.4%	43.2%	68.5%
Electricity from mains	38.1%	33.3%	49.3%	18.5%
Energy for lighting				
Electricity from mains	47.9%	52.3%	72.9%	40.7%
Candles	35.9%	36.3%	21.5%	24.3%

### 5.11 Sample composition

A total of 36 respondents representing the PAP category is equivalent to 100% of the entire PAP population that was used in the study.

*Table 8: PAP Category*

PAP Category	Total Tally	Share (%)
Property owners	36	100
<b>Totals</b>	<b>36</b>	<b>100</b>

## 6. RESETTLEMENT MEASURES, ELIGIBILITY, ENTITLEMENT AND CUT OFF DATE

### 6.1 Measures to minimize displacement

The overall objective of the AfDB policy on involuntary resettlement is to avoid, or when avoidance is not possible, to minimize and mitigate negative impacts of projects on the environment and affected people.

### 6.2 Analysis of Alternatives and Reduction Strategies

The following strategies were adopted to reduce on the Project Affected Persons (PAPs) and generally the cost to Resettlement Action Plan (RAP);

- Restricting the Right of Way (ROW) to existing rail Reserve and taking extra width were required to accommodate Construction Width and final new rail Reserve.
- Excluding the provision for other modes of Transport because the Transport Studies undertaken in the area had not provided strategic planning with any other networks.
- Optimization of Horizontal alignment in respect of existing rail development.
- Between km 67.6 and km 70, this is the section south of Omaruru adjacent to the ever-expanding informal settlement to the east of the railway line: This section has been realigned/deviated further west to ensure for no conflict with existing residents, thus no resettlement would be required .
- Between km 202 and km 204, this is the section south of Otjiwarongo adjacent to a private residential estate to the east of the railway line: This section has been realigned/deviated further west to ensure for no conflict with existing residents/private plots, thus no resettlement and/or compensation would be required .

### 6.3 Eligibility Criteria and Entitlement

Guided by the Deeds Registries Act, 2015 (No. 14 of 2015) , which defines 'owner' and 'property' the only resettlement impacts include Loss of land and grazing. In line with the assessment of resettlement impacts during the RAP study, the proposed entitlement matrix is as presented in the table below:

Table 9: PAP Entitlement Matrix

No.	Type of Loss	Unit of Entitlement	Entitlements
1 - 46	Part of uncultivated agricultural land lost	Title holder	100% cash compensation at replacement cost for the portion surrendered.

### 6.4 Cut-off date

In order to determine the eligibility of the persons entitled to compensation cut-off dates are to be established. Sensitization on the implication on the cut-off date is to be undertaken through

consultations from April 2023 to September 2023. Consequently, any claim for compensation by the affected people after the set cut-off date will not be eligible for compensation.

## **7. ASSET VALUATION AND COMPENSATION**

- 7.1** Asset valuation recognized one parameter namely:- land are to be acquired for restoration and rehabilitation. Following the collection of the baseline data and market surveys for agricultural grazing land, a compensation policy was developed setting the framework for valuation. As a principle, valuation in this RAP adopted the Full Replacement Cost Approach Method with the twin goals of restoration and rehabilitation to standards equal to or higher than original.
- 7.2** On compensation, the AfDB Operational Standard 2 provides for replacement cost valuation for assets methodology. Article 16(2) of the Namibian Constitution provides for just and prompt compensation. To address this gap, the valuation methodology adopted in this RAP is in line with AfDB requirements of full replacement cost.

## 8. CONSULTATIONS

- 8.1** Stakeholder engagement or public consultation, as per the Namibian legislation, forms an integral and important part of an ESIA, as reflected in both the applicable Namibia legislation, IFC PS1 and the Equator Principle 5.

During public consultation, potential impacts that the proposed Project might have on the natural and/or socio-economic environments, were highlighted by the Interested and Affected Parties. Consultation with Interested and Affected Parties (I&APs) and relevant Authorities also enables transparent decision-making and continues communication of information relevant to the Project.

Stakeholder concerns and their feedback are valuable sources of information that are applied to improve Project design and outcomes and help the Project Proponent identify and control external risks. It also forms a valuable basis for future collaboration and partnerships during the construction phase.

Aligned with the International Finance Corporation (IFC) Performance Standards (PS) on Environmental and Social Sustainability, 2012, relevant IFC Guidance Notes (GN), African Development Bank's Integrated Safeguard System (December 2013), and by the Environmental Impact Assessment Regulations (GG. Notice 30 of 2012) of the Environmental Management Act (No. 7 of 2007), this section outlines the ESIA-Stakeholder Engagement Plan (SEP), which will evolve throughout the RAP process.

- 8.1** On As required by regulations 21 to 24 of the Environmental Impact Assessment Regulations (GG. Notice 30 of 2012) of the Environmental Management Act (No. 7 of 2007), African Development Bank's Operational Standards, this stakeholder engagement plan (Appendix D) has the objective of consulting with the affected individual, community and/or authority to disclose information on the Project, but also to gather information/concerns/questions from the affected party/ies to be considered in project design, construction, and operation.

In accordance with the general objectives, the specific purposes are:

- Identify potentially Interested and Affected Parties (I&APs) or stakeholders as referred to by IFC;
- Inform I&APs of the proposed Project and activities and involve the I&AP in the identification of the socio-environmental risks and opportunities potentially associated with the Project, and the mitigations and measure that need to be taken to manage the anticipated impacts;
- Inform Indigenous communities of the Project and activities and involve the I&AP in the identification of the socio-environmental risks and opportunities potentially associated with the Project, and the mitigations and measure that need to be taken to manage the anticipated impacts;
- Obtain environmental and social baseline information on the receiving environment that I&APs are usually aware of; and
- Collect and document I&APs concerns, expectations, recommendations, and questions regarding the Project and its assessment process.

## 9. GRIEVANCE REDRESS MECHANISM

- 10.1** The grievance redress mechanism is a tool that enables effective communication among the stakeholders for providing a timely and effective channel to address any complaints from the aggrieved persons. The mechanism provides procedures for resolution of grievances in the spirit of mediation between parties which comply with the spirit of the AfDB and GRN standards.
- 10.2** The grievance redress mechanism is designed with the objective of solving disputes at the earliest possible time which will be in the interest of all parties concerned and therefore implicitly discourages referring such matters to the Environment and Land Court which would otherwise take a considerably longer time.

## 10. LIVELIHOOD RESTORATION

- 11.1** The prepared RAP aims at restoration of the Project affected person's livelihoods and income streams to ensure that the lost livelihoods are restored to pre-displacement levels. This RAP has proposed transitional support or cash equivalent for owners of land being expropriated.

## 11. COSTS AND BUDGET

### 11.1 Gross budget

An estimated summary of the Gross RAP budget for Phase I is shown in Table 10 below.

A total of **N\$ 4,818,641.91** (Namibian Dollar) will be required in the entire compensation process.

*Table 10: Gross Phase I RAP Budget*

<b>Cost Item</b>	<b>Allocation (N\$)</b>
Gross Displacement	4,190,123.40
Operation Costs	419,012.34
Contingency	209,506.17
<b>Gross RAP Budget</b>	<b>4,818,641.91</b>

*Table 11: Gross Phase I RAP Budget divided between nodes along the route*

<b>Location along route</b>	<b>Allocation (N\$)</b>
Kranzberg - Omaruru	1,345,471.55
Omaruru - Kalkfeld	2,850,983.34
Kalkfeld - Otjiwarongo	622,187.02
<b>Gross RAP Budget</b>	<b>4,818,641.91</b>

Source: This Study

## 11.2 Direct Costs: Compensation for displacement

Direct Costs have been computed based on the entitlement as applied to the Assets Register to yield the Costed Assets Register as summarised in Table 12. Cost schedules applied in determination of direct costs have been generated through a Replacement Cost Study. A total of N\$ 4,441,530.80 has been identified under this vote for compensation of land.

*Table 12: Asset Register - Direct Cost per Affected Lot*

<b>Lot Number</b>	<b>Area to be Expropriated (ha)</b>	<b>Land Use</b>	<b>Total Estimated Compensation (N\$)</b>
1	6.271	Uncultivated	248,792.57
2	6.868	Uncultivated	272,471.80
3	5.835	Uncultivated	231,506.65
4	1.216	Uncultivated	48,254.27
5	0.213	Uncultivated	8,466.66
6	8.778	Uncultivated	348,257.38
7	0.308	Uncultivated	12,225.94
8	2.962	Uncultivated	117,534.11
9	3.192	Uncultivated	126,651.16
10	0.035	Uncultivated	1,393.19
11	1.535	Uncultivated	60,890.41
12	0.581	Uncultivated	23,054.73
13	0.628	Uncultivated	24,901.90
14	0.504	Uncultivated	19,998.68
15	0.499	Uncultivated	19,790.75
16	0.002	Uncultivated	79.75
17	0.375	Uncultivated	14,892.71
18	3.012	Uncultivated	119,484.37
19	2.013	Uncultivated	79,882.53
20	2.751	Uncultivated	109,134.27
21	5.316	Uncultivated	210,902.46

22	2.271	Uncultivated	90,089.69
23	2.315	Uncultivated	91,859.86
24	7.229	Uncultivated	286,813.88
25	2.299	Uncultivated	91,228.43
26	4.373	Uncultivated	173,512.05
27	19.609	Uncultivated	777,987.79
28	0.953	Uncultivated	37,823.31
29	0.030	Uncultivated	1,209.92
30	0.013	Uncultivated	502.27
31	0.065	Uncultivated	2,582.26
32	0.203	Uncultivated	8,060.44
33	0.791	Uncultivated	31,392.44
34	1.116	Uncultivated	44,280.72
35	1.634	Uncultivated	64,815.03
36	1.143	Uncultivated	45,365.80
37	0.827	Uncultivated	32,808.71
38	1.346	Uncultivated	53,420.17
39	0.171	Uncultivated	6,780.60
40	0.180	Uncultivated	7,159.19
41	0.114	Uncultivated	4,540.28
42	0.568	Uncultivated	22,537.37
43	0.820	Uncultivated	32,526.70
44	0.789	Uncultivated	31,309.62
45	1.928	Uncultivated	76,475.29
46	1.928	Uncultivated	76,475.29
<b>Totals</b>	<b>105.661</b>	Uncultivated	<b>4,190,123.40</b>

### 11.3 Indirect Costs

This RAP has allowed for three categories of indirect costs as namely;-

- RAP Implementation Costs/Operation costs: A sum of N\$ 419,012.34 equivalent to 10% of Direct Costs has been provisioned to be drawn by MoWT in implementing the RAP. Expenses envisaged include field costs, capacity building for RAP structures, setting up of a Project Implementation Team, among others. The Exchequer should be approached to provision the funds alongside the Direct Costs Budget.
- Contingency Costs: An item of N\$ 209,506.17 equivalent to 5% of the total costs has been allowed to cater for contingencies in costs and unknown impacts.
- Assistance to Vulnerable groups.

Additional measures will be pursued as follows;-

- a.) Creating of special programmes: While ordinary PAPs will undergo training on modalities of coping either the displacement, elderly or sick PAPs will not be available for such. It will thus require the Resettlement Officer to tailor make special programmes to reach out to such people and help them understand and cope with the shock of displacement. If not properly cushioned, such PAPs may find the shock to be too much to handle.
- b.) Monitoring management of proceeds from compensation: If left alone, some PAPs have no capacity to manage monies accruing from compensation and would end up losing the money without replacing lost assets. The Resettlement Officer will require to network with PAPs to establish modalities of how such PAPs can be assisted to re-place lost assets without being exploited.
- c.) Project related job opportunities: Severely affected persons will be prioritized in gaining employment in the works linked to the Project. MoWT will ensure that this is included in the contractors' specifications wherever possible.
- d.) Assistance through Corporate Social Responsibility (CSR) Programme: The CSR programme should aim at addressing community felt needs as documented during in the socio-economic survey conducted for this RAP, among which is poverty alleviation. With this in focus, MoWT will explore means of remaining engaged in communities adversely affected by the railway upgrading project with possible entry points as follows:-
  - Support to local community infrastructure projects.
  - Support to local reforestation and conservation groups

## 12. INSTITUTIONAL, ADMINISTRATIVE AND MONITORING FRAMEWORK

**12.1** This RAP will be implemented as part of the Upgrading to 20 ton axle load of the Railway Line between Kranzberg and Otjiwarongo Stations Project, which is a Project of the Government of the Republic of Namibia with financial support of the African Development Bank – AfDB. As a project within Namibia, implementation will be mainstreamed into administrative and management infrastructure of this Authority with the Head Office assuming the project management role. A Grievance Redress Mechanism (GRM) has been put in place to resolve all grievances emanating from land acquisition in Project Development.

**12.2** Procedure for RAP Implementation: Implementation Phase activities will entail the following:-

### **Due process by MoWT through the Ministry of Urban and Rural Development (MURD)**

In complying with National Compensation Policy (NCP) requirements for the expropriation of property by the State:

- i) Section 25 of the Agricultural (Commercial) Land Reform Act, (Act No. 6 of 1995), provides for the payment of just compensation for any commercial agricultural land expropriated or any right in such commercial agricultural land expropriated in accordance with Article 16 of the Namibian Constitution.
- ii) Cadastral drawings showing how the infrastructure excises each land parcel, the parcel list table detailing land parcel numbers, total area of land parcels and hectares affected by the infrastructure for each parcel. These drawings shall be submitted to the Deeds Office for scrutiny and records.
- iii) Provide a listing for parcel numbers indicating the plot reference number, registered owner and affected hectares column (for easy appreciation by project affected persons). This should be submitted in both soft and hard copy.
- iv) Official searches of affected land parcels. The Commission shall assist where necessary.
- v) The Environmental and Social Impact Assessment Report (ESIA) and appropriate approvals/certification for the project.
- vi) The Resettlement Action Plan (RAP) report.
- vii) Acknowledgement on availability of funds to allow prompt compensation as provided in the Constitution. This is in the purview that in previous acquisitions, the compensation payments were delayed as opposed to the promptness required by the Law.
- viii) All applicants will have to take the Land Acquisition and Committee sub-committee members on a site tour for general appreciation of the Project in respective locations that will be affected. This will enable informed decision making.
- ix) A final survey for vesting of the acquired land to the National Government will have to be done by the acquiring authority. The MURD or designated NGOs can assist in this exercise at costs borne by the acquiring body.

**12.3** Due Process by MURD or designated NGOs: This is the process that will trigger land acquisition for the Rail Upgrading Project. However, to save on time, it is recommended for

the Land Acquisition process to start and possibly end long before Construction Stage. Due process will follow as presented below:-

- 12.4 **Gazetting of all target parcels:** Upon receipt of the application for acquisition from MoWT and the MURD or designated NGOs (Resettlement Officer or representative) will arrange field visits to familiarize and confirm the, the final Alignment following which, the Assets register will be cross-checked on the ground to ascertain the final list of PAPs and the status of their assets. The MURD or designated NGOs will then issue a Notice of Intention to Acquire and publicize the dates and venues for public inquiries.
- 12.5 **Public Inquiries:** On appointed dates, the MURD or designated NGOs will open public inquiries in which anybody with claims on target properties will present evidence and be cross examined under oath. At the close of the inquiry, the MURD or designated NGOs will finalize the List of PAPs and proceed to revalidate the valuation.
- 12.6 **Making of awards:** Upon revalidation, it is also expected that prior to payment, all those entitled to payment under a PAPs account will have been brought together to agree on monies due to them and on the mode of disbursement. This caution is issued as many households were observed to request that assets be recorded under one brother, and this is likely to bring family conflicts once compensation is released.
- 12.7 **Final Award and Signing of Contracts:** Upon finalization of the assets register, and revaluation by the MURD or designated NGOs, the final compensation sum will be computed and adjusted for inflation and other processes. Based on this sum, offers /contracts will be issued to PAPs who will sign their approval witnessed by Resettlement Officer (RO). Within this contract, each PAP will undertake to remove affected assets within one month of accepting payment. The PAPs will then be required to open bank accounts through which, payments will be made directly to PAPs.
- 12.8 **Mobilization of institutions:** Once funding has been procured, the Resettlement Officer (RO) will move to mobilize by ascertaining that there is one for each route location, Kranzberg - Omaruru, Omaruru - Kalkfeld, and Kalkfeld - Otjiwarongo, and that they have been appropriately constituted, and are adequate. Following this, the RO will arrange training schedules with a view to focusing activities of the PAPs and such training will cover aspects such as leadership qualities, roles, responsibilities and limits, grievance registration procedures, approach to conflict resolution, need for impartiality, etc. Upon successful training, representatives will be equipped with standard stationary including grievance registers, foolscaps, filing material etc.
- 12.9 **The RAP Team will be responsible for the statutory process of subdividing, surveying, costing and registration of the land portions that will be required for the railway line deviation. The Team will also be responsible for the survey and costing of the areas to be taken-up by the borrow pits.**
- 12.10 **The RAP Team will be headed by a Team Leader, which will be responsible for client liaison and arrangements for access to farms, as well as project management. The professionals to form part of the team, is a professional Town and Regional Planner, responsible for the statutory subdivision process, the professional Land Surveyor responsible for the statutory survey and diagram registration process, and professional Conveyancer responsible for the statutory ownership registration process. This team can be made up of professional consultants tendering their respective services or be a dedicated team appointed by the Proponent for the duration of the project. Namibia has ample professionals in the respective fields that can either be contracted or appointed.**

- 12.11 The responsibility to appoint the RAP team resides with the Proponent (Ministry of Works and Transport) and will be overseen by the Ministry of Agriculture, Water and Land Reform.
- 12.12 The RAP team or teams should be equipped with a 4WD vehicle and land surveying equipment.
- 12.13 The Project has a RAP team that has been busy with work on the ground during the ESIA Phase that is ready and available to commence with the required statutory processes.
- 12.10** Mobilization of the MoWT: Induction meetings will be arranged during which the MoWT will be guided to establish procedures for grievance redress..
- 12.11** Removal of Economic Assets: From encounters with potential PAPs during entry point discussions and subsequent inventory of individual assets, this RAP can confirm a 100% support to the resettlement process. All households expressed willingness to remove the assets and pave way construction activity in which case no resistance is anticipated. Thus in line with the contract for compensation, each PAP will be expected to shift their assets within one month of receiving payment.
- 12.12** Removal of non-economic Assets: As not expected - Assets such as shrines and graves may prove difficult to remove by individuals and where such cases occur, the individuals will be assisted by the contractor upon successful completion of requisite cultural rites.

Table 7: RAP Implementation Schedule

Activity	Time												
	2023				2024				2025 -2028				
	1	2	3	4	1	2	3	4					
RAP preparation	■												
Verification of property/asset ownership		■											
Valuation and issue of awards			■										
Back account opening			■										
Payment of compensation				■									
Issuance of vacate notice						■							
PAPs consultation and communication		■	■	■	■								
Formation and functioning of PAPs committees		■	■	■	■	■							
Contractor identification					■	■							
Dispute/grievances resolution		■	■	■									
Monitoring and evaluation	■	■	■	■	■	■	■	■	■	■	■	■	■

### 13. MONITORING AND EVALUATION FRAMEWORK

A Monitoring and Evaluation Plan (M&E Plan) for ARAP allowing for both Internal and External Monitoring has been put in place as follows: -

#### 13.1 Internal Monitoring

This Delivery of outputs outlined in the Entitlement Matrix will be monitored routinely and reported through periodic reports produced by the RO and backed up by signed consent certificates by PAPs. Indeed, project monitoring for RAP will fit in the overall monitoring plan of the entire project under auspices of the MoWT. Within the internal monitoring framework, the Resettlement Officer will file Status Reports to the Project Coordinator who will review, collaborate and submit to the MoWT Head office. The latter will review and synthesize monitoring reports to:-

- Provide timely information about all resettlement arising as a result of development of the railway upgrading project;
- Identify any grievances that have not been resolved at local level and require resolution through the involvement of the RO;
- Document the timely completion of project resettlement obligations for all permanent and temporary losses;
- Evaluate whether all PAPs have been compensated in accordance with the requirements of this RAP and that PAPs have higher living standards in comparison to their living standards before physical or economic displacement.
- Evaluate whether all PAPs have been compensated in accordance with the requirements of this RAP and that PAPs have higher living standards.

#### 13.2 External Monitoring

External monitoring of the RAP will be undertaken alongside that of other project components. It is expected that MoWT will mount routine monitoring in response to RO reports while other agencies will routinely monitor progress including implementation of both social and environmental mitigation. MoWT in the capacity of Implementing Agency will identify and procure the services of a competent agency to undertake both the Midterm and Post Project Monitoring. Independent external evaluation will preferably be undertaken by an outside research or consulting agency, university department or development NGO. The tasks of the external agency are to:

- Verify results of internal monitoring;
  - Assess whether resettlement objectives have been met; specifically, whether,
  - Livelihoods and living standards have been restored or enhanced;
  - Assess resettlement efficiency, effectiveness, impact and sustainability, drawing,
  - Lessons as a guide to future resettlement policy making and planning; and
  - Ascertain whether the resettlement entitlements were appropriate to meeting the objectives,
  - and whether the objectives were suited to PAP conditions.
- Undertake any other assessment relevant to the resettlement process.

## 14. CONCLUSIONS AND RECOMMENDATIONS

### 14.1 Overview

This study set out to prepare a legally anchored framework to guide resolution of all displacement impact occasioned by the GRN and AfDB funded project to develop the Kranzberg – Tsumeb and Otavi – Grootfontein railway section (Phase I: Kranzberg – Otjiwarongo) to SADC Standards. Development of the Project was guided by an overriding goal of minimizing displacement impact coupled with formulation of a RAP to resolve any inevitable displacement.

### 14.2 Displacement impact

A major observation of this RAP Report is that by far, the greatest impact of the Project design Works is the pre-emptive minimization of displacement through selection of an alignment that traverses the least populated areas, position manifested by the fact that, though the 207-kilometre-long railway which will traverse and acquire 105.6 hectares of land, the total potential affected PAP was computed at only 36 people / land owners.

The RAP Team invested a lot of time investigating and documenting all potential PAP categories inclusive of their potentially affected assets and livelihoods to map out the full picture of loss. As an outcome, the documentation revealed that 100% of all PAPs is privately owned.

All of the PAPs will only suffer partial displacement of land-based assets. All such potentially displaced people have been engaged either in person all collectively during public consultation meetings or soft copy correspondences. All are united in support of the Project and are unanimous in favor of cash compensation provided that such payment is just, adequate, and prompt to enable them to relocate affected assets and move on with their lives.

### 14.3 Recommendations

- Fair, just and prompt compensation: This RAP recommends that fair and just compensation be paid promptly for all land assets marked for displacement by the Project.
- In all cases, compensation will be paid upfront of site hand-over to contractors in order to allow all aggrieved parties adequate time to amicably resolve disputes. Payments should further be extended to compensate for all project neighboring assets which, though not directly displaced are likely to be damaged by construction activity. This includes all assets within detours, diversion points and on the edge of construction areas.
- The need for the PAP verification phase before compensation: PAPs and properties are dynamic and property trading is very vibrant within the traverse area. As such, and to safeguard interests of new purchasers, asset inventory as conducted for this RAP should be revisited at the time of compensation.
- Management of the time lag between the RAP process and actual compensation: The RAP Process served to arouse expectation for prospective monetary gains amongst

PAPs which are subsequently quite high. It is important that such expectations be toned down through regular release of information especially on project timelines.

- More severely, soaring expectation is likely to stimulate property market in the neighborhood with the consequence of pushing up market prices for land to way above current levels. As such, there is a possibility that, if compensation is delayed, the Compensation Bill will skyrocket on account of a thriving property market. All efforts should be made to effect payment in the course of 2023/24 fiscal period in order to mitigate upward spiraling of the Compensation Bill.

## 15. CONTACTS

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