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STAKEHOLDER ENGAGEMENT PLAN

**KANO-MARADI SINGLE TRACK STANDARD GAUGE RAILWAY LINE
10001-NIG.KAMA- MENG-SU-PLN-000857 – REV02 | Date:10/07/2024**



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Abbreviations and Acronyms

Abbreviation / Acronym	Definition
AfCFTA	African Continental Free Trade Area
AfDB	African Development Bank
Aol	Area of Influence
BID	Background Information Document
CGM	Community Grievance Mechanism
CLO	Community Liaison Officer
CLT	Community Liaison Team
EIA	Environmental Impact Assessment
ESIA	Environmental and Social Impact Assessment
FGN	Federal Government of Nigeria
FME _{env}	Federal Ministry of Environment
FMoT	Federal Ministry of Transportation
IAPs	Interested and Affected Parties
ICP	Informed Consultation and Participation
IFC	International Finance Corporation
IFC PS	International Finance Corporation Performance Standards
ISS	Integrated Safeguards System
GRM	Grievance Response Mechanism
LGA	Local Government Authorities
MENG	Mota-Engil Engenharia e Construcao Nigeria, a.k.a Mota-Engil Nigeria
NEAO	National Environmental Assessment Office
NGO	Non-Governmental Organisation
PACs	Project Affected Communities
PAPs	Project Affected Parties
PM	Project Manager
RAP	Resettlement Action Plan
REIES	Rapport D'Etude D'Impact Environnemental et Social)
RF	Resettlement Framework
SEP	Stakeholder Engagement Plan
SGR	Standard Gauge Rail

EXECUTIVE SUMMARY

The Kano-Maradi Single Track Standard Gauge Railway Line (KAMA Rail Project) is a major infrastructure initiative by the Federal Government of Nigeria, through the Federal Ministry of Transportation, with Mota-Engil Nigeria as the contractor. The project involves constructing a 393 km railway line from Kano, Nigeria, to Maradi, Niger, and a 102 km branch line from Kano to Dutse in Jigawa State. This railway aims to enhance economic activities, industrial growth, and public transportation in Northern Nigeria and Niger, supporting the African Continental Free Trade Area (AfCFTA) agreement.

The project will involve temporary works, installation of railway tracks, construction of bridges, stations, ancillary buildings, and installation of mechanical, electrical, and telecommunication systems. The project's Area of Influence (AoI) covers impacts related to transportation, construction, labor, noise, and pollutants, affecting Jigawa, Kano, Katsina States, and Maradi in Niger.

The Stakeholder Engagement Plan (SEP) outlines principles and objectives for engaging relevant stakeholders, ensuring their interests, opinions, and aspirations are respected. It emphasizes collaboration, timely responses, proactive communication, and inclusiveness. The SEP aims to identify stakeholders, distribute accurate information, form partnerships, manage conflicts, record and address concerns, manage expectations, and comply with Nigerian, Nigerien, and international standards.

Engagement methods include workshops, forums, focus groups, and meetings, ensuring accessibility and inclusivity. A robust grievance mechanism addresses concerns and complaints, designed to be culturally appropriate, easily accessible, and provide timely feedback.

1 INTRODUCTION

The Kano-Maradi Single Track Standard Gauge Railway Line (KAMA Rail Project) is a strategic infrastructure initiative undertaken by the Federal Government of Nigeria (FGN) through the Federal Ministry of Transportation (FMoT), with the appointed contractor Mota-Engil Nigeria (MENG). The project aims to construct a 393 km railway line from Kano in Nigeria to Maradi in the Republic of Niger, including a 102 km branch line connecting Kano with Dutse in Jigawa State. This project is poised to enhance economic activities, industrial growth, and public transportation in Northern Nigeria and Niger, supporting the African Continental Free Trade Area (AfCFTA) agreement.

For the purposes of the project design the route has been broken down into nine sections based on the country and branch line the route will traverse. These sections are described in Table 1-1.

Table 1-1: Sections of the Proposed Kano to Maradi Railway

Route	Section	Route Chainage Section (km) (Direction: East to West)	Description
Dutse to Kano (Branch line)	Section 07, 08 and 09	0 – 98.5	<p>This section is the branch line running for 98.5 km from Dutse to Kano in Jigawa State, Nigeria. This route will connect Dutse with the main rail line (Kano to Maradi). This route will also connect the rail to a planned railway line to Lekki Port, Lagos.</p> <p>Four stations will be constructed in this section: YarGaya, Gaya, Wudil, and Dutse. A fifth station is predicted for long term (Duru). A total of 18 road overbridges, 14 railway bridges and 9 road underpasses and culverts will be constructed along this section.</p> <p>A worker’s construction camp and laydown areas will be located in Wudil.</p> <p>This section traverses the states Kano and Jigawa, running through predominantly agricultural areas. This route also traverses the north of the Shakwadina forest reserve.</p> <p>This sections crosses the Kano-Zaria Highway various roads and waterbodies, most rivers (Hadejia River twice), and Dangora-Tamburawa Powerline and Kaduna-Kumbotso Powerline, and affects a Gas Service Sation.</p> <p>A few buildings including the Capital City University is located within the permanent RoW.</p>
Kano to Dawanau	Section 01	0 – 24.0	<p>This section is located in Nigeria, starting west of the city of Kano running north for 24 km to the state of</p>

Route	Section	Route Chainage Section (km) (Direction: East to West)	Description
			<p>Dawanau.</p> <p>The stations Kano and Dawanau will be constructed in this section. It should be noted Kano station will be constructed under a separate contract and therefore, is not included as part of the funded Project. The Kano station is considered to be an Associated Facility as the use of this station will be required during operation for the Project.</p> <p>The railway alignment predominately will avoid Bayero University area, Janguza Army Area and interference with High Voltage powerlines</p> <p>The railway alignment will cross Watari River and Gwarzo/Kano Road.</p> <p>Two main grains markets are located along this stretch: Zawaciki grains market and Dawanau grains market (one of the largest in Africa).</p> <p>A few buildings, businesses and schools are located within the permanent RoW.</p>
Dawanau to Kazaure	Section 02	24.0 – 88.5	<p>In Dawanau, the route runs almost in parallel to the west of the A2 road, continuing northwards until it reaches the city of Daura, passing west of the city of Kazaure.</p> <p>Two stations will be constructed in this section: Dambatta and Kazaure. A third station is predicted for long term (Kunya).</p> <p>One camp and laydown area will be constructed in Kazaure.</p> <p>This route passes through the towns Kazaure and runs through predominantly agricultural land and grazing areas.</p> <p>This route crosses west of the Baba Ruga dam, an area with intensive grazing areas for cattle and irrigation. Further north, this route traverses the south of the Gasartani forest reserve.</p> <p>A few buildings, businesses and schools are located within the permanent RoW. Eight burial grounds are located within the RoW of this section, with the</p>

Route	Section	Route Chainage Section (km) (Direction: East to West)	Description
			exception of the Tumfafi graveyard located immediately west of Dawanau station.
Kazaure to Daura	Section 03	88.5 – 130.5	<p>This section continues to run almost in parallel to the west of the A2 road, continuing northwards until it reaches the city of Daura, passing west of the city of Kazaure. The Line then turns westwards, south of Daura.</p> <p>One station will be constructed in this section: Daura. A second station is predicted for long term (Durbe)</p> <p>The route passes the towns Kazaure and Daura. This route traverses the eastern tip of the Gwiwa Korel forest reserve and north of Daura Forest reserve –A school (forming part of the Sabuwura Jawo local community) is located within the RoW.</p>
Daura to Jibia	Section 04 and 05	130.5 – 229.5	<p>From the south of Daura and, after crossing the Katsina-Daura Road, this section runs parallel to the road in a westerly direction until it reaches Jibia, crossing the cities of Mashi and Katsina. One worker's construction camp and laydown area will be constructed in Katsina.</p> <p>The route passes the towns Mashi, Shargalle, Katsina and Jibia. Tsamga (near Jibia) is an international stock route.</p> <p>Four stations will be constructed along this stretch: Shargalle, Mashi, Katsina and Jibia. A fifth and sixth station is predicted for long term (Muduru and Daddara).</p> <p>This section crosses two forest reserves: north of Damangu and the centre of Nasarawa.</p>
Jibia to Maradi	Section 06	222.5 – 284.500	<p>From Jibia, the route crosses the Nigeria-Niger Republic border and curves northwards, running parallel to the existing road to reach Maradi where it terminates.</p> <p>One station is located in this section: Maradi. A second station is predicted for long term (Dan Issa/ Anoal Mata).</p> <p>The route passes an international cattle stock area located in proximity to the Nigeria-Niger Republic border.</p>

Route	Section	Route Chainage Section (km) (Direction: East to West)	Description
			The railway alignment traverses a predominantly agricultural area.

1.1 PROJECT OVERVIEW

The selected railway route starts from Kano, running northwards and passing through significant towns and cities including Dambatta, Kazaure, Daura, Mashi, Katsina, and Jibiya before reaching Maradi. The project will establish 13 stations along the main and branch lines, facilitating both passenger and freight transportation. The projected traffic volume is approximately 4684 passengers per day in each direction and 1536 tonnes of freight daily from Kano to Maradi, with a reciprocal freight volume from Maradi to Kano.

1.2 STAKEHOLDER ENGAGEMENT PRINCIPLES AND OBJECTIVES

Recognizing the importance of effective stakeholder engagement, FMoT with MENG, has developed this Stakeholder Engagement Plan (SEP) to guide communication with all relevant stakeholders throughout the project's lifecycle. The key principles include transparency, accountability, inclusivity, responsiveness, and collaboration. The SEP's objectives are to identify relevant stakeholders, distribute accurate project information, promote constructive interactions, record and address public concerns, manage expectations, and ensure compliance with Nigerian, Nigerien, and international standards.

2 PROJECT DESCRIPTION

2.1 PROJECT ACTIVITIES

The Project involves the design, construction and operation of a new rail line from Kano through Jigawa, Katsina and Maradi. The rail line construction activities will involve:

- Temporary works (preparation and earthworks) and tracks for construction (60 width ROW);
- Installation of ballast and railway tracks;
- Construction of structures including bridges, over and under passes, and culverts;
- Construction of ten (10) stations along the Main Line and three (3) stations on the Branch Line;

Table 2-1 Kano-Maradi Rail Stations types and locations

S/N	Duration	Section	Station	Type	Station	Freight Yard	Maintenance Center	Loco Depot and Light Maintenance	Washing Station and Coach Servicing	Refuelling Point for Locos
1		S01	DAWANAU	Type B2	X	X	-	-	-	-
2	Long Term	S02	KUNYA	Type B2	-	-	-	-	-	-
3		S02	DAMBATTA	Type B1	X		-	-	-	-
4		S02	KAZAURE	Type B1	X	X	X			
5	Long Term	S03	DURBE	Type B2	-	-	-	-	-	-
6		S03	DAURA	Type B1	X	X	-	-	-	-
7		S04	SHARGALLE	Type B2	X	-	-	-	-	-
8		S04	MASHI	Type B2	X	-	-	-	-	-
9	Long Term	S05	MUDURU	Type B2	-	-	-	-	-	-
10		S05	KATSINA	Type A	X	X	X	X	X	X
11	Long Term	S05	DADDARA	Type B2	-	-	-	-	-	-
12		S05	JIBIYA	Type B2	X	X	-	-	-	-
13	Long Term	S06	ANOAL MATA	Type B2		-	-	-	-	-
14		S06	MARADI	Type B2	X	-	-	-	-	-
15		S07	YAR GAYA	Type B2	X	-	-	-	-	-
16		S08	WUDIL	Type B2	X	-	-	-	-	-
17		S09	GAYA	Type B2	X	-	-	-	-	-
18	Long Term	S09	DURU	Type B2	-	-	-	-	-	-
19		S09	DUTSE	Type A	X	X	X	X	X	X

- Construction of ancillary buildings to support equipment for the operation of the rail (locomotive depot and light maintenance, washing stations and coach servicing, refuelling points for locomotives, freight yard, integrated maintenance centre);
- Installation of mechanical and electrical equipment; and
- Installation of signaling and telecommunication systems.

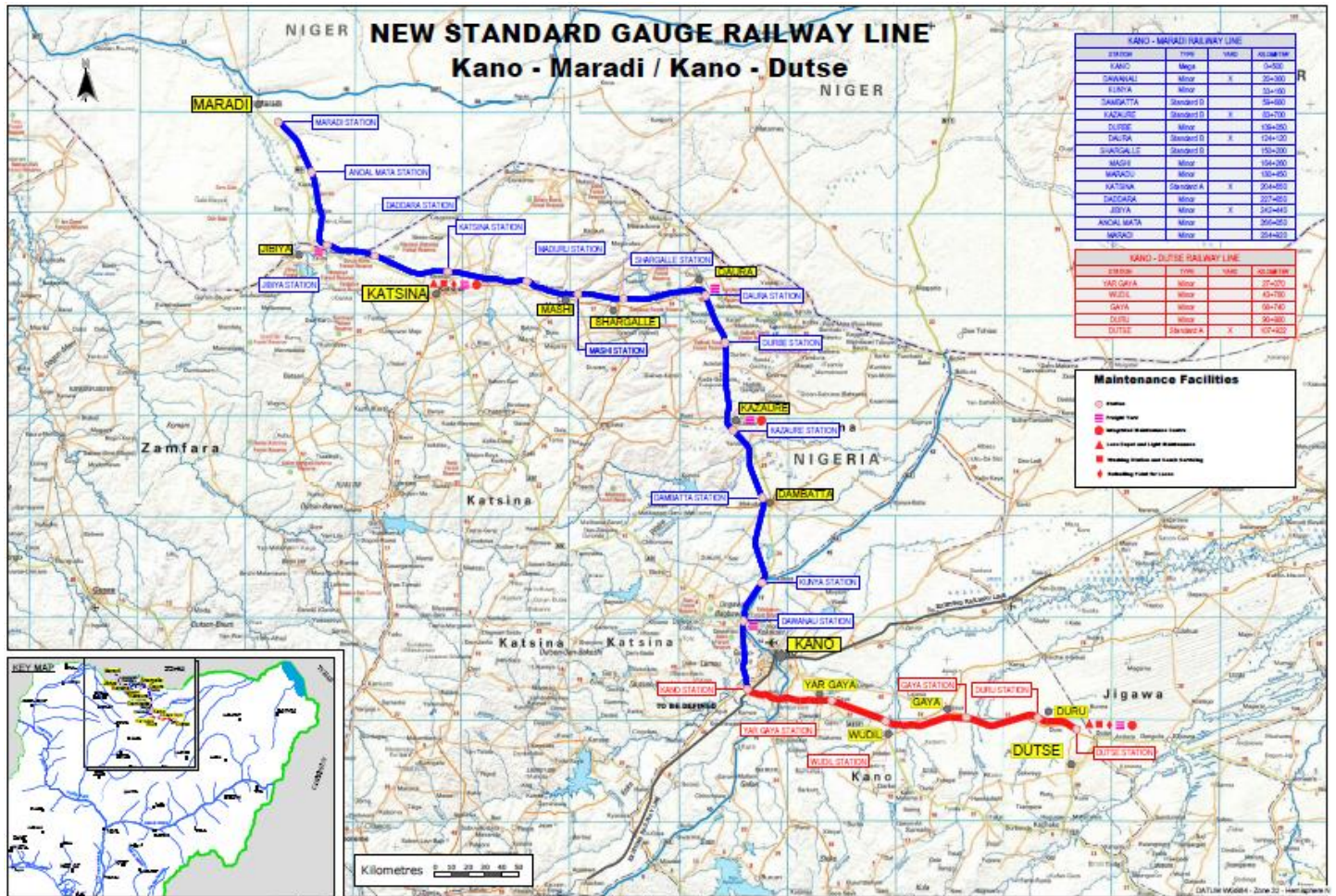
2.2 AREA OF INFLUENCE

The Area of Influence (Aoi) has been determined by considering the impacts related to Project activities such as transportation of materials, equipment and personnel, construction works, labour hire, and noise and air pollutants generated during the construction and operation phase of the Project. The IFC and AfDB ISS requires that an Environmental and Social Impact Assessment(ESIA) be carried out to cover the Project's Aoi and associated facilities.

The Project corridor traverses three federal states in Nigeria, namely Jigawa, Kano and Katsina States including twenty (20) Local Government Authorities LGAs, and Maradi in the Republic of Niger. These are areas affected either directly or indirectly by the project and its activities. The areas with direct interaction with the project activities are areas directly impacted in the project area. Beyond the communities adjacent the route, other areas and places will be indirectly impacted by the Project.

The Project Aoi is presented in the 9 figures in Annex 1, 5 km either side of rail line and stations (considered for the ESIA SEP and ESIA Cultural Heritage).

Figure 2-1- Project Alignment Map



2.3 PROJECT PHASES

The project started on August 2022, and considering the last updates will be concluded in December 2025. The project schedule is detailed in the Program of Works (POW) in attached (Annex 2).

Construction Phase: This involves the preparation of sites, construction of rail line sections, stations, bridges, and other necessary infrastructure. Employment during this phase is projected to peak at 6500 workers, primarily Nigerian nationals.

This phase will involve the preparation and setting up of sites for the construction of the rail line. It includes the construction/ use of several components including borrow pits, quarries, rail line sections, camps and laydown areas, train stations, utilities, water collection holes, access roads, bridges and over and underpasses, canals and safe houses. At the time of developing this SEP the access roads, canals, and safe houses were still undergoing final engineering design.

During project construction, camps will be provided for the workers on-site, which will have facilities to

meet the essential needs of the workers. The camps will also have laydown areas that will be used for the collection, temporary storage, and the assembly of construction equipment and supplies. Camp sites have been designed for construction in three areas, namely: Kazaure, Katsina and Wudil. The camp sites will comprise security points, sanitary facilities, clinics, canteen halls, offices, control rooms, laboratories, equipment areas and houses.

The main E&S risks that require stakeholder engagement in the construction phase are:

- Injury to community members from construction site trespass, exposure to hazardous construction materials, or road traffic accidents with construction vehicles
- Transmission of communicable diseases and STDs from Project workers to local communities
- Increased transmission of malaria
- Increased use of local health care services.
- Inappropriate behaviours of project workers, including risk of gender-based violence, sexual exploitation and abuse
- Acts of banditry, criminality, kidnapping and terrorism targeted at the Project construction activities, equipment, and workforce
- Risk of excessive force or inappropriate behaviours used by security personnel employed by the project
- Community safety risk from the increased presence of public security personnel that are deployed to protect the Project during construction
- Exacerbation of land and resource-based conflict arising from land acquisition and disruption to pastoralism / grazing routes
- Creation of intra-community tensions and conflict due to perceived inequalities in employment opportunities and resettlement compensation

Operation Phase: Upon completion, the railway will operate with trains running at commercial speeds of 50 km/h for freight and 70 km/h for passengers. This phase includes maintenance and operational activities.

The design parameters predicted in the Preliminary Design are as following:

- Max. Design Speed - Passenger Local trains 120 (km/h)
- Max. Design Speed - Heavy freight trains 80 km/h

This phase includes maintenance and operational activities.

During the operational phase the main E&S risks that require stakeholder engagement are:

- Injury to community members from accidents when crossing the railway
- Inappropriate behaviours of project workers and risk of gender-based violence, sexual exploitation and abuse
- Acts of banditry, criminality, kidnapping and terrorism targeted at the stations and train
- Risk of excessive force or inappropriate behaviours used by security personnel employed by the project
- Community safety risk from the increased presence of public security personnel that are deployed to protect the Project, including at stations
- Community safety risk arising from the facilitation of or disruption to illicit trade, smuggling and people

trafficking in the border regions

Decommissioning Phase: Although the project is designed for long-term operation, a decommissioning phase will be planned to ensure safe and responsible closure when necessary.

3 POLICY, LEGAL, AND ADMINISTRATIVE FRAMEWORK

The SEP ensures compliance with national and international regulations, including Nigeria's Environmental Impact Assessment (EIA) process and Niger's Environmental and Social Impact Assessment (ESIA) requirements. Additionally, it adheres to the African Development Bank's (AfDB's) Integrated Safeguards System (ISS), which emphasizes stakeholder engagement and sustainable project implementation, specifically focusing on Stakeholder Engagement and Information Disclosure (E&S OS 10).

Table 3-1 Nigerian Policy and Laws

Policy, Laws	Details
National Policy on Environment	<p>The Federal Government of Nigeria formulated the National Environmental Policy in 1989 and launched the document in 1991. It was first revised in 1999 and later in 2016. The goal of the National Policy on the Environment is to 'ensure environmental protection and the conservation of natural resources for sustainable development. The document includes guidelines for achieving sustainable development in fourteen vital sectors of the nation's economy. These include land use and soil conservation, water resources management, wildlife and protected natural areas, waste management, energy production, and air pollution, among others. The policy document is aimed at promoting good environmental practices through environmental awareness and education, most of which are relevant to the project. In addition, there are national policies applicable to the proposed rail development project and the most pertinent is the National Transport Policy.</p>
National Transport Policy 2010	<p>The fundamental goal of the National Transport Policy 2010 is to develop an adequate, safe, environmentally sound, efficient and affordable integrated transport system within the framework of a progressive and competitive market economy in Nigeria.</p> <p>The objectives of the policy are:</p> <ul style="list-style-type: none"> • to promote economic development, expand trade and improve Nigeria's competitiveness through an efficient and affordable transport system; • to encourage and remove all barriers towards the private sector participation in the development, provision, maintenance, operation and upgrading of transport infrastructure and services; • to promote the use of public transport over private cars; • to promote a culture of maintenance and continuous upgrading of transport services in Nigeria; • to improve the safety, security, reliability, quality, and speed of movement of goods and people at local, national and international levels; • to develop transport infrastructure that ensures environmental sustainability and internationally-acceptable standards;

Policy, Laws	Details
	<ul style="list-style-type: none"> to support states and the Federal Capital Territory in the development and promotion of urban transport systems and local governments in developing and promoting rural accessibility. <p>The primary goal of the Transport Policy for the rail transportation sub-sector is to transform the rail system from its present condition to an efficient, flexible and competitive mode. To achieve its goal, the Federal Government of Nigeria will carry out:</p> <ul style="list-style-type: none"> Rehabilitation of the existing railway infrastructure Concession the existing rail lines Moderation and expansion of the rail network to link all seaports and international airports, key industrial and economic centres, among others. <p>In addition, recent investment in the transport sector has been guided by two major policy documents – the Nigeria Integrated Infrastructure Master Plan (NIIMP), which runs from 2014 until 2043; and the Economic Recovery and Growth Plan (ERGP); a mid-term macroeconomic development agenda covering the period from 2017 to 2020. NIIMP is a broad infrastructure roadmap intended to strengthen multi-modal linkages, as well as institutional, legal and policy frameworks, to enhance key project delivery. Its transportation portfolio covers all segments, including rehabilitation of existing rail lines in Nigeria and construction of new tracks.</p>
National Environmental and Social Legislations and Regulations	There are environmental and social regulations pertinent to the proposed Kano-Maradi rail development project. In addition to some international environmental safeguard polices, treaties and conventions, key national regulations which are germane to the project are the Environmental Impact Assessment (EIA) Act Cap E12 LFN 2004; The Land Use Act Cap L5, LFN 2004 and Nigerian Urban and Regional Planning Act CAP N138, LFN 2004.
Environmental Impact Assessment (EIA) Act Cap E12 LFN 2004	<p>The EIA Act Cap E12 LFN 2004 (formerly known as EIA Decree No. 86 of 1992) makes Environmental Impact Assessment mandatory for all new major public and private projects in Nigeria. The Act sets out the general principles, procedures and methods of EIA in various sectors, and it gives specific powers to the FMEEnv to facilitate environmental assessment of projects. Specifically, Section 1 of the Act states that the objectives of any environmental impact assessment shall be:</p> <ul style="list-style-type: none"> Consider the likely impacts and the extent of these impacts on the environment before embarking on any project or activity. To establish, before a decision is taken by any person, authority, corporate body or unincorporated body including the government of the federation, state or local government intending to undertake or authorise the undertaking of any activity that may likely or to a significant extent affect the environment or have environmental effects, the extent of the effects of these activities on the environment. To promote the implementation of appropriate policy in all federal lands, states, and local government areas, consistent with all laws and decision-making processes through which the goals and objectives in paragraph (i) of this section may be realized. To encourage the development of procedures for information exchange, notification and consultation between organs and persons when proposed activities are likely to have significant environmental

Policy, Laws	Details
	<p>effects on boundary or on the environment of border towns or villages.</p> <p>To achieve these objectives, the Act stipulates that no public or private sector of the economy shall undertake or embark on any project without first carrying out an EIA study. The proposed Kano-Maradi rail line project is a fundamental development project that is expected to, in addition to its key potential benefits, adversely impact on the environment. Therefore, full compliance with the EIA Act is required. The EIA guidelines (procedural and sectoral) issued by the FMEEnv apply to all project activities for the development of this project.</p>
The Land Use Act Cap L5, LFN 2004	<p>The Land Use Act of 2004 CAP L5 (formerly Land Use Decree No. 6 of 1978), the Constitution of 1999 and the Public Lands Acquisition Laws of the States of the Federation make up the governing policy for land acquisition in Nigeria and these enable the State to acquire land (that is, to abrogate leases and other authorizations to occupy land). The Act vests all land in each State of the Federation (except land already vested in the Federal Government of Nigeria or its agencies) in the Governor of the State. It makes the State Government the authority for allocating land in all urban areas for residential, agricultural, commercial and other purposes, while it confers similar powers regarding non-urban areas on the local governments in such cases. The Governor of a State can revoke a right of occupancy for overriding public interest. The right for building of residential and other structures, farmlands, and shrines for traditional worship, among others, are rights permitted under Section 51 of the Land use Act.</p>
National Environmental Standards & Regulations Enforcement Agency (NESREA) Act, 2007	<p>The following National Environmental Standards and Regulations Enforcement Agency (NESREA) regulations are related to the rail line project:</p> <p><u>National Environmental (Sanitation and Wastes Control) Regulations, S. I. No. 28 of 2009:</u> The purpose of this regulation is to provide the legal framework for the adoption of sustainable and environment friendly practices in environmental sanitation and waste management to minimize pollution during project implementation.</p> <p><u>National Environmental (Noise Standards and Control) Regulations, S. I. No. 35 of 2009:</u> The main objective of the provisions of this regulation is to ensure serenity of the human environment or surrounding and their psychological well-being by regulating noise levels, which could be impacted by anthropogenic or industrial activities.</p> <p><u>National Environmental (Soil Erosion and Flood Control) Regulations, S. I. No. 12 of 2011:</u> The objective of this regulation is to control all earth-disturbing activities, practices or developments for non-agricultural, commercial, industrial and residential purposes.</p> <p><u>National Environmental (Construction Sector) Regulations, S. I. No. 19 of 2011:</u> The purpose of this regulation is to prevent and minimize pollution of the Nigerian environment from the impacting activities of construction, decommissioning and demolition activities.</p> <p><u>National Environmental (Surface and Groundwater Quality Control) Regulations, S. I. No. 22 of 2011:</u> The National Regulations on Surface and Groundwater Quality Control are intended to restore, enhance, and preserve the physical, chemical and biological integrity of the nation's water resources, and to maintain existing water uses.</p> <p><u>National Environmental (Electrical/Electronic Sector) Regulations, S. I. No. 23 of 2011:</u> The main objective of this regulation is to ensure that best practices are applied in order to safeguard the Nigerian environment against pollution hazards from Waste Electrical and Electronic Equipment that may be deployed for use especially at the operation phase of the Kano-Maradi rail project.</p>

Policy, Laws	Details
<i>Nigerian Urban and Regional Planning Act CAP N 138, LFN 2004</i>	<p>The Urban and Regional Planning Act is aimed at overseeing realistic, purposeful planning of the country to avoid overcrowding and poor environmental conditions. In this regard, the following sections apply:</p> <ul style="list-style-type: none"> • Building and construction plan must be drawn and submitted for approval (Section 30 (3)). <p>Planting of trees for environmental conservation (Section 72)</p>
<i>Harmful Waste (Special Criminal Provisions) Act Cap H1 LFN 2004</i>	<p>The Harmful Waste (Special Criminal Provisions) Act 1988 now Cap H1 LFN of 2004 prohibits activities relating to harmful wastes; and these include the carrying, depositing and dumping of harmful waste on any land and territorial waters of Nigeria, contiguous zone or Exclusive Economic Zone of Nigeria or its inland waterways. The Act, without prejudice to the provisions of the Customs, and Excise Tariff, among others enactments, or law, prohibits all activities relating to the purchase, sale, and importation. The proposed project will generate some hazardous wastes during construction phase. These include oil waste and related materials like oily rags, filters and spent lead acid batteries during repair and or maintenance of construction equipment and vehicles. This waste requires proper handling and disposal in accordance with the applicable requirements of this Act.</p>
<i>The Endangered Species Act, CAP E9, LFN 2016</i>	<p>This Act (formerly known as Endangered Species Act Cap E9, LFN 2004 now revised) focuses on the protection and management of Nigeria's wildlife and some of their species in danger of extinction because of over exploitation. The following sections are important to the project:</p> <ul style="list-style-type: none"> • Section 1 prohibits, except under a valid license, the hunting, capture or trade in animal species, either presently or likely, in danger of extinction. • Section 5 defines the liability of any offender under this Act. • Section 7 provides for regulations to be made necessary for environmental prevention and control as regards the purposes of this Act. <p>Certain sections of the line route of this project will pass through natural areas that serve as wildlife habitats, which will be impacted by the project. Hence, the project activities shall be carried out to comply with major provisions of this Act.</p>
<i>Labour Act, Cap L1, Laws of the Federation of Nigeria 2004</i>	<p>This Act is the principal and most direct legislation on employment matters in Nigeria. It is a piece of legislation, which seeks to protect the employment rights of individual workers and it includes matters such as classification of worker types, wages, contracts, employment terms and conditions, and recruitment. Additional legal frameworks for labour administration in Nigeria are:</p> <ul style="list-style-type: none"> • Trade Disputes Act, Cap T8, LFN, 2004 • Trade Disputes (Essential Services) Act, Cap T9, LFN, 2004 • Trade Unions (Amended) Act, 2005. • National Minimum Wage Act, 2019 • Employment Compensation Act, 2010 • ILO Conventions, Recommendations and Protocols
<i>National (Public) Health Act 2014</i>	<p>In Nigeria, the Public Health Law such as the Nigeria National Health Act 2014 provides justification for the execution of developmental projects under guidelines that promote health by protecting the environment and safeguarding humans' health. The Public Health Laws empower Medical Officers of Health (operating at the local government council, under the supervision of the State and Federal Ministries) to ensure the promotion of good health.</p>

Policy, Laws	Details
The Water Resources (Amendment) Act, 2004	<p>This Water Resources Act Cap. W2, Laws of the Federation of Nigeria 2004 (now Water Resources (Amendment) Act, 2016 is an Act of the Parliament of the Federal Republic of Nigeria. This Act vests the right to use and control all surface and groundwater and all water in any watercourse affecting more than one state, together with the banks and beds thereof, in the Federal Government, which shall promote planning, development and use of Nigeria's water resources; coordinate activities likely to influence the quality, quantity, use, distribution and management of water. Also, the federal government under the Act, shall apply appropriate standards and techniques for use, and protection.</p>
Other Applicable Legislations and Policies	<ul style="list-style-type: none"> • Africa Development Bank Safeguards • Basel Convention on Trans-Boundary Movement of Hazardous Wastes and their Disposal, • Climate Change Act 2021 • Employee Compensation Act of 2010 • Environmental Impact Assessment Sectoral Guidelines for Infrastructures 1995. • Fire Service Act 1981 • Kano State Environmental Pollution Control law of 2022 • Kyoto Protocol, • National Environmental Health Practice Regulation act 27 of 2016, • National Environmental Protection (Management of Solid and Hazardous Waste) Regulation, FEPA/FMEnv S.1.15 (1991) • National Inland Waterways Act • National Policy on Occupational Safety and Health, 2016 • Natural Resources Conservation Act CAP 286 LFN 1990 • Nigerian Energy Transition plan (2022) • Paris Agreement, • Penal Code Act CAP 53 LFN, 2008 • Public Health Law Cap 103 LFN 1990 • United Nations Framework Convention on Climate Change (1992)
State Environmental Regulations and Laws	<p>In accordance with Section 24 of the defunct FEPA Act, Chapter 131 of the Laws of the Federal Republic of Nigeria, 1990, the State Environmental Protection Edicts were enacted. The Edict empowers the State Environmental Protection Agencies (SEPA) to establish such environmental criteria, guidelines/specifications, or standards for the protection of the state's air, lands and waters as may be necessary to protect the health and welfare of the people. The functions of SEPA among others include:</p> <ul style="list-style-type: none"> • Routine liaison and ensuring effective harmonization with the FMEnv in order to achieve the objectives of the National Policy on the Environment. • Co-operate with the FMEnv and other related regulatory agencies in the promotion of environmental education. • Be responsible for monitoring compliance with waste management standards; and • Monitor the implementation of the EIA and Environmental Audit Report (EAR) guidelines and procedures on all developmental policies and projects within the State.

Policy, Laws	Details
	All the state's environmental protection issues, with respect to this project, are under the supervision of Jigawa, Kano and Katsina States Ministries of Environment and their agencies.
State Land Legislations	<p><i>a. Kano State Land Laws, Regulations, and Institutions</i></p> <p>The Kano State Bureau for Land Management office is responsible for the management of land in Kano State. Kano State has a Land Use Act, which was developed in 2016 to empower the state Bureau for Land Management for the management of land in the State. The Bureau's mandate is to strengthen land administration (acquire, prepare land documents, allocate and register all land transactions), physical planning of non-urban centers in the State, land acquisition, compensation, and management of land conflict. Kano State Ministry of Physical Planning is also a regulatory body which has a major stake in this project with respect to land acquisition and land use.</p> <p><i>b. Katsina State Land Laws, Regulations, and Institutions</i></p> <p>Katsina State Ministry of Land, Survey and Environment is the major body responsible for land advisory, land allocation and certification, resettlement, and implementation of land policies in the State. However, Katsina Urban Planning and Development Authority (KUPDA) is a subsidiary of the ministry that deals with land issues and developmental structures in urban cities. The local government has land departments responsible for certifying land ownership prior to confirmation from the State ministry, which shows legal possession of land by individuals in the State.</p> <p><i>c. Jigawa State Land Laws, Regulations, and Institutions</i></p> <p>Jigawa State in 2021 enacted the Jigawa Land Use Act. The Jigawa State Ministry of Land and Survey and the Ministry of Urban and Regional Planning are responsible for making policies and laws regarding land ownership in Jigawa State. These agencies are responsible for processing certificates of ownership, the statutory certificate for intending landowners, enumeration, and compensation. A land advisory committee is also set at the local government level to advice on land-related matters. The committee comprises representatives from the traditional leaders, ministry of Agriculture, Ministry of Environment (land department), security agencies and religious leaders.</p>
Local Government Areas Byelaws on Environmental Health	The route of the proposed rail line project passes through 18 local governments across the three states. The Byelaws on Environmental Health and Sanitation of the Local Government Authorities, which ensure environmental management, protection and cleanliness for the general well-being of the people in the LGAs, are in place. The LGAs, through its Environmental Health Officers are also responsible, in collaboration with other agencies of government in the states, for the implementation of water and sanitation law.

• **NIGER REGULATIONS**

The specific requirements on information and consultation in the Environmental and Social Impact assessment (ESIA) process in Niger are included in Law 2018-28 of 14 May 2018. Article 22 requires that project proponents effectively and continuously engage people and communities affected by potential projects to ensure that issues or concerns relating to the Project are addressed in the design and implementation of projects. Proponents are required to engage all impacted and influencing stakeholders, including potentially affected communities, competent national and local authorities, NGOs, civil society organizations civil society and other groups at the appropriate stages of the project. Other key legislation relating to public participation includes:

Table 3-2 Nigerien Policy and Laws

Policy, Laws	Details
Law No. 98-56 of December 29, 1998	on the framework law relating to environmental management;
Law No. 61-37 of November 24, 1961	regulating expropriation for public utility and temporary occupation, amended and supplemented by Law No.2008-37 of July 10, 2008;
Decree No. 2019-027/PRN/MES U/DD of January 27, 2019	determining the terms of application of Law No. 2018-28 of May 14, 2018 determining the fundamental; government under the Act, shall apply appropriate standards and techniques for use, and protection.
Decree No. 2009-224/PRN/MU/H of August 12, 2009	setting the terms of application of the special provisions of Law No. 61-37 of November 24, 1961 regulating expropriation for public utility and the temporary occupation amended and supplemented by Law No. 2008-37 of July 10, 2008, relating to the involuntary displacement and resettlement of populations.

3.2 LENDERS E&S REQUIREMENTS

• AFRICAN DEVELOPMENT BANK'S INTEGRATED SAFEGUARDS SYSTEM

The ten E&S OSs set out the requirements for Borrowers relating to the identification and assessment of E&S risks and impacts associated with operations supported by the Bank. The Bank believes that the application of these safeguards, by focusing on the identification and management of E&S risks and impacts, will support the Borrowers' goal of protecting communities and the environment from unintentional harm, as well as sustainably reducing poverty and increasing prosperity for the benefit of the environment and communities. The E&S OSs will support Borrowers towards: (i) achieving good GIIP relating to E&S sustainability; (ii) fulfilling their national and international E&S obligations; (iii) enhancing non-discrimination, transparency, participation, accountability, and governance; and (iv) enhancing the sustainable development outcomes of projects, activities, and other initiatives through ongoing stakeholder engagement.

The ten E&S OSs establish the standards that Borrowers shall meet, as appropriate, in projects, activities, and initiatives supported through Bank financing throughout the life cycle of operations, as follows:

- E&S OS 1 (OS1): Assessment and Management of Environmental and Social Risks and Impacts
- E&S OS 2 (OS2): Labour and Working Conditions
- E&S OS 3 (OS3): Resource Efficiency and Pollution Prevention and Management
- E&S OS 4 (OS4): Community Health, Safety and Security
- E&S OS 5 (OS5): Land Acquisition, Restrictions on Access to Land and Land use, and Involuntary Resettlement
- E&S OS 6 (OS6): Habitat and Biodiversity Conservation and Sustainable Management of Living Natural Resources
- E&S Operational Safeguard 7 (OS7): Vulnerable Groups
- E&S Operational Safeguard 8 (OS8): Cultural Heritage
- E&S Operational Safeguard 9 (OS9): financial Intermediaries.
- E&S Operational Safeguard 10 (OS10): Stakeholder Engagement and Information Disclosure.

OS1 applies to all projects, activities, and other initiatives for which Bank financing is sought. OS1 establishes the importance of: (i) the Borrower's existing Environmental and Social Framework in addressing the risks and impacts of the project; (ii) an integrated ESA to identify the risks and impacts of a project, activity, or other initiative; (iii) effective stakeholder engagement through the disclosure of relevant information, consultation, and effective feedback; and (iv) the management of E&S risks and impacts, including climate risk and adaptation, by the Borrower throughout the lifecycle of operations. The Bank requires that all E&S risks and impacts including climate vulnerability and adaptation of the operations be addressed as part of the ESA conducted in accordance with OS1.

OS2 to OS10 complement OS1 and set out the obligations of the Borrower in identifying and addressing E&S risks and impacts that may require particular attention. These OSs establish objectives and requirements to maximize positive impacts and to avoid, minimize, reduce, and mitigate risks and adverse impacts, and where significant residual impacts remain, to compensate for or offset such impacts. OS5 covers involuntary resettlement (previously covered by OS2 under the 2013 ISS, which had replaced and superseded the Involuntary Resettlement Policy of 2003).

The Bank's Policy on Disclosure and Access to Information reflects its commitment to transparency, accountability, and good governance, and applies to the entire ISS. It includes the disclosure obligations that relate to the Bank Group's operations.

- **OTHER PERFORMANCE STANDARDS**

The International Finance Corporation Performance Standards (IFC PS) on Environmental and Social Sustainability are considered a benchmark for good practice for environmental and social risk management in private sector developments. The IFC PSs require that clients engage affected communities through disclosure of information, consultation, and informed participation, in a manner commensurate with the risks to and impacts of the Project on the affected communities.

The IFC PSs include specific guidance on conducting stakeholder engagement both during the planning phase and through the project lifecycle.

Other standards that will be considered in the development of this SEP are:

- IFC/World Bank Environmental, Health, and Safety (EHS) General Guidelines (IFC, 2012); and
- IFC EHS Guidelines for Railways.
- Equator Principles
- OECD Common Approaches

- **INTERNAL CORPORATE REQUIREMENTS**

Nigerian Social Legislation

In the consideration of Nigerian social legislation, the acts and/or policies considered to be relevant to the proposed Project include:

- I. Labour Act Cap L1, LFN 2004: The Labour Act is the primary law protecting the employment rights of individual workers. The Act covers protection of wages, contracts, employment terms and conditions, and recruitment; and classifies types of workers and special workers.
- II. Violence Against Persons (Prohibition) Act, 2005: The Violence Against Persons (Prohibition) Act (VAPP) was passed into law in May, 2015. The Act was necessitated as a result of agitations for protection of persons against different forms of violence. The Act has strengthened advocacy against rape, female genital mutilation, partner battery, stalking, harmful widowhood practices while prohibiting all forms of violence, including physical, sexual, psychological, domestic, harmful traditional practices and discrimination against persons. It also provides maximum protection and effective remedies for victims and punishment of offenders.
- III. Trafficking in Persons (Prohibition) Enforcement and Administration Act, 2015

The objectives of this Act are to:

- (a) provide an effective and comprehensive Legal and Institutional framework for the prohibition, prevention, detection, prosecution and punishment of human trafficking and related offences in Nigeria;
- (b) protect victims of Human Trafficking; and
- (c) promote and facilitate National and International co-operation in order to meet the Objectives set out in paragraphs (a) and (b) of this Section.

The Act established the National Agency for the Prohibition of Trafficking in Persons, among other functions, to:

co-ordinate and enforce all other Laws on Trafficking in Persons and related offences;
establish co-ordinated preventive, regulatory and investigatory machinery geared towards the eradication of trafficking in persons;
investigate all cases of trafficking in persons including forced labour, child labour, forced prostitution, exploitative labour and other forms of exploitation, slavery and slavery-like activities, bonded labour, removal of organs, illegal smuggling of migrants, sale and purchase of persons;
enhance the effectiveness of Law Enforcement agents and other partners in the suppression of trafficking in persons;
create public enlightenment and awareness through seminars, workshops, publications, radio and television programmes and other means aimed at educating the public on the dangers of trafficking in persons.

- IV. National Gender Policy, 2006

Nigeria put together the National Gender Policy in 2006. Its overall goal is to promote the welfare and rights of Nigerian women and children in all aspects of life: political, social and economic. The policy seeks to plan, coordinate, implement, monitor and evaluate the development of women in the country. In concrete terms, the National Gender Policy in Nigeria focus on:

- Contribution towards women's empowerment and the eradication of unequal gender power relations in the workplace and economy, in trade unions and in broader society;
- Encouragement of the participation, support and co-operation of men in taking shared responsibility for the elimination of sexism and redefining of oppressive gender roles;
- Increase the participation of women in leadership and decision-making;
- Ensure that through labour legislation and collective bargaining, the particular circumstances of women are considered and that measures are promoted to eliminate discrimination on the basis of gender;
- Ensure that there is a gender perspective in all sectors of development.

4 STAKEHOLDERS IDENTIFICATION

Stakeholders include individuals or groups that may influence or be impacted by the Project, described as follows:

“A stakeholder is any person, group of persons, or organization on which the Project (or activity) has an actual or potential, direct or indirect, positive or negative impact, or one that has an actual or potential, direct or indirect, positive or negative impact on the Project (or activity)”.

4.1 STAKEHOLDER IDENTIFICATION

The objective of stakeholder identification is to establish which organisations and individuals may be directly or indirectly affected (positively and negatively) by, or have an interest in, the Project. Stakeholder identification is an on-going process, involving regular review and the updating of the stakeholder register as the Project proceeds.

Stakeholders identified to date for inclusion in engagement activities meet one of the following criteria:

Have an interest in the Project;

Would potentially be impacted by or have an influence on the Project(negatively or positively); or

Could provide commentary on issues and concerns related to the Project.

Table 4-1 provides an overview of stakeholder groups that were identified during the development of the ESIA.

4.2 STAKEHOLDER GROUPS

Table 4-1: Stakeholders Identified, Disaggregated by Level and Group

Group	Stakeholders	Country	
		Nigeria	Republic of Niger
National governmental authorities and representatives	Federal Ministry of the Environment (FMENV)	-	
	National Environmental Standards and Regulations Enforcement Agency (NESREA)	-	
	Federal Ministry of Transport	-	
	Federal Ministry of Works and Housing	-	
	Federal Ministry of Agriculture and Food Security	-	
	Federal Ministry of Water Resources, in particular the Nigeria Hydrological Services Agency	-	
	Federal Ministry of Lands, Housing and Urban Development	-	
	Federal Ministry of Interior, in particular the Nigeria Immigration Service	-	
	State Security Service	-	
	Nigeria Police Force	-	
	Federal Road Safety Corp	-	
	Federal Inland Revenue Service	-	
	Bureau of Public Enterprises	-	
	Ministry of Environment		-
	National Environmental Assessment Office (NEAO)		-
	Ministry of Transport, including Directorate of Traffic and Road Safety		-
	Ministry of Agriculture and Rural Development		-
	Ministry of Land and Housing		-
	Ministry of Equipment		-
	National Guard of Niger		-
National Gendarmerie		-	
State / regional governmental authorities and representatives	State Ministries of the Environment in Kano, Katsina and Jigawa	-	
	State Ministries of Transport in Kano, Katsina and Jigawa	-	
	State Ministry of Agriculture and Rural Development in Kano, Katsina and Jigawa	-	

Group	Stakeholders	Country	
		Nigeria	Republic of Niger
	Kano State Stock Route Demarcation Committee	-	
	State Ministry of Land, Housing and Urban Development in Kano, Katsina and Jigawa	-	
	Department of State Security in Kano, Katsina and Jigawa	-	
	Division of the Nigeria Police Force in Kano, Katsina and Jigawa	-	
	Division of the Federal Road Safety Corp in Kano, Katsina and Jigawa	-	
	Regional Council of Maradi		-
	Regional Directorate of Environment		-
	Regional Directorate of Transport, including Regional Directorate of Traffic and Road Safety		-
	Regional Directorate of Agriculture and Rural Development		-
	Regional Directorate of Land and Housing		-
	National Guard of Niger – Sub-Division of Maradi Region		-
	National Gendarmerie – Sub-Division of Maradi Region		-
Local and traditional governmental authorities and representatives	Local government councils for each of the Project-affected Local Government Areas (LGAs), including Local Government Chairmen and their support staff	-	
	Traditional leaders in each of the Project-affected LGAs, including members of emirate councils (e.g. emirs), district heads, village heads and ward heads	-	
	Local government for each of the Project-affected municipalities, including Mayors and their support staff		-
	Traditional leaders in each of the Project-affected municipalities, including chiefs		-
Project-affected communities	Project-affected communities (PACs) as a whole (Affected Communities tables below)	-	-
	People affected by physical or economic displacement – Project-affected persons (PAPs) – from the PACs	-	-
	Livelihood groups within the PACs (e.g. pastoralists and others engaged in livestock rearing, crop farmers, business owners and individual traders)	-	-
	Religious leaders of the PACs	-	-
	Women’s groups/associations in the PACs	-	-
	Youth groups/associations in the PACs	-	-
	Associations in the PACs which represent vulnerable persons, including women, youths, people with disabilities, those who are Fulani or Tuareg by ethnicity etc	-	-

Group	Stakeholders	Country	
		Nigeria	Republic of Niger
Civil society, including national non-governmental organisations and trade unions	Green Nigeria Foundation	-	
	Life and Peace Development Organisation (LAPDO)	-	
	Society for Women's Development and Empowerment of Nigeria (SWODEN)	-	
	Youth and Environmental Development Association (YEDA)	-	
	All Farmers Association of Nigeria (AFAN)	-	
	Miyetti Allah Cattle Breeders Association (MACBAN)	-	
	National Union of Road Transport Workers (NURTW)	-	
	Organisation for the Protection of the Environment and Well-Being (Aghirin'man)		-
	Life and Development Association (AVD)		-
	Women, Actions and Development (FAD)		-
	Young Volunteers for the Environment (JVE)		-
	Federation of Cooperatives of Peasant Groups From Niger (MOORIBEN)		-
The Association for the Revitalisation of Livestock in Niger (AREN)		-	
Local public services	Representatives of health facilities within the PACs	-	-
	Representatives of educational facilities within the PACs	-	-
Local enterprises	Businesses engaged in sale of goods such as aggregates and other construction materials (e.g. quarrying companies, steel manufacturers), equipment, food, cleaning products, drugs and other medical supplies	-	-
	Businesses engaged in the provision of services such as construction (e.g. earthworks), transport/logistics, catering, cleaning and laundry	-	-
Research institutes / academia	Agricultural Research Council of Nigeria	-	
	National Agricultural Research Institute of Niger (INRAN)		-
International organisations	United Nations Children's Fund (UNICEF) – Country Offices	-	-
Media	Nigerian Television Authority (NTA)	-	
	Radio Jigawa	-	
	Radio Kano	-	
	Vision FM Katsina	-	
	Télé Sahel		-

Group	Stakeholders	Country	
		Nigeria	Republic of Niger
	The Voice of the Sahel Maradi		-

Table 4-2: Tables of the Project Affected Communities (PACs) by State and Section.

Jigawa State (Kazaure-Daura)

S/N	Community
1	Agangaro 2
2	Badori
3	Bandutse
4	Bengel
5	Chadi
6	Fago
7	Firji
8	Fitare
9	Furtawa
10	Gamji
11	Gurjiya Bojo
12	Jiba
13	Kanti Yamma
14	Katogi
15	Kwarare
16	Sabuwar Jawo
17	Sabuwar Yola
18	Takwasa
19	Wailare
20	Yadaganmu

Katsina State (Daura-Jibia)

S/N	Community
1	Daddara
2	Durbi Takusheyi
3	Gurjiya
4	Kayauki
5	Magajin Zaure
6	Magama
7	Muduru
8	Qarau
9	Rimin Guza
10	Tambu
11	Danheji
12	Katsina

S/N	Community
13	Kayawa
14	Kusa
15	Makurda
16	Mashi
17	Mazoji
18	Shargalle Sirika
19	Shargalle Yamel
20	Shinkafi
21	Yandaki

Jigawa State (Yargaya- Dutse)

S/No.	Community
1	Balan
2	Danlassan
3	Dundubus
4	Duru
5	Fanidau
6	Fanisau Bayan Camp
7	Gamoji
8	Garidau
9	Gurum
10	Jemagu
11	Kara
12	Karnaya
13	Kausani
14	Maimakawa
15	Shagogo
16	Warawa
17	Wudilawa
18	Yandalla
19	Yargaya
20	Zabuwa

Kano State (Yargaya-Dawanau)

S/No.	Community
1	Kuyan Tainna
2	Behun
3	Danbare

4	Danfami
5	Dangwauro
6	Dausayi
7	Dawanau Kasuwa
8	Fagenkawo
9	Gadama
10	Kudun Dufawa
11	Limawa
12	Rigafada
13	Rimin Gata
14	Rimin Zakara
15	Ungwar Duniya
16	Waratala
17	Yankusa
18	Yansango
19	Yargaya
20	Zawachicki

Kano State (Dawanau-Kazaure)

S/No.	Community
1	Bichi
2	Dambatta
3	Dawakin Tofa
4	Makoda
5	Minjibir
6	Kazaure
7	Roni

Republic of Niger

S/No	Community
1	Djiratawa
2	Safo
3	Dan Issa

• **VULNERABLE GROUPS**

Within a community, there may be individuals or groups of people who – by virtue of their race, age, gender, ethnicity, language, level of education, sickness, physical or mental disability, religion, political or other opinion, nationality, economic circumstances or dependence on unique natural resources – may be less able to cope with or adapt to the adverse impacts and risks caused by the Project, or less able to take advantage of Project-related benefits and opportunities.

During the social baseline surveys undertaken as part of the preparation of the Project's ESIA, a number of groups in the PACs were identified as vulnerable. Table 2-3: Vulnerable Groups Identified in the PACs presents the vulnerable groups identified, alongside a summary explanation of the reasons for their vulnerability. Further details about the groups outlined in Table are available in Project's ESIA Report.

Table 4-3: Vulnerable Groups Identified in the PACs

Group	Reasons for Vulnerability
Women	Women in the PACs face several challenges including a limited role in politics and decision-making, low levels of school attendance, limited access to maternity services, rape and other forms of gender-based violence (GBV), differential access to land as a result of religious inheritance practices, competition and conflicts in polygamous household settings and the burden of fulfilling multiple responsibilities on behalf of the household (both domestic- and work-related). Certain categories of women, namely female heads of households, may be particularly vulnerable, owing to additional challenges surrounding access to rental property, discrimination and so forth.
Youths	Youths in the PACs face a number of challenges including high levels of unemployment, low levels of literacy and, in the context of some communities, a limited role in politics and decision-making. Unemployment is a particularly significant concern, which underpins a number of other issues including frustration, substance abuse and involvement in crime.
Persons with disabilities	Such persons may experience difficulties in terms of accessing health services, education and employment, and may also be subject to disability-based discrimination and stigmatisation.
The elderly	Such persons may be subject to negative stereotypes and age-based discrimination (65 and above), experience feelings of isolation and loneliness and lack socialsecurity support.
Members of the Fulani and Tuareg ethnic groups	The livelihoods of the Fulani predominantly revolve around cattle rearing and thus their income is highly dependent upon access to land, much of which is owned by members of the Hausa ethnic group. Tuareg are typically regarded as settlers and thus they may encounter challenges in seeking access compensation for land and/or other assets affected by the Project by those who regard themselves as the original inhabitants of the Project area.

	In addition to the above, is important to note that the lifestyles of the Fulani, though increasingly sedentary, are traditionally nomadic or semi-nomadic and thus they may encounter difficulties in accessing information about developments affecting their community (such as the Project) and participating in community decision-making.
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Consistent with the requirements of GIIP, additional measures will be implemented to ensure that the stakeholder engagement activities undertaken by the Project are inclusive, help to ensure that information is adequately disclosed to vulnerable individuals and groups and enable such stakeholders to participate in the Project-related stakeholder engagement activities equal to other members of the PACs. These measures are further elaborated in Section 6.3

4.3 STAKEHOLDER ANALYSIS

A systematic analysis of the identified stakeholders is important to better understand their respective concerns and to develop an appropriate approach for engagement. This section describes how the stakeholders are assessed based on their category and area of interest, as well as their role in processes which may affect activities. This mapping exercise drew on knowledge of the Project area of MENG and from other ESIA's in Nigeria and the Republic of Niger.

A stakeholder mapping exercise has been carried out to support the stakeholder analysis and to help develop an appropriate approach to engagement. This map aims to provide a visual representation of people, groups or organisations who can influence or be interested in the Project as a whole. The stakeholder map is based on the following benchmarks:

- Influence on the Project (rated by high, medium, low): Influence refers to the power that the stakeholders have in relation to decisions either taken by, or affecting the Project. This power may be in the form of stakeholders that have formal control over the decision-making process or it can be informal in the sense of protesting against, blocking or allowing Project operations to continue. It is also important to map those stakeholders whose interests determine them as stakeholders, i.e. may be directly involved with the Project or have something to either gain or lose because of Project implementation. Understanding stakeholder level of interest can help clarify the motivations of different actors and the ways in which they might be able to influence the Project.
- Interest in and impact on the Project (rated by high, medium, low). Impact refers to the consequences for the stakeholder of undertaking the Project in relation to their environment, socio-economic and cultural context. The level of impact also influences affected stakeholder's interest in the Project; the higher the level of impact, the higher the interest in the way impacts are being addressed.

Positions of stakeholders may change over time as the Project progresses. The assessment of stakeholder influence, interest and impact, as well as perception, will be reviewed and updated as appropriate. In addition, any new stakeholder identified will be added into the analysis.

Stakeholders have been mapped according to interest, influence and impact. Figure 2-1 provides a high-level overview of the outcome of the stakeholder mapping.

Figure 4-1- Stakeholder Mapping

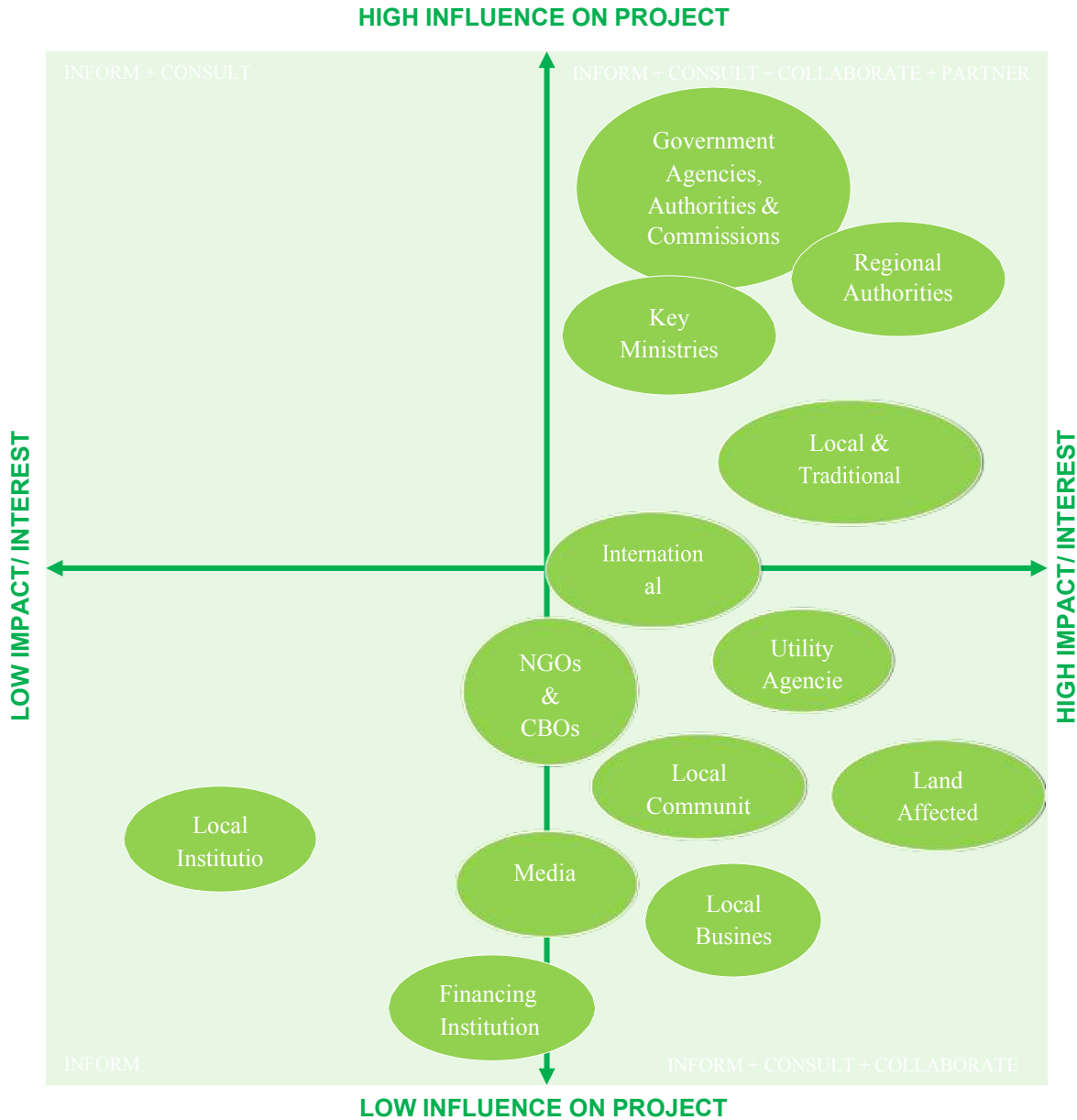


Table 4-4 provides the information of the broad categories of Stakeholders, their specific areas of influence on the project over its lifecycle, and the roles and responsibilities they could or should play to contribute to the success of the project for their own benefits.

Table 4-4: Broad categories of Stakeholders and their areas of interest

Group	Stakeholders	Category	Area of Interest	Country	
				Nigeria	Republic of Niger
	Federal Ministry of the Environment (FMEEnv)	Regulator	Compliance with national Environmental laws & regulations	x	
	National Environmental Standards and Regulations Enforcement Agency (NESREA)	Regulator	Compliance with national Environmental laws & regulations	x	
	Federal Ministry of Transportation	Institutional	Implementation of E&S Safeguards	x	
	Federal Ministry of Works and Housing	Institutional	RAP preparation & implementation (ROW management)	x	
	Federal Ministry of Agriculture and Food Security	Institutional	Livelihood of affected farmers and herders	x	
	Federal Ministry of Water Resources, in particular the Nigeria Hydrological Services Agency	Institutional	Sustainable use of water	x	
	Federal Ministry of Interior, in particular the Nigeria Immigration Service	Institutional	Internal security and, immigration issues	x	
National	State Security Service	Institutional	Internal security	x	
	Nigeria Police Force	Institutional	Internal security	x	
	NSCDC		Security of critical infrastructure	x	
	Federal Road Safety Corp	Institutional	Road traffic control during project implementation	x	
	Federal Inland Revenue Service	Institutional	Taxes	x	
	Bureau of Public Enterprises	Institutional	Infrastructure privatization	x	
	Infrastructure Concession and Regulatory Commission (ICRC)	Institutional	Infrastructure concession	x	
	Nigeria Railway Corporation (NRC)	Institutional	Project operations	x	
	Ministry of Environment	Institutional	Compliance with national Environmental laws & regulations		x
	National Environmental Assessment Office (NEAO)	Institutional	Compliance with national Environmental laws & regulations		x
	Ministry of Transport, including Directorate of Traffic and Road Safety	Institutional	Road traffic control during project implementation		x
	Ministry of Agriculture and Rural Development	Institutional	Livelihood of affected farmers and herders		x

Group	Stakeholders	Category	Area of Interest	Country	
				Nigeria	Republic of Niger
	Ministry of Land and Housing	Institutional	RAP preparation & implementation (ROW management)		x

5 STAKEHOLDER ENGAGEMENT TO DATE

This Section provides a summary of the stakeholder engagement disclosure activities undertaken during the ESIA process so far. This includes a description consultation undertaken during the ESIA, and the development of a Grievance Response Mechanism (GRM). An overview of the key issues raised by stakeholders during both scoping and ESIA phases is also provided.

All engagements have been conducted in a culturally appropriate manner, by involving the representatives of each community in the preparation of the meetings and accounting for the participation of women. Scoping engagement was undertaken before COVID-19 pandemic while ESIA engagement had to adapt to the new situation and restrictions. In this regard face-to-face engagements were minimised and the organisation of public meetings was replaced with meetings with community representatives.

A number of steps were taken to ensure the safety of all those involved (both stakeholders and consultants), including:

- holding activities involving large groups of people (e.g. the scoping workshops described below) in the capital cities of the Project-affected states, which are at less risk of security issues; and

- outside of the capital cities, hiring security personnel to accompany the consultants, particularly when travelling between the Project-affected states.

5.1 SCOPING ACTIVITIES

Scoping workshops in Nigeria were organised and held at the state capitals of the three affected states in Nigeria; namely Dutse (Jigawa State), Kano (Kano State) and Katsina (Katsina State). In Jigawa, the scoping workshop was held at Dutse Royal Hotel, Dutse, Jigawa State on Monday, 20th September, 2021. The Scoping Workshop for stakeholders in Kano State was held at the Grand Central Hotel, Kano on Tuesday, 21st September, 2021 while the workshop was held in Katsina on Thursday, September 23rd, 2021 at Education Resource Centre, opposite Katsina Museum, Katsina (refer to Table 5-1).

The scoping workshop for the project in Niger took place between December 23th to December 29th, 2021. The consultations/meetings held for the purpose of this project are summarized in Table below (Appendix 3- Attendance List)

Table 5-1: Scoping Activities

Meeting	Dated	Targets
Courtesy visit and collective meeting with stakeholders	December 23, 2021	Governorate - Technical Services
Scoping meeting	December 23, 2021	Experts – Nigeria team Decentralized authorities
Field visit and reconnaissance of the route	December 24, 2021	Team of experts and partners from Nigeria
Individual meetings with regional authorities and technical services	25, 26 and 27 December 2021	City Council and Regional Council of Maradi, Technical Services
Collective meeting	December 25 to 29, 2021	Municipal councils, Madarounfa Prefecture, Women's groups, Youth association

In Nigeria, prior to the workshops, invitation letters with the Project Background Information Document (BID) were sent to all the key stakeholders in the three states. These included ministries and government agencies at the federal, state and local government levels. The traditional rulers including the Emirs, and District Heads were pre-informed and invited. In addition, Non-Government Organisations, Civil Society Organisations, trade unions, and other interest groups were invited to be a part of the scoping exercise.

At the scoping workshop in Jigawa, 128 participants were present; 120 people attended the workshop in Kano and 84 attendees came to the workshop held in Katsina (Appendix 3- Attendance List). The scoping workshops were held in an open house format with adequate capacity for all attendees. Posters and banners about the Project were displayed at each of the venues while presentations were made in English and Hausa by the Allott Team. At the end of the presentation, participants were encouraged and given opportunities to express their views.

In Niger, prior to the environmental and social assessment process, direct communication were held as follows:

- meeting with the administrative authorities of Maradi region, which was held in February 2021 (Appendix 3- Attendance List),
- meeting with key technical services sectors, including environment, equipment, labour inspection, transportation and town halls.

Table 5-2 Scoping Workshops

State	Date	Location	No. of Participants	Group of Participants / Stakeholders
Jigawa	Monday, 20th September, 2021	Dutse Royal Hotel, Dutse, Jigawa State	128 (Male: 114, Female: 14)	<ul style="list-style-type: none"> • In attendance were representatives of: • National governmental authorities (e.g. Federal Ministry of Environment, National Environmental Standards and Regulations Enforcement Agency or NESREA); • Regional governmental authorities (e.g. state ministries of the environment, of agriculture and rural development); • Local governmental authorities (e.g. local government councils); • The Project-affected
Kano	Tuesday, 21st September, 2021	Grand Central Hotel, Kano	120 (Male: 108, Female: 12)	
Katsina	Thursday, September 23, 2021	Education Resource Centre, Opposite Katsina Museum, Katsina	84 (Male: 77, Female: 7)	

State	Date	Location	No. of Participants	Group of Participants / Stakeholders
				<p>communities (PACs) (e.g. traditional leaders including district heads and members of emirate councils);</p> <ul style="list-style-type: none"> • Civil society (e.g. trade unions such as the National Union of Road Transport Workers and AllFarmers Association of Nigeria, non-governmental organisations (NGOs) such as the Youth and Environmental Development Association (YEDA) and Society for Women's Development and Empowerment of Nigeria (SWODEN)); • Media (e.g. Radio Jigawa, Radio Kano,

State	Date	Location	No. of Participants	Group of Participants / Stakeholders
				Vision FM Katsina); and <ul style="list-style-type: none"> International organisations (e.g. United Nations Children’s Fund (UNICEF)).
Maradi	23-29 December 2021	4 communities: CU Maradi, Dan Issa, Madarounfa, Djirataoua and 10 villages: Farou, Dan Makao , Tachar Yan Maré, Doutsin Bégoua, Bakwassa, Guidan matché daya, Kiriya, Danja, Kéguelet Guidan Hardo	-	<ul style="list-style-type: none"> National governmental authorities Regional governmental authorities Local governmental The Project-affected communities (PACs) (e.g. traditional leaders including district heads and members of emirate councils);

Figure 5-1: Engagement with Stakeholders During the Scoping Phase of the Project's ESIA, Nigeria, September 2021



Figure 5-2: Workshop Undertaken As Part of the RAP Scoping Study, Nigeria, September 2021



Figure 5-3: Women 's groups participation during the Stakeholders meeting, Republic of Niger, December 2021



Figure 5-4: Kasaure Emir's Palaca Stakeholders meeting, Nigeria, December 2022



Figure 5-5: Maradi Stakeholders meeting, Republic of Niger, July 2023



Figure 5-6: Makoda LGA secretariat Stakeholders meeting, Nigeria, December 2023



Figure 5-7: Kunchi Quarry site Stakeholders meeting, Nigeria, February 2024



Figure 5-8: Unawar Dinya Stakeholders meeting, Nigeria, March 2024



5.2 STAKEHOLDER ISSUES

The major issues raised during the Scoping Workshop, which were a concern to the stakeholders, include the potential economic displacement of farmers from farmlands and impacts on their livelihood, and potential physical displacement and how to effectively mitigate the hardships that could result from physical and economic displacement. A summary of comments and key issues raised during the scoping workshops is provided in **Table. 5-3**. Other matters raised include fragmentation of communities and grazing routes, risk of train collisions with cattle, train-related accidents and other issues.

Table 5-3 Summary of Comments and Key Issues Raised during the Scoping Workshops

State / Commune	Summary of Comments and Key Issues Raised	Mitigation Measures/ Action Plan
Nigeria		
Jigawa	Representative of Jigawa State Commissioner of Police: Engagement of local youths in the project to reduce unemployment, which is a major cause of criminal activities.	Local Content Plan/ 92% of MENG workforce hired so far is Nigerian (March 2024)
	Women Leader (Hajiya Hadiza Abdulwahab): Women should be carried along throughout the project execution stages especially with respect to decisions and employment.	Plan for Gender Equality Mota-Engil/ GenderReport_2023/ 30% Women recruited or promoted to manager by 2026-MENG Goal (Sustainability Report)
	A security operative (Musa Muhammed) raised concern about land take, displacement and grievances; suggesting that compensation and grievance resolution mechanism should be put in place.	Grievance Management Procedure (MENG)
Kano	The Director of Kano State Stock Route (Dr. Saleh): Fragmentation of the international grazing routes by the rail line is a major concern. Mitigation Measures to address this should be at the project design phase.	PDM 14 (Project Design Mitigation- ESIA)- Overbridges will be placed at roads between key communities which allow for pedestrian and livestock to cross the railway line (preliminary design considers an overbridge distribution of approximately average distance of 3 km between 2 overbridges). The drainage provision (Culverts, pipes) at appropriate intervals along the railway line will also allow the crossing of cattle and wild animals, and in some instances allow the crossing of pedestrians/ Stakeholder Engagement Plan (MENG)
	MACBAN Representative: Potential impact on cattle, herdsmen should be well-addressed during planning and construction.	PDM 14 (Project Design Mitigation- ESIA)- Overbridges will be placed at roads between key communities which allow for pedestrian and livestock to cross the railway line (preliminary design considers an overbridge distribution of approximately average distance of 3 km between 2 overbridges). The drainage provision (Culverts, pipes) at appropriate intervals along the railway line will also allow the crossing of cattle and wild animals, and in some instances allow the crossing of pedestrians/ Stakeholder Engagement Plan (MENG)

State / Commune	Summary of Comments and Key Issues Raised	Mitigation Measures/ Action Plan
	<p>Representative of Kano Emirate Council: Displacement of farmers and livestock owners from grazing field should be handled with caution. Grievances redress mechanism should be put in place.</p>	<p>PDM 14 (Project Design Mitigation- ESIA)- Overbridges will be placed at roads between key communities which allow for pedestrian and livestock to cross the railway line (preliminary design considers an overbridge distribution of approximately average distance of 3 km between 2 overbridges). The drainage provision (Culverts, pipes) at appropriate intervals along the railway line will also allow the crossing of cattle and wild animals, and in some instances allow the crossing of pedestrians/ Stakeholder Engagement Plan (MENG)</p>
Katsina	<p>Sensitization campaigns for herders along the rail route should be embarked on so that there would not be cases of animal's crossing the rail line when it becomes operational.</p>	<p>PDM 14 (Project Design Mitigation- ESIA)- Overbridges will be placed at roads between key communities which allow for pedestrian and livestock to cross the railway line (preliminary design considers an overbridge distribution of approximately average distance of 3 km between 2 overbridges). The drainage provision (Culverts, pipes) at appropriate intervals along the railway line will also allow the crossing of cattle and wild animals, and in some instances allow the crossing of pedestrians/ Stakeholder Engagement Plan (MENG)</p>
	<p>All Farmers Association of Nigeria (AFAN) Representative: Compensation for displacement</p>	<p>Land Use Act 2004 Compensation. Livelihood Restoration Plan to be implemented</p>
	<p>The representation of Umaru Musa Yar'adua University Centre for Renewable Energy: Local content / engagement of local manpower at different phases of the project.</p>	<p>Local Content Plan/ 92% of MENG workforce hired so far is Nigerian (March 2024)</p>

State / Commune	Summary of Comments and Key Issues Raised	Mitigation Measures/ Action Plan
	The coordinator of Katsina Women Economic Empowerment Project: Women participation in the project	Plan for Gender Equality Mota-Engil/ GenderReport_2023/ 30% Women recruited or promoted to manager by 2026-MENG Goal (Sustainability Report)
	Deputy Commandant of Nigeria Security and Civil Defence Corps Security issues should be addressed by liaising with security operatives and investment in security outposts.	Grievance Management Procedure (MENG)/ Stakeholder Engagement Plan (MENG)/ Resettlement Management Committee (RMC)
	The representatives of Katsina Livestock Development Project: Mitigation plan for livestock in the project area, which are likely to be impacted.	PDM 14 (Project Design Mitigation- ESIA)- Overbridges will be placed at roads between key communities which allow for pedestrian and livestock to cross the railway line (preliminary design considers an overbridge distribution of approximately average distance of 3 km between 2 overbridges). The drainage provision (Culverts, pipes) at appropriate intervals along the railway line will also allow the crossing of cattle and wild animals, and in some instances allow the crossing of pedestrians/ Stakeholder Engagement Plan (MENG)
	The representative of Great Green Wall: Tree planting is an important mitigation measure to address land clearing for rail construction.	ADM-BD- 004 (Additional Mitigation- ESIA)- A No-Net Loss (NNL) Strategy for Natural Habitats proposed as part of the Biodiversity Management Plan, will set appropriate measures to compensate for/offset the small amount of Natural Habitat lost due to Project activities. This will include replanting of Natural Habitat lost to the Project in key areas to maximise benefits, for example within the existing Forest Reserve areas crossed by the Project and to connect isolated and fragmented habitat patches. Livelihood Restoration Plan to be implemented.

State / Commune	Summary of Comments and Key Issues Raised	Mitigation Measures/ Action Plan
	Miyetti Allah Cattle Breeders Association of Nigeria Representative: Fragmentation of the local and international grazing routes, associated impacts and possible mitigation.	PDM 14 (Project Design Mitigation- ESIA)- Overbridges will be placed at roads between key communities which allow for pedestrian and livestock to cross the railway line (preliminary design considers an overbridge distribution of approximately average distance of 3 km between 2 overbridges). The drainage provision (Culverts, pipes) at appropriate intervals along the railway line will also allow the crossing of cattle and wild animals, and in some instances allow the crossing of pedestrians/ Stakeholder Engagement Plan (MENG)
	The representative of CAREFOR (NGO) made case for likely impacts of the project on sensitive biological receptors.	Biodiversity Management Plan (MENG)
Niger		
Maradi, Madarounfa, Dan Issa and Jirataoua	Loss of large cultivable areas;	Livelihood Restoration Plan to be implemented.
	Destruction of the environment (cutting down of several trees);	ADM-BD- 004 (Additional Mitigation- ESIA)- A No-Net Loss (NNL) Strategy for Natural Habitats proposed as part of the Biodiversity Management Plan, will set appropriate measures to compensate for/offset the small amount of Natural Habitat lost due to Project activities. This will include replanting of Natural Habitat lost to the Project in key areas to maximise benefits, for example within the existing Forest Reserve areas crossed by the Project and to connect isolated and fragmented habitat patches. Livelihood Restoration Plan to be implemented.

State / Commune	Summary of Comments and Key Issues Raised	Mitigation Measures/ Action Plan
	Restriction and/or disappearance of pastoral enclaves;	PDM 14 (Project Design Mitigation- ESIA)- Overbridges will be placed at roads between key communities which allow for pedestrian and livestock to cross the railway line (preliminary design considers an overbridge distribution of approximately average distance of 3 km between 2 overbridges). The drainage provision (Culverts, pipes) at appropriate intervals along the railway line will also allow the crossing of cattle and wild animals, and in some instances allow the crossing of pedestrians/ Stakeholder Engagement Plan (MENG)
	Restriction of access;	PDM 14 (Project Design Mitigation- ESIA)- Overbridges will be placed at roads between key communities which allow for pedestrian and livestock to cross the railway line (preliminary design considers an overbridge distribution of approximately average distance of 3 km between 2 overbridges). The drainage provision (Culverts, pipes) at appropriate intervals along the railway line will also allow the crossing of cattle and wild animals, and in some instances allow the crossing of pedestrians/ Stakeholder Engagement Plan (MENG)
	Disappearance of cultivation areas;	Livelihood Restoration Plan to be implemented.
	Risk of STD/HIV AIDS contamination;	Harassment and Discrimination Policy (ME)/ Health & Safety Awareness campaigns (SHEQ)/ Condoms Distribution to workers
	Risk of groundwater contamination;	Water Management Plan/ Soil Management Plan (MENG)
	Risks of damage to water pipes;	Stakeholder Engagement Plan / Construction Method Statements (MENG)

State / Commune	Summary of Comments and Key Issues Raised	Mitigation Measures/ Action Plan
	Risk of accidents during crossings;	Emergency and Preparedness Plan (MENG)
	Procedures for recruiting local unskilled labour;	Local Content Plan/ 92% of MENG workforce hired so far is Nigerian (March 2024)
	Prioritize premises in recruitment;	HR_Global_Policy (ME)
	Compensation of the affected before the start of the work; and Fair compensation in accordance with the texts;	Land Use Act 2004 Compensation. Livelihood Restoration Plan to be implemented

5.3 SURVEYING AND PROJECT DISCLOSURE

The Social Impact Assessment (SIA) Team will use the basic structure and principles of the ESIA SEP. Stakeholder mapping will serve as an important tool and an on-going process. Therefore, where there are various groups and lead actors, as the SIA progresses, the stakeholders will expand and continue to grow until the last consultations are held. Overtime the power and influence of the stakeholders will be clarified, and key informants will be identified as well as PAPs and PACs using grouping of leaders, male, female, youth, and the vulnerable groups will be further defined and adjustments will be made to the SEP as required.

In Nigeria, the national ESIA Scoping Report is placed in the public domain for discussion, thereby helping to ensure that stakeholders' views are taken into account in the development of the National ESIA. For proper disclosure, the National ESIA Report shall be submitted to the FMEnv (Nigeria), National Office for Environmental Assessment (Niger) States Ministries of Environment (Nigeria), affected Local Government Authorities and other relevant stakeholders. The FMEnv (Nigeria) and National Office for Environmental Assessment (Niger) shall determine the level of engagement required during disclosure of the national ESIA report and meetings with local communities.

In Niger, the advertising process must accompany the completion of the environmental assessment (environmental and social impact assessment) in accordance with the provisions of Article 41 of Decree No. 2019-027 / PRN / MESU / DD of January 11, 2019 on the terms of 2018-28 of May 14, 2018 determining the fundamental principles of Environmental Assessment in Niger. This mechanism must include:

- o Information and sensitization of the populations concerned on the conduct of environmental and social impact assessment of the project;
- o Consultation of the public, including administrative and customary authorities, NGOs and associations as well as affected people, during the preparation of the ESIA report;
- o The popularization of the REIES project among the target groups consulted, for the purposes of possible amendments and ownership on their part;
- o Accessibility of the report by any appropriate means to the NEAO and its branches as well as to the levels of the local authorities concerned;

- o Consultation of the population by all appropriate means on the content of the REIES.

The ESIA Report (Nigeria) public display was held between the 20th June, 2022 and the 18th July, 2022 in the mass media (e.g. local radio, press), complying with the 21 working days Public Display.

In Niger, the disclosure and verification will be done by the public administration to ensure that the ESIA and the Resettlement Plan (RP) approach and texts have been addressed, the administration performs it just before workshop is held. The ESIA and RP disclosure will be undertake once the program of the workshop is established and known.

5.4 E&S PUBLIC REVIEW ACTIVITIES

E&S Public Reviews workshops in Nigeria were organised and held at the state capitals of two affected states in Nigeria; Kano (Kano State) and Katsina (Katsina State). The Public Review for stakeholders in Katsina State was held at the Hillside Hotel, Katsina on Monday, 20th February, while the workshop in Kano was held in 22nd February, 2023 at Tahir Hotel, Kano.

Figure 5-9: Engagement with Stakeholders as part of the ESIA Public Review, Kano-Nigeria, February 2023



Figure 5-10: Workshop Undertaken as part of the ESIA Public Review, Kano-Nigeria, February 2023



6 STAKEHOLDER ENGAGEMENT STRATEGY

6.1 PRINCIPLES OF ENGAGEMENT

The following principles will be applied throughout the implementation of the stakeholder engagement programme outlined in Section 6.2:

- All engagement activities will be conducted in a manner which seeks to protect the health and safety of all those involved. In this context, safety Measures to reduce the potential risks associated with COVID-19 at the time of the proposed engagements will be implemented where necessary (see Section 6.2.1 for further details).
- In consideration of the fragile security context in which the Project is embedded along the Nigerian section of the Project route, specific measures will be implemented to reduce potential security risks to all those involved at the time of the proposed engagements (see Section 6.2.1 for further details).
- Notifying stakeholders and organising the engagement activities:
 - Engagements with institutional stakeholders (i.e. governmental authorities) shall be arranged through the issuing of invitation letters via post or email or by placing telephone calls to stakeholders, with follow-up as necessary to confirm the date, time and location of the engagements. In the case of Nigeria, FMOT will lead the process of arranging meetings with institutional stakeholders with the support of Mota-Engil, reflecting national customary practices.
 - Engagements with the PACs shall be arranged with the support of the traditional leaders of the communities. In the case of Nigeria, this may include emirs, district heads, village heads and ward heads. In the case of the Republic of Niger, this will include village chiefs.
 - Stakeholders will be provided with sufficient notice of the date and timing of the engagement activities (i.e. at least one week) in order to increase the likelihood that they will be available to attend and to give them adequate time to prepare. Where they are not available to attend, efforts will be made to reschedule the engagement activities on a date and/or at a time that is more convenient for the participants.
 - Convenient locations and venues for the engagement activities will be agreed with stakeholders based on proximity to stakeholders, ease of access and adequate seating capacity. Consideration shall also be given to the size of the venues to ensure they have sufficient capacity to accommodate the number of stakeholders invited to the engagement.
- Conducting the engagement activities:
 - All engagement activities shall be undertaken in a manner that respects the human rights of all those involved, free of external manipulation, interference, coercion or intimidation.
 - Different methods shall be used to engage with stakeholders, including but not limited to workshops, forums, focus groups and meetings of various sizes (i.e. one-to-one, small, medium and large group/community meetings), alongside remote methods of engagement (e.g. media announcements on radio stations, television and in newspapers, publication of information on the Project's website).

- Written materials, such as PowerPoint presentations, posters and information leaflets, shall be used to facilitate information exchange and complement verbal communications with stakeholders, particularly around key issues. The materials will be written in English and French, the official languages of Nigeria and the Republic of Niger. Based on experiences of engaging with stakeholders during the preparation of the Project's ESIA to date, these materials shall likely need to be translated and presented verbally in the relevant local languages (e.g. Hausa, Fulfude) during engagements with the PACs.
- The engagement activities shall be conducted in English and/or the relevant local languages (Hausa, Fulfude) in Nigeria. In the Republic of Niger, the engagement activities shall be conducted in French and/or Hausa. In both countries, the engagement activities shall follow a pre-defined agenda. The exact nature of the agenda will vary depending on the phase associated with the activity and the stakeholders involved. Meetings and workshops will, however, generally include:
 - opening remarks, during which introductions shall be made and the purpose/objectives of the engagement shall be stated;
 - the presentation of information to stakeholders (see Table 6-1 to Table 6-3 for the types of information to be provided during each phase);
 - a question-and-answer session, to which sufficient time will be allocated; and
 - closing remarks, whereby stakeholders will be thanked for their participation and reminded to use the CGM (see Section 8 for further details) should any concerns or grievances related to the Project after the meeting/workshop.

During opening remarks, stakeholders will be encouraged to participate in the meeting/workshop but will be reminded that participation is voluntary and that stakeholders are free to decline to participate at any time. Permission will also be sought to take photographs. Prior to starting the meeting/workshop, any relevant customary practices (e.g. prayers, blessings) shall be observed.

- The engagement activity shall be led by shall be led by the Project's CLOs, who will be responsible for leading and facilitating the activities, presenting information to stakeholders (with reference to written materials, where relevant and appropriate), answering stakeholders' questions and documenting the activities in line with the principles stated below. Depending on the stakeholders involved and issues to be discussed, additional Project personnel (e.g. the Construction/Operations Environmental and Social (E&S) Manager, senior management) may also assist with and participate in the activities.
- Refreshments, such as snacks and water, will be provided for attending stakeholders.
- Where required, a venue will be identified in which to convene the stakeholder engagement activity, accounting for the potential risks associated with COVID-19 where relevant (see Section 6.2.1).
- Transport allowances shall be provided to stakeholders who have travelled out of their local area to participate in an engagement activity. In Nigeria, in line with local

customary practices, the transport allowance shall be paid to the heads of the different stakeholder groups eligible to receive the allowance (e.g. the most senior representative of the institutional stakeholders or the most senior representative of the traditional leaders). When making the payment, the CLO will clearly communicate that the transport allowance is intended for the entire group. The amount to be paid will vary according to the distance travelled by the stakeholder(s) in question to participate in the engagement activity.

- In line with the provisions of Section 4.1.2, additional measures will be implemented to ensure that the engagement activities are inclusive and enable the participation of vulnerable individuals and groups equal to other stakeholders (see Section 6.2.1 for further details).
- Documenting the engagement activities:
 - All engagements with stakeholders will be documented in the form of attendance lists, meeting minutes and, subject to the permission of the attending stakeholders, photographs.
 - Stakeholders' attendance will be recorded using an agreed template (see Appendix 4).
 - Meeting minutes will be recorded using an agreed template (see Appendix 5); the CLOs responsible for recording the minutes will endeavour to accurately capture all comments, questions and concerns raised by stakeholders and the responses provided.
 - No photographs will be taken if the attending stakeholders object.
 - Following engagements with stakeholders during the Project's pre-construction, construction and operations phases, a summary of each activity shall be recorded by the CLOs in a Stakeholder Engagement Register, inclusive of details such as date/timing of activity, the stakeholders involved, the topics discussed and stakeholders' questions and feedback. A template for the Stakeholder Engagement Register is provided in Appendix 6. The Register shall enable engagements with stakeholders to be easily and quickly reviewed without having to consult more detailed records (e.g. separate files of meeting minutes), and shall also be used to document any informal, ad-hoc interactions (e.g. phone calls, unplanned encounters) and communications (e.g. letters, email correspondence) between Project representatives and stakeholders.
 - All personal data recorded within the attendance lists and meeting minutes (e.g. names, phone numbers and other attributable personal information), alongside photographs of stakeholders (where taken), will be managed in accordance with legal and best practice requirements (see Section 6.2.1 for further details).

6.2 PHASES OF ENGAGEMENT

Building on the stakeholder engagement activities undertaken to date (see Section 4), further engagements will be undertaken with stakeholders in Nigeria and the Republic of Niger during the Project's:

- pre-construction phase (post-ESIA and prior to mobilisation);
- construction phase (including mobilisation, commissioning and demobilisation); and
- operations phase.

Further details with respect to the above, including the timing, targeted stakeholders, engagement methods and materials, information to be provided, feedback to be sought and outputs, are presented in Table 6-1 to Table 6-3.

Table 6-1: Engagement Activities to be Undertaken during the Project's Pre-Construction Phase

Activity	Timing	Targeted Stakeholders	Engagement Method	Engagement Materials	Information to be Provided	Feedback to be Sought	Outputs	Implementation Cost (NGN)
Publication of the Project's ESIA Report (final version)	To be determined	<ul style="list-style-type: none"> All stakeholders engaged as part of the preparation of the Project's ESIA Report (e.g. during the scoping report and baseline phases) Members of the public (general) 	<ul style="list-style-type: none"> Publication of the Project's ESIA Report and Non-Technical Summary (NTS) on the Project's website Printing and distribution of hard copies of the Project's NTS in the offices of local governmental authorities in major settlements along Project route Media advertisements (e.g. on radio, in newspapers) announcing publication of Project's ESIA Report and where copies of the document and NTS can be found 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> The Project's ESIA Report (final version) and NTS Where to find a copy of the Project's ESIA Report (e.g. Project web address) and NTS (e.g. physical address of offices of governmental authorities) Contact details to be used to request further information 	<ul style="list-style-type: none"> No specific feedback sought; contact details to be provided for stakeholders to use to request further information 	<ul style="list-style-type: none"> No specific outputs sought; communications received with respect to the Project's ESIA Report to be recorded, however, in the Stakeholder Engagement Register (see Appendix 6) 	4,955,000 1000 posters @ 1000 NGN 1,000,000.00 20,000 flyers @ 50 NGN 1,000,000.00 Daily Trust 364 021 Guardian 304 610 New Nigeria Radio Katsina x 10 days 712 750 Radio Kano x 10 days 800 000 Radio Jigawa x 10 days 704 000 Audio Production (Hausa) 70 000
Issue of an update letter / placement of telephone calls to key stakeholders	To be determined	<ul style="list-style-type: none"> Local governmental authorities of the Project-affected states (Nigeria) and Project-affected region of Maradi (Niger) Traditional leaders of the PACs 	<ul style="list-style-type: none"> Update letter Telephone calls 	<ul style="list-style-type: none"> Update letter 	<ul style="list-style-type: none"> An updated timetable for the Project and any material changes made to the Project since the finalisation of the Project's ESIA Report Plans for the pre-construction engagement meetings (see below) Introduction to the CGM and CLOs (inclusive of provision of relevant contact details) 	<ul style="list-style-type: none"> Any general comments, questions or concerns in response to update 	<ul style="list-style-type: none"> Record of stakeholders' comments, questions or concerns (recorded using the template in Appendix 5) Updated Stakeholder Engagement Register to include communications between Project and stakeholders 	5,000,000 (assuming 50 institutional stakeholders @100,000 NGN per MDA with logistics for distribution)

Activity	Timing	Targeted Stakeholders	Engagement Method	Engagement Materials	Information to be Provided	Feedback to be Sought	Outputs	Implementation Cost (NGN)
Pre-construction engagements with the PACs and other key stakeholders	To be determined	<ul style="list-style-type: none"> Members of the PACs, including pastoralists and pastoral leaders, traditional leaders and religious leaders Other key stakeholders such as governmental authorities (including those with responsibilities for ensuring public safety and security, alongside the management of cultural heritage), civil society organisations (including local neighbourhood watch / 'vigilante' groups) and local transport workers 	<ul style="list-style-type: none"> One-to-one, small group and community meetings; the latter shall include meetings with members or representatives of vulnerable groups in the affected communities (as identified in Section 4.1.2) and those whose livelihoods revolve around the provision of transportation services 	<ul style="list-style-type: none"> PowerPoint presentations, posters, maps, information leaflets and other materials, as necessary, depending on the stakeholders involved 	<ul style="list-style-type: none"> Latest updates on the Project, including with respect to Project design, route, schedule and so forth The findings of the Project's ESIA Report, including the identified impacts and proposed mitigation Measures Details on Project-related employment and business opportunities, including the scale, scope and process of accessing these opportunities Details on broader planned benefits of the Project, with an emphasis on avoiding setting unrealistic expectations of such benefits Details on the proposed location of the nearest railway crossing points Details related to Project health and safety, including potential safety risks associated with active Project sites, Measures taken to minimise 	<ul style="list-style-type: none"> Any general comments, questions or concerns in response to updates on the Project and other details provided Feedback on the findings of the Project's ESIA Report, including the identified impacts and proposed mitigation Measures, to be reflected in updated versions of the Project's Environmental and Social Management Plans (ESMPs) where relevant and appropriate Feedback on the proposed location of the nearest railway crossing points, particularly in terms of the suitability of these crossing points for pastoralists and their livestock, alongside whether the locations of the crossing points are placed in ideal locations to access sites of cultural heritage significance In addition to the above, further information from stakeholders will 	<ul style="list-style-type: none"> Record of stakeholder s' comments, questions or concerns (recorded using the template in Appendix 5) Record of stakeholders' attendance (recorded using the template in Appendix 4) Updated Stakeholder Engagement Register to include stakeholder engagement activities undertaken Photographs (subject to stakeholders' permission) 	<p>34,200,000</p> <p>(2 meetings in 122 communities @ 100,000 NGN per meeting)</p> <p>5,000,000 for logistics for each round of meeting</p>

Activity	Timing	Targeted Stakeholders	Engagement Method	Engagement Materials	Information to be Provided	Feedback to be Sought	Outputs	Implementation Cost (NGN)
					these and the role that community members must play in this context <ul style="list-style-type: none"> Information about the CGM, in particular the process for reporting grievances When engaging with local transport workers, the provision of details about how their livelihoods may be impacted during the operation of the rail line shall be prioritised 	be gathered with respect to important cultural heritage sites / assets in the PACs, alongside security risks (to feed into Project security risk assessments and the management of cultural heritage impacts respectively) <ul style="list-style-type: none"> When engaging with the affected communities (including pastoralists) and local neighbourhood watch / 'vigilante' groups, particular feedback shall be sought on whether any potential or actual conflict is arising from the Project's land acquisition process and its impact on livestock migration and grazing routes 		

Table 6-2: Engagement Activities to be Undertaken during the Project's Construction Phase

Activity	Timing	Targeted Stakeholders	Engagement Method	Engagement Materials	Information to be Provided	Feedback to be Sought	Outputs	Implementation Cost (NGN)
Media campaign to announce the start of the Project's construction phase to a wider audience	<i>Shortly before the start of the Project's construction phase</i>	<ul style="list-style-type: none"> All stakeholders Members of the public (general) 	<ul style="list-style-type: none"> Announcement of the start of construction on the Project's website Media advertisements (e.g. on radio, in newspapers, on television) announcing the start of Project operations 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> A start date for Project construction Details about planned construction activities and contact information for any enquiries 	<ul style="list-style-type: none"> No specific feedback sought; contact details to be provided for stakeholders to use to make further enquiries 	<ul style="list-style-type: none"> No specific outputs sought; communications received in response to the media campaign to be recorded, however, in the Stakeholder Engagement Register (see Appendix 6) 	7,650,000.00

Activity	Timing	Targeted Stakeholders	Engagement Method	Engagement Materials	Information to be Provided	Feedback to be Sought	Outputs	Implementation Cost (NGN)
Quarterly Project Update Meeting with Stakeholders	As required during construction	<ul style="list-style-type: none"> Members of the PACs, including pastoralists and pastoral leaders, traditional leaders and religious leaders Other key stakeholders such as governmental authorities (including those with responsibilities for ensuring public safety and security), civil society organisations (including local neighbourhood watch / 'vigilante' groups) and local transport workers 	<ul style="list-style-type: none"> One-to-one, small group and community meetings; the latter shall include meetings with members or representatives of vulnerable groups in the affected communities (as identified in Section 4.1.2) and those whose livelihoods revolve around the provision of transportation services 	<ul style="list-style-type: none"> PowerPoint presentations, posters, maps, information leaflets and other materials, as necessary, depending on the stakeholders involved 	<ul style="list-style-type: none"> Variable depending on the purpose of the engagement and stakeholder but may include, for example, updates on the Project (particularly if there are any material changes in design or planned construction activities) and the reiteration of information about Project-related employment and business opportunities, broader Project benefits (without setting unrealistic expectations), health and safety risks and management Measures associated with active Project sites, alongside the CGM When engaging with local transport workers, the provision of details about how their livelihoods may be impacted during the operation of the rail line shall be prioritised 	<ul style="list-style-type: none"> Any general comments, questions or concerns in response to updates on the Project and information reiterated to stakeholders When engaging with governmental authorities and local neighbourhood watch / 'vigilante' groups, further information will be gathered with respect to security risks (to feed into Project security risk assessments) When engaging with the affected communities (including pastoralists) and local neighbourhood watch / 'vigilante' groups, particular feedback shall be sought on whether any potential or actual conflict is arising from the Project's land acquisition process and its impact on livestock migration and grazing routes 	<ul style="list-style-type: none"> Record of stakeholders' comments, questions or concerns (recorded using the template in Appendix 3) Record of stakeholders' attendance (recorded using the template in Appendix 4) Updated Stakeholder Engagement Register to include stakeholder engagement activities undertaken Photographs (subject to stakeholders' permission) 	32,000,000 (2,000,000 per quarterly engagement for four years)
Publication of Annual Engagement Report	Annually during construction	<ul style="list-style-type: none"> All stakeholders Members of the public (general) 	<ul style="list-style-type: none"> Publication of Annual Engagement Report on Project's website Printing and provision of hard copies of Annual 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> The Annual Engagement Report Where to find a copy of the Annual Engagement Report (e.g. Project web address) 	<ul style="list-style-type: none"> No specific feedback sought; contact details to be provided for stakeholders to use to request further information or a hard copy of the Annual Engagement Report 	<ul style="list-style-type: none"> No specific outputs sought; communications received with respect to the Annual Engagement Report to be recorded, however, in the 	<ul style="list-style-type: none"> 10,500,000 (for 200 copies @50,000 per copy plus 500,000 for distribution)

Activity	Timing	Targeted Stakeholders	Engagement Method	Engagement Materials	Information to be Provided	Feedback to be Sought	Outputs	Implementation Cost (NGN)
			Engagement Report upon stakeholders' request <ul style="list-style-type: none"> Media advertisements (e.g. on radio, in newspapers) announcing publication of Annual Engagement Report and where the report can be found 		<ul style="list-style-type: none"> Contact details to be used to request further information or a hard copy of the Annual Engagement Report 		Stakeholder Engagement Register (see Appendix 6)	
Construction completion engagements with the PACs and other key stakeholders	<i>Shortly prior to the completion of the Project's construction phase</i>	<ul style="list-style-type: none"> Members of the PACs, including pastoralists and pastoral leaders, traditional leaders and religious leaders Other key stakeholders such as governmental authorities (including those with responsibilities for ensuring public safety and security), civil society organisations (including local neighbourhood watch / 'vigilante' groups) and local transport workers 	<ul style="list-style-type: none"> One-to-one, small group and community meetings; the latter shall include meetings with members or representatives of vulnerable groups in the affected communities (as identified in Section 4.1.2) and those whose livelihoods revolve around the provision of transportation services 	<ul style="list-style-type: none"> PowerPoint presentations, posters, maps, information leaflets and other materials, as necessary, depending on the stakeholders involved 	<ul style="list-style-type: none"> The schedule for the completion of construction works and start of operations Information about the CGM, in particular the process for reporting grievances When engaging with local transport workers, the provision of details about how their livelihoods may be impacted during the operation of the rail line shall be prioritised 	<ul style="list-style-type: none"> Any general comments, questions or concerns in response to the completion of the Project's construction phase When engaging with governmental authorities and local neighbourhood watch / 'vigilante' groups, further information will be gathered with respect to security risks (to feed into Project security risk assessments) When engaging with the affected communities (including pastoralists) and local neighbourhood watch / 'vigilante' groups, particular feedback shall be sought on whether any potential or actual conflict is arising from the Project's land acquisition process and its impact on livestock migration and grazing routes 	<ul style="list-style-type: none"> Record of stakeholders' comments, questions or concerns (recorded using the template in Appendix 5) Record of stakeholders' attendance (recorded using the template in Appendix 4) Updated Stakeholder Engagement Register to include stakeholder engagement activities undertaken Photographs (subject to stakeholders' permission) 	17,100,000 (meetings in 121 communities @ 100,000 NGN per meeting, plus, provisional 5,000,000 for logistics)

Table 6-3: Engagement Activities to be Undertaken during the Project's Operations Phase

Activity	Timing	Targeted Stakeholders	Engagement Method	Engagement Materials	Information to be Provided	Feedback to be Sought	Outputs	Implementation Cost (NGN)
Media campaign to announce the completion of the Project and start of operations to a wider audience	<i>Shortly before the start of the Project's operations</i>	<ul style="list-style-type: none"> All stakeholders Members of the public (general) 	<ul style="list-style-type: none"> Announcement of the start of operations on the Project's website Media advertisements (e.g. on radio, in newspapers, on television) announcing the start of Project operations 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> A start date for Project operations Details about planned operations, including number of trains per day, alongside the official operator of the Project and contact information for any enquiries 	<ul style="list-style-type: none"> No specific feedback sought; contact details of operator to be provided for stakeholders to use to make further enquiries 	<ul style="list-style-type: none"> No specific outputs sought; communications received in response to the media campaign to be recorded, however, in the client Stakeholder Engagement Register 	7,650,000.00
Start of operations engagements with the PACs and other key stakeholders	<i>Shortly after the start of the Project's operations</i>	<ul style="list-style-type: none"> Members of the PACs, including pastoralists and pastoral leaders, traditional leaders and religious leaders Other key stakeholders such as governmental authorities and civil society organisations 	<ul style="list-style-type: none"> One-to-one, small group and community meetings; the latter shall include meetings with members or representatives of vulnerable groups in the affected communities (as identified in Section 4.1.2) 	<ul style="list-style-type: none"> PowerPoint presentations, posters, maps, information leaflets and other materials, as necessary, depending on the stakeholders involved 	<ul style="list-style-type: none"> Update on planned operations, including the number of trains per day Details on Project-related employment and business opportunities, including the scale, scope and process of accessing these opportunities Details related to Project health and safety, including the potential safety risks of operating trains and how such safety incidents can be avoided Details regarding rules of access to and use of land within the Project's Right of Way (RoW) Details regarding the nearest railway crossing points and importance of using these Information about the CGM, in particular the process for reporting grievances 	<ul style="list-style-type: none"> Any general comments, questions or concerns in response to the Project's operations phase Stakeholders' expectations with respect to their engagement with Project personnel during operations 	<ul style="list-style-type: none"> Record of stakeholders' comments, questions or concerns Record of stakeholders' attendance Updated Stakeholder Engagement Register to include stakeholder engagement activities undertaken Photographs (subject to stakeholders' permission) 	12,850,000.00
Safe stations and trains campaign	<i>Shortly after the start of the Project's operations (first year only)</i>	<ul style="list-style-type: none"> Members of the public (general) using the train services and railway stations 	<ul style="list-style-type: none"> Publishing of safety posters and verbal announcements on trains and in stations 	<ul style="list-style-type: none"> Safety posters Safety announcements 	<ul style="list-style-type: none"> Details regarding the appropriate and acceptable behaviours of passengers, alongside contact details for the official operator of the Project and relevant local police authorities for any enquiries or to report an issue 	<ul style="list-style-type: none"> No specific feedback sought; contact details of operator and relevant local police authorities to be provided for stakeholders to use to make further enquiries or report an issue 	<ul style="list-style-type: none"> No specific outputs sought; communications received in response to the safe stations and trains campaign to be recorded, however, in the client Stakeholder Engagement Register 	17,100,000

KEY CONSIDERATIONS

Inclusion of Women and Vulnerable Groups

During the social baseline surveys undertaken as part of the preparation of the Project's ESIA, several vulnerable groups were identified in the PACs, including women, youths, persons with disabilities, the elderly, the Fulani and Tuareg. Consistent with the requirements of GIIP (see Section 4.12), additional measures will be implemented to ensure that the activities undertaken with stakeholders during engagement throughout the pre-construction, construction and operations phases of the Project are inclusive and enable such groups to participate equal to other members of the PACs. To this end:

Consideration will be given as to whether vulnerable groups need to be engaged with separately from the wider community. At the time of writing, it is anticipated that separate, targeted engagements with vulnerable groups shall be required; therefore, provisions have been made in Table 6-1 to Table 6-3 (Section 6.2) accordingly.

The location of engagements will be reviewed to ensure they are accessible for vulnerable groups, particularly those living with disabilities. In the case of the latter, consideration will be given to providing transport assistance to reduce barriers to participation.

The timing of engagements will be reviewed to ensure that any potential interferences with the daily schedules and commitments of women, for example, are minimised.

The approaches to engaging with vulnerable groups will be modified, as necessary, to ensure that vulnerable groups are able to comprehend the information provided and develop an informed response. For example, verbal rather than written forms of communication will be relied upon when interacting with women, recognising that they are particularly affected by low levels of literacy. Moreover, announcements concerning key Project information, such as how to access Project-related employment and business opportunities, shall be made on local radio.

More time will be provided for engagements, where necessary, to allow vulnerable groups sufficient time to understand and respond to the information provided to them.

Consideration will be given to who, from the Project's team of CLOs, will engage with the vulnerable groups. Female consultants and CLOs, for example, shall lead engagement activities specifically involving women.

Advice and support will be sought from organisations who will closely with and represent vulnerable groups, as necessary, to further the effectiveness of engaging with these stakeholders.

As noted in Section 4.1.2, there is the potential that the Fulani may experience difficulties in accessing information about the Project and participating in Project-related engagement activities as they are traditionally nomadic and semi-nomadic and may thus be absent from the PACs at the time of the engagements. Additional Measures will be implemented to mitigate this risk, such as determining when these stakeholders will be present in the PACs (e.g. via engagements with traditional leaders) and organising additional engagement activities, as necessary, in the PACs at a time when the Fulani are present.

Data Protection and Confidentiality

Personal information on stakeholders gathered during the Project's pre-construction, construction and operations phases shall be managed in accordance with legal, international and internal corporate requirements for data protection and confidentiality. This duty extends to all those involved in the activities presented in Section 6.2, including Mota-Engil Nigeria Limited's contractors.

The Measures to be implemented to align with the requirements stated and ensure the effective safeguarding of personal information on stakeholders are as follows:

The amount of information collected on stakeholders will be limited to that which is actually needed.

Access to records of engagements (e.g. minutes, attendance lists) and the Stakeholder Engagement Register will be password-protected and limited to a select number of individuals.

Information about stakeholders will be shared on a need-to-know basis only.

Personal information will not be shared with third parties unless required to do so by law, or authorised by the stakeholder.

Personal information will only be processed in accordance with the specific purpose for which it was intended.

Where stakeholders' questions, concerns or feedback is disclosed in documents (e.g. monitoring reports), the stakeholder will be anonymised to ensure their identity remains protected.

Health and Safety

As noted in Section 6.1, all engagement activities related to the pre-construction, construction and operations phases of the Project will be conducted in a manner which seeks to protect the health and safety of all those involved. In this context, any national COVID-19 restrictions and guidelines that are applicable in Nigeria and the Republic of Niger at the time of the proposed activities will be observed. Good practices to minimise the risk of disease transmission shall also be applied, which may include, for example:

asking participants to maintain a safe social distance of 2 metres during each activity;

limiting the number of participants invited to attend each activity;

cleaning venues before and after their use;

using outdoor venues wherever possible or, where activities must be held indoors, making efforts to ventilate the venues (e.g. by opening windows and doors); and

distributing personal protective equipment (PPE) such as facemasks and hand gels to participants at the start of each activity and encouraging their use for the duration of the engagement.

Safety measures related to COVID-19 are flexible, being updated by national governments on a regular basis to reflect the evolution of the disease within their jurisdiction over time. The situation with respect to COVID-19 in Nigeria and the Republic of Niger will be reviewed prior to the conduct of engagement activities and alternative methods of engagement will be identified where it is considered unsafe and inappropriate to meet with stakeholders in person. In this event, this SEP will be updated accordingly. The internal corporate requirements of Mota-Engil with respect to COVID- shall also be consulted at this stage.

Security

The Project is embedded in a fragile security context along the Nigerian component of the route. As such, there may be numerous risks to the safety and security of all those involved in stakeholder engagement during the pre-construction, construction and operations phases of the Project. To manage these risks, a security risk assessment shall be undertaken during the organisation of activities and Measures will be identified and implemented as necessary, the latter of which may include hiring security personnel to accompany the Project's CLOs when in the field. Where such personnel are required, a thorough due diligence process will be undertaken to ensure that those providing security are not implicated in past abuses and are trained adequately in the use of force (including firearms) and appropriate conduct towards members of the PACs in line with GIIP (e.g. the Voluntary Principles on Security and Human Rights). Only security personnel which have been trained in such areas, in line with the requirements of GIIP, will be contracted to provide security during the engagement activities. Safety will be a priority at all times and engagement activities will be subject to alteration, postponement and cancellation in light of security risks and incidents, as necessary.

7 ROLES AND RESPONSIBILITIES

The roles and responsibilities with respect to implementing and monitoring the various aspects of stakeholder engagement during the pre-construction, construction and operations phases of the Project are presented in Sections 2.3.

7.1 PRE-CONSTRUCTION AND CONSTRUCTION PHASE

Table 7-1 presents the stakeholder engagement roles and responsibilities during the Project's pre-construction and construction phases.

Table 7-1: Pre-Construction and Construction Phase Role and Responsibilities

Role	Responsibilities
Federal Ministry of Transport	
Senior Management (Project Manager)	<ul style="list-style-type: none"> • assisting with the resolution of issues of material concern reported by the Construction E&S Manager, which require decisions which cannot be made at lower levels of management; and • overseeing the implementation of the Project's ESMS
Construction E&S Manager (E&S Manager)	<ul style="list-style-type: none"> • implementing the Project's ESMS, within which this SEP is included; • ensuring that regular meetings are held with those with responsibilities in other areas (e.g. human resources, supply chain and procurement, security) to ensure cross-departmental collaboration and alignment¹; • reviewing and updating this SEP with the support of the CLO Team Lead; • taking a lead role in engagements with institutional stakeholders at the national, state, local level governmental authorities as well as the PAPs and PAC levels; • undertaking monthly reviews of the updated Stakeholder Engagement Register (Appendix 6) with the CLO Team Lead to verify that the requirements of this SEP are being implemented, as well as identifying and implementing corrective actions to address gaps where they are identified; • monitoring and evaluating stakeholder engagement processes in line with the Key Performance Indicators (KPIs) defined in this SEP; • reporting on stakeholder engagement, based on engagement records and reports, alongside the results of monitoring and evaluation, to internal and external stakeholders; • ensuring stakeholder engagement is a permanent item on the agendas of senior management; • escalating, to senior management, any material issues of concern reported by the CLO Team Lead and CLOs; and • ensuring corrective actions identified by senior management to resolve material issues are implemented.
Mota-Engil Nigeria Ltd	<ul style="list-style-type: none"> • Implement the SEP on behalf of FMoT

CLO Team Lead	<ul style="list-style-type: none"> • supporting the hiring of the CLO team, including ensuring appropriate representation from the different ethnic groups across the Project and equal representation of men and women; • providing direction to CLOs on their day-to-day activities, in line with the requirements of the SEP; • providing training to CLOs on GIIP applicable to stakeholder engagement; • supporting the resolution of issues; • assisting the Construction E&S Manager with monthly reviews of the updated Stakeholder Engagement Register (Appendix 6), as well as identifying and implementing corrective actions to address gaps in compliance where identified; • escalating, to the Construction E&S Manager, any material issues of concern raised by stakeholders or any challenges experienced in adhering to the provisions of this SEP (Red Flag Reports and Quarterly Progress Reports) • assisting the Construction E&S Manager with the review and update of this SEP.
CLOs	<ul style="list-style-type: none"> • contributing to the strengthening of relationships, building of trust and improvement in communications between stakeholders, in particular the affected communities, and the Project; • reinforcing a positive image of the Project in the affected communities; • assisting with the ongoing identification and analysis of stakeholders as part of the periodic review and update of this SEP; • arranging and implementing the pre-construction and construction phase stakeholder engagement activities in line with the provisions of this SEP; • managing the logistics associated with the stakeholder engagement activities (e.g. contacting stakeholders to arrange activities, identifying suitable venues and so forth); • recording and managing the data gathered during the stakeholder engagement activities in line with the provisions of this SEP; • in line with one of the commitments made in the Project ESIA, actively monitoring for evidence of GBVSEA and other inappropriate behaviours caused by Project workers in the affected communities, including identifying 'hot spot locations' as part of ongoing engagement activities (see Appendix 2); • regular (i.e. weekly) reporting to the CLO Team Lead on engagement activities undertaken (including stakeholders involved, numbers in attendance, topics discussed, any issues encountered and so forth); and • interfacing with the teams responsible resettlement planning and implementation, alongside livelihood restoration activities.

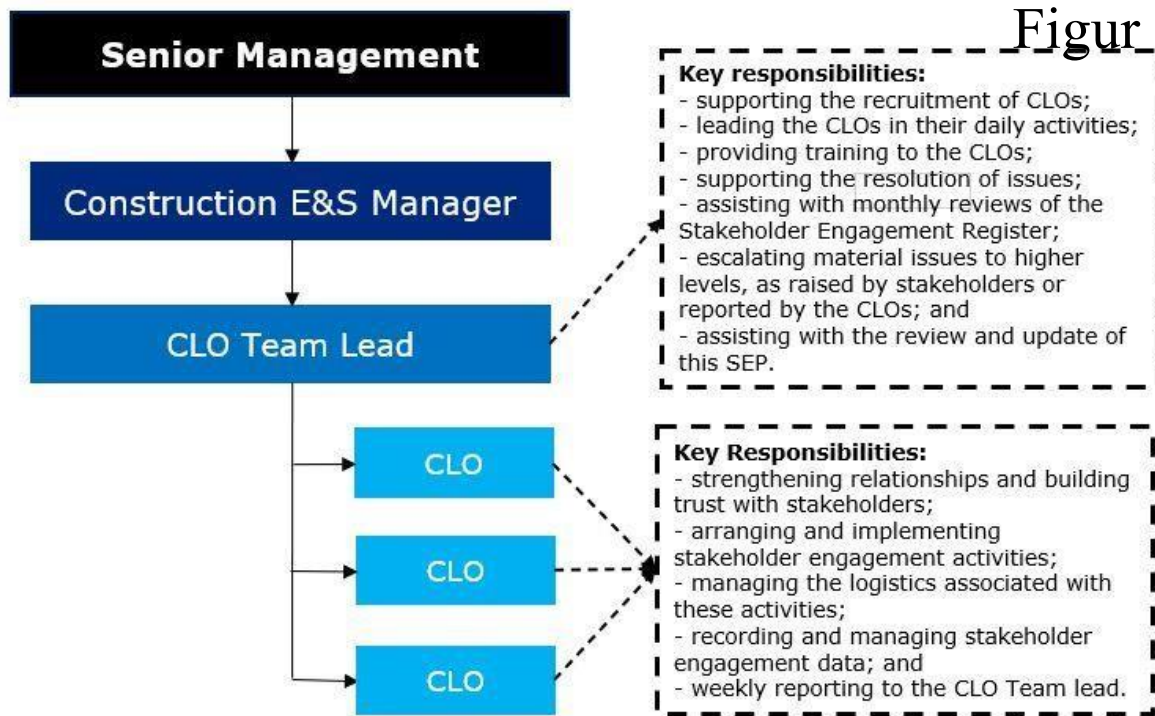
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¹ The alignment of different departments (or equivalent units) within the Project team is essential to building and maintaining a constructive relationship with stakeholders.

An organogram illustrating the roles and responsibilities related to stakeholder engagement during the Project's pre-construction and construction phases is presented in Figure 3-1. Given the key

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roles of the CLO Team Lead and CLOs with respect to stakeholder engagement, the responsibilities associated with these roles are summarised in the organogram. Three positions for CLOs have been included in the organogram for illustrative purposes; however, the organogram will be updated in subsequent iterations of this SEP, once the number of CLOs required has been confirmed. Depending on the sequencing of the construction phase activities, it will likely be necessary to appoint a dedicated team of CLOs for different sections of the Project route.



The key skills and requirements of the CLOs include:

- excellent interpersonal skills, with an ability to interact and liaise with a wide range of people;
- excellent writing skills;
- at least basic proficiency in computer software such as Microsoft Word and Microsoft Excel;
- knowledge of and familiarity with the communities in the vicinity of the Project, including local languages, customs and traditions; and
- ideally, experience in engaging with stakeholders, managing relations with communities and assisting with conflict/dispute resolution on previous projects (in particular linear transport infrastructure projects in Nigeria or West Africa).

Collectively, the team of CLOs established for the Project should likely ensure appropriate representation of the different ethnic groups from across the Project to ensure the team has the resources required to properly understand and engage with the affected communities, and to avoid appearing biased towards one particular group. The team of CLOs should also consist if possible, of a balance of men and women.

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To build the capacity of the CLOs, training GIIP should be required, including with respect to areas such as consultation and participation, planning and logistics, managing expectations and conflict situations, negotiating and problem-solving, communications, report writing, data management and analysis. This may be achieved through various channels, including external training courses, internal training workshops and sessions, on-the-job training, coaching and feedback sessions.

7.2 OPERATIONS PHASE

Table 7-2 presents the stakeholder engagement roles and responsibilities during the Project's operations phase.

Table 7-2: Operations Phase Roles and Responsibilities

Role	Responsibilities
Federal Ministry of Transport (Project Operator)	
Senior management	<p>The responsibilities of senior management during operations shall be similar to those described for senior management during the Project's pre-construction and construction phases and shall include:</p> <ul style="list-style-type: none"> • assisting with the resolution of material issues reported by the Operations E&S Manager; and • overseeing the Operations E&S Manager's implementation of the Project's ESMS.
Operations E&S Manager	<p>The responsibilities of the Operation E&S Manager shall be similar to those described for the E&S Manager during the Project's pre-construction and construction phases and shall include:</p> <ul style="list-style-type: none"> • implementing the Project's ESMS, inclusive of this SEP; • ensuring regular meetings with those working in areas outside of E&S to promote cross-departmental collaboration and alignment; • the review and update of this SEP; • overseeing all planned and in process stakeholder engagement activities; • taking a lead role in engagements with national and regional / state level governmental authorities; • overseeing the work of the Project's CLOs; • monitoring and evaluating stakeholder engagement processes in line with the KPIs defined in this SEP; and • escalating issues of material concern to senior management and ensuring that corrective actions identified to address such issues are implemented.
External Relations Officers (or equivalent personnel)	<ul style="list-style-type: none"> • arranging and implementing the operations phase stakeholder engagement activities; • managing the logistics associated with the above activities; • recording and managing the data gathered during the above activities; • regular reporting to the Operations E&S manager; • escalating issues of material concern to the Operations E&S Manager; • assisting the Operations E&S Manager with the review of the updated Stakeholder Engagement Register (Appendix 6) on a regular basis and helping to identify and implement corrective actions where appropriate; and • helping the Operations E&S Manager to review and update this SEP.

8 EXTERNAL GRIEVANCE MECHANISM

There is no ideal model or one-size-fits-all approach to grievance resolution. The best solutions to conflicts are generally achieved through localized mechanisms that take account of the specific issues, cultural context, local customs, and project conditions and scale.

In its simplest form, grievance mechanisms can be broken down into the following primary components:

- Receiving and registering a complaint.
- Screening and assessing the complaint.
- Formulating a response.
- Selecting a resolution approach.
- Implementing the approach.
- Announcing the result.
- Tracking and evaluating the results.
- Learning from the experience and communicate back to all parties involved.
- Preparing a timely report to management on the nature and resolution of grievances.

The best solutions to conflicts are generally achieved through localized mechanisms that take account of the specific issues, cultural context, local customs, and project conditions and scale. For the Kano-Maradi Railway project, all the grievances will be channeled via the CLO. It is recognized that the formal legal mechanisms for grievance redress tend to be lengthy and acrimonious procedures, and thus an informal grievance redress mechanism through the contractor will be established. This unit will work with a committee comprising administrative head of local governments; community/village chiefs, NGOs/CBOs and other relevant Government organs that will be set-up to address complaints.

Three levels of grievance redress channels have been identified and will be operationalized for the transmission line project:

First Level GRM: at the Community Level (Community Resettlement Committee (CRC)

Complaints regarding project implementation and activities arising from the project area shall be channeled to the Village head, who shall convene the CLO at that level to review and address the complaint. The Village head shall head this committee while membership of the committee will consist of those outlined in the table 8-1;

Table 8-1: Membership of Community Level

S/N	Membership	No of Persons	Designation
1	Community Leader	1	Chairman
2	CLO	1	Member
3	Representative Community Development Unit (LGA)	1	Member
4	2 Representatives of PAPs (male and Female)	2	Member

This committee will be expected to report to the contractor. In addition, complaint box will be placed in the Community leader's palace, where complaints from PAPs can be dropped without retribution. The complaints are received (in written, verbal or electronic form) at designated points at community Level.

After registering the complaint in the Grievance Redressal Registration and Monitoring Sheet, the Chairman of the committee would study the complaint made in detail and issue an acknowledgement letter within five working days, including an outline of the complaint review and appeal process. A written response shall be issued within two weeks. The chairman shall coordinate a meeting with the aggrieved party to address such issues. The deliberations of the meetings and decisions taken are recorded.

The resolution at the first tier will be normally done within 14 working days and notified to the concerned through a disclosure form. Should the Grievance not be solved within this period, this would be referred to the next level of Grievance Redressal. However, if the village head/chief feels that adequate solutions are being worked out and it would require a few more days for actions to be taken, he can decide on retaining the issue at the first level by informing the complainant accordingly. However, if the complainant requests an immediate transfer of the issue to the next level, it would be accepted, and the issue would be taken to the next channel. But in any case, if the issue is not addressed within 21 days, it needs to be taken to the next level.

Second Level GRM: State Level (Resettlement Management Committee (RMC))

The Resettlement Management Committee (RMC) shall receive, hear and address complaints arising from the project implementation. The Director of Lands shall head this committee while membership of the committee shall be as outlined in table 8-2;

Table 8-2: Membership of the 2nd Level GRC

S/N	Membership	No of Persons	Designation
1.	Director of Lands	1	Chairman
	Contractor	1	Member
3.	RAP Implementation Consultant	1	Member
4.	CLO	1	Secretary
5.	Representative of the Emir	1	Member
6.	Security Representative (NSCDC, DSS or Police)	2	Member
7.	2 Representatives of PAPs (Male and Female)	2	Members
8.	Witness NGO	1	Member

If the complainant is not satisfied by the first level response nor has a complaint regarding their decision-making process, they can directly write to the 2nd GRC. All complaints submitted to the GRC shall be logged with a unique ID code. Complainants shall receive an acknowledgement letter within 5 working days, including an outline of the complaint review and appeal process. The complaint shall be filed according to a tracking system, so that complaints are classified, and responded to consistently. Furthermore, the complaint shall be discussed within the committee and responded to in writing within 2 weeks. The committee shall also convene a meeting of the aggrieved parties if required. The GRC shall undertake a six-monthly internal review of the complaint handling mechanism, and make necessary corrections, if need be.

The committee will hold the necessary meetings with the complainant and the concerned officers and attempt to find a solution acceptable at all levels. CLO would record the minutes of the meeting. The decisions of the committee are communicated to the complainant formally and if he accepts the resolutions, the complainant's acceptance is obtained on a disclosure form.

If the complainant does not accept the solution offered by the committee, then the complaint is passed on to the next level / or the complainant can reach the next level. The Chairman of the committee would be required to forward the issue to the next level through the Secretary of the GRC to facilitate in exploring a solution to this at this level before transferring it to the next level. In any case, the case should be forwarded to the next level if no solution is reached within 14 days of the case reaching the second level and, in a case(s), nearing the required solution, it can be retained to an extent of 21 days.

The decisions of the 2nd level GRC level would be final from the Project side and the Complainant may decide to take a legal or any other recourse if he /she is not satisfied with the resolutions due to the deliberations of the Second Level GRC. If affected person is not satisfied with the decision received, he/she can, as a last resort, appeal to a court of competent jurisdiction.

Third **Level GRM**: National Level (Resettlement Steering Committee (RSC))

This committee shall receive, hear and address complaints arising from the project implementation. The Permanent Secretary, FMOT shall head this committee while membership of the committee shall be as outlined in table 8-3.

Table 8-3: Membership of the 3rd Level GRC

S/N	Membership	No of Persons	Designation
2	Permanent Secretary, FMOT	1	Chairman
	Contractor (CEO)	1	Member
9	RAP Implementation Consultant (CEO)	1	Member
1	CLO	1	Secretary
1	Director of Lands (FMWH)	1	Member
1	Security Representative (NSCDC, DSS or Police)	2	Member
1	2 Representatives of PAPs (Male and Female)	2	Members
1	Witness NGO	1	Member

If the complainant is not satisfied by the second level response nor has a complaint regarding their decision-making process, they can directly write to the 3rd level GRC, the RSC. All complaints submitted to the RSC shall be logged with a unique ID code. Complainants shall receive an acknowledgement letter within 5 working days, including an outline of the complaint review and appeal process. The complaint shall be filed according to a tracking system, so that complaints are classified, and responded to consistently. Furthermore, the complaint shall be discussed within the committee and responded to in writing within 2 weeks. The committee shall also convene a meeting of the aggrieved parties if required. The RSC shall undertake a six-monthly internal review of the complaint handling mechanism, and make necessary corrections, if need be.

The committee will hold the necessary meetings with the complainant and the concerned officers and attempt to find a solution acceptable at all levels. CLO would record the minutes of the meeting. The decisions of the RSC are communicated to the complainant formally and if he accepts the resolutions, the complainant's acceptance is obtained on a disclosure form.

The decisions of the 3rd level GRC level would be final from the Project side and the Complainant may decide to take a legal or any other recourse if he /she is not satisfied with the resolutions due to the deliberations of the Second Level GRC. If affected person is not satisfied with the decision received, he/she can, as a last resort, appeal to a court of competent jurisdiction.

Grievance Mechanisms

During implementation of the project activities, it is possible that disputes/disagreements between the contractor and the PAPs /communities will occur especially regarding employment of host communities, compensation, boundaries, destruction of crops or land, etc. There are great challenges associated with grievance redress especially in a project of this magnitude.

The practice of grievance arbitration over resettlement issues in Nigeria is conducted within the framework of the Land Use Act (LUA) of 1978, reviewed under CAP 202, 1990. Two stages have been identified, and shall apply, in the grievance procedure: customary mediation and judiciary hearings.

Customary Mediation

Procedures for grievances will be clearly explained during community meetings. At the village levels, a series of customary avenues exists to deal with dispute resolutions. Those avenues shall be employed, when and where it is relevant as a “court of first appeal”.

Such customary avenues shall provide a first culturally and amicable grievance procedure that will facilitate formal and/or informal grievance resolution for grievances such as:

- i. Wrongly recorded personal or community details;
- ii. Wrongly recorded assets including land details and/or affected acreage;
- iii. Change of recipient due to recent death or disability;
- iv. Recent change of asset ownership;
- v. Wrong computation of compensation; and
- vi. Name missed out of register, etc.

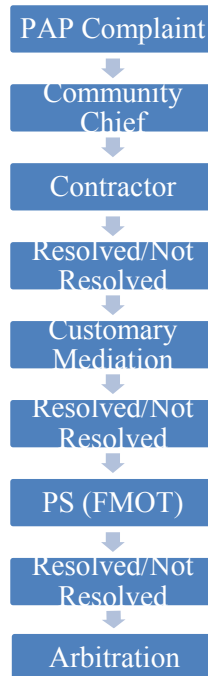
Court of Law

The judicial process in accordance with applicable laws will be followed and the law courts will pass binding judgment on the matter.

Grievance Resolution Procedures

The first level is the Village/District Heads or the contractor: The aggrieved person shall first report the matter to the community chief for resolution. Issues that can be resolved at this level include, employment issues, ownership tussle, management of deceased property, boundary issues, etc. If the issue is not resolved at this stage, it can then be escalated to customary mediation described and if still no acceptable resolution is achieved, the parties may choose to go to court in accordance with laws of the Federal Republic of Nigeria. Figure 8.1 illustrates this mechanism.

Figure 8-1: Grievance Resolution Procedure



9 MONITORING, EVALUATION AND REPORTING

In order to record activities and assess the effectiveness of this SEP and associated community dialogue activities, MENG will implement a data management and monitoring process as outlined below.

In addition, this section includes mechanisms for reporting to external stakeholders as an integral step in building relationships with stakeholders and promoting understanding between MENG, FMoT and stakeholders.

9.1 DATA MANAGER

Stakeholder engagement activities will be documented and filed in order to track and refer to records when required and ensure delivery of commitments made to stakeholders. The following stakeholder community dialogue records and documentation will be used and maintained by Stakeholder engagement activities will be documented and filed in order to track and refer to records when required and ensure delivery of commitments made to stakeholders. The following stakeholder community dialogue records and documentation will be used and maintained by the Project:

Attendance List- Used to collect the meeting attending stakeholdercontact details (Annex 4)

Meeting minute template: Used to collect meeting minutes to be filedwithin the stakeholder database (Annex 5)

Stakeholder engagement register: On-going updates to the stakeholderregister,

including key contacts and contact details (telephone number, email address etc.) as additional stakeholders are identified (Annex 6).

MENG will develop log documentation used to record, store and analyse the Stakeholder Engagement activities, including the grievances, and used to track frequency of meetings. A commitment register will be used to track of the commitments made to the stakeholders when needed.

Records will be reviewed on a quarterly basis to ensure that information is being recorded accurately and information maintained. Commitments and actions recorded during community interaction activities will also be regularly reviewed to ensure they are taken forward.

9.2 INTERNAL REPORTING

The following internal reports will be developed:

Red Flag Reports: Weekly or daily reports for urgent items or incidents of significant nature. These red flag reports will be prepared by MENG's CLO Team lead and sent to the Project Manager, which will act and/or escalate if necessary.

Quarterly Progress Reports: Internal quarterly progress reports will be prepared by MENG's CLO Team lead. These reports will summarise:

- Engagement activities undertaken to date: stakeholders met, key topics discussed, main concerns and expectations, positioning towards Project activities;
- Grievance mechanism: participation, main grievances received, progress
- summary (actions to be taken and status);
- Limitations (e.g. resources, internal alignment); and
- Priorities for next quarter.

These reports will be discussed at quarterly meetings involving MENG and FMoT Project Managers, the hierarchy and representatives of the relevant departments. The progress reports will be circulated internally as required.

9.3 EXTERNAL REPORTING

Once consultation with stakeholders has taken place, stakeholders generally want to know which of their suggestions have been taken on board, what risk or impact mitigation measures will be put in place to address their concerns, and how, for example, projects impacts are being monitored.

MENG will keep track of commitments made (through the meeting minute) and will communicate progress made against these commitments on a regular basis (for instance during regular meetings with the community representatives). The meeting minute will be the starting base.

MENG will also report to lenders periodically providing updates on project progress, risks and mitigation measures implemented, resettlement and livelihood restoration programmes and stakeholder feedback, amongst other issues.

10 REFERENCES

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11 ANNEXURES

Annex 1- AOI Figures

Annex 2- Programme of Works (POW)

Annex 3- Attendance List

Annex 4- Attendance List template

Annex 5- Meeting Minutes

Annex 6- Stakeholder Engagement Register

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ANNEX 1

Figure 1-Niger

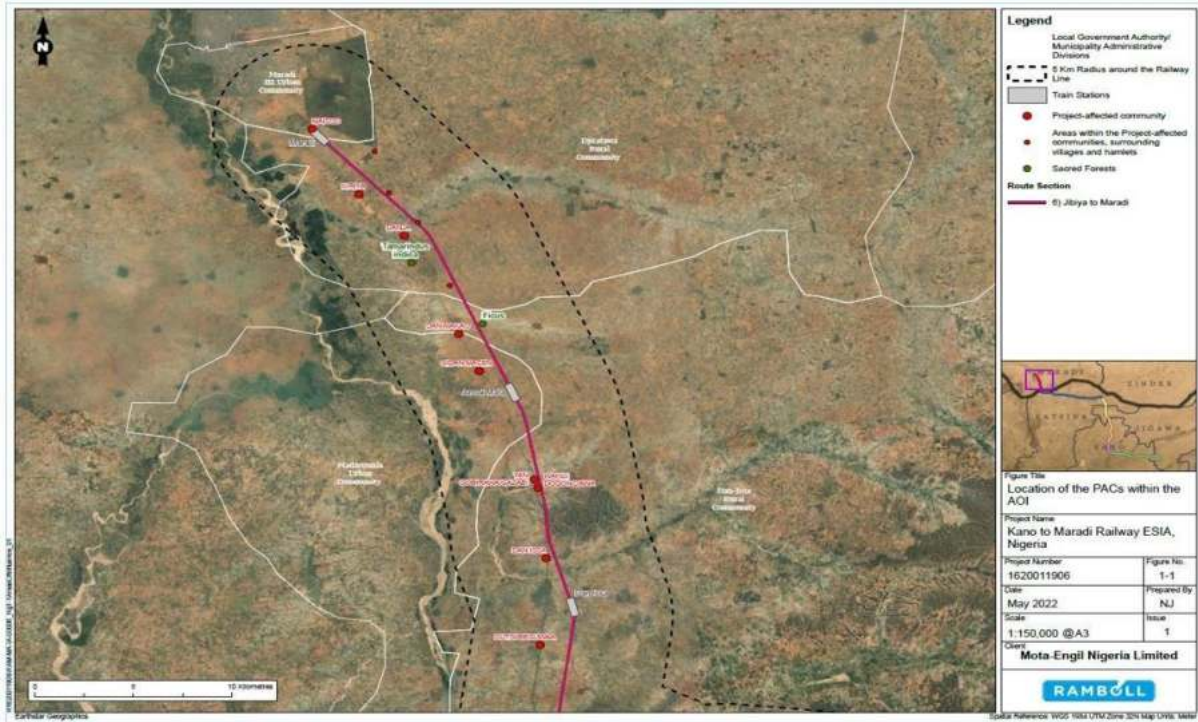


Figure 2-Katsina 1



Figure 3-Katsina 2



Figure 4-Katsina/ Jigawa



Figure 5-Jigawa/ Kano

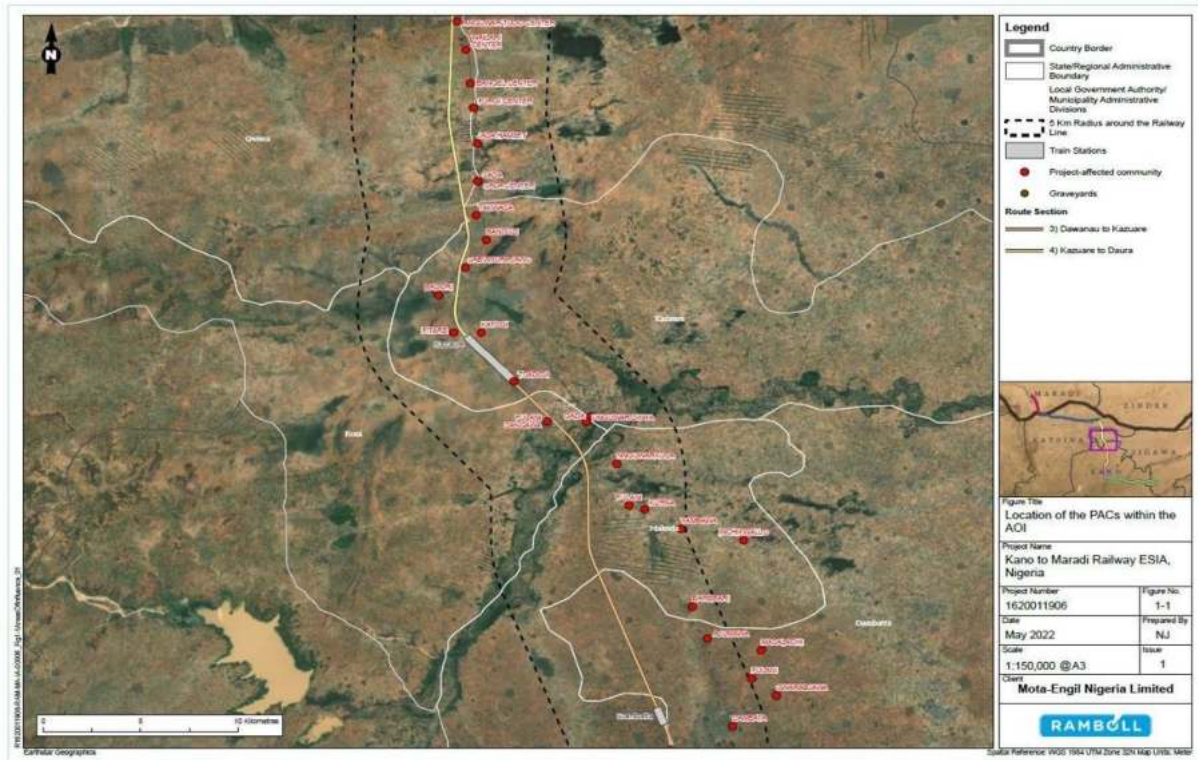


Figure 6-Kano 1



Figure 7-Kano 2

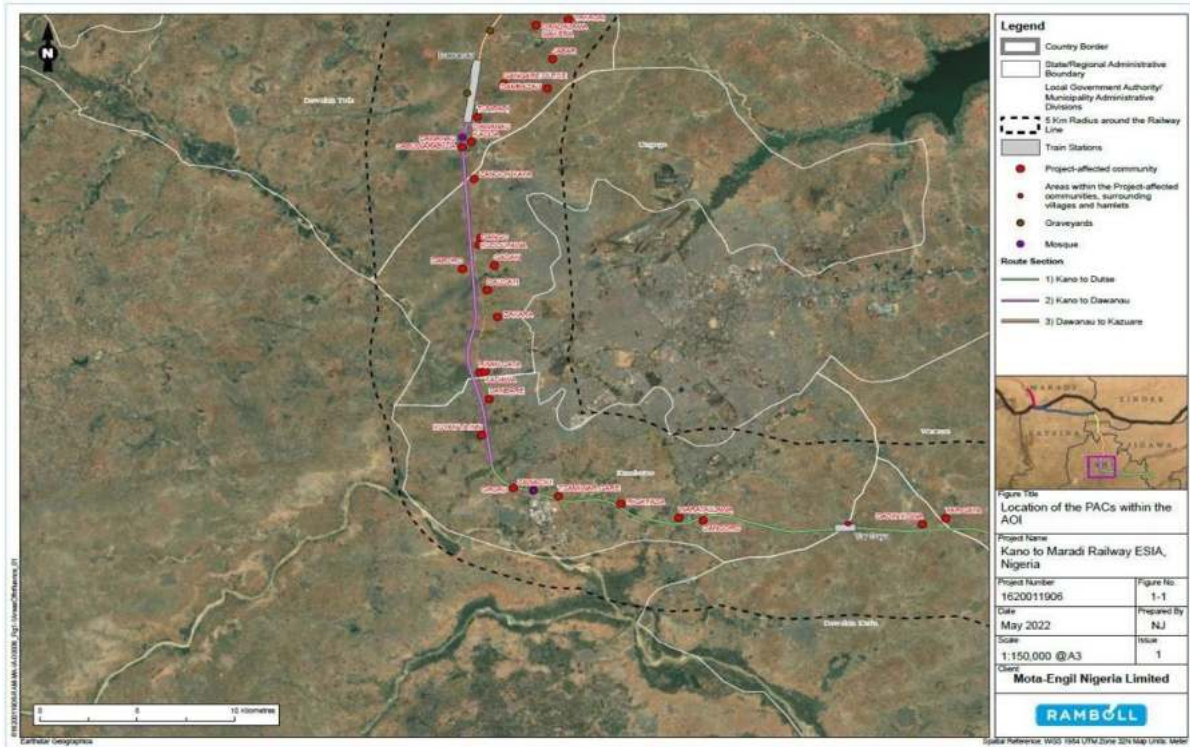


Figure 8-Kano/ Jigawa

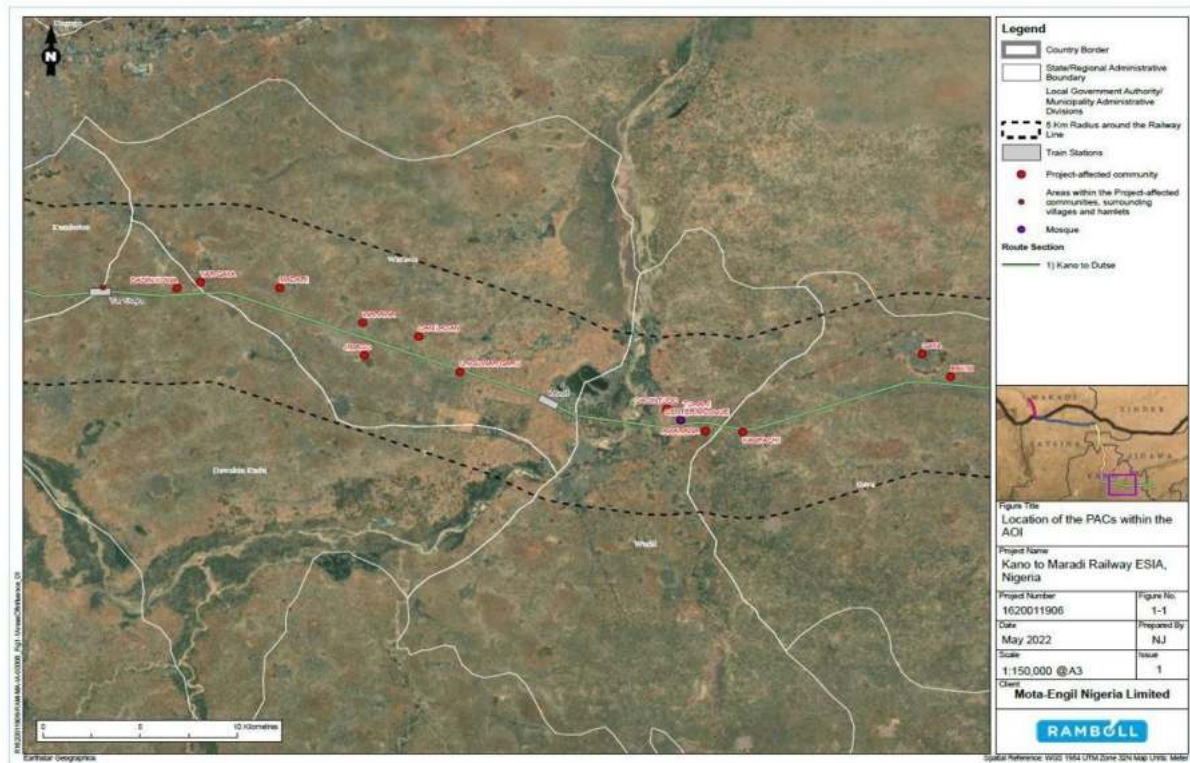
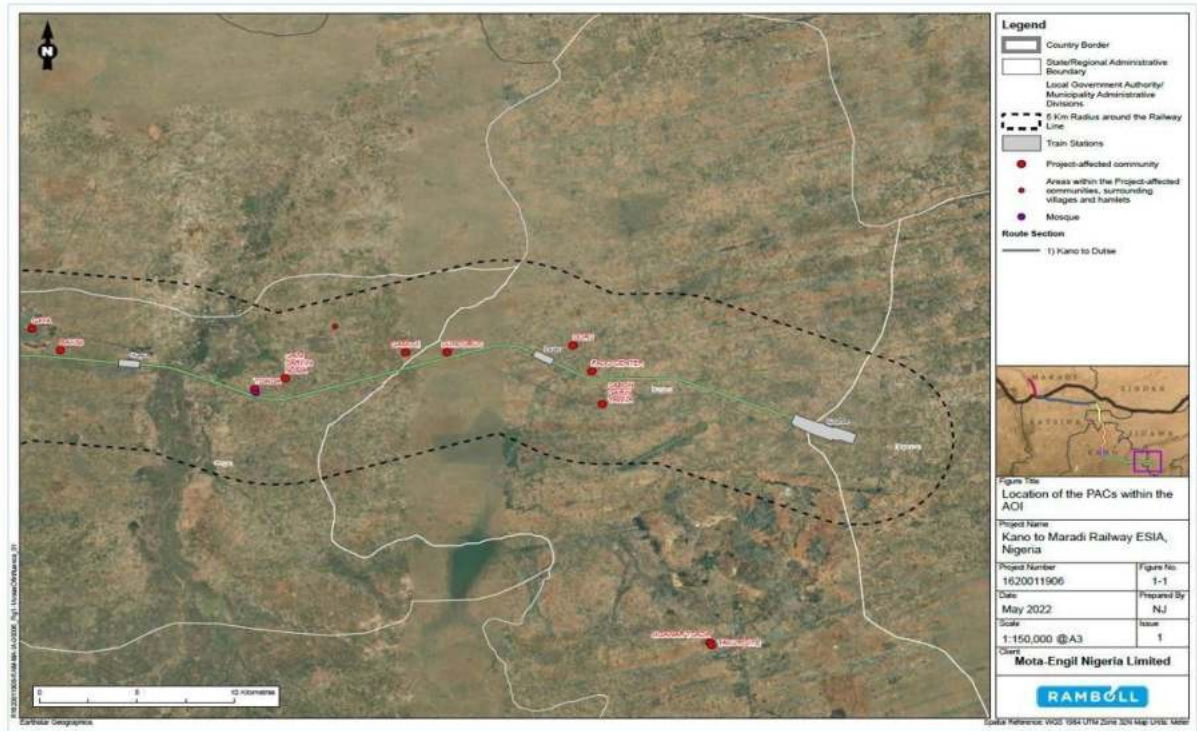


Figure 9-Jigawa



ANNEX 2

ID	WBS	Activity	% Complete	Quant.	Un.	Rend / dia	Actual Duration	Actual Start	Actual Finish	Start	Finish	Baseline Start	Baseline Finish	2021												2022												2023												2024												2025												2026											
														Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
														1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
0		RAILWAY KANO - MARADI SINGLE TRACK	33%	0			500.13 d	09/02/2021	NA	09/02/2021	29/01/2026	09/02/2021	31/07/2025																																																																								
1		MILESTONES	99%	0			1506 d	09/02/2021	NA	09/02/2021	29/01/2026	09/02/2021	31/07/2025																																																																								
2	1.1	Project KICK OFF - Groundbreaking ceremony	100%	0			1 d	09/02/2021	09/02/2021	09/02/2021	09/02/2021	09/02/2021	09/02/2021																																																																								
3	1.2	Facility Agreement	100%	0			0 d	18/10/2021	18/10/2021	18/10/2021	18/10/2021	18/10/2021	18/10/2021																																																																								
4	1.3	Bridge Loan Disbursement	100%	0			0 d	01/08/2022	01/08/2022	01/08/2022	01/08/2022	01/08/2022	01/08/2022																																																																								
5	1.4	Start ESIA and Preliminary Design	100%	0			0 d	18/10/2021	18/10/2021	18/10/2021	18/10/2021	18/10/2021	18/10/2021																																																																								
6	1.5	Start Construction Works	100%	0			0 d	05/12/2022	05/12/2022	05/12/2022	05/12/2022	05/12/2022	05/12/2022																																																																								
7	1.6	Release of services on the border with Niger	0%	0			0 d	NA	NA	30/04/2024	30/04/2024	03/10/2023	03/10/2023																																																																								
8	1.7	End Land Acquisition	0%	0			0 d	NA	NA	29/05/2024	29/05/2024	30/10/2023	30/10/2023																																																																								
9	1.8	End ESIA	100%	0			0 d	19/09/2024	19/09/2024	19/09/2024	07/10/2024	07/10/2024	07/10/2024																																																																								
10	1.9	End Design	0%	0			0 d	NA	NA	21/08/2024	21/08/2024	30/12/2023	30/12/2023																																																																								
11	1.10	End Camp Sites	0%	0			0 d	NA	NA	11/11/2024	11/11/2024	16/07/2024	16/07/2024																																																																								
12	1.11	End Production Facilities Installations	0%	0			0 d	NA	NA	27/08/2025	27/08/2025	05/07/2025	05/07/2025																																																																								
13	1.12	End Activities Section 01	0%	0			0 d	NA	NA	29/11/2025	29/11/2025	31/07/2025	31/07/2025																																																																								
14	1.13	End Activities Section 02	0%	0			0 d	NA	NA	08/09/2025	08/09/2025	29/03/2025	29/03/2025																																																																								
15	1.14	End Activities Section 03	0%	0			0 d	NA	NA	06/02/2025	06/02/2025	31/07/2024	31/07/2024																																																																								
16	1.15	End Activities Section 04	0%	0			0 d	NA	NA	23/08/2025	23/08/2025	29/03/2025	29/03/2025																																																																								
17	1.16	End Activities Section 05	0%	0			0 d	NA	NA	19/12/2025	19/12/2025	31/07/2025	31/07/2025																																																																								
18	1.17	End Activities Section 06	0%	0			0 d	NA	NA	29/01/2026	29/01/2026	31/07/2025	31/07/2025																																																																								
19	1.18	End Activities Section 07	0%	0			0 d	NA	NA	19/06/2025	19/06/2025	14/12/2024	14/12/2024																																																																								
20	1.19	End Activities Section 08	0%	0			0 d	NA	NA	23/10/2025	23/10/2025	24/04/2025	24/04/2025																																																																								
21	1.20	End Activities Section 09	0%	0			0 d	NA	NA	22/01/2026	22/01/2026	31/07/2025	31/07/2025																																																																								
22	1.21	End Activities of Project	0%	0			0 d	NA	NA	29/01/2026	29/01/2026	31/07/2025	31/07/2025																																																																								
23	2	PHASE 1 - PRELIMINARY WORKS	53%	0		0,00 /d	758.55 d	10/02/2021	NA	10/02/2021	05/11/2025	09/02/2021	30/07/2025																																																																								
24	2.1	ESIA & DESIGN	77%	0		0,00 /d	851.55 d	10/02/2021	NA	10/02/2021	30/09/2024	09/02/2021	07/10/2024																																																																								
25	2.1.1	ESIA	100%	0			798 d	10/02/2021	19/09/2023	10/02/2021	19/09/2023	09/02/2021	07/10/2024																																																																								
26	2.1.1.1	ESIA Study	100%	0			780 d	10/02/2021	29/08/2023	10/02/2021	29/08/2023	09/02/2021	29/08/2023																																																																								
27	2.1.1.1.1	ESIA consultant procurement	100%	0		0,00 /d	63 d	10/02/2021	23/04/2021	10/02/2021	23/04/2021	09/02/2021	22/04/2021																																																																								
28	2.1.1.1.2	E&S Screening report and initial studies	100%	0		0,00 /d	240 d	19/10/2021	30/07/2022	19/10/2021	30/07/2022	19/10/2021	30/07/2022																																																																								
29	2.1.1.1.3	Submit preliminary ESIA Report	100%	0		0,00 /d	325 d	30/07/2022	29/08/2023	30/07/2022	29/08/2023	30/07/2022	29/08/2023																																																																								
30	2.1.1.2	ESIA Approval	100%	0			19 d	29/08/2023	19/09/2023	29/08/2023	19/09/2023	29/08/2023	07/10/2024																																																																								
31	2.1.1.2.1	Finalise ESIA	100%	0		0,00 /d	18 d	29/08/2023	19/09/2023	29/08/2023	19/09/2023	29/08/2023	13/10/2023																																																																								
32	2.1.1.2.2	Finalise E&S plans	100%	0		0,00 /d	19 d	29/08/2023	19/09/2023	29/08/2023	19/09/2023	13/10/2023	07/10/2024																																																																								
33	2.1.2	Land Acquisition (FMoT Responsibility)	71%	0		0,00 /d	458.33 d	01/08/2022	NA	01/08/2022	30/09/2024	01/08/2022	30/10/2023																																																																								
34	2.1.2.1	Land acquisition Main Line : Kano - Daura (FMoT responsibility)	100%	0		0,00 /d	207 d	01/08/2022	03/04/2023	01/08/2022	03/04/2023	01/08/2022	03/04/2023																																																																								
35	2.1.2.1.1	Approval of site sitcamps, quarries and borrow pits by FM Env	100%	0			122 ed	01/08/2022	01/12/2022	01/08/2022	01/12/2022	01/08/2022	01/12/2022																																																																								
36	2.1.2.1.2	RoW : 73+594 to 83+700	100%	136.88	ha	13.69 ha/d	10 d	01/12/2022	12/12/2022	01/12/2022	12/12/2022	01/12/2022	12/12/2022																																																																								
37	2.1.2.1.3	RoW : 83+700 to 93+805	100%	58.13	ha	3.23 ha/d	18 d	01/12/2022	21/12/2022	01/12/2022	21/12/2022	01/12/2022	21/12/2022																																																																								
38	2.1.2.1.4	RoW : 93+805 to 103+910	100%	58.13	ha	3.23 ha/d	18 d	01/12/2022	21/12/2022	01/12/2022	21/12/2022	01/12/2022	21/12/2022																																																																								
39	2.1.2.1.5	RoW : 103+910 to 114+015	100%	52.25	ha	2.90 ha/d	18 d	01/12/2022	21/12/2022	01/12/2022	21/12/2022	01/12/2022	21/12/2022																																																																								
40	2.1.2.1.6	RoW : 114+015 to 124+120	100%	129.94	ha	1.25 ha/d	104 d	01/12/2022	03/04/2023	01/12/2022	03/04/2023	01/12/2022	03/04/2023																																																																								
41	2.1.2.1.7	RoW : 63+488 to 73+594	100%	51.24	ha	2.33 ha/d	22 d	01/12/2022	27/12/2022	01/12/2022	27/12/2022	01/12/2022	27/12/2022																																																																								
42	2.1.2.1.8	RoW : 53+382 to 63+488	100%	68.75	ha	3.82 ha/d	18 d	01/12/2022	21/12/2022	01/12/2022	21/12/2022	01/12/2022	21/12/2022																																																																								
43	2.1.2.1.9	RoW : 43+276 to 53+382	100%	58.48	ha	3.25 ha/d	18 d	01/12/2022	21/12/2022	01/12/2022	21/12/2022	01/12/2022	21/12/2022																																																																								
44	2.1.2.1.10	RoW : 33+170 to 43+276	100%	58.45	ha	3.25 ha/d	18 d	01/12/2022	21/12/2022	01/12/2022	21/12/2022	01/12/2022	21/12/2022																																																																								
45	2.1.2.1.11	RoW : 33+170 to 22+280	100%	46.59	ha	2.59 ha/d	18 d	01/12/2022	21/12/2022	01/12/2022	21/12/2022	01/12/2022	21/12/2022																																																																								
46	2.1.2.1.12	RoW : 22+280 to 11+390	100%	142.43	ha	7.91 ha/d	18 d	01/12/2022	21/12/2022	01/12/2022	21/12/2022	01/12/2022	21/12/2022																																																																								
47	2.1.2.2	Land acquisition Main Line : Daura - Maradi (FMoT responsibility)	95%	0		0,00 /d	508.43 d	13/08/2022	NA	13/08/2022	29/05/2024	13/08/2022	30/10/2023																																																																								
48	2.1.2.2.1	RoW : 124+120 to 134+173	100%	222.76	ha	2.56 ha/d	87 d	13/08/2022	24/11/2022	13/08/2022	24/11/2022	13/08/2022	24/11/2022																																																																								
49	2.1.2.2.2	RoW : 144+227 to 134+173	100%	69.03	ha	0.79 ha/d	87 d	13/08/2022	24/11/2022	13/08/2022	24/11/2022	13/08/2022	24/11/2022																																																																								
50	2.1.2.2.3	RoW : 154+280 to 144+227	100%	57.56	ha	0.93 ha/d	62 d	13/08/2022	26/10/2022	13/08/2022	26/10/2022	13/08/2022	26/10/2022																																																																								
51	2.1.2.2.4	RoW : 164+260 to 154+280	100%	57.08	ha	0.92 ha/d	62 d	13/08/2022	26/10/2022	13/08/2022	26/10/2022</																																																																										

ID	WBS	Activity	% Complete	Quant.	Un.	Rend / dia	Actual Duration	Actual Start	Actual Finish	Start	Finish	Baseline Start	Baseline Finish	2021												2022												2023												2024												2025												2026											
														Qtr 1, 2021			Qtr 2, 2021			Qtr 3, 2021			Qtr 4, 2021			Qtr 1, 2022			Qtr 2, 2022			Qtr 3, 2022			Qtr 4, 2022			Qtr 1, 2023			Qtr 2, 2023			Qtr 3, 2023			Qtr 4, 2023			Qtr 1, 2024			Qtr 2, 2024			Qtr 3, 2024			Qtr 4, 2024			Qtr 1, 2025			Qtr 2, 2025			Qtr 3, 2025			Qtr 4, 2025			Qtr 1, 2026			Qtr 2, 2026			Qtr 3, 2026			Qtr 4, 2026		
														Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec												
244	3.1.5.1.5	Laying and assembly of track 3	0%	63.34	km	0.40 km/d	0 d	NA	NA	28/02/2025	08/09/2025	23/09/2024	29/03/2025	Gantt chart for Laying and assembly of track 3, showing progress from 2024 to 2025.																																																																							
245	3.1.5.2	Bridges and Overbridges	10%	0		0,00 id	44 d	25/09/2023	NA	25/09/2023	27/02/2025	25/09/2023	21/09/2024	Gantt chart for Bridges and Overbridges, showing progress from 2023 to 2024.																																																																							
246	3.1.5.2.1	Bridge - Pk 47+020	52%	100	m	0.37 m/d	141.5 d	25/09/2023	NA	25/09/2023	26/08/2024	25/09/2023	20/04/2024	Gantt chart for Bridge - Pk 47+020, showing progress from 2023 to 2024.																																																																							
247	3.1.5.2.2	Bridge - Pk 39+527	30%	72	m	0.30 m/d	71.56 d	08/01/2024	NA	08/01/2024	23/10/2024	10/10/2023	04/05/2024	Gantt chart for Bridge - Pk 39+527, showing progress from 2024 to 2025.																																																																							
248	3.1.5.2.3	Bridge - Pk 75+353	0%	150	m	0.75 m/d	0 d	NA	NA	02/05/2024	30/12/2024	25/10/2023	27/06/2024	Gantt chart for Bridge - Pk 75+353, showing progress from 2024 to 2025.																																																																							
249	3.1.5.2.4	Bridge - Pk 42+799	36%	54	m	0.24 m/d	81.01 d	11/12/2023	NA	11/12/2023	10/09/2024	09/11/2023	29/04/2024	Gantt chart for Bridge - Pk 42+799, showing progress from 2023 to 2024.																																																																							
250	3.1.5.2.5	Overbridge - Pk 83+070	0%	36	m	0.30 m/d	0 d	NA	NA	02/05/2024	24/09/2024	24/11/2023	20/04/2024	Gantt chart for Overbridge - Pk 83+070, showing progress from 2024 to 2025.																																																																							
251	3.1.5.2.6	Overbridge - Pk 76+616	0%	36	m	0.30 m/d	0 d	NA	NA	13/05/2024	05/10/2024	04/12/2023	30/04/2024	Gantt chart for Overbridge - Pk 76+616, showing progress from 2024 to 2025.																																																																							
252	3.1.5.2.7	Overbridge - Pk 71+346	0%	36	m	0.30 m/d	0 d	NA	NA	23/05/2024	16/10/2024	14/12/2023	11/05/2024	Gantt chart for Overbridge - Pk 71+346, showing progress from 2024 to 2025.																																																																							
253	3.1.5.2.8	Overbridge - Pk 67+785	0%	36	m	0.30 m/d	0 d	NA	NA	03/06/2024	26/10/2024	27/12/2023	21/05/2024	Gantt chart for Overbridge - Pk 67+785, showing progress from 2024 to 2025.																																																																							
254	3.1.5.2.9	Overbridge - Pk 62+371	0%	36	m	0.30 m/d	0 d	NA	NA	13/06/2024	05/11/2024	06/01/2024	30/05/2024	Gantt chart for Overbridge - Pk 62+371, showing progress from 2024 to 2025.																																																																							
255	3.1.5.2.10	Overbridge - Pk 58+441	0%	36	m	0.30 m/d	0 d	NA	NA	24/06/2024	13/11/2024	16/01/2024	08/06/2024	Gantt chart for Overbridge - Pk 58+441, showing progress from 2024 to 2025.																																																																							
256	3.1.5.2.11	Overbridge - Pk 55+446	0%	36	m	0.30 m/d	0 d	NA	NA	04/07/2024	23/11/2024	26/01/2024	22/06/2024	Gantt chart for Overbridge - Pk 55+446, showing progress from 2024 to 2025.																																																																							
257	3.1.5.2.12	Overbridge - Pk 51+571	0%	36	m	0.30 m/d	0 d	NA	NA	15/07/2024	03/12/2024	05/02/2024	02/07/2024	Gantt chart for Overbridge - Pk 51+571, showing progress from 2024 to 2025.																																																																							
258	3.1.5.2.13	Overbridge - Pk 49+623	0%	36	m	0.30 m/d	0 d	NA	NA	25/07/2024	13/12/2024	15/02/2024	13/07/2024	Gantt chart for Overbridge - Pk 49+623, showing progress from 2024 to 2025.																																																																							
259	3.1.5.2.14	Overbridge - Pk 44+623	0%	36	m	0.30 m/d	0 d	NA	NA	05/08/2024	24/12/2024	26/02/2024	24/07/2024	Gantt chart for Overbridge - Pk 44+623, showing progress from 2024 to 2025.																																																																							
260	3.1.5.2.15	Overbridge - Pk 37+199	0%	36	m	0.30 m/d	0 d	NA	NA	15/08/2024	08/01/2025	07/03/2024	03/08/2024	Gantt chart for Overbridge - Pk 37+199, showing progress from 2024 to 2025.																																																																							
261	3.1.5.2.16	Overbridge - Pk 34+957	0%	36	m	0.30 m/d	0 d	NA	NA	26/08/2024	18/01/2025	18/03/2024	14/08/2024	Gantt chart for Overbridge - Pk 34+957, showing progress from 2024 to 2025.																																																																							
262	3.1.5.2.17	Overbridge - Pk 31+840	0%	36	m	0.30 m/d	0 d	NA	NA	05/09/2024	29/01/2025	28/03/2024	24/08/2024	Gantt chart for Overbridge - Pk 31+840, showing progress from 2024 to 2025.																																																																							
263	3.1.5.2.18	Overbridge - Pk 29+058	0%	36	m	0.30 m/d	0 d	NA	NA	17/09/2024	08/02/2025	08/04/2024	02/09/2024	Gantt chart for Overbridge - Pk 29+058, showing progress from 2024 to 2025.																																																																							
264	3.1.5.2.19	Overbridge - Pk 27+649	0%	36	m	0.30 m/d	0 d	NA	NA	27/09/2024	19/02/2025	18/04/2024	10/09/2024	Gantt chart for Overbridge - Pk 27+649, showing progress from 2024 to 2025.																																																																							
265	3.1.5.2.20	Overbridge - Pk 24+444	0%	36	m	0.30 m/d	0 d	NA	NA	07/10/2024	27/02/2025	29/04/2024	21/09/2024	Gantt chart for Overbridge - Pk 24+444, showing progress from 2024 to 2025.																																																																							
266	3.1.5.3	Stations & Stations Yards	0%	0		0,00 id	0 d	02/04/2024	NA	02/04/2024	29/03/2025	24/10/2023	22/10/2024	Gantt chart for Stations & Stations Yards, showing progress from 2024 to 2025.																																																																							
267	3.1.5.3.1	Dambatta (Standard B)	0%	1180	m2	7.87 m2/d	0 d	02/04/2024	NA	02/04/2024	03/10/2024	24/10/2023	24/04/2024	Gantt chart for Dambatta (Standard B), showing progress from 2024 to 2025.																																																																							
268	3.1.5.3.2	Kazaure (Standard B)	0%	1180	m2	7.97 m2/d	0 d	NA	NA	04/10/2024	29/03/2025	25/04/2024	22/10/2024	Gantt chart for Kazaure (Standard B), showing progress from 2024 to 2025.																																																																							
269	3.1.5.3.3	Kazaure Yard (IMC+FY)	0%	1180	m2	10.26 m2/d	0 d	NA	NA	12/11/2024	29/03/2025	04/06/2024	22/10/2024	Gantt chart for Kazaure Yard (IMC+FY), showing progress from 2024 to 2025.																																																																							
270	3.1.6	Section 01 - Dawanau - Kano (Pk 20+360 to 0+500)	0%	19.86	km		0 d	NA	NA	11/07/2024	29/11/2025	27/01/2024	31/07/2025	Gantt chart for Section 01 - Dawanau - Kano, showing progress from 2024 to 2025.																																																																							
271	3.1.6.1	Railway Line Alignment	0%	0			0 d	NA	NA	11/07/2024	29/11/2025	27/01/2024	31/07/2025	Gantt chart for Railway Line Alignment, showing progress from 2024 to 2025.																																																																							
272	3.1.6.1.1	Clear and Grubbing	0%	19.86	km	0.76 km/d	0 d	NA	NA	11/07/2024	09/08/2024	27/01/2024	26/02/2024	Gantt chart for Clear and Grubbing, showing progress from 2024 to 2025.																																																																							
273	3.1.6.1.2	Earthworks	0%	1257339	m3	5613.12 m3/d	0 d	NA	NA	10/08/2024	10/05/2025	27/02/2024	26/11/2024	Gantt chart for Earthworks, showing progress from 2024 to 2025.																																																																							
274	3.1.6.1.3	Drainage works	0%	198600	m	1460.29 m/d	0 d	NA	NA	28/11/2024	15/05/2025	20/07/2024	30/12/2024	Gantt chart for Drainage works, showing progress from 2024 to 2025.																																																																							
275	3.1.6.1.4	Sub-ballast 3	0%	35947	m3	239.65 m3/d	0 d	NA	NA	10/12/2024	14/06/2025	02/10/2024	29/03/2025	Gantt chart for Sub-ballast 3, showing progress from 2024 to 2025.																																																																							
276	3.1.6.1.5	Laying and assembly of track 3	0%	19.86	km	0.28 km/d	0 d	NA	NA	09/09/2025	29/11/2025	02/04/2025	31/07/2025	Gantt chart for Laying and assembly of track 3, showing progress from 2025 to 2026.																																																																							
277	3.1.6.2	Bridges and Overbridges	0%	0		0,00 id	0 d	NA	NA	17/10/2024	22/07/2025	09/05/2024	10/02/2025	Gantt chart for Bridges and Overbridges, showing progress from 2024 to 2025.																																																																							
278	3.1.6.2.1	Bridge - Pk 15+420	0%	24	m	0.16 m/d	0 d	NA	NA	17/10/2024	19/04/2025	09/05/2024	08/11/2024	Gantt chart for Bridge - Pk 15+420, showing progress from 2024 to 2025.																																																																							
279	3.1.6.2.2	Bridge - Pk 11+205	0%	54	m	0.36 m/d	0 d	NA	NA	01/11/2024	07/05/2025	24/05/2024	23/11/2024	Gantt chart for Bridge - Pk 11+205, showing progress from 2024 to 2025.																																																																							
280	3.1.6.2.3	Bridge - Pk 7+400	0%	72	m	0.41 m/d	0 d	NA	NA	16/11/2024	20/06/2025	08/06/2024	09/01/2025	Gantt chart for Bridge - Pk 7+400, showing progress from 2024 to 2025.																																																																							
281	3.1.6.2.4	Overbridge - Pk 19+448	0%	36	m	0.28 m/d	0 d	NA	NA	02/12/2024	10/05/2025	24/06/2024	23/11/2024	Gantt chart for Overbridge - Pk 19+448, showing progress from 2024 to 2025.																																																																							
282	3.1.6.2.5	Overbridge - Pk 18+528	0%	48	m	0.32 m/d	0 d	NA	NA	12/12/2024	17/06/2025	04/07/2024	02/01/2025	Gantt chart for Overbridge - Pk 18+528, showing progress from 2024 to 2025.																																																																							
283	3.1.6.2.6	Overbridge - Pk 16+473	0%	36	m	0.28 m/d	0 d	NA	NA	23/12/2024	02/06/2025	15/07/2024	14/12/2024	Gantt chart for Overbridge - Pk 16+473, showing progress from 2024 to 2025.																																																																							
284	3.1.6.2.7	Overbridge - Pk 14+585	0%	36	m	0.28 m/d	0 d	NA	NA	02/01/2025	09/06/2025	25/07/2024	27/12/2024	Gantt chart for Overbridge - Pk 14+585, showing progress from 2024 to 2025.																																																																							
285	3.1.6.2.8	Overbridge - Pk 13+207	0%	36	m	0.28 m/d	0 d	NA	NA	13/01/2025	20/06/2025	05/08/2024	09/01/2025	Gantt chart for Overbridge - Pk 13+207, showing progress from 2024 to 2025.																																																																							
286	3.1.6.2.9	Overbridge - Pk 11+515	0%	42	m	0.32 m/d	0 d	NA	NA	23/01/2025	01/07/2025	15/08/2024	20/01/2025	Gantt chart for Overbridge - Pk 11+515, showing progress from 2024 to 2025.																																																																							
287	3.1.6.2.10	Overbridge - Pk 8+680	0%	36	m	0.28 m/d	0 d	NA	NA	03/02/2025	11/07/2025	26/08/2024	30/01/2025	Gantt chart for Overbridge - Pk 8+680, showing progress from 2024 to 2025.																																																																							
288	3.1.6.2.11	Overbridge - Pk 5+107	0%	36	m	0.28 m/d	0 d	NA	NA	13/02/2025	22/07/2025	05/09/2024	10/02/2025	Gantt chart for Overbridge - Pk 5+107, showing progress from 2024 to 2025.																																																																							
289	3.1.6.3	Stations & Stations Yards	0%	0		0,00 id	0 d	NA	NA	20/01/2025	18/10/2025	23/10/2024	22/07/2025	Gantt chart for Stations & Stations Yards, showing progress from 2025 to 2026.																																																																							
290	3.1.6.3.1	Dawanau (Minor)	0%	1160	m2	7.73 m2/d	0 d	NA	NA	20/01/2025	21/07/2025	23/10/2024	24/04/2025	Gantt chart for Dawanau (Minor), showing progress from 2025 to 2026.																																																																							
291	3.1.6.3.2	Dawanau (Yard)	0%	1160	m2	7.73 m2/d	0 d	NA	NA	22/04/2025	18/10/2025	21/01/2025	22/07/2025	Gantt chart for Dawanau (Yard), showing progress from 2025 to 2026.																																																																							
292	3.2	BRANCH LINE : KANO - DUTSE	0%	0			0 d	23/04/2024	NA	23/04/2024	22/01/2026	27/01/2024	31/07/2025	Gantt chart for BRANCH LINE : KANO - DUTSE, showing progress from 2024 to 2026.																																																																							
293	3.2.1	Section 07 - Kano - Yar Gaya (Pk 0+500 to 24+070)	0%	23.57	km		0 d	NA	NA	26/07/2024	19/06/2025	27/01/2024	14/12/2024	Gantt chart for Section 07 - Kano - Yar Gaya, showing progress from 2024 to 2025.																																																																							
294	3.2.1.1	Railway Line Alignment	0%	0			0 d	NA	NA	26/07/2024	19/06/2025	27/01/2024	14/12/2024	Gantt chart for Railway Line Alignment, showing progress from 2024 to 2025.																																																																							
295	3.2.1.1.1	Clear and Grubbing	0%	23.57	km	0.94 km/d	0 d	NA	NA	26/07/2024	24/08/2024	27/01/2024	24/02/2024	Gantt chart for Clear and Grubbing, showing progress from 2024 to 2025.																																																																							
296	3.2.1.1.2	Earthworks	0%	1170851	m3	9757.09 m3/d	0 d	NA	NA	24/08/2024	18/01/2025	26/02/2024	24/07/2024	Gantt chart for Earthworks, showing progress from 2024 to 2025.																																																																							
297	3.2.1.1.3	Drainage	0%	23570	m	235.70 m/d	0 d	NA	NA	23/10/2024	21/02/2025	26/04/2024	26/08/2024	Gantt chart for Drainage, showing progress from 2024 to 2025.																																																																							
298	3.2.1.1.4	Sub-ballast																																																																																			

ANNEX 3



FEDERAL MINISTRY OF
TRANSPORTATION, NIGERIA

ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

JIGAWA WORKSHOP REGISTER

Scoping Activities for the Kano-Katsina-Jibia-Maradi (Niger Republic) Railway Line Project with a Branch line from Kano to Dutse,

- Proponents: Federal Ministry of Transportation
- Regulating Ministry: Federal Ministry of Environment
- Contractors: Mota-Engil Nigeria
- ESIA Consultants: Allott Nigeria Limited
- RAP Consultants: Translantic Development Limited (TDL)

Date: Monday 20th September, 2021
Venue: Dutse Royal Hotel, No. 2 Tukur Aduwa, Dutse, Jigawa State
Time: 11:00 am Prompt



Allot (Nigeria) Limited



TDL



MOTAENGI





ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

JIGAWA
WORKSHOP REGISTER

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ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

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ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

JIGAWA
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









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ATTENDANCE SHEET

PROJECT: KANO - MARADI RAILWAY

TITLE: STAKE-HOLDER MEETING

DATE: 20th July, 2023

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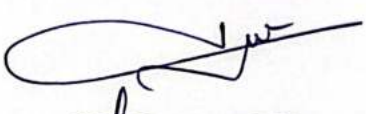






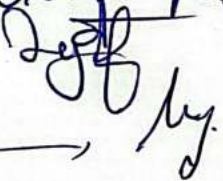
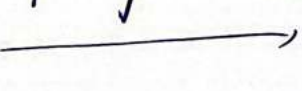

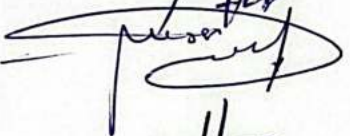
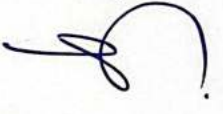

ATTENDANCE SHEET

PROJECT: KANO - MARAD RAILWAY

TITLE: STAKEHOLDER MEETING DATE: 20th July, 2023

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- 2 M. OUMAR IBRAHIM SIDI SGA/MAEC 
3. M. KOABO Idi Conseiller Spécial PRN 
4. Boubacar Gessoufou N. Conseiller Technique Cab/PRN 
- 5 Mamane Saidou, Directeur Afrique/MAEC Saidou
6. Docteur Issaka DJE-MFP: 
7. Laouali Saumale, MELED 
8. Salifou Nattion, Conseiller Technique/CNT 
9. Haman Lawaly Issaka Hamou DJ/Reg 
10. Amari Ramane DIFF/Reg. 
11. Nassou Namane DR/Reg/ni 
12. Halidou Rossi - GEBOS/Consulting 
- 13 Attahiru Bala Usman - Allott Nigéria atto
- 14 Engr Ibrahim Mashu - Ltd (ESIA) 
- 15 ALI KEITA -> ART & GENIE (EIES)/ALLOT
- 16 - KANO NAMATA -> Art & GENIE // // 

**IMPLEMENTATION OF THE CONTRACT FOR THE CONSTRUCTION OF THE KANO
- KATSINA - JIBIYA - MARADI (NIGER REPUBLIC) STANDARD GAUGE RAILWAY
PROJECT WITH BRANCH LINE FROM KANO TO DUTSE**

STAKEHOLDERS MEETING IN MARADI ON 20TH JULY, 2023

Meeting Agenda

- i. Opening Prayers
- ii. Introduction of Members
- iii. Remarks by the Chairman (Government Inspector of Railway)
- iv. Brief Presentation of the Project by the Contractor (Messrs Mota-Engil Nigeria Limited)
- v. Implementation of the signed Memorandum of Understanding (MOU) between Nigeria and Niger Republic for the Project
- vi. Status of ESIA Report on the Right of Way from Maradi to Jibiya.
- vii. Status of Land Acquisition & Compensation for the Right of Way from Maradi to Jibiya.
- viii. Any Other Business (AOB)
- ix. Closing Remarks



FEDERAL MINISTRY OF
TRANSPORTATION, NIGERIA

ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

KANO

WORKSHOP REGISTER

Scoping Activities for the Kano-Katsina-Jibia-Maradi (Niger Republic) Railway Line Project with a Branch line from Kano to Dutse,

- Proponents: Federal Ministry of Transportation
- Regulating Ministry: Federal Ministry of Environment
- Contractors: Mota-Engil Nigeria
- ESIA Consultants: Allott Nigeria Limited
- RAP Consultants: Translantic Development Limited (TDL)



Date: Tuesday 21st September, 2021
Venue: Grand Centra Hotel, No. 1 Bompai Road Kano State
Time: 11:00 am Prompt



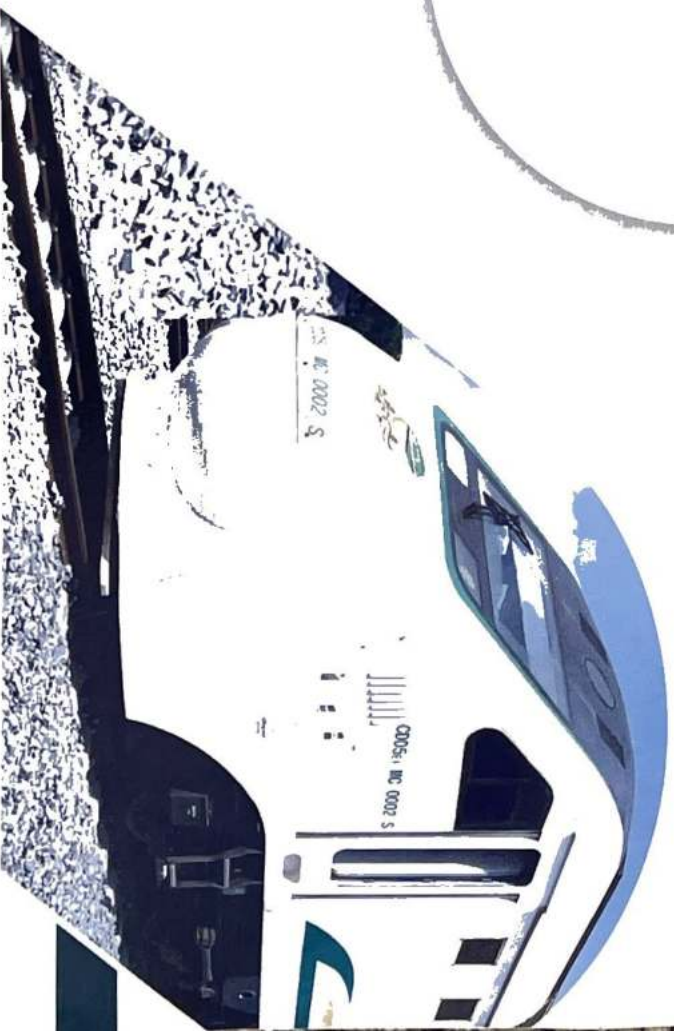
Allot (Internal) Limited



TDL
Translantic Development Limited



MOTAENGIL





ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

WORKSHOP REGISTER

KAND

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ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

KAND
WORKSHOP REGISTER

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ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

WORKSHOP REGISTER

KAND

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ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

WORKSHOP REGISTER

KAND

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94	ABDU BUBA BELLO BEREJI	CHAIRMAN	POTATO	Pofankagmail.com	08034421126	
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ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

WORKSHOP REGISTER

KAND

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119	Attahiru Bala Usman	ALLOTT	ALLOTT	ibromash@gmail.com	08037020127	
120	Sgt. Ibrahim Masni	P.M	ALLOTT			
121						
122						
123						
124						
125						



FEDERAL MINISTRY OF
TRANSPORTATION, NIGERIA

ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

KATSINA

WORKSHOP REGISTER

Scoping Activities for the

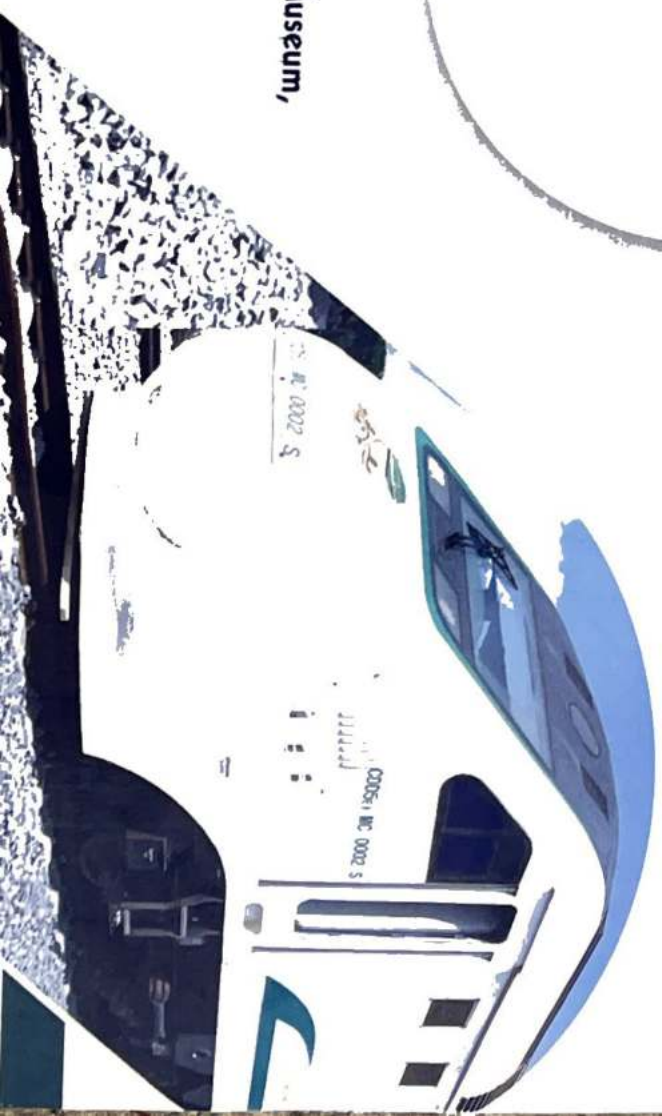
**Kano-Katsina-Jibia-Maradi (Niger Republic) Railway
Line Project with a Branch line from Kano to Dutse,**

- Proponents: Federal Ministry of Transportation
- Regulating Ministry: Federal Ministry of Environment
- Contractors: Mota-Engil Nigeria
- ESIA Consultants: Allott Nigeria Limited
- RAP Consultants: Translantic Development Limited (TDL)

COVID-19
KEEP
YOUR
MASK
ON



Date:	Thursday 23 rd September, 2021
Venue:	Education Resource Centre, Opposite Katsina Museum, Behind General Hospital Katsina, Katsina State
Time:	11:00 am Prompt





ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

KATSINA
WORKSHOP REGISTER

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ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

KATSINA
WORKSHOP REGISTER

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ENVIRONMENTAL & SOCIAL IMPACT ASSESSMENTS (ESIA) AND RESETTLEMENT ACTION PLAN (RAP)

KATSINA
WORKSHOP REGISTER

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I. DOCUMENTATION DES RENCONTRES AVEC LES PARTIES PRENANTES

Synthèse des discussions et échanges			
ORDRE DU JOUR			
<ul style="list-style-type: none"> • Présentation de l'équipe des consultants au niveau de toutes les institutions rencontrées ; • Présentation des composantes, sous-composantes du PCVF Kano-Jibia-Maradi • Discussions autour des enjeux sociaux et environnementaux de la zone ; • Séance des questions et réponses/Préoccupations et attentes 			
Structure rencontrée/visite de terrain	Intervention dans l'étude	Observations/ attentes/ suggestions	
1	Gouvernorat de Maradi	Partie prenante dans le projet	Implication de toutes les parties prenantes
2	Ville de Maradi	Partie prenante dans le projet	Prise en compte des préoccupations environnemental et social par le projet
3	Chambre Consulaire	Partie prenante dans le projet	Bonne collaboration pour la concrétisation du projet
4	Conseil Régional	Partie prenante dans le projet	Implication totale jusqu'à la réalisation
5	Mairie Urbaine de Maradi 3	Partie prenante	<ul style="list-style-type: none"> -Impacts sur les biens des populations (dédommagement avant le début des travaux) ; -Risques de contamination des résidents avec l'arrivée des travailleurs ; -Gros risques de contamination avec l'important tonnage des produits importés infestés d'insectes (exigence de contrôle rigoureux) aux différentes gares ; -Recrutement de la main d'œuvre locale ; -Renforcer la capacité d'approvisionnement en eau du quartier Ali Dan sofo (Terminus) ; -Sécurisation de la zone des travaux ; -Renforcement du contrôle dans toute la zone des travaux pour prévenir l'intrusion des bandits armés ;
6	Direction Régionale de l'Agriculture	Partie prenante	<ul style="list-style-type: none"> -Dédommagement des propriétaires terriens à temps et façon raisonnable; -Implication des populations ; -Erection de panneaux de signalisation : <ul style="list-style-type: none"> - Travaux connexes (clôture d'écoles, Hydraulique, santé) ; Recrutement de la main d'œuvre ; - AGR pour femmes ; - Appui en intrants agricoles ; -Appui aux collectivités (audiences foraines pour établir d'actes de naissance) ; -Renforcement des capacités des coopératives
7	Direction Régionale de l'Environnement	Suivi et surveillance environnementale dans le cadre du PGES	Prise en compte des préoccupations environnemental et social par le projet

8	Inspection Régionale du Travail	Suivi et contrôle de l'application la législation du travail	<ul style="list-style-type: none"> -Mise en place de la protection collective ; Mesure de port des Equipements de Protection Individuelles (EPI) adapté aux risques ; -Respect des consignes techniques ; -Protection des parties travaillant des machines ; - Respect des consignes de sécurité ; -Formation et information sur les risques ; - Mettre en place des mesures d'urgence : -Faire des visites médicales d'embauche pour mesurer la capacité d'occuper le poste; -Adapter le poste au travail ; -Visite périodique médical annuel en fonction de l'exposition et des risques ; -Respect des textes règlementaires en matière de recrutement, salaire condition d'hygiène et de protection des travailleurs ; Déclaration des travailleurs à la CNSS ; -Installation du Comité Hygiène Santé Sécurité au Travail (CHSST) ; -Collaboration administrative ; -Déclaration du début de travail de tout employé ; Avoir sur le site du projet le registre d'employeur et le registre des travailleurs ; -
9	Direction Régionale de l'Elevage	<ul style="list-style-type: none"> -Suivi et surveillance environnementale dans le cadre du PGES ; -Gestion des couloirs de passage et enclaves pastorales 	<ul style="list-style-type: none"> -Risque d'obstruction des couloirs de passage ; - Risque de diminution des aires de pâturage ; - Risque de zoonose, rage et grippe aviaire ; - Développement de glacis pastoraux et développement de <i>Sida codifolia</i> ; -Risque de formation des glacis ; - Respect du schéma d'aménagement foncier et le code rural ; -Sécurisation par balisage des couloirs de passage et aires de pâturage par le projet ; -Lutte contre <i>Sida codifolia</i> par labour, désherbage et ensemencement par le projet. ; - Mise en place d'ouvrages de CES/DRS. -Appui en produits pharmaceutiques et vétérinaires ; Respect des panneaux de signalisation et Pictogramme par les éleveurs (Sensibilisation en permanence) par le projet. ;
10	Direction Régionale de l'Hydraulique et de l'Assainissement	<ul style="list-style-type: none"> Suivi et surveillance environnementale dans le cadre du PGES ; -Gestion des ressources en eaux 	<ul style="list-style-type: none"> -Risques d'endommager les conduites d'eau -Risques de pollution de la nappe phréatique ; - Construction de mini AEP multi village par le projet.
11	Groupe des Sapeurs-Pompiers/Protection civile	<ul style="list-style-type: none"> -Intervention en cas d'accident-Incendie et ou risques naturelles et industriels ; -Secourisme-Incendie ; Prévention et protection des personnes et des biens 	<ul style="list-style-type: none"> -Une seule caserne à Maradi -Manque de moyens logistiques pour les interventions : Une seule ambulance, 2 véhicules incendie, une citerne et un véhicule de commandement ; -Manque de moyens humains : 30 éléments pour Maradi

			<p>-Nécessité de doter le groupement en moyens humain et technique pour sécuriser le tronçon du chemin de faire ;</p> <p>Nécessité de créer une nouvelle caserne dans la gare centrale de Maradi ;</p> <p>-Mettre à la disposition du Groupement des Sapeurs-Pompiers en ambulance, engins incendie, citernes et surtout en engins pour désencastrer</p> <p>-Nécessité de faire des formations en secourisme – incendie et des exercices de simulation :</p> <p>-Mise à jour du Plan d’Organisation des Secours (an Orsec) en incluant les nouveaux risques liés à la construction et à l’exploitation du chemin de fer</p>
12	Préfecture de Madarounfa	Partie prenante dans le projet	<p>-Risque d’entrave à la mobilité des personnes et animaux de part et d’autre du tronçon du train ;</p> <p>-Dédommagement des propriétaires terriens ;</p> <p>- Prendre des dispositions adéquates pour éviter les attaques.</p>
13	Mairie de Madarounfa	Partie prenante dans le projet	<p>- Dédommagement des propriétaires terriens ;</p>
	Direction Départementale de l’Elevage de Madarounfa	<p>-Suivi et surveillance environnemental dans le cadre du PGES ;</p> <p>-Gestion des couloirs de passage et enclaves pastorales</p>	<p>-Diminution des aires de pâturages ;</p> <p>Fonçage d’un forage à Gandou Dado ;</p> <p>- Promotion de la culture fourragère (dolite, niébé et sorgho fourragers) :</p> <p>- prise en compte des maladies négligées :</p> <p>-Existence de 6 couloirs de passages internationaux dans la région de Maradi.</p> <p>Existence de plusieurs épizooties à prendre en charge pour atténuer voire éradiquer</p>
14	CR Jirataoua	Partie prenante	<p>-Biens impactés à dédommager selon les textes avant le début des travaux</p> <p>-Prioriser les locaux dans le recrutement de la MO</p> <p>- Souhait de prévoir un gare à Kiriya ou Danja</p> <p>- Prévoir un couloir en remplacement du couloir de passage international E-O impacté ;</p> <p>-Baliser d’autres couloirs</p> <p>-Réaliser des infrastructures structurantes :</p> <p>-Transformation de CSI en CSI type2</p> <p>-Clôturer l’école primaire de Kiriya</p> <p>-Remplacer les arbres qui seront abattus ;</p> <p>-Sensibilisation en VIH/SIDA ;</p> <p>-Construction d’une salle de réunion à la mairie ;</p> <p>-Réactiver la taxe sur l’exploitation des carrières en prélude aux travaux de chemin de fer ;</p>

II. LISTES DE PRESENCE AUX RENCONTRE

2.1. Liste des personnes et services rencontrés au Niveau des gros centres

N ^o	Nom et Prénom	Titre /Structure	Contact
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4	Elh Yahaya Kaché	Membre de la chambre consulaire	96962186
5	Elh Sani Gonda	Membre de la chambre consulaire	96960444
6	Ahmet ElhTaher	Membre de la chambre consulaire	96266860
7	Boubé Djitaou	Membre de la chambre consulaire	97300102
8	Hamza Barmo	DRE/LCD	96890956
9	Daouda Ibrahim	Chef de cabinet Ville de Maradi	96557772
10	Alhassane Mamadou Bachir	Chef de services techniques VM	96488484
11	Rabiou Salamou	DST/VM	96963776
12	Abdoulaye Adamou	DR Equipment	96891964
13	Achirou Moussa	Inspecteur du Travail	96871503
14	Ibrahim Jadi Abara	DREL/Adjoint	96441918
15	Zakari Maman	Directeur DRH/A	96273542
16	Diatta Mourtala	DRPC/Maradi	97729739
17	Sani Issoufou	SG/Préfctre/Madarounfa	96517135
18	Harouna Sani	Maire/ Mdarounfa	92131318
19	Abdou Djibo	Directeur Elevage/Madarounfa	97107286
20	Ibrahim Abdou	Communal Environnement /Madarounfa	96871463
21	Laouali Ali	SG/CR/Djirataoua	96960170
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2.2. Liste des présences des consultations publiques

Dou Makao

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date : 24/12/2021

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
01	Naman Ibrahim	chef / village	9648 0337	[Signature]
02	Souley Ibrahim		9366 0237	[Signature]
03	Z di Ibrahim			[Signature]
04	Hassan Adamou		87 86 22 00	[Signature]
05	Zaoussa Mamadou			[Signature]
06	Zaoussa Dadi		88 28 6357	[Signature]
07	Kahrou Laouali			[Signature]
08	Zsoufou Adamou		82 26 92 906	[Signature]
09	Abdou Oumarou			[Signature]
10	Ibrahim Kane			[Signature]
11	Narale Stepi	Nonagère	91860402	[Signature]
12	Sapra Garba			[Signature]
13	Sahiyarou Garba			[Signature]
14	Hadiza Garba			[Signature]
15	Nankiya Abdou			[Signature]
16	Nabi Garba			[Signature]
17	Nankiya Harissa			[Signature]
18	Haidara El-Wahid			[Signature]
19	Amina Hourouma			[Signature]
20	Maria Issouho			[Signature]
21	Thima Oumarou			[Signature]
22	Sakina Louali			[Signature]
23	Houng neig		9242561	[Signature]
24	Harhim Maradon			[Signature]
25	Afi Ibrahim			[Signature]
26	Abdoul Rachid			[Signature]
27	Z di Oumarou			[Signature]
28	Moutari Sahou		951713	[Signature]
29	Yakaya Ibrahim			[Signature]
30	Hourouma Lebo		910 570	[Signature]
31	Sarlon Oumarou			[Signature]
32	Hassan Hourouma			[Signature]

Guidan Harido

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
	Harido Tambey	chef de village		
	Moussa Abdoulkarim	cultivateur cultivateur		
	Ito Garaka	cultivateur		
	Rabe dansando			
	Ado. Agangara	cultivateur		
	YAKAUBOU	cultivateur		
	Laculi	cultivateur		
	BASSIRAU Agouba	cultivateur		
	Sani	cultivateur		
	ISSAKA	cultivateur		
	WADA Chango	cultivateur		
	Bala	cultivateur		
	Batour Kanawa	cultivateur		

BASSIRAU cultivateur
ROUWA cultivateur
- Adaman YAKAUBOU cultivateur

Tacha yan Haré

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date : 26/12/2021

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
1	Graba Durusa	chef de village		
02	Maman Gaabo			
03	Issoufou Batouneiy			
04	Idi Ibaahim			
05	Maman Gaaba			
06	Laouali Maman			
07	Noussa Adamou			
08	Awamame Maman			
09	Kabirou Harouma			
10	Adamou Issoufou			
11	Sami Laouali			
12	Saguirou Issaka			
13	Bahagi Adamou			
14	Abaubacou Adamou			
15	Bassirou Hamidou			
16	Saifou Harouma			
17	Yamoussa Maman			
18	Yacoubou Idi			
19	Moulayssa Issoufou			
20	Hassou Sami			
21	Kamilé Ibaahim			
22	Ramona Adamou			
23	Sayou Gaaba			
24	Hassou Hamidou			
25	Abou Fey Maman			
26	Rabi Mati			
27	Wassila Sauley			

Village de Kirinyà.



Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date : 27/1/2011.....

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
1	Issa Mahuman	chef du Village	94 33 48 46	
2	Abdou choubou	cultivateur	88 04 02 42	
3	Mouhou Garba			
4	Sani Boukari			
5	Djamilou Gamba	Etudien		
6	Garba Sani			
	Mouhata Garba			
	Jamilou Hamza		94 33 58 78	
	Salim Koulali		99 01 22 82	
	Abdou Waffa Abdou		94 62 13 90	
	Sansoussi Garba		95 02 63 15	
	Mouhou Garba			
	Abdou chaïbou			
	Karyanou Amadou		95 56 24 01	
	Abdou Rachid Abdou		74 63 47 25	
	Maman chaïbou			
	Rabi Garba			
	Abdou yabaya			
	chaïbou Dango			
	Amari Dango			
	Souley chef			
	Abou Ibrahim			
	Saidou Oumarou			
	Moubarak Ibrahim			
	Ikoussa Ahmed			
	Yahouza Kari			
	Nassou Oumarou			

Yon-Gobiraoua

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
1	Soulei Padi	chef de village	97.52.31.16	
2	Yacouba Nani		96.12.09.86	
3	Rabe Mamane		85.40.31.39	
4	Yaloni Adamou Abdou			
5	Malam Jilia Salou		80.71.41.04	
6	Sani Abdou		98.55.57.44	
7	Malam Achoua Mahamadou		98.93.63.95	
8	Salissou Baraou			
9	Malam Rabe Abdou			
10	Mali Salou			
11	Chadi Issa			
12	Abdou Harouna			
13	Yahaya Raba			
14	Harouna Adamou			
15	Mamane Abdou			
16	Isaouli Dango			
17	Issaka Saïdou			
18	Nouga Mahamadou			
19	Awaley Nani			
20	Isaouli Gaïnaga			
21	Sani Issa			
22	Sanouchi Garba			
23	Baraou Gaïnaga			
24	Wadalle Plat			86.45.60.95
25	Malam Salissou			
26	Yacouba Nani			99.06.63.66
27	Sani Miko			

Drou tchin bégou

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date : 25/12/2021

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
1	Idrissa Ali	Cultivateur	96 63 80 57	[Signature]
2	Louali Saleu	"	74 58 59 75	[Signature]
3	Limam Aweissou	"		
4	Moussa ISSA	"		
5	Hamidou Ioli	"	99 - 55 - 74 - 67	
6	Hati Dan Gamba	"		
7	Chapou Ali	-		
8	Gakba IRO	-	94 - 99 - 61 - 62	
9	Salieu Joubi	-		
10	Haroun Ioli	-		
11	Sani Koussa	-		
12	Louwanou Oumarou	-		
13	Abdou Yahaya	-		
14	Souley Dan Gamba	-		
15	Gakba Boue	-		
16	Sani Harouna	-		
17	Bina Gakba	-	96 - 13 - 35 79	
18	IRO Chaybou	-		
19	Ioli Nassala	-		
20	Gakba Hamidou	-	95 - 42 - 30 - 29	
21	Hamidou Souley	chef de village		
22	Gakba Salou	-		
23	Harouna Oumarou	-		
24	Abdou ISSA	-		
25	Gakba Maidaou	-		
26	Boua Salissou	-	94 - 78 - 14 - 17	
27	Hamidou Dan Ipolo	-		
28	Barrou - Salissou	-		
29	Hamidou IRO	-		
30	Hambali Issaka	-		
31	Chapou Abdou	-		
32	Kadi Ri Sani	-		
33	Siraji Hamidou	-		
34	Hamidou Dan Ja	-		

village de Kelguel. (Safu)

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
1	Adamou Kone	chef village	80 04 25 22	01
2	Adamou Ibrahimi			
3	Malam Moussa			
4	Mati Jaruri			
5	Sani Ja			
6	Moussa Na Inouwa			
7	Issa Mati			
8	Salidou Idi		96 80 80 83	
9	Moussa Oumaraou			
10	Abakar Garba		97 07 07 86	
11	Kassimou Inouwa		96 22 64 93	
12	Issaou Nabagouda			
12	Rabkhou Inouwa			
13	Louali ABdou elbi		98 33 84 19	
14	Ada Na Jarroua			
15	Adamou Kache			
16	Moussa Garba			
17	Louali Mati		15 63 90 06	
17	Louali Idi			
19	Abdou Labo			
20	Boukari Labo			
21	Maliki Ousmane		94 84 95 97	
22	Sani Oumarou Gamba			
23	Louali Labo			
24	Sakina Makar			
25	Saidou Inouwa			
26	Abdou Kache		96 04 57 14	

village de Kelguel. (Safu)

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
1	Adamou Kone	chef village	80 04 25 22	01
2	Adamou Ibrahimi			
3	Malam Moussa			
4	Mati Jaruri			
5	Sani Ja			
6	Moussa Na Inouwa			
7	Issa Mati			
8	Salidou Idi		96 80 80 83	
9	Moussa Oumaraou			
10	Abakar Garba		97 07 07 86	
11	Kassimou Inouwa		96 22 64 93	
12	Issaou Nabaouday			
12	Rabkhou Inouwa			
13	Louali ABdou elbi		98 99 84 19	
14	Ada Na Jaroua			
15	Adamou Kache			
16	Moussa Garba			
17	Louali Mati		15 63 90 06	
17	Louali Idi			
19	Abdou Labo			
20	Boukari Labo			
21	Maliki Ousmane		94 84 95 97	
22	Sani Oumarou Gamba			
23	Louali Labo			
24	Sakina Makar			
25	Saidou Inouwa			
26	Abdou Kache		96 04 57.14	

Guidon Nathe Baya

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Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
	Maman Elhadji Baora	chef du village		
	Mahamam MouttaKa	cultivateur	cultivateur	
	Yahaya Moussa	cultivateur	11	
	Ayoub Elh Issa	cultivateur	98 964599	
	Maman Issa	cultivateur	80358444	
	Abdou dan Santa	cultivateur	11	
	Hassan Babba	cultivateur	94 1382 65	
	Ada Issoufou	cultivateur	11	
	Moutala Oumaren	chauffeur	99 150255	
	Aminou Ibrahim	cultivateur	97 577024	
	Elhaj Ibrahim Issa	Receveur	97 998967	
	Lamali Balla	cultivateur	93 621873	
	Waziri chipkaou	cultivateur	97 279931	
	Ibrahim Salibu	retraité	96 5210547	
	Isalam Yahaya	cultivateur		
	Oumaru Nalinni	chauffeur	98 527549	
	Abalem Saidou	cultivateur	/	
	Iha Nomaou	cultivateur	/	
	Sani Abdou	cultivateur	98 953307	
	Barrou Abdou	cultivateur	/	
	Lamali Balla	cultivateur	96 097864	
	Saidou Saidou	cultivateur	97 617151	
	Salihan Abdou	cultivateur	11	
	Moudaha IRO	cultivateur	11	
	Elh Janaidou IRO	cultivateur	98 70102	
	Sada Malam Issa	Receveur		
	Maman Adamou	cultivateur	81870161	

Quindian Matché Daya

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
	Safia Labo	Fluoréologue	—	☺
	Rahamou	Abraham		
	Habi	Leali		
	Moune	Renou		
	Hassou	Abraham		
	Saman	Sani		
	Adama	Leali		
	Rabi	Abaman		
	Gambou	Abaman		
	Hadifa	Abaman		
	Rahane	Idi		
	Rachida	Moula		
	Amina	Oummarou		
	Ba'a	Oummarou		
	Jamila	Oummarou		
	Facima	ila		
	Dalyaba	Garba		
	Da'a	Bichari		
	Barbara	S-ale		
	Mairi	Marta		
	Aboulo	Issa		
	Assama	Issoufa		
	Jamila	Katimou		
	ouma	Garba		
	Halima	ALI		
	cima	Issa		

Village de Danga -

Bureau d'Etudes Art et Génie























Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
	Harouna Bohago	chef du village	84 83 75 72	
	Issoufou Balla	président cog	99 84 52 79	
	Malam Gumarou	Limam,	89 81 00 36	
	Ali Harou	Banche		
	Mati Babou	Tella		
	Ibrahim Chaiou	chef de village	95 56 81 53	
	Sani Moussa	cultivateur		
	Balla Eli Salou	Cult		
	Gumarou Mamou	Cult		
	Saroua Harou	Cult		
	Poloumi Labo	Banche	98 09 56 41	
	Abdourahman yahaya	Cult	89 30 25 50	
	Kabira Hassou	Banche	84 90 37 63	
	Aboumarcar Moussa	Etudiant	76 76 17 93	
	Harouna n'oumarou	Cult	99 83 97 89	
	Mati Karika		96 41 27 95	
	Souley garba	chauffeur		
	Gumarou Kamjiya	Arge		
	Abdou Haroumarou	Cult		
	Ayouba Amadou	Comergant	99 22 32 60	
	Ibrahim Labo	Cult	96 52 68 59	
	Moussa garba	Cult		
	Moustapha Abdou	Comergant	95 82 14 60	
	Moutari Harouna	Eleve	95 84 35 24	
	Abdou Karim Ibrahim	Eleve		
	Kabira Moussa	Cult	95 31 85 89	
	Moussa Ali	Cult		

Lawali yahaya - cult - 95656704 W
 Lawali garba - cult - 94792215 ~~fun~~
 Maustapha Essoufou - cult - - 
 Lawali Lobo - cult - -
 Sami Maussa - Essengt - 99051606 ~~fun~~
 Moussa Adamou - cult - 
 Lawali goga - Bouche' - -
 Ado Esser - cult - 
 Zairani Kabe' - cult - 
 Nazipi Aminou Elere - - 
 Bassirou - cult - 
 Hauri Ibrahim - Elere - 
 Amira Hassan - Elere - 
 Kadija ^{Kabirou} ~~garba~~ - Elere - 
 Charipa Saadou Elere - 
 Nazipa Massirou II - 
 Azima Salissou II - 
 Charifa dattli II - 
 Zouaira Habibou Menageure - 
 Soumaïya Habibou Menageure - 
 Yassira Aminou - Meng - 
 Touzila Salissou Elere - 
 Raiya Sami - Elere - 
 Parida Aminou - Elere - 
 Sarata chaïbou Elere - 
 Houda Aminou Menag - 
 Mariyama Yahouza - Menag - 

Guidon Natcho Baya

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
	Maman Elhadji Baora	chef du village		
	Mahaman Mouttaka	cultivateur	cultivateur	#
	Yahaya Moussa	cultivateur	"	#
	Ayuba Elh Issa	cultivateur	98 9645 99	0
	Maman Issa	cultivateur	80358444	0
	Abdou dan Aauta	cultivateur	"	
	Hassan Babba	cultivateur	94 1382 65	#
	Ada Gnanfon	cultivateur	"	
	Moutala Oumaran	chauffeur	99 1502 55	#
	Agoum Ibrahim	cultivateur	97 5770 24	0
	Elhaj Ibrahim Issa	Reverendeur	97 9989 67	#
	Lamali Balla	cultivateur	93 62 1873	#
	Waziri chipkaou	cultivateur	97 2799 31	#
	Ibrahim Salibu	retraite	96 5210 547	#
	Abalam yahaya	cultivateur		#
	Oumroul Nakiini	chauffeur	98 5275 49	#
	Abalam Saïdou	cultivateur		
	Iha Nomao	cultivateur		0
	Sani Abdou	cultivateur	98 95 33 07	#
	Moussou Abdou	cultivateur		#
	Lamali Balla	cultivateur	96 09 78 64	#
	Saïdissou Saïdou	cultivateur	97 61 71 51	#
	Salihou Abdou	cultivateur	"	#
	Moudaha IRO	cultivateur	"	#
	Elh Janaidou IRO	cultivateur	91 870 102	
	Sada Halar ISSA	Reverendeur		
	Maman Adamou	cultivateur	81 87 01 61	#

Issou fou Gouji	cultivateur	"	0
Dan Goggo	cultivateur	"	27
Oumarou Saddy	cultivateur	"	470
Tassiou Issa	tax cultivateur	98316439	
Nouhou Nalan	cultivateur	"	
Hamidou Adamou	cultivateur	"	
Abou Soupiyaneu	cultivateur	"	
Abdou Razak Issa	cultivateur	97880669	
Souley Bega	cultivateur	"	
Abaché Abdou	cultivateur	98754932	
Baraou Salihou	cultivateur	8534471016	
Falalou Moussa	cultivateur	81870100	
Yacoubou Nahaman	cultivateur	87066295	
Arma Yacou Ibrahim	cultivateur	9478088R	
Saadou Alman	cultivateur	"	
Nalan Swaïsson	cultivateur	99774567	
Mourtalé Issou fou	cultivateur	"	

Guidan Harado

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
	Harado Tambery	chef de village		
	Moussa Abdoulkarim	cultivateur cultivateur		
	Ito Garaxe	cultivateur		
	Rabe dansando			
	Ado Agangaza	cultivateur		
	Yakouba	cultivateur		
	Laouli	cultivateur		
	Bassirou Agouba	cultivateur		
	Sani	cultivateur		
	Issaka	cultivateur		
	Wada Chango	cultivateur		
	Bala	cultivateur		
	Batour Kanawa	cultivateur		

Bassirou cultivateur
Rouwa cultivateur
Adamou Yakouba cultivateur

village de Kelguel. (Safu)

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
1	Adamou Kéne	chef village	80 04 25 22	01
2	Adamou Ibrahimi			
3	Malam Moussa			
4	Mati Jaruri			
5	Sani Ja			
6	Moussa Na Inouwa			
7	Issa Mati			
8	Salissou Idi		96 80 80 83	
9	Moussa Oumarou			
10	Albacar Garba		97 07 07 86	
11	Kassimou Inoussa		96 22 64 93	
12	Issaou Nabagouda			
12	Rabkhou Inouwa			
13	Laouali ABdou elbi		98 93 84 19	
14	Ada Na Jaroua			
15	Adamou Kache			
16	Moussa Garba			
17	Laouali Mati		95 63 90 06	
18	Laouali Idi			
19	Abdou Labo			
20	Boukar Labo			
21	Maliki Ousmane		94 84 95 97	
22	Sani Oumarou Gamba			
23	Laouali Labo			
24	Bakaina Makar			
25	Saidou Inoussa			
26	Abdou Kache		96 04 57 14	

- 27 Hajara Kada
- 28 Houre Rabe
- 29 Hajia Naimouna
- 30 Saade chekaraou
- 31 Zainabou garba
- 32 Touni Abdou
- 33 Romaton Ousmane
- 34 Rabi Adamou
- 35 Zainabou Souley
- 36 Saade Issoufou
- 37 Roukaya Balla
- 38 Mariama Abdou
- 39 Saade Adamou
- 40 Nana Margari
- 41 Gambo Idi
- 42 Azima Salissou
- 43 Noussoufa Ollia
- 44 Amina Garba
- 45 Hassoula Saadou
- 46 Garba Kane
- 47 Nana chekaraou
- 48 Soueiba Adamou
- 49 Nourou Kakale
- 50 Hamidou Rabs 96863805
- 51 Hadi Souley
- 52 Sami Oumarou
- 53 Rahamane Ibrahim 99577100
- 54 Mati Labo
- 55 Idi Saley
- 56 ABass Inoussa
- 57 Salele Issoufou
- 58 Bichari Abdou
- 59 Salou Kakale
- 60 Dan Bouzou - Laouali Nourou
- 61 Babaye Halirou
- 62 Saadia Bara
- 63 Laouali Garba
- 64 Laouali Adamou
- 65 Balla Kalla
- 66 Ado Tari
- 67 Ibrahim Bara

- Adamou Garba
 Abdou Garba
 Haoua Amadou
 Bakassa Abdou Kakale
 Abdou Rahamane Kakale
 Adamou Garba
 Gambo Makas
 Rabe Yahaya
 Tanimoune Mamane
 Nafissa chekaraou
 Sami Mati 98161140
 Mahamadou Mamane
 Bassirou Issoufou 94489092
 Idi Laouali
 Baraton Laouali

Tesha yan Haré

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date : 28/12/2021

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
01	Garba Doursa	chef de village		
02	Maman Garba			
03	Issoufou Batounéy			
04	Idi Ibrahimi			
05	Maman Garba			
06	Zacoua Ci Maman			
07	Noussa Adamou			
08	Amama Maman			
09	Kabineu Hanouma			
10	Adamou Issoufou			
11	Sami Zacoua Ci			
12	Saguinou Issaka			
13	Bahani Adamou			
14	Ahoubaou Adamou			
15	Bassineu Hamidou			
16	Saifoua Hangouma			
17	Abou Pey Maman			
18	Yacoubou Idi			
19	Mouctapha Issoufou			
20	Hassoua Sami			
21	Kamile Ibrahimi			
22	Kamona Adamou			
23	Sayou Garba			
24	Hassoua Hamidou			
25	Abou Pey Maman			
26	Rabi Mati			
27	Wassila Saucy			

- 28 Manuama Idi
- 29 Kauloua Hamidou
- 30 Hassina Ibrahim
- 31 Tchima Moussa
- 32 Zaliha Hamidou
- 33 Manuama Oumanou
- 34 Rahomou Issaka
- 35 Hinda sami
- 36 Louya Hamissou
- 37 Halima Louali
- 38 Manuama Abdou
- 39 Sanatou Louali
- 40 Amima Oumanou
- 41 Adé Abou
- 42 Digi Moussa
- 42 Halima Souley
- 43 Bassina Rabiou
- 44 Razika Amimou
- 45 Azima Naman
- 46 Zoubeina Louali
- 47 Rabi Chaïbou
- 48 Tchima Soudeiri
- 49 Tchima Issaka
- 50 Saïa Taweyé
- 51 Louey Louali
- 52 Adé Isea
- 53 Bou Pissou Louali

Jan-Gobiraoua

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
1	Souley Padi	chef de village	97.52.31.16	
2	Yacouba Nari		96.12.03.56	
3	Rabe Mamane		85.40.31.29	
4	Yalari Adamou Abou			
5	Malou Jilia Salou		80.71.41.04	
6	Sapi Abdou		98.555.744	
7	Malam Achoua Mahammed		98.93.63.95	
8	Salissou Baraou			
9	Malam Rabe Abou			
10	Mali Salou			
11	Chadi Issa			
12	Abdou Harouna			
13	Yahaya Raba			
14	Harouna Adamou			
15	Yamane Abdou			
16	Barouali Dango			
17	Issaka Saïdou			
18	Nouga Mahamadou			
19	Awaley Nari			
20	Barouali Gainaga			
21	Sani Issa			
22	Sanauchi Garba			
23	Baraou Gambo			
24	Wadalle Plat			86.45.60.95
25	Malam Salissou			
26	Yacouba Nari			99.06.63.66
27	Sani Miko			

- 29 Karima Saïdou
- 29 - Nana Illiya
- 30 - Amina Inoussa
- 31 - Saïdiya Souley
- 32 - Haoua - Amadou
- 33 - Kado Issa
- 34 Malam Sami Abdoul - Karim

Village Ste Farou

(1)

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
1	Toukour Oumarou	Étudi	88582854	[Signature]
2	Ali Saleh	Agriculteur		[Signature]
3	Sani Abdou	Cultivateur		[Signature]
4	Issa Ali	Commerce		[Signature]
5	Saidou Maissa	Commerce		[Signature]
6	Zaki Aboubakar	Commerce		[Signature]
7	Issaka Saleh	Commerce	98571199	[Signature]
8	Abdoulhadi Bala	Cultivateur	96911152	[Signature]
9	Assamba Mahamadou	Chapfeur	96295534	[Signature]
10	Abdoulhadi Mahamadou	mécanicien	96773277	[Signature]
11	Mansour Maissa	Chapfeur	98883445	[Signature]
12	Youssef Malqan Sani	Cultivateur	97609966	[Signature]
13	Eth Amadou Gouali	Cultivateur	98367755	[Signature]
14	Jamilou Choubaou	Répondant	99167663	[Signature]
15	Issaka Eth Bassa	Cultivateur		[Signature]
16	Abdoul Kadir Maty	Cultivateur		[Signature]
17	Abdoul Karim Idi	Cultivateur		[Signature]
18	Kafiseu Abdoulhadi	Relig	97921007	[Signature]
19	Rabieou Salissou	Cultivateur	86216744	[Signature]
20	Sani Hamissou	Cultivateur		[Signature]
21	Gaouli Housseina	travail Kayan	89180131	[Signature]
22	Chibou Adamou	Cultivateur	84581015	[Signature]
23	Aboubakar Maissa	Cultivateur	99702738	[Signature]
24	Abdoul Kader Aboubakar	Élévageur	99650995	[Signature]
25	Sabieou Oumarou	Kaloukaban	89102985	[Signature]
26	Argique Saka	Cultivateur	88583496	[Signature]
27	Saleh Abdou	Cultivateur		[Signature]

Village de Farou

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date :

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
28	Salisou Ibrahim	Cultivateur	81594709	[Signature]
29	Moussaka Mats	Cultivateur	81680601	[Signature]
30	Mahamadou Dakirou	Chauffeur	89138649	[Signature]
31	Mahamadou Chakou	Cultivateur	89491168	[Signature]
32	Haminou Maoussou	élevageur	9807173	[Signature]
33	Aba Gide	Cultivateur		[Signature]
34	Isiyakaou Tankoum	Dako	86225534	[Signature]
35	Oumar Mouni	Cultivateur		[Signature]
36	Dakirou Mahamet	Cultivateur	960886164	[Signature]
37	Mahadi Gacouli	Kabankabou		[Signature]
38	Saouleh Mahamet	Cultivateur	94315143	[Signature]
39	Ouseini Salisou	Dako		[Signature]
40	Laouli Abdoulake	Cultivateur		[Signature]
41	Salisou Maoussou	Cultivateur		[Signature]
42	Samirou Sani	Dako		A
43	Ouseini Gacouli	Dako		[Signature]
44	Idris Issa	faci		[Signature]
45	Mahamadou Aboubakar	Commerce	98416683	[Signature]
46	Illyassou Aboubakar	Cultivateur	8984365	[Signature]
47	Maoussa Sani	Cultivateur	8159589	[Signature]
48	Mamari Aboubakar	élevageur	94576882	[Signature]
49	Issaka Aboubakar	Cultivateur		[Signature]
50	Aboubakar Ibrahim	Cultivateur	86216447	[Signature]
51	Ibrahim Abdoul Aziz	Cultivateur		[Signature]
52	Chami Oumarou	Commerce	86481100	[Signature]
53	Chami Saadou	Commerce	86245669	[Signature]
54	Abdoul Hadi Maty	Cultivateur	85094150	[Signature]
55	Laouli Amadou	Kabankabou		[Signature]
56	Isa Adamou	Chauffeur	88115032	[Signature]
57	Illyassou Aboubakar	Commerce	89771092	[Signature]
58	Mamadou Yayakaya	Kabankabou		[Signature]
59	Oumar Béla	Cultivateur		[Signature]
60	Zemabou Ali	Commerce		[Signature]
61	Hadiza Hasane	Commerce		[Signature]

- 62 Fatima Abdoulahe Commerce
- 63 Fatima Ali Daka
- 64 Aïcha Mahamadou Kasari
- 65 Hajija Adé Sauri Travail de maison
- 66 Hadiza Ibrahim Commerce
- 67 Adé Mamane Commerce

2000
 1
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N°	Nom	Profession
62	Fatima Abdoulahe	Commerce
63	Fatima Ali	Daka
64	Aïcha Mahamadou Kasari	
65	Hajija Adé Sauri	Travail de maison
66	Hadiza Ibrahim	Commerce
67	Adé Mamane	Commerce

Bakiwassa

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

Date : ... 25/12/2021

Liste de personnes présentes à la consultation publique

N°	Nom et Prénom	Titre	Contact	Signature
1	Malan Issaka Maman	propriétaire	96 290715	FL
2	Kaché Anzo			
3	Halidou Bala	chef de village		
4	Imoussa Harouna	cultivateur		
5	Oumarou Lalo	"		
6	Abdou Ibrahim	"		
7	Siba Saadou	"		
8	Balla Saïdou	"		
9	Garba Oumarou	"		
10	Sani Fadi	"	96 566643	
11	Raman Salé	"	96 148213	
12	Idi Moussa	"		
13	Giamba Bala	"		
14	Fastou Bala	"		
15	Hassan Ousman	"		
16	Issaka Chabo	"		
17	Sali Magadi	"		
18	Si Kadji Issaka	"		
19	Garba Fadi	"		
20	Rabi Garba	"		
21	Saminou Issaka	"		
22	Ngouba Bala	"		
23	Raman Garba	"		
24	ourouma Garba	mineur		
25	Haratia Saïdou	"		
26	Indo Garba	"		
27	Hellma Garba	"		
28	Kouloua Garba	"		
29	Rakia Kaché	"		
30	Houli Fadi	"		
31	Rakia Djigo	"		
32	Haroua Imoussa	"		
33	Touma Saïdou	"		

32. Harissou Harouna 88261503

33 Balla Saidou 86456165

34 Soule' Yahaya 94100739

36. Balla Sara ~~955768~~ 95572263

37 Garba Dan Bakoye 94169500

38. Harouna Dan Bakoye

39. Garba Ibrahim

Number	Name	Phone Number
32	Harissou Harouna	88261503
33	Balla Saidou	86456165
34	Soule' Yahaya	94100739
36	Balla Sara	955768 95572263
37	Garba Dan Bakoye	94169500
38	Harouna Dan Bakoye	
39	Garba Ibrahim	

2.3. PV des consultations publiques

Bakwassa

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

PROCES VERBAL DE CONSULTATION PUBLIQUE

Région : Maradi
Département : Niade Roumfa
Commune : Dauzssa
Village : Bakwassa

L'An deux mille vingt et Un et le 25 décembre s'est tenue une consultation publique au niveau du village de Bakwassa relatif aux activités de construction de chemin de fer Kano-Maradi

Etaient présents (voir liste en annexe)

Après l'ouverture de la réunion par le consultant suivi de l'intervention du chef de village de nom Mr. Haladon Dan Jorjima, qui au nom de la population a exprimé leur adhésion au projet

Le consultant a pris la parole pour situer l'ordre du jour qui s'articule autour de :

1. La présentation du projet de construction de chemin de fer
2. les impacts environnementaux et sociaux qui pourraient engendrer le
3. les mesures d'atténuation travaux

A l'issue des échanges il est ressorti que :

1. Questions et préoccupations soulevées

- besoin d'un pont pour accéder au village (passage d'un Kori
entre le village et
- Problème de construction sanitaire (Dan 280)
- électricité
- Insuffisance des classes en matériaux définitifs (7 classes)

Bakwessa

2. Réponses aux questions et préoccupations

- construction d'un pont pour faciliter l'accès au village
- construction d'un C.S.E. A.C.S.
- électricité
- recensement de la maind'œuvre locale

3. Recommandations

- réalisation effective d'un pont
- maind'œuvre locale
- amélioration de la couverture sanitaire
- réseau électrique
- construction des 7 classes en dur

Commencé à : 15h15, la séance a pris fin à

Ont signé

Le consultant



Le Président de séance

le chef de village
Haladou Sanjourne
K

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

PROCES VERBAL DE CONSULTATION PUBLIQUE

Région : Maradi
Département : Maroua
Commune : Djirata
Village : Kibira

L'An deux mille vingt et Un et le 27 Décembre s'est tenue une consultation publique dans le village de Kibira lié à la construction du chemin de fer Kano - Nigali.

Etaient présents (voir liste en annexe)

Après l'ouverture de la réunion par le consultant suivi de l'allocution du chef du village M. I. M. M. Mohamed. Celui-ci a souhaité la bienvenue à toute l'équipe au nom de sa population.

1.

Le consultant a pris la parole pour situer l'ordre du jour qui s'articule autour de :

1. Présentation du projet;
2. Explication de l'objet de la présente consultation

A l'issue des échanges il est ressorti que :

1. Questions et préoccupations soulevées

- Changement de jeunes;
- Insuffisance de l'eau potable;
- Ecole non cloturée.

2. Réponses aux questions et préoccupations

Augmentation du provisionnement en eau potable
— Création d'empls pour r. jeunes
— distance de l'école

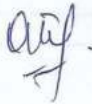
3. Recommandations

Utilisation de la main d'œuvre locale

Commencé à :, la séance a pris fin à

Ont signé

Le consultant



Le Président de séance



Farou

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

PROCES VERBAL DE CONSULTATION PUBLIQUE

Région : Maradi
Département : Tadaroufa
Commune : Dan Issa
Village : Farou

L'An deux mille vingt et Un et le 25 décembre s'est tenue une consultation publique dans le village de Farou relatif aux activités de construction des chemins de fer Kano-Maradi.

Etaient présents (voir liste en annexe)

Après l'ouverture de la réunion par le consultant suivi de l'intervention du chef de village le nommé Abdoukhalim Bahamadou qui au nom de la population a exprimé leur adhésion au projet.

Le consultant a pris la parole pour situer l'ordre du jour qui s'articule autour de :

1. la présentation du projet de construction du chemin de fer
2. les impacts environnementaux et sociaux que pourraient engendrer les travaux
3. les mesures d'atténuation.

A l'issue des échanges il est ressorti que :

1. Questions et préoccupations soulevées

- Problème d'eau potable
- Chronage des jours
- manque de infrastructures scolaires et sanitaires

Farou

2. Réponses aux questions et préoccupations

- Création des points d'eau (infrastructures hydrologique)
- création d'emplois
- construction des infrastructures sanitaire et sociale

3. Recommandations

- Avoir une bonne couverture de l'eau potable
- Avoir une bonne couverture sanitaire
- création des centres d'alphabétisation

Commencé à : 11h45, la séance a pris fin à 13h30

Ont signé

Le consultant

Le Président de séance

le chef de village
Abdou Rahanman
Rahamadou
A

Doutchi Bégora

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

PROCES VERBAL DE CONSULTATION PUBLIQUE

Région : Niamey
Département : Diourouba
Commune : Doussa
Village : Doutchi Bégora

L'An deux mille vingt et Un et le 25 décembre s'est tenue une consultation publique au niveau du village de Doutchi Bégora relatif aux activités de construction de chemin de fer Kano - Niamey.

Etaient présents (voir liste en annexe)

Après l'ouverture de la réunion par le consultant suivi de l'intervention du chef de village le nommé Hamisson Soule, qui au nom de la population a exprimé leur adhésion au projet.

Le consultant a pris la parole pour situer l'ordre du jour qui s'articule autour de :

1. la présentation du projet de construction du chemin de fer
2. les impacts environnementaux et sociaux que pourraient engendrer les travaux
3. les mesures d'atténuation

A l'issue des échanges il est ressorti que :

I. Questions et préoccupations soulevées

- Problème d'eau potable
- chomage des jeunes
- Manque des infrastructures scolaires et sanitaires

Douctin Dégoue

2. Réponses aux questions et préoccupations

- Création des points d'eau (infrastructure hydrologique)
- Création d'empire
- Construction des infrastructures sanitaires et scolaires

3. Recommandations

- Recrutement de la main d'œuvre locale
- Avoir une bonne communication sanitaire
- Disposer de l'eau potable

Commencé à : 14H02, la séance a pris fin à 14H54

Ont signé

Le consultant



Le Président de séance

Le chef du village
Houissou Souls



Guidan Natché Daya

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

PROCES VERBAL DE CONSULTATION PUBLIQUE

Région : Maradi
Département : Madagounfa
Commune : Madagounfa
Village : Guidan Natché Daya

L'An deux mille vingt et Un et le 26 de novembre s'est tenue une consultation publique au niveau du village de Guidan Natché Daya relatif aux travaux de construction de chemin de fer Kano - Maradi

Etaient présents (voir liste en annexe)

Après l'ouverture de la réunion par le consultant suivi de l'intervention du chef de village le nommé Haman Elhadji Karra qui a soutenu la bien venue à l'usage et a exprimé l'adhésion de la population au projet

Le consultant a pris la parole pour situer l'ordre du jour qui s'articule autour de :

- 1. Présentation du projet de construction de chemin de fer
- 2. Impacts environnementaux et sociaux que pourraient engendrer les travaux
- 3. Les mesures d'atténuation

A l'issue des échanges il est ressorti que :

1. Questions et préoccupations soulevées

- Choix des points
- manque de visibilité
- Installation
- Insécurité
- Insuffisance d'eau potable

2. Réponses aux questions et préoccupations

- création d'emploi
- création d'un CSP ou CS
- traitement des kous
- renforcement de l'habitat précaire

3. Recommandations

- recensement de la main d'œuvre locale
- amélioration de la couverture sanitaire
- travaux d'évacuation des eaux stagnantes
- charger les bons fontaines

Commencé à : 10 H 02, la séance a pris fin à 14 H 51

Ont signé

Le consultant



Le Président de séance



Le Chef de village
Moussa Bahadji



CHEF DE VILAGE
DE QUESTO

Yan Gobiava

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

PROCES VERBAL DE CONSULTATION PUBLIQUE

Région : Nassiri
Département : Nadarouma
Commune : Sau ISS
Village : yan Gobiava

L'An deux mille vingt et Un et le 26 décembre s'est tenue une consultation publique au niveau du village de yan Gobiava relatif aux travaux de construction de chemin de fer Kono-Maradi

Etaient présents (voir liste en annexe)

Après l'ouverture de la réunion par le consultant suivi de l'intervention de chef de village le monsieur Soule Ichi qui par nom de la population a souhaité la bienvenue à l'équipe et
à exprimé leur adhésion au projet

Le consultant a pris la parole pour situer l'ordre du jour qui s'articule autour de :

- 1- Présentation du projet de construction de chemin de fer
- 2- les impacts environnementaux et sociaux qui pourraient en découler
- 3- les mesures d'atténuation.

A l'issue des échanges il est ressorti que :

1. Questions et préoccupations soulevées

- occupation des cultures de passage
- plantes envahissantes au niveau des terres de pâturages
- l'usage des terres
- manque de clôture
- électrification
- augmenter les bornes fontaine
- AT

2. Réponses aux questions et préoccupations

- Ouverture des couloirs de passage à leur variante d'origine
- lutte contre les parasites envahissants
- Aménagement de la main d'œuvre locale
- construction des CST ou CS
- réseau électrique

3. Recommandations

- Aménagement des couloirs de passage et aires de pâturage
- création CST ou CS
- formation professionnelle
- création d'emplois pour les jeunes

Commencé à :, la séance a pris fin à

Ont signé

Le consultant



Le Président de séance

le chef du village

Soukri E. Di



Tacha Yau Nari

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

PROCES VERBAL DE CONSULTATION PUBLIQUE

Région : Maradi
Département : Tadaroufa
Commune : Dau ISSA
Village : Tacha Yau Nari

L'An deux mille vingt et Un et le 26 décembre s'est tenue une consultation publique au niveau de village Tacha Yau Nari relatif aux travaux de construction de chemin de fer Kano-Maradi

Etaient présents (voir liste en annexe)

Après l'ouverture de la réunion par le consultant suivi de l'intervention du chef de village qui a souhaité la bienvenue à l'équipe et a exprimé l'adhésion de la population au projet

1.

Le consultant a pris la parole pour situer l'ordre du jour qui s'articule autour de :

1. présentation du projet de construction de chemin de fer
2. les impacts environnementaux et sociaux qui pourraient engendrer les travaux
3. les mesures d'atténuation

A l'issue des échanges il est ressorti que :

1. Questions et préoccupations soulevées

- Manque de C.S.P. et C.S.
- Pas d'école
- Manque point d'eau potable
- Morage des jeunes
- Corvée des femmes

2. Réponses aux questions et préoccupations

- création de CSE, CS et école

- forage

- création d'emploi

- menuiserie

3. Recommandations

- création d'école et CS/CSE

- remboursement maintenance local

- ouverture école

Commencé à : 12.H.30, la séance a pris fin à 13.H.10

Ont signé

Le consultant



Le Président de séance



5

Quidan Harbo

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

PROCES VERBAL DE CONSULTATION PUBLIQUE

Région : Taradi
Département : Madayunfa
Commune : Dau Issa
Village : Quidan Harbo

L'An deux mille vingt et Un et le 26 décembre s'est tenue une consultation publique au niveau de village de Quidan Harbo relatif aux activités de construction de chemin de fer Kane - Maradi

Etaient présents (voir liste en annexe)

Après l'ouverture de la réunion par le consultant suivi de l'intervention du chef de village de nom Harbo Tambey qui, au nom de la population a exprimé leur adhésion au projet

1.....

Le consultant a pris la parole pour situer l'ordre du jour qui s'articule autour de :

1. la présentation du projet de construction de chemin de fer
2. les impacts environnementaux et sociaux qui pourraient engendrer les travaux
3. Les mesures d'atténuation

A l'issue des échanges il est ressorti que :

1. Questions et préoccupations soulevées

- Problème d'eau
- Pas de couloir de passage (occupation agricole)
- Insuffisance d'aire de passage (plante envahissante)
- Chemins des fermes
- Pas de CSI ou CS

4

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

PROCES VERBAL DE CONSULTATION PUBLIQUE

Région : Méroua
Département : Maïga
Commune : Kousséri
Village : Kousséri

L'An deux mille vingt et Un et le Vingt sept de août est tenue une consultation publique au niveau du village de Kéroué une relative aux travaux de construction du chemin de fer Maradi - Kousséri

Etaient présents (voir liste en annexe)

Après l'ouverture de la réunion par le consultant assisté de l'allocution de bienvenue du chef de bureau Adamou Kane qui a souhaité au nom de la pop. pour souhaiter à la équipe la bienvenue et à exprimé toute l'adhésion de la population à l'idée du projet

Le consultant a pris la parole pour situer l'ordre du jour qui s'articule autour de :

- 1. Présentation du projet
- 2. Les impacts environnementaux et sociaux que peuvent engendrer par les travaux
- 3. Les mesures d'atténuation.

A l'issue des échanges il est ressorti que :

1. Questions et préoccupations soulevées

- manque d'emploi des jeunes;
- manque de clôture du C.S.T
- route latérale que se gâche
- menace permanente d'inondation du village
- manque d'activités nouvelles de revenus
- ce q n'est pas clôturé avec peu de clôture en dur
- marché hebdomadaire vétuste

.....
.....
2. Réponses aux questions et préoccupations

- Aménagement du marché hebdomadaire
- construction de basses en matériaux définitif du CEG et les écoles (primaires)
- clôture du C.S.I et augmentation de la capacité
- extension du réseau électrique
- recrutement de jeunes

3. Recommandations

- création de sections génératrices de revenus
- construction d'un réseau de drainage des eaux des puits dans le village
- extension du réseau électrique

Commencé à :, la séance a pris fin à

Ont signé

Le consultant

[Signature]

Le Président de séance



San Nakao

Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

PROCES VERBAL DE CONSULTATION PUBLIQUE

Région : Maradi
Département : Madaya
Commune : San Nakao
Village : San Nakao

L'An deux mille vingt et Un et le 26 décembre s'est tenue une consultation publique au niveau du village de San Nakao relatif aux travaux de construction de chemin de fer Kano-Maradi.

Etaient présents (voir liste en annexe)

Après l'ouverture de la réunion par le consultant suivi de l'intervention du chef de village le nommé Maman Ibrahim qui a salué la bienvenue à l'équipe et a exprimé l'adhésion de la population au projet.

Le consultant a pris la parole pour situer l'ordre du jour qui s'articule autour de :

- 1. la présentation du projet de construction des chemins de fer
- 2. les impacts environnementaux et sociaux que pourraient engendrer les travaux
- 3. les mesures d'atténuation

A l'issue des échanges il est ressorti que :

1. Questions et préoccupations soulevées

- Plante envahissante (Sida cordifolia)
- Augmentation des bornes fontaines
- Conversion scolaire
- Création de collège
- Marché
- chômage de jeune
- Insécurité

2. Réponses aux questions et préoccupations

- lutte contre les plants envahissants
- mettre en place d'une fontaine
- construction d'un L.S.T.
- création d'un C.E.C.
- création d'empire

3. Recommandations

- Aménagement des aires de pâturage
- fourniture du réseau hydrogène
- Amélioration de la couverture sanitaire
- répartition de la main d'œuvre locale
- Rapport sur la patrouille pénitentiaire

Commencé à : 16h05, la séance a pris fin à 16h50

Ont signé

Le consultant



Le Président de séance

le chef de village
Hamaou Ibrahim



Bureau d'Etudes Art et Génie

Etude d'Impact Environnemental et Social (EIES)

Projet de construction du chemin de fer Maradi - Jibia

PROCES VERBAL DE CONSULTATION PUBLIQUE

Région : Maradi
Département : Mahajanga
Commune : Djirakawa
Village : Danza

L'An deux mille vingt et Un et le 27 Decembre s'est tenue une consultation publique dan le village de Danza, relative aux travaux de construction du chemin de fer Maradi - Jibia

Etaient présents (voir liste en annexe)

Après l'ouverture de la réunion par le consultant suivi de l'intervent de bienvenue de Che Haruna Bahago, chef du village qui n'a pas manqué à saluer la bienvenue à l'équipe.

+

Le consultant a pris la parole pour situer l'ordre du jour qui s'articule autour de :

1. Présentation sommaire du projet.
3. Objet de la présente consultation.

A l'issue des échanges il est ressorti que :

1. Questions et préoccupations soulevées

Présence de rochers menaçant.
Absence de centres de santé
Chomage de jeunes.

2. Réponses aux questions et préoccupations

- création d'un centre de santé
- traitement des rizières
- création d'emploi pour jeunes

3. Recommandations

- utilisation de la main-d'œuvre locale.

Commencé à :, la séance a pris fin à

Ont signé

Le consultant



Le Président de séance



III. ALBUM PHOTOS DES RENCONTRS AVEC LES PARTIES PRENANTES



Figure 1: Rencontre à la Chambre de consulaire de Maradi (Syndicat des commerçants)



Figure 2: Rencontre au Gouvernement de la Région de Maradi



Figure 3 : Rencontre avec l'équipe de la Mairie de la Commune Urbaine 3 de Maradi



Figure 4 : Rencontre au Sultanat de la région de Maradi



Figure 5 : Rencontre avec la communauté de Farou



Figure 6 : Rencontre avec la communauté de Guidan Matché Daya



Photo 7 : Entretien avec le Maire de la Commune Rurale de Dan Issa



Photo 8 : Entretien avec les agents du Centre de santé Intégré (CSI) de Dan Issa



Photo 9 : Consultation publique à Danja



Photo 10 : Consultation publique à Guidan Haro



Photo 11 : Consultation publique à Kiriya



Photo 12 : Consultation publique à Dan Makaou



Photo 13 : Consultation publique à Tachar yan Mar&



Photo 14 : Consultation à Kéguel



Photo 15 : Consultation publique à Bakwassa



Photo 16 : Consultation publique à Douthin Bégoua



Photo 17 : Consultation publique à Farou



Photo 18 : Rencontre avec le Secrétaire Général de la Commune Rurale de Jiratoua



Photo 19 : Consultation publique au village de Guidan Matché Daya



Photo 20 : Rencontre avec le Secrétaire Général du Gouvernorat de Maradi



Photo 21 : rencontre avec le Cabinet du Président du Conseil de Ville de Maradi



Photo 22: Rencontre avec l'Inspecteur Régional de Maradi



Photo 23: Rencontre avec l'Inspecteur Régional de Maradi



Photo 24: Rencontre avec le Secrétaire Général de la Préfecture de Madarounfa



Photo 25 : Compagnie Régionale de Sapeurs-Pompiers (Protection Civile) de Maradi



Photo 26 : Rencontre avec le Directeur Régional de l'Hydraulique de Maradi



Photo 27: Directeur Régional Adjoint de l'Élevage



Photo 28 : Entretien avec l'Inspecteur Régional de Maradi



Photo 29: Rencontre avec le Cabinet du Président de Conseil de Ville de Maradi



Photo 30 : Rencontre avec le Directeur Régional de l'Environnement et la Lutte Contre l'Ensablement de Maradi



Photo 31: Rencontre avec le Vice Maire de la Commune Rurale de Jirataoua



Photo 32: Rencontre avec les membres de la Cour du Sultan de Maradi



Photo 33: Rencontre avec la Cour du Sultan de Maradi



General Information							
Date	07/12/2022		ID Number	NIGI/KAMA/75/09			
Location of Meeting (community, district)	KAZAURE EMIR'S PALACE						
Purpose of Engagement	COMMUNICATION						
Number of Attendees	FIFTEEN (15)						
Name of Person Recording Attendance	ABDULLAH MUHAMMAD USMANI						
Attending Stakeholders							
#	First Name	Surname	Sex (M/F)	Place of Residence (community, district)	Position	Contact Details (phone no, email)	Signature
1	MUHAMMAD	MUHAMMAD SADIQ	M	(KAZAURE EMIR'S PALACE) KAZAURE	DISTRICT H.	09055794447	
2	JAMILUDDIN	USMANI	M	KAZAURE	MUHAMMAD KAZAURE	09055752325	
3	MUHAMMAD	MUHAMMAD	M	KAZAURE	DARALI	09055792013	
4	MUHAMMAD ABU	MUHAMMAD	M		DISTRICT SURVEILLANCE KAZAURE	09055797477	



ATTENDANCE LIST

General Information							
5	KIKOM IDALS	ISANT	SA	-	CLAIMANT	0903095533	
6	Y-S	YUNSON	PA		REPRESENTATIVE	0704178177	
7	MAYMAYAN	HATON	SA	YAN ZAN	CLAIMANT	0903095534	
8	SALDA JEN	ILCA	PA	YAN ZAN	CLAIMANT	0706095561	
9	AN RANARO (AN LAR)	ORANAI	PA	YAN ZAN (AN RANARO)	CLAIMANT	0702095519	
10	ASULANARO	IRANAN	SA	YAN ZAN	CLAIMANT (ORANAI)	0702095520	
11	ANAN KANAN	SUNAN	SA	YAN ZAN	CLAIMANT	0706095571	
12	SANAN	ORANAN	SA		CLAIMANT	0702095577	
13	ANAN	ORANAN (ANAN)	SA	YAN ZAN	CLAIMANT	0702095587	



ATTENDANCE LIST

General Information							
14	QANTÉ	IBRAHIM	HA	YAKIZMAK	CLANMAY	0908010430	
15	YAKIZMAK	ELCAN	HA	YAKIZMAK	CLANMAY	0908010430	HAZIM
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100-4-2009

ATTENDANCE LIST

General Information							
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General Information							
Date	6 DEC, 2023			ID Number	NIG. Kumar/SC-1070		
Location of Meeting (community, district)	Makoda L.G.A. Secretariat, Kano State.						
Purpose of Engagement	Stakeholder's Engagement						
Number of Attendees	Twenty Six (26)						
Name of Person Recording Attendance	ABUBAKAR Suleiman Makama						
Attending Stakeholders							
#	First Name	Surname	Sex (M/F)	Place of Residence (Community, District)	Position	Contact Details (Telephone, Email)	Signature
1	Yusuf Mansur	Yusuf	M	Kano State	W. A. Secretary	090326190100	
2	KARLA USUKI	KARLA	M	HOD (L.M.A)	.	090326190100	
3	Sule Hassan	MURKIN	M	H/SSU		090326190100	
4	RASHID YUSUF	YUSUF	M	S.S. majority		090326190100	



General Information							
4	Umar	MURKATA	M	D-5 Hutan Mak	Siguarilor	08133015337	Handwritten signature
6	SF HANUBHAR ADU		M	DPO MAKUDA	Prolog	08133015335	A.P.
7	SC Mudo A. Aolo		M	D.O Unit Difusi	Unit Difusi	08133015331	Handwritten signature
8	ASE Yasin Sidiq Masy		M	DIO Immigration	Immigratio	08133015332	Handwritten signature
9	M.S. Abdul Kadir		M	SAB - Makoda		07033019657	Handwritten signature
10	Muriman I Yusuf		M	NCA Makoda	NCA	08133015334	Handwritten signature
11	UMAR SAIDU		M	Chikri Liman	IMMIGRA	08133015336	Handwritten signature
12	Umar Rudi Mulya		M	Sho-9 0-2	S C-1 MAKUDA	08133015335	Handwritten signature
14	Hansen Abdulhikmah Almar		M	Magistra E Masyah	MNC	08060299989	Handwritten signature



ATTENDANCE LIST

General Information							
14	Abimbola James Ojo		SA	OIC. NSS Makindia	DSS	08132477423	
15	Muhammad Ali Abdullahi		AM	Village Head Kodou-douai	V/H	08069367937	
16	Nura Usman Abubakar			Director Works Land Office	IT OIC WORKS	08069367937 12.24	
17	Haruna Lawan Mingbo			SAPTA office	SO	08069367937 97-	
18	Abba Umar			Dea Safer	Dea	08069367937	
19	Kyari A. Rafter		AM	DSS Liaison Officer APRESA	D.S.S	08069367937	
20	Muhammad Usman Mingbo		AM	CHIEF PERSONAL OFFICER	CH P - O	08069367937	



ATTENDANCE LIST

General Information							
21	MUHAMMAD BALA MUSA		M	MUSA MUSA	VICE C.M	080 544155 44	
22	MUHAMMAD SADEK		M	MUSA MUSA	VICE C.M	0206 9845125	
23	ABDUL YUSUF	Director	M	MUSA MUSA	VICE C.M	080 544155 44	
24	Shayeb Saleh		M	MUSA MUSA	VICE C.M	080 544155 44	
25	Abubakar Suleiman	MUSA MUSA	M	MUSA MUSA	CLO	080 104020 21	
26	MUSA MUSA	MUSA MUSA	M	MUSA MUSA	CLO	09120491125	
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General Information

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2023-2024

General Information

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ATTENDANCE LIST

General Information							
Date	29/02/2024		ID Number	NIRIKAMA/SE/097			
Location of Meeting (community, district)	KUNCI DUNGRY SITE (KUNCIKUNCI W/ PLATE)						
Purpose of Engagement	COMMUNITY MEETINGS						
Number of Attendees	FORTY ONE (41)						
Name of Person Recording Attendance	ABUBAKAR S. ALIYAU Deputy U.S. in, JERU 3. BUKURE						
Attending Stakeholders							
#	First Name	Surname	Sex (M/F)	Place of Residence (community, district)	Position	Contact Details (telephone, email)	Signature
1	Abubakar	Yusuf	M	Hugankuma	SSU	07015734292	
2	JAMILU ABUBAKAR		M	HUCANKUMA	SSU	07015734292	
3	Muhammed Abubakar					07015734292	
4	Saminu	Garuba	M	Hugankuma	Teacher	07015734292	



HUIAHS

ATTENDANCE LIST

General Information							
5	Tasam Husain			Hugungmasi		08123113257	
6	KASIRU LUMANNI		di	HUGUNMASI		0908257604	
7	Muhammad Iqbal Husain			Hugungmasi		0706172309	
8	Abdullah Husain	Abdullah	di	Hugungmasi		0709242852	
9	Sani	Muhammad	di	Hugungmasi		0830513224	
10	Saleh	Adnan	di	Hugungmasi			
11	Yusuf	Syahrul	di	Hugungmasi			
12	Husain	Muhammad	di	Hugungmasi			
13	Syahrul	Muhammad	di	Hugungmasi			



2021

ATTENDANCE LIST

General Information							
14	Amir	Belle	in	Hugonjoroni			
15	Muhammad	Talim	in	Hugonjoroni		085 822 61	
16	Dato	Horahin	in	Hugonjoroni		085 822 61	
17	Astia	Usona	in	Hugonjoroni			
19	Horahin	Rabe	in	Hugonjoroni		085 822 61	
18	Rafi	Bardi	in	11 11		085 822 61	
20	Amir	Bardi	in	11 11		085 822 61	



ATTENDANCE LIST

General Information							
21	Sungjo	mas' ungjoo	pa	21	11		09020730447
22	Alissan	ya'san	ya	21	11		09020730447
23	Haram	Haram	pa	21	11		09020730447
24	Hamsi Gooja	hamsi	ya	21	11		09020730447
25	Deu gams	Deu	ya	21	11		09020730447
26	Isal	Isal	ya	21	11		09020730447
27	Hamsi	Hamsi	ya	21	11		09020730447



General Information							
28	Shafiq	malik	ms	11	11		08373275111
29	Arif	Harun	ms	11	11		090277031390
30	Muhammad	Rizki	ms	11	11		08223459
31	Shafiq	Arif	ms	11	11		1011
32	Bunga	Rizki	ms	11	11		09130805534
33	Shafiq	Arif	ms	11	11		0912433315
34	Rizki	Shafiq	ms	11	11		0912433315



General Information							
35	Haminu	M. Linga	sw	11	11		090153298161
36	Chandu	A. Nand	sw	12	11		09018551172
37	Deviyasa	P. Pradham	sw	11	11		09021531927
39	M. U. S. S.	S. Lakshmi	sw	11	11		09049553148
39	Sale	S. H. H.	sw	11	11		09021740061
40	M. S. Y. S.	A. K. S.	sw	11	11		09045083774
41	J. S. Y. S.	L. S. S.	sw	11	11		09049209963



General Information							
Date	29/03/2024		ID Number	MW-KAMA/SE/113			
Location of Meeting (community, district)	U/DINWA, D/ZAKE, GAYURU, WATLARE COMMUNITIES (PR7P-79 ERACS)						
Purpose of Engagement	SENSITIZATION MEETINGS WITH PAPS REALIGNED (PR7P-79)						
Number of Attendees	TWENTY NINE (29)						
Name of Person Recording Attendance	ABUBAKAR ALI (Sulaiman) ILIYASU.						
Attending Stakeholders							
S/N	First Name	Surname	Sex (M/F)	Place of Residence (community, district)	Position	Contact Details (telephone, email)	Signature
1	Abubakar	Muhammad	M	YANZAKI	U. Head	08065999013	[Signature]
2	IMNAR	MUHAMMAD	M	YANZAKE	PAP	07045934499	[Signature]
3	MOLUS	DANIADI	M	YANZAKI	PAP	09090614442	[Signature]
4	ILADU	MUHAMMAD	M	YANZAKI	PAP	09020990052	[Signature]
5	MUHAMMAD	IBRAHIM	M	YANZAKI	PAP	0708938630	[Signature]



S/N	First Name	Surname	Sex (M/F)	Place of Residence (community, district)	Position	Contact Details (telephone, email)	Signature
6	Musa	Afu	M	U/Dunya	P&P Resident	0912959978	
7	Isaiah	Umar	M	U/Dunya	PAP	07023714090	
8	Shafiq	Shafiq	M	✓	PAP	—	
9	Abdullah	Shafiq	M	✓	PAP	08088372440	
10	UMAR	BALA	M	✓	✓	09063701588	
11	Muhammad	LADO	M	✓	PAP	07013592501	
12	Shafiq	Shafiq	M	✓	✓	0901995490	
13	Abdullah	Muhammad	M	✓	✓	07086728678	
14	Sulaiman	BALA	M	Umuang District	✓	07086646720	
15	Muhammad	BANIWA	M	✓	✓	5803180851	
16	Yusuf	Abdullah	M	✓	✓	08038490695	



S/N	First Name	Surname	Sex (M/F)	Place of Residence (community, district)	Position	Contact Details (Telephone, email)	Signature
17	Abubakar	Umar	M	Umuo-R-R Dunya	DAP	—	[Signature]
18	Amadu	ABBA	M	—	—	08024842318	[Signature]
19	Amadu	Umar	M	—	—	09044319582	[Signature]
20	DANBABA	BABA	M	—	—	09028621935	[Signature]
21	BRATH	RABI	M	—	—	—	[Signature]
22	RABI	Umar	M	—	—	09023974090	[Signature]
23	RASHID	ADAMA	M	—	—	—	[Signature]
24	SAMAILA	Muhammad	M	—	—	8067668201	[Signature]
25	TIJANI	Sulaiman	M	—	—	—	[Signature]
26	Abubakar	Muhammad	M	MENG	CEO	0901040002	[Signature]
27	RABI	ALIYA	M	Umuo-R-R Dunya	DAP	—	[Signature]

S/N	First Name	Surname	Sex (M/F)	Place of Residence (community, district)	Position	Contact Details (telephone, email)	Signature
28	ABDULWATHAB	USMANI	M	KAZAURE	C.L.C	09120491123	
29	Jibni S.	Dawdane	M	KAZAURE	C.L.C	09113815819	
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Sl/N	First Name	Surname	Sex {M/F}	Place of Residence {community, district}	Position	Contact Details (telephone, email)	Signature
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ANNEX 4



ATTENDANCE LIST

General Information							
Date					ID Number		
Location of Meeting <i>(community, district)</i>							
Purpose of Engagement							
Number of Attendees							
Name of Person Recording Attendance							
Attending Stakeholders							
#	First Name	Surname	Sex <i>(M/F)</i>	Place of Residence <i>(community, district)</i>	Position	Contact Details <i>(telephone, email)</i>	Signature
1							
2							
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ANNEX 5

ANNEX 6

