



## **Stakeholder Engagement Plan (SEP)**

**Mano River Union Road Development and Transport Facilitation Programme (MRU/RDTFP), Phase V - Lot I: Paving of Buchanan to Cestos City Junction, Including the Road Leading to the Buchanan Sea Port (60.9 km), Grand Bassa and River Cess Counties**

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## List of Acronyms

| Acronym  | Definition                                         |
|----------|----------------------------------------------------|
| AfDB     | African Development Bank                           |
| CBO      | Community-Based Organization                       |
| CHSS     | Community Health and Safety                        |
| CLO      | Community Liaison Officer                          |
| DC       | District Commissioner                              |
| DAI      | Direct Area of Influence                           |
| EPA      | Environmental Protection Agency                    |
| EPML     | Environmental Protection and Management Law        |
| ESIA     | Environmental and Social Impact Assessment         |
| ESMP     | Environmental and Social Management Plan           |
| ESMF     | Environmental and Social Management Framework      |
| ESMU     | Environmental and Social Management Unit           |
| ESCP     | Environmental and Social Commitment Plan           |
| FPIP     | Free, Prior, and Informed Participation            |
| GBV      | Gender-Based Violence                              |
| GoL      | Government of Liberia                              |
| GRC      | Grievance Redress Committee                        |
| GRM      | Grievance Redress Mechanism                        |
| HF       | Health Facility                                    |
| IAI      | Indirect Area of Influence                         |
| LLA      | Liberia Land Authority                             |
| LMP      | Labor Management Procedures                        |
| MCA      | Market and Community Association                   |
| MFDP     | Ministry of Finance and Development Planning       |
| MIA      | Ministry of Internal Affairs                       |
| MoA      | Ministry of Agriculture                            |
| MoGCSP   | Ministry of Gender, Children and Social Protection |
| MoH      | Ministry of Health                                 |
| MPW      | Ministry of Public Works                           |
| MME      | Ministry of Mines & Energy                         |
| LWSC     | Liberia Water and Sewer Corporation                |
| LIBTELCO | Liberia Telecommunications Corporation             |
| NGO      | Non-Governmental Organization                      |
| PAI      | Project Area of Influence                          |
| PAP      | Project-Affected Person                            |
| PIU      | Project Implementation Unit                        |
| RAP      | Resettlement Action Plan                           |
| ROW      | Right of Way                                       |
| SEA      | Sexual Exploitation and Abuse                      |
| SH       | Sexual Harassment                                  |

| <b>Acronym</b> | <b>Definition</b>                                   |
|----------------|-----------------------------------------------------|
| SEP            | Stakeholder Engagement Plan                         |
| MRU            | Mano River Union                                    |
| RDTFP          | Road Development & Transport Facilitation Programme |

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## Executive Summary

This Stakeholder Engagement Plan (SEP) has been prepared as a core environmental and social safeguard instrument for the proposed upgrading of the Buchanan (Port Area) – Yarpah Town (Cestos Junction) Road Corridor (60.9 km). The SEP builds on stakeholder consultations conducted during the preparation of the Environmental and Social Impact Assessment (ESIA) and the Resettlement Action Plan (RAP) and establishes a structured framework for continued engagement throughout the life of the project. It serves both as a record of engagement undertaken during project preparation and as an operational guide for stakeholder engagement during pre-construction, construction, and early operation phases.

Stakeholder engagement activities informing this SEP were undertaken between February and November 2025 exclusively as part of the ESIA and RAP preparation processes. At the time of preparation of this SEP, no construction activities, contractor mobilization, or implementation-phase consultations have commenced. All engagements to date were therefore limited to project preparation and were carried out in accordance with national legal requirements and the African Development Bank's Integrated Safeguards System. Future engagement activities defined in this SEP will commence following project approval and will be scaled and adapted to match construction sequencing, work fronts, and operational risks as they evolve.

Consultations were conducted across key settlements located along and within the immediate area of influence of the corridor, including Buchanan (Port area), Compound Three, Neekreen, Timbo, Yarpah Town (Cestos Junction), Wayzohn City, Dowein District, and Cestos City. These engagements provided critical insights into community priorities and concerns, including mobility and transport challenges, livelihood impacts, environmental risks, land and crop issues, gender-based risks, road safety, employment expectations, and information-sharing needs. The priority environmental and social risks requiring continuous stakeholder engagement include land acquisition and livelihood impacts, construction-related access disruption, labor influx and SEA/GBV risks, community health and road safety, environmental nuisance impacts (dust, noise, drainage), and information asymmetry during implementation.

The SEP defines the guiding principles, institutional responsibilities, communication methods, and procedures that will govern interactions between the project and its stakeholders during both the implementation and operational phases. It is designed to ensure that engagement processes remain inclusive, culturally appropriate, transparent, and accessible to all affected and interested parties, including women, youth, persons with disabilities, vulnerable households, traditional leaders, transport operators, market actors, and relevant institutional stakeholders along the corridor. The SEP clarifies the roles and responsibilities of key stakeholder groups across the project lifecycle,

recognizing their influence in decision-making, their exposure to project risks, and their contribution to project success and social acceptance.

The anticipated improvements in mobility, transport safety, access to services, economic linkages, and local trade associated with the project will require consistent, coordinated, and well-managed stakeholder engagement. In this regard, the SEP establishes mechanisms to support meaningful participation, timely disclosure of information, and clear two-way communication as the project transitions from preparation to implementation. Engagement strategies are differentiated by project phase—pre-construction, construction, and operation—and aligned with evolving risk profiles, ensuring that engagement intensity, methods, and messaging remain proportionate and responsive.

A project-wide Grievance Redress Mechanism (GRM) is established under the SEP to enable communities and stakeholders to raise concerns and seek resolution in relation to environmental impacts, land and asset issues, labor and working conditions, road safety, and risks related to sexual exploitation and abuse, sexual harassment, and gender-based violence. The SEP further provides for differentiated engagement approaches tailored to vulnerable and high-risk groups to ensure that their concerns continue to be identified, addressed, and monitored throughout the project cycle. The GRM functions as a central operational tool linking the SEP with the ESIA, ESMP, RAP, and LMP, providing accessible, confidential, and culturally appropriate channels for grievance intake, resolution, monitoring, and reporting across all project phases.

The SEP will be reviewed and updated as necessary following the approval of final engineering designs, construction sequencing, and contractor mobilization plans. It will remain a living document, adjusted over time to maintain effective stakeholder engagement and to ensure that all 44 communities along the corridor continue to participate meaningfully throughout project implementation.

Implementation of this SEP will be monitored through documented engagement records, grievance tracking, and periodic environmental and social safeguards reporting to the African Development Bank. Updates to the SEP will reflect changes in project design, implementation arrangements, and stakeholder risk exposure, and will be disclosed in accordance with national requirements and African Development Bank procedures.

## **1.0 Introduction**

This SEP has been prepared to support the proposed upgrading of the Buchanan (Port Area) – Yarpah Town (Cestos Junction) Road Corridor (60.9 km) and forms part of the project's pre-implementation environmental and social safeguard requirements. The SEP complements the Environmental and Social Impact Assessment (ESIA) and the Resettlement Action Plan (RAP) and provides the basis for structured stakeholder engagement as the project advances toward implementation.

All stakeholder engagement activities informing this SEP were conducted during the preparation of the ESIA and RAP, in accordance with national regulatory requirements and the African Development Bank's Integrated Safeguards System. At the time of preparation of this Plan, no civil works or contractor mobilization had commenced. These engagements focus on understanding local conditions, community priorities, potential land and livelihood impacts, road safety concerns, and expectations related to information disclosure, employment, and project transparency, as documented in the ESIA and RAP.

Building on this foundation, the SEP establishes a forward-looking framework for continued engagement during the pre-construction, construction, and operational phases of the project. It defines the principles and institutional arrangements that will guide information disclosure, stakeholder participation, and grievance management, ensuring that engagement remains inclusive, culturally appropriate, and accessible to all affected and interested parties.

The SEP is a living document and will be updated, as necessary, to reflect final engineering designs, implementation schedules, and any additional requirements agreed with the African Development Bank and relevant national authorities before the commencement of works.

### **1.1 Project Overview**

The proposed project forms part of the Mano River Union Road Development and Transport Facilitation Programme (MRU/RDTFP) Phase V – Lot I and involves the upgrading and paving of the Buchanan (Port Area) – Cestos City Junction Road Corridor, with a total length of approximately 60.9 km, including the access road leading to the Port of Buchanan. The corridor is located within Grand Bassa and River Cess Counties and constitutes a critical segment of Liberia's priority Coastal Road Corridor, which is intended to ultimately link Buchanan, Cestos, Greenville, Barclayville, and Pleebo and close a key gap along the Trans–West African Highway Corridor 7 (TAH-7).

The road alignment traverses a diverse physical and socio-economic landscape, including urban and peri-urban settlements, rural towns and villages, market centers, agricultural zones, forested areas, and community facilities that rely on the corridor for mobility, access to services, trade, and livelihoods. The corridor also supports commercial

agriculture, logging and mineral transport, and provides improved access to strategic assets, including the Port of Buchanan and environmentally sensitive areas such as SAPO National Park.

At the time of preparation of this Stakeholder Engagement Plan (SEP), the Project remains in the planning and safeguards preparation phase, and no construction works or contractor mobilization have commenced. In line with Liberia's Environment Protection and Management Law (EPML, 2002) and the African Development Bank's Integrated Safeguards System (ISS), the Project has been classified as a Category 1 operation, requiring the preparation of a full Environmental and Social Impact Assessment (ESIA), Environmental and Social Management Plan (ESMP), Resettlement Action Plan (RAP), and this SEP. The engineering alignment covers the full 60.9 km corridor, while the RAP impact footprint is approximately 56 km, reflecting only those sections where land acquisition and physical or economic displacement are anticipated.

The Project is expected to deliver significant development benefits, including improved transport efficiency, reduced travel time and vehicle operating costs, enhanced road safety, and strengthened access to social and economic services. By facilitating year-round mobility and improving connectivity between inland communities and the Port of Buchanan, the upgraded corridor is anticipated to expand market opportunities for rural producers, support regional trade, and contribute to broader national and sub-regional integration objectives.

Communities and stakeholders along the corridor—including those in Buchanan, Compound Three, Neekreen, Timbo, Yarpah Town (Cestos Junction), Wayzohn City, Dowein District, and Cestos City—have already participated in consultations conducted during the ESIA and RAP preparation processes. Feedback from these engagements informed the identification of key environmental and social risks, potential land and livelihood impacts, road safety concerns, and community expectations regarding information disclosure, employment, and project conduct. Building on this foundation, the SEP provides a structured framework for continued engagement during the pre-construction, construction, and operational phases, once the Project receives the required approvals, and works in close coordination with the Project's Grievance Redress Mechanism to ensure that stakeholder concerns are addressed in a timely, transparent, and inclusive manner.

## **1.2 Purpose of the Stakeholder Engagement Plan**

This SEP defines how stakeholder engagement will be organized, implemented, and documented across the Project lifecycle. It provides a practical framework for managing engagement in a way that is consistent, transparent, and aligned with safeguard requirements, without duplicating technical content contained in other Project instruments.

At the current preparation stage, the SEP serves two specific functions. It documents consultations undertaken during the Environmental and Social Impact Assessment and Resettlement Action Plan processes, and it establishes a clear approach for future engagement during approval, pre-construction, construction, and operation. This ensures continuity between safeguards preparation and implementation.

The SEP sets out the principles and processes for information disclosure, stakeholder participation, and feedback management, including how concerns related to environmental and social impacts, land and livelihood issues, safety, and community wellbeing will be addressed as Project activities progress. It is designed to complement—rather than restate—the mitigation and management measures defined in the ESIA, RAP, and related safeguard instruments.

The Plan also provides guidance on engaging different stakeholder groups, with particular attention to inclusiveness, accessibility, and cultural appropriateness. It emphasizes meaningful participation of affected communities and vulnerable groups, while ensuring that engagement activities are properly recorded and followed up.

The SEP will be reviewed and updated as Project details are finalized. It therefore functions both as a record of engagement carried out during preparation and as an operational guide for managing future interactions with stakeholders in a focused and effective manner.

### **1.3 Scope and Application of the SEP**

This Plan applies to all stakeholder engagement activities undertaken during the preparation of the Environmental and Social Impact Assessment and the Resettlement Action Plan, and to all future engagement activities to be carried out as the Project progresses toward implementation. Its scope covers the full project area of influence, including the road alignment, associated facilities, and communities whose social or economic activities depend on the corridor, including those linked to the Port of Buchanan.

The SEP applies to all stakeholder groups engaged during safeguards preparation, including affected communities, traditional and administrative authorities, women and youth groups, market actors, transport operators, landowners, agricultural producers, vulnerable households, and relevant public and service institutions. It records how these stakeholders were consulted during the ESIA and RAP processes, the key issues and concerns raised, and how stakeholder input informed impact identification, mitigation measures, and resettlement planning.

Beyond documenting engagement already undertaken, the SEP provides a structured framework for continued interaction with stakeholders during the pre-construction, construction, and operational phases. It defines the boundaries within which engagement will occur, the types of stakeholders to be engaged at each stage, and the linkages

between engagement activities, information disclosure, and grievance management. Through this scope and application, the SEP ensures that stakeholder engagement remains consistent, inclusive, traceable, and aligned with the African Development Bank's Integrated Safeguards System and national requirements throughout the Project lifecycle.

#### **1.4 Structure of the SEP**

This Plan is organized to present, in a clear and logical sequence, how stakeholder engagement has been carried out to date and how it will be managed going forward. The opening sections set the context by outlining the Project background and clarifying the purpose, scope, and application of the SEP.

The document then describes the approach used to identify and categorize stakeholders and presents an analysis of key stakeholder groups, their interests, concerns, and relevance to the Project. This provides the basis for understanding who needs to be engaged, why, and at what stage of the Project.

Subsequent sections summarize the engagement activities undertaken during the ESIA and RAP preparation phases, focusing on the main issues raised by different stakeholder groups and how this input influenced impact assessment, mitigation measures, and resettlement planning, rather than repeating consultation details.

The SEP further sets out the arrangements for future engagement, including communication methods, information disclosure, and grievance management, which will apply during pre-construction, construction, and operation. These sections translate safeguard requirements into practical procedures for ongoing interaction with stakeholders.

The final sections define institutional roles, monitoring, and reporting arrangements to ensure that engagement activities are implemented consistently and remain traceable over time. Together, the structure supports a focused, readable document that links past engagement with clear mechanisms for sustained and meaningful participation as the Project moves into implementation.

#### **1.5 Project Area of Influence (Direct and Indirect)**

The Project Area of Influence (AOI) encompasses all locations, populations, and socio-economic systems that may experience environmental, social, or economic effects from upgrading the 60.9-kilometre Buchanan–Yarpah Town (Cestos Junction) road corridor, including its connection to the Port of Buchanan. In accordance with the ESIA, the AOI is divided into a Direct Area of Influence and an Indirect Area of Influence to reflect different levels and types of exposure to project-related impacts.

### **1.5.1 Direct Area of Influence (DAI)**

The Direct Area of Influence covers all settlements and livelihood activities located immediately along, beside, or within proximity to the existing road alignment between the Port of Buchanan and Yarpah Town (locally referred to as Cestos Junction). This zone includes 44 communities documented in the ESIA baseline survey.

These communities host roadside households, farms, small trading centers, weekly markets, transport operators, agricultural processing points, schools, clinics, churches, mosques, and other community facilities whose daily activities are directly shaped by the functioning of the corridor. These locations are expected to experience the most immediate effects once the project transitions into construction, including temporary access restrictions, vegetation clearing, dust, noise, construction traffic, drainage works, potential land and livelihood impacts, and changes in mobility.

Issues raised during ESIA and RAP consultations with these directly affected communities included concerns about drainage design, erosion, road safety, dust pollution, noise, potential impacts on crops and structures, gender-specific vulnerabilities, expectations regarding employment opportunities, and the need for consistent communication throughout implementation.

The full list of the 44 communities located within the Direct Area of Influence is provided in the cleared RAP and shall serve as the controlling community register for SEP implementation and reporting.

### **1.5.2 Indirect Area of Influence (IAI)**

The Indirect Area of Influence comprises communities, institutions, and socio-economic systems connected but not located directly along the road alignment. These areas depend on the corridor for market access, administrative functions, agricultural transport, public service delivery, and economic connectivity.

The most significant component of this zone is the Port of Buchanan, where fisheries activities, cargo handling, fuel distribution, port-linked commerce, and transport unions rely on the corridor for daily movement of goods and services. Upgrading the road is expected to influence cargo flow, reduce transport delays, and strengthen the economic relationship between the port and inland communities.

Urban and peri-urban population centers—such as Buchanan City and Yarpah Town/Cestos Junction—also fall within the indirect influence area. These locations operate as administrative, commercial, and service hubs, providing higher-level health, education, banking, and market functions to surrounding rural communities.

Agricultural value chains transporting cassava, plantain, cocoa, palm oil, vegetables, charcoal, and fish rely on the corridor to reach markets in Buchanan, and to access

trading points at Yarpah Town/Cestos Junction. Improvements to the road are therefore expected to influence land values, business expansion, rural–urban mobility, weekly market flows, and access to government services.

Stakeholders consulted during the ESIA and RAP processes from this broader influence area included market associations, transport unions, traditional authorities, youth and women’s groups, port-dependent livelihoods, service providers, and vulnerable households whose well-being is indirectly affected by the corridor’s performance.

Together, the Direct and Indirect Areas of Influence reflect the full range of environmental, social, and economic links documented in the ESIA and provide the basis for comprehensive engagement planning under this SEP.

## **1.6 Regulatory and Institutional Framework**

### **1.6.1 National Regulatory Framework**

The Stakeholder Engagement Plan is guided by Liberia’s national environmental and social regulatory system, which establishes the legal basis for public participation, disclosure, community safety, land administration, labor protection, and grievance management. The SEP aligns fully with the requirements of the Environmental Protection and Management Law (EPML) and the 2022 Revised ESIA Procedural Guidelines, both of which mandate early, meaningful, and well-documented engagement with affected communities as part of the ESIA and RAP preparation processes.

These national instruments require project proponents to disclose relevant information to stakeholders in a timely and accessible manner, organize public consultations at key stages of project development, document concerns raised by affected persons, and establish functional grievance redress channels throughout the project cycle. Additional national frameworks covering land tenure and administration, labor standards, gender and child protection, public health, road safety, and local governance also guide engagement obligations and ensure that project-related consultations reflect national policy priorities and social safeguards standards.

Institutional structures at the county and district levels in Grand Bassa County and River Cess County provide the primary administrative interface for community engagement. Superintendents, district commissioners, paramount and clan chiefs, and town chiefs facilitate local-level participation, validate project information, support community mobilization, and ensure that the voices of women, youth, vulnerable persons, and traditional leadership structures are appropriately represented. Their involvement during the ESIA and RAP preparation processes ensured that community concerns were accurately captured and integrated into the Project’s environmental and social analysis.

The regulatory instruments referred to here are illustrative rather than exhaustive. The SEP complies with all applicable Liberian laws and policies governing environmental management, social protection, community engagement, land, labor, public safety, and infrastructure development, as required for projects of this nature.

### **1.6.2 AfDB Institutional and Safeguards Framework**

The Stakeholder Engagement Plan is governed principally by Operational Safeguard 10 (OS10) on Stakeholder Engagement and Information Disclosure and is supported by OS1 on assessment and management of environmental and social risks and impacts. Together, these safeguards require early stakeholder identification, meaningful and inclusive consultation, accessible disclosure, feedback and grievance arrangements throughout the Project lifecycle.

The SEP also supports implementation of other relevant Operational Safeguards, including:

- OS2 – Labour and Working Conditions, which requires communication with workers on employment terms, occupational health and safety, worker conduct, the workers' grievance mechanism and protection from retaliation.
- OS4 – Community Health, Safety and Security, which requires engagement on traffic and road safety, emergency preparedness, labour-influx risks, security arrangements and community exposure to construction activities.
- OS5 – Land Acquisition, Restrictions on Access to Land and Land Use, and Involuntary Resettlement, which governs engagement on compensation, relocation, livelihood restoration, eligibility, vulnerability and RAP implementation.
- OS7 – Vulnerable Groups, which requires accessible and culturally appropriate engagement measures so that vulnerable or disadvantaged people are not excluded from consultation, disclosure, benefits or grievance processes.
- OS10 – Stakeholder Engagement and Information Disclosure, which requires the SEP, meaningful consultation, accessible information disclosure, grievance arrangements and ongoing engagement throughout the Project lifecycle.

Implementation of these safeguards is supported through collaboration between the Ministry of Public Works, the Environmental Protection Agency, county authorities, district administrations, traditional leadership structures, and community governance bodies. These institutions collectively ensure that stakeholder engagement remains transparent, inclusive, and responsive to community needs as the Project transitions from planning to pre-construction and eventual implementation.

## 1.7 Linkages with the ESIA, ESMP, RAP, LMP, and GRM

This SEP is directly connected to the suite of environmental and social safeguard instruments prepared for the upgrading of the Buchanan–Yarpah Town (Cestos Junction) corridor. These instruments collectively inform and reinforce the SEP, ensuring that all engagement activities remain coordinated, consistent, and traceable throughout the Project’s lifecycle.

The **Environmental and Social Impact Assessment (ESIA)** provides the baseline environmental and social conditions for the 60.9-kilometre corridor and documents the first major round of consultations conducted with stakeholders across Buchanan City, Compound Three, Neekreen, Timbo, Wayzohn City, Dowein District, Yarpah Town (Cestos Junction), Cestos City, and the port influence zone. Issues raised during these consultations—such as drainage, erosion, mobility constraints, environmental risks, gender vulnerabilities, and port-linked livelihood concerns—form the analytical basis for the engagement framework presented in this SEP.

The **Environmental and Social Management Plan (ESMP)** defines mitigation measures to manage environmental and social risks during construction and future operations. Where the ESMP is still under review, the SEP aligns with the draft provisions to ensure that communities receive timely information regarding construction schedules, access restrictions, dust and noise management, traffic safety, vegetation clearing, and the responsibilities of the contractor and supervising entities. Once approved, the ESMP will be disclosed together with the SEP in accordance with AfDB and national requirements.

The **Resettlement Action Plan (RAP)** outlines the processes for land acquisition, valuation, compensation, livelihood restoration, and support for vulnerable households. The SEP directly supports RAP implementation by guiding how compensation information will be explained, how affected households will be re-engaged, how entitlements will be disclosed, and how grievances related to land and assets will be handled. Any future RAP addendum required during pre-construction will also be fully integrated into the SEP’s communication and consultation program.

The **Labor Management Procedures (LMP)** establish standards for recruitment, local hiring, occupational health and safety, worker conduct, worker–community interaction, and SEA/GBV prevention. The SEP reflects these obligations by outlining how employment opportunities, codes of conduct, SEA/GBV mitigation measures, and worker–community protocols will be communicated to corridor communities prior to and during construction.

The Grievance Redress Mechanism (GRM) is a cross-cutting system that supports all safeguard instruments—ESIA, ESMP, RAP, and LMP. It provides accessible, confidential, and culturally appropriate avenues for community members, workers, institutions, and

port-based actors to raise concerns related to environmental impacts, land and asset issues, construction activities, worker behavior, labor conditions, safety risks, and SEA/GBV. The SEP embeds the GRM as a core engagement tool to ensure fair, timely, and transparent resolution of complaints across all 44 communities and institutional stakeholders along the corridor. For budget and reporting purposes, RAP-specific grievances shall be tracked against the RAP allocation, while general construction, environmental, community health and safety, labour-interface, and other project grievances shall be tracked against the project-wide GRM allocation.

Together, the ESIA, ESMP, RAP, LMP, and GRM form a unified and mutually reinforcing safeguards framework. The SEP functions as the communication and participation mechanism that links these instruments to communities, institutions, and economic actors along the Buchanan–Yarpah Town (Cestos Junction) corridor, ensuring that information is accessible, feedback is captured, concerns are addressed, and meaningful consultation is sustained throughout pre-construction, construction, and future operations.

## **2.0 Stakeholder Identification and Analysis**

Stakeholder identification and analysis form the foundation of this SEP and build directly on the processes described in the ESIA, RAP, and the safeguard linkages outlined in Section 1.7. This section summarizes how all individuals, groups, institutions, and economic actors with legitimate interests in the Buchanan–Yarpah Town (Cestos Junction) corridor were identified, categorized, and prioritized during safeguards preparation.

The process was grounded in extensive fieldwork, settlement mapping, socio-economic profiling, and structured consultations conducted across both the Direct and Indirect Areas of Influence. These engagements allowed the Project to understand not only where stakeholders are located, but also their exposure to project impacts, their dependence on the corridor, and their levels of influence in decision-making.

This analysis ensures that environmental and social mitigation measures—including those in the ESMP, RAP, LMP, and GRM—are targeted to the needs, vulnerabilities, and expectations of different groups along the 60.9-kilometre alignment.

### **2.1 Methodology for Stakeholder Identification**

The methodology for identifying stakeholders combined field-based assessments, institutional consultations, socio-economic surveys, and community mapping undertaken during ESIA and RAP preparation. Mapping exercises documented all towns and villages within the direct area of influence, the distribution of households, roadside economic activities, community facilities, sensitive receptors, and areas with higher concentrations of vulnerable people.

Socio-economic observations captured mobility patterns, agricultural activities (including seasonal constraints), locations of market centers, roadside trading points, schools, clinics, religious institutions, and transport hubs. These insights helped the assessment team understand community reliance on the corridor and the potential pathways through which project impacts could affect daily life.

Institutional consultations were held with county and district authorities, paramount and clan chiefs, town chiefs, market committees, transport unions, women's and youth leadership structures, and agricultural and fisheries groups. These consultations provided deeper insights into governance roles, community social organization, customary land tenure, conflict-resolution practices, and mechanisms for mobilizing community members.

In parallel, stakeholder groups from the indirect influence zone were identified through engagements at the Port of Buchanan, where fisheries associations, cargo handlers, transport logistics operators, traders, and small business owners highlighted their

economic dependence on the corridor. Consultations in Buchanan City and Yarpah Town (Cestos Junction) further revealed administrative, commercial, and service-sector linkages to the road.

Through this combination of fieldwork, institutional engagement, and socio-economic analysis, the Project captured all relevant stakeholder groups connected to the corridor—whether physically, economically, socially, or administratively—and ensured that their concerns, expectations, and interests were accurately reflected in the engagement process and the Project’s safeguard instruments.

## **2.2 Stakeholder Mapping and Categorization**

Stakeholder mapping and categorization were undertaken to organize the results of the identification process and to understand how different groups relate to the Project in terms of influence, interest, impact, and dependency. This process built on the field assessments and socio-economic analysis carried out during project preparation, ensuring that engagement adequately captured both the geographic realities of the alignment and the institutional and economic systems linked to it.

The mapping exercise first distinguished between stakeholders located within the direct area of influence, including the 44 communities situated along the alignment, and those within the indirect area of influence, such as actors at the Port of Buchanan, market networks, and public service institutions in Buchanan, Yarpah Town, and Cestos. This spatial differentiation allowed the assessment to identify who would experience physical, economic, or social changes most directly and who would be affected through broader dependencies on mobility, trade, or administrative functions.

Within this framework, stakeholders were categorized according to their role, influence, vulnerability, and relationship to the corridor. Traditional leadership structures—paramount chiefs, clan chiefs, town chiefs, elders, and community governance bodies—were identified as key institutional figures responsible for mobilization, communication, conflict mediation, and community verification processes. Women’s and youth groups were categorized as essential social actors whose perspectives reflect household-level impacts, livelihood constraints, market access challenges, and social protection concerns. In addition to identification, these stakeholder groups were assessed in terms of their expected roles and responsibilities during the preparation, construction, and operation phases of the Project, recognizing that their influence and contribution evolve over the project lifecycle.

Economic actors were also mapped across the alignment, including farmers, fisheries groups, roadside traders, small business operators, transport riders, market associations, and workers whose income depends on daily mobility and predictable access to markets, farmland, and services. Service institutions, schools, clinics, religious bodies, and local

government offices were categorized based on their reliance on uninterrupted access to deliver education, health, and administrative services. Vulnerable groups were identified across all settlements, including elderly persons, female-headed households, persons with disabilities, low-income households, and individuals who depend on informal labor-based livelihoods. These groups are expected to contribute local knowledge, participate in consultations during preparation, coordinate on access and impact mitigation during construction, and provide feedback on residual impacts and service access during operation.

This categorization process ensured that all relevant stakeholders were mapped not only by location but also by their level of dependence on the corridor, degree of exposure to project impacts, and the type of engagement required to meaningfully capture their concerns. Through this approach, the SEP presents a comprehensive, structured understanding of who the stakeholders are, where they are situated, and how their interests and vulnerabilities informed the project's environmental and social mitigation framework. The lifecycle-based roles and influence of these stakeholder groups are further reflected in the Stakeholder Mapping Matrix presented in Section 2.7.

### **2.2.1 Government and Institutional Stakeholders**

Government and regulatory institutions have statutory mandates directly connected to land governance, environmental compliance, social protection, and local administration. Their roles are essential for supporting stakeholder engagement throughout Project implementation and ensuring full consistency with the ESIA and RAP. These institutions play differentiated roles across the preparation, construction, and operation phases, including safeguards planning and disclosure, oversight of implementation, regulatory compliance monitoring, and long-term institutional coordination.

The key government and institutional stakeholders include:

**Ministry of Public Works (MPW):** Host ministry for the PIU and lead agency for road and infrastructure oversight. Ensures compliance with national standards, supervises coordination with county authorities, and provides technical and institutional leadership during implementation.

**Environmental Protection Agency (EPA):** National environmental regulator responsible for approving the ESIA, issuing environmental permits, monitoring compliance, and enforcing environmental safeguards requirements during construction. EPA engagement is most prominent during construction and operation, when compliance monitoring and enforcement are required.

**Liberia Land Authority (LLA):** Responsible for land governance, boundary verification, land ownership confirmation, and providing technical guidance for land-related matters raised through the RAP and GRM processes. LLA engagement is critical during

preparation and RAP implementation, as well as during resolution of land-related grievances.

**Ministry of Gender, Children and Social Protection (MoGCSP):** Provides oversight on gender inclusion, child protection, and vulnerable-group engagement. Leads the national SEA/GBV referral pathway that supports the Project's risk-mitigation measures and GRM protocols. MoGCSP supports SEA/GBV risk mitigation and vulnerable-group engagement across all phases of the Project.

**Ministry of Health (MoH):** Engages on matters relating to community health risks, emergency preparedness, water and sanitation around settlements, and coordination where works may affect access to health facilities. MoH engagement intensifies during construction when public health risks are highest.

**Ministry of Internal Affairs (MIA):** Responsible for coordinating with county administrations, district commissioners, and traditional structures. Ensuring engagement is consistent with local governance frameworks and facilitates stakeholder mobilization and verification. MIA supports stakeholder mobilization and institutional coordination across all phases.

**Ministry of Mines and Energy (MME):** Sector ministry for national energy policy and technical coordination. Provides high-level oversight to ensure alignment with national energy development priorities and inter-agency coordination.

**Ministry of Agriculture (MoA):** Provides technical input on crop-related concerns, livelihood interactions, and agricultural impacts that may arise during engagement or grievance reporting.

**Liberia Telecommunications Corporation (LIBTELCO):** Coordinates where utility right-of-way interactions occur, especially in areas where power distribution corridors may intersect with fiber or telecom assets.

**Liberia Water and Sewer Corporation (LWSC):** Engaged where drainage, water lines, or other public utilities may overlap with project work zones, particularly during construction in or near populated communities.

**County & District Authorities (Grand Bassa and River Cess Counties):** Serve as statutory authorities for community relations, local coordination, RAP verification support, grievance escalation, and validation of information provided during engagement. Their role spans preparation, construction, and operation through local coordination and validation.

**County Gender, Social Welfare, and Environmental Focal Points:** Provide specialized support for SEA/GBV referrals, vulnerable-group engagement, and environmental issue verification at the local level.

**Traditional Authorities (Paramount, Clan, Town and Quarter Chiefs, Elders, Women and Youth Leaders):** Remain the primary structures for community governance. Facilitate mobilization, validate communication, mediate disputes, support land verification, and serve as key GRM entry points.

### **2.3 Summary of Key Stakeholder Issues Raised During Engagement**

Stakeholder consultations carried out during project preparation revealed a consistent set of environmental, social, economic, and institutional concerns across communities and groups along the alignment. Although the nature of issues varied between urban, peri-urban, and rural settlements, several themes emerged repeatedly and shaped the development of the ESIA, RAP, and this SEP. One of the strongest themes raised was the condition of the existing road, which communities described as severely deteriorated, unsafe, and responsible for delays in transporting agricultural produce, accessing health services, and maintaining livelihoods. Residents in Buchanan, Yarpah Town, and Cestos emphasized the high transport costs, frequent vehicle breakdowns, and seasonal isolation caused by the poor road surface. This reinforced strong public support for the upgrading works, with expectations that a paved corridor would improve mobility, reduce travel time, support market expansion, and stimulate local investment.

At the same time, stakeholders expressed significant concern about the short-term and long-term risks associated with construction. Communities located within the direct right-of-way raised fears about potential land acquisition, the loss of structures, crop damage, and disruption to farms, trading areas, and public utilities such as wells, handpumps, and local access paths. Several communities also highlighted the need for proper drainage to prevent runoff from damaging adjacent farmlands and homes, noting past experiences of erosion and flooding along the existing alignment. Other concerns focused on environmental effects, including increased dust, noise, vegetation clearing, and impacts on water bodies and natural resources.

Social concerns were also prominent, especially issues related to population influx, worker–community interaction, and risks of sexual exploitation, gender-based violence, and exploitation of minors. Women’s groups and local leaders emphasized the need for early awareness, clear codes of conduct, and collaboration with local security and social welfare offices to protect community members. Transport unions and local business operators raised concerns about temporary disruptions during construction, including lane closures, movement restrictions, and possible impacts on roadside markets.

Across all settlements, stakeholders requested timely information sharing, regular meetings, visible grievance redress channels, and clear communication on when and how construction activities would occur. Traditional authorities and county officials stressed that transparent coordination between the contractor, supervising entities, and local

leadership was essential to avoid misunderstandings, manage expectations, and maintain community support.

These issues collectively shaped the mitigation measures, stakeholder engagement structures, communication procedures, and grievance management provisions included in this SEP. The summary reflects not only the concerns raised but also the priorities and opportunities identified by communities who rely on the corridor for daily livelihoods and long-term development prospects.

## **2.4 Vulnerable, Marginalized, and High-Risk Groups**

Vulnerable and high-risk groups along the Port of Buchanan–Yarpah Town–Cestos corridor were identified early in the ESIA, RAP preparation, and community consultations to ensure their specific needs, risks, and barriers to participation were fully understood and addressed. These groups were engaged separately where necessary, and their concerns were incorporated directly into the design of the SEP, mitigation measures, and the GRM structure.

Along the 60.9 km alignment, vulnerable groups include households at risk of physical or economic displacement, women and widows involved in small farming and petty trading, elderly persons with limited mobility, persons with disabilities, female-headed households, orphans, survivors of GBV/SEA risks, chronically ill people, and extremely poor households with limited coping capacity. These groups rely heavily on the corridor for access to markets, clinics, schools, and basic social services and therefore face disproportionate challenges when roads become impassable or when construction activities affect their movement or sources of income.

Women and girls were repeatedly identified as a high-risk group, particularly in communities where construction workers and transport operators interact closely with residents. Concerns related to SEA, early relationships between girls and non-resident workers, and pressure on household resources were widely discussed. Women requested timely awareness, clear codes of conduct, and close coordination with local leaders and MoGCSP representatives to ensure their safety.

People living with disabilities and the elderly raised concerns about mobility constraints, access to health facilities, and the need for early information before road closures, diversions, or the relocation of community services. Their participation in meetings was supported by holding sessions close to their homes and through direct follow-up by town chiefs and community structures.

Households that farm directly along the right-of-way also fall within a vulnerability category due to the potential loss of crops, small structures, and livelihood sources. These households rely heavily on agriculture, charcoal production, or informal trading and noted that any disruption during the construction period could reduce food security and income.

Youth and unemployed young men were identified as both a vulnerable and high-influence group. They expressed interest in temporary employment opportunities but also acknowledged risks such as drug use, unsafe work practices, and conflict between local youth and migrant workers if expectations were not managed.

Finally, extremely poor households and those with no formal income sources are at heightened risk of being excluded from consultation processes or grievance procedures due to limited literacy, limited access to transportation, and restricted influence in community decision-making spaces.

By applying differentiated engagement methods, ensuring targeted follow-up, and integrating their concerns directly into the ESIA, RAP, and SEP, the project ensured that these groups were not marginalized during project preparation and that their specific needs continue to guide stakeholder processes during implementation.

## **2.5 Potential Barriers to Participation**

Meaningful participation during project preparation required a clear understanding of the barriers that may limit engagement among different groups along the Port of Buchanan–Yarpah Town–Cestos corridor. Consultations conducted under the ESIA, RAP, and ongoing stakeholder processes revealed several structural, social, and personal constraints that affected how different individuals and groups accessed information, attended meetings, or expressed concerns openly.

Low literacy levels were a significant barrier in many rural communities, particularly for older persons, women, and individuals with limited formal education. As a result, many participants relied heavily on verbal communication, community leaders, and local translators to understand project information. This affected their confidence in speaking during meetings or submitting written complaints, especially when technical concepts were involved.

Cultural norms also shaped participation patterns. In several settlements, women preferred separate or smaller group discussions due to cultural expectations regarding public speaking and interaction with men, including contractors or government staff. Youth and elderly people similarly expressed discomfort participating in joint sessions, especially when mobility constraints or generational dynamics prevented full engagement.

People with disabilities, particularly those with hearing, visual, and mobility impairments, face challenges accessing meeting venues, receiving information, or participating in discussions without targeted assistance. Long distances between settlements and meeting sites also limited participation for vulnerable households, especially during the rainy season.

Gender-related barriers were particularly prevalent. Women with caregiving responsibilities, such as childcare and household tasks, often had limited time available for meetings and preferred short, localized, and well-timed sessions. There were also concerns about intimidation, stigma, and the fear of exposing household issues, which affected women's willingness to discuss sensitive matters such as GBV, land-related disputes, or worker–community interactions.

Economic constraints—such as lost work hours, farming schedules, and transportation costs—were frequently cited by residents along the alignment. Many participants emphasized the need for meetings to be held within their own towns and at hours that did not conflict with farming or market activities.

These barriers were considered when designing the engagement principles and objectives presented in Section 3.0, ensuring that stakeholder participation remains inclusive and accessible. The table below provides a consolidated analysis of the key barriers and the groups most affected.

**Table 2. 1: Key Barriers to Participation and Groups Most Affected**

| <b>Barrier Type</b>                | <b>Description of Barrier</b>                                                                                              | <b>Stakeholder Groups Most Affected</b>                                         | <b>Recommended Engagement Approach</b>                                                                      |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| <b>Low Literacy</b>                | Difficulty reading formal notices, technical information, or written grievance forms.                                      | Elderly persons, women, farmers, petty traders, persons with limited schooling. | Use plain-language explanations, visual aids, community radios, verbal briefings, and translated materials. |
| <b>Cultural &amp; Social Norms</b> | Restrictions on speaking publicly, discomfort in mixed-gender meetings, and reliance on traditional leadership structures. | Women, elderly persons, traditional groups, youth.                              | Use separate FGDs, engage traditional leaders early, provide safe spaces for women and youth.               |
| <b>Gender Constraints</b>          | Time limitations due to domestic responsibilities; fear of stigma when                                                     | Women, girls, female-headed households.                                         | Hold shorter, local sessions; integrate GBV focal points;                                                   |

| Barrier Type                                 | Description of Barrier                                                                             | Stakeholder Groups Most Affected                                            | Recommended Engagement Approach                                                                               |
|----------------------------------------------|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
|                                              | reporting sensitive issues.                                                                        |                                                                             | use confidential reporting channels.                                                                          |
| <b>Disability &amp; Mobility Limitations</b> | Limited access to distant meeting sites; difficulty hearing, seeing, or understanding information. | People with disabilities, elderly, chronically ill persons.                 | Hold meetings close to households; ensure accessible venues; use targeted outreach and one-on-one engagement. |
| <b>Economic/Farming Schedules</b>            | Meetings conflicting with market hours, farming periods, or daily livelihood activities.           | Farmers, traders, transport operators.                                      | Schedule engagements during off-peak hours; conduct mobile consultations on farms and markets.                |
| <b>Distance &amp; Transport Constraints</b>  | Long distances to meeting points, especially during the rainy season.                              | Rural households, vulnerable individuals, coastal/farm cluster communities. | Cluster meetings by zone, use community messengers and mobile outreach.                                       |
| <b>Fear of Authority or Retaliation</b>      | Reluctance to raise sensitive issues involving land, compensation, workers, or GBV.                | Women, youth, displaced households, vulnerable persons.                     | Ensure anonymity, use trusted community representatives, strengthen GRM confidentiality.                      |

## 2.6 Stakeholder Prioritization Analysis

Stakeholder prioritization was carried out to determine which groups require the highest level of engagement, continuous follow-up, and tailored communication throughout project preparation and implementation. This prioritization was based on three interlinked dimensions that emerged clearly from the ESIA, RAP, and extensive consultations conducted along the alignment: (i) the level of *influence* a stakeholder has over decisions

or project processes; (ii) the *degree of impact* the project may have on their land, mobility, livelihoods, or environment; and (iii) the extent to which specific groups *depend* on the road corridor for access to services, trade, and daily survival.

Stakeholders with strong influence include political authorities, county and district administrations, regulatory institutions, and traditional leadership structures whose roles are essential for resolving land matters, supporting community sensitization, and facilitating grievance redress. Their involvement strongly shapes project acceptance, flow of information, and alignment with county-level priorities. Although these groups may not always be physically impacted by roadwork, their institutional authority places them in the high-influence category.

The groups most directly impacted include households living along the right-of-way, roadside businesses, farmers whose crops and farmlands lie adjacent to the alignment, women's groups, youth groups, vulnerable households, and transport operators. These groups experience changes in mobility, disruptions during construction, land or asset impacts, and livelihood fluctuations. Their daily reliance on the corridor places them in the high-impact and high-dependency category, requiring regular engagement and immediate access to the GRM.

Transport unions, market associations, fishing communities near the Port of Buchanan, and charcoal producers along mid-corridor settlements form another important cluster. Their dependency on the corridor for economic activity is significant, but their influence varies depending on organizational strength and market reach. They play a critical role in community mobilization and offer essential feedback on safety, pricing, accessibility, and construction-related disruptions.

Development partners, contractors, social and environmental oversight agencies, and civil society organizations also fall within the prioritization framework. While their dependency on the corridor is low, their influence and technical roles in ensuring compliance, fairness, and timely delivery position them as essential actors for coordinated engagement.

The outcome of this analysis ensures that engagement intensity, whether high, medium, or light, is aligned with stakeholders' roles, expectations, and exposure to project risks. This prioritization approach guides the frequency of consultations, the design of mitigation measures, the structure of information dissemination, and the configuration of the grievance redress system, ensuring that the project remains responsive to those most affected and accountable to those most responsible for oversight.

## **2.7 Stakeholder Mapping Matrix**

Stakeholder mapping was conducted to determine how different groups along the Port of Buchanan–Yarpah Town–Cestos corridor relate to the project in terms of their influence

over decisions, level of interest in project outcomes, degree of potential impact, and their dependency on the road corridor for daily livelihood and access to services. These four dimensions—influence, interest, impact, and dependency—provide a structured way of understanding the weight and priority that each group carries in the engagement process.

Influence was assessed as the ability of a stakeholder to shape decisions or affect the implementation environment through administrative authority, customary leadership, regulatory functions, or operational control. Interest reflects the degree to which the project directly affects their personal, institutional, or livelihood priorities. Impact measures how project activities influence their assets, mobility, income, environmental conditions, or social well-being. Dependency captures how strongly their daily functioning—whether economic, social, or institutional—relies on the Buchanan–Cestos corridor.

Stakeholders with the strongest influence include MPW’s Infrastructure Implementation Unit, the EPA, county administrations, and traditional authorities. Their roles in land coordination, permit issuance, community mobilization, and grievance resolution place them at the center of decision-making during implementation. Stakeholders with the highest impact and dependency include roadside households, farmers, vulnerable households, traders, transport unions, port-based economic actors, and small businesses whose livelihoods are tied to the functionality of the road.

Youth groups, women’s associations, and vulnerable households have high interest and high dependency, but limited formal influence. Their influence is primarily social rather than institutional, expressed through mobilization capacity, local cohesion dynamics, or vulnerability status. Conversely, contractors and supervising consultants have very high influence and operational responsibility but low dependency on the corridor’s social and economic functions.

This mapping was validated through ESIA consultations, RAP household-level assessments, and multiple field engagements during the preparation of this SEP. The resulting matrix ensures that engagement intensity aligns appropriately with each stakeholder’s position, ensuring that those who are most affected, or most responsible for oversight, receive the appropriate level of attention. In addition to influence, interest, impact, and dependency, the matrix below incorporates the expected roles and responsibilities of key stakeholder groups during the preparation, construction, and operation phases of the Project, in line with the lifecycle-based engagement framework presented in Section 2.2.

**Table 2. 2: Stakeholder Mapping Matrix (Influence–Interest–Impact–Dependency Analysis)**

| <b>Stakeholder Group</b>                               | <b>Influence</b>             | <b>Interest</b> | <b>Impact Level</b> | <b>Dependency on Corridor</b> | <b>Engagement Priority</b> | <b>Role – Preparation Phase</b>                                   | <b>Role – Construction Phase</b>                      | <b>Role – Operation Phase</b>                         |
|--------------------------------------------------------|------------------------------|-----------------|---------------------|-------------------------------|----------------------------|-------------------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------|
| <b>Roadside Households (ROW)</b>                       | Low                          | Very High       | High                | Very High                     | Very High                  | Participate in consultations , asset verification, RAP disclosure | Coordinate access, submit grievances, monitor impacts | Report residual impacts, road safety issues           |
| <b>Farmers &amp; Crop Owners Adjacent to Alignment</b> | Low–Medium                   | Very High       | High                | Very High                     | Very High                  | Identify crop sensitivities and livelihood risks                  | Coordinate farming access, report damages             | Benefit from improved access, report residual impacts |
| <b>Women’s Groups / Female-Headed Households</b>       | Low                          | Very High       | High                | High                          | Very High                  | Identify gender-differentiated risks                              | Monitor social and safety risks, SEA/GBV reporting    | Provide feedback on access, safety, livelihoods       |
| <b>Youth Groups / Community Youth Networks</b>         | Medium (social mobilization) | High            | Medium              | Medium–High                   | High                       | Support outreach and mobilization                                 | Promote safety awareness, report issues               | Participate in road safety initiatives                |

| <b>Stakeholder Group</b>                                                      | <b>Influence</b> | <b>Interest</b> | <b>Impact Level</b> | <b>Dependency on Corridor</b> | <b>Engagement Priority</b> | <b>Role – Preparation Phase</b>          | <b>Role – Construction Phase</b>               | <b>Role – Operation Phase</b>                  |
|-------------------------------------------------------------------------------|------------------|-----------------|---------------------|-------------------------------|----------------------------|------------------------------------------|------------------------------------------------|------------------------------------------------|
| <b>Vulnerable Households (elderly, PWDs, chronically ill, extremely poor)</b> | Low              | Very High       | High                | High                          | Very High                  | Identify accessibility and support needs | Use GRM, report disproportionate impacts       | Report on long-term access and safety concerns |
| <b>Small Businesses / Market Women / Roadside Traders</b>                     | Low–Medium       | High            | Medium–High         | High                          | High                       | Identify access and livelihood risks     | Coordinate business access, report disruptions | Benefit from improved connectivity             |
| <b>Transport Unions (Motorcyclists, Taxi Drivers, Truck Operators)</b>        | Medium–High      | High            | High                | Very High                     | Very High                  | Provide traffic and mobility inputs      | Support traffic management and safety          | Promote road safety compliance                 |
| <b>Port-Based Economic Actors (Loaders, Wharf Workers,</b>                    | Medium           | High            | Medium              | High                          | High                       | Identify port-access dependencies        | Coordinate logistics and access                | Benefit from improved corridor efficiency      |

| <b>Stakeholder Group</b>                                      | <b>Influence</b>                | <b>Interest</b> | <b>Impact Level</b> | <b>Dependency on Corridor</b> | <b>Engagement Priority</b> | <b>Role – Preparation Phase</b>                 | <b>Role – Construction Phase</b>                  | <b>Role – Operation Phase</b>                         |
|---------------------------------------------------------------|---------------------------------|-----------------|---------------------|-------------------------------|----------------------------|-------------------------------------------------|---------------------------------------------------|-------------------------------------------------------|
| <b>Marine Agents, Dock Traders)</b>                           |                                 |                 |                     |                               |                            |                                                 |                                                   |                                                       |
| <b>Fishing Communities near Port of Buchanan</b>              | Low–Medium                      | High            | Medium              | High                          | High                       | Identify access and environmental sensitivities | Report on construction-related disruptions        | Monitor long-term access and environmental conditions |
| <b>Traditional Authorities (Town, Clan, Paramount Chiefs)</b> | High (customary authority)      | Medium–High     | Medium              | Medium                        | High                       | Facilitate consultations and validation         | Mediate disputes, support safety enforcement      | Serve as community feedback and GRM entry points      |
| <b>County and District Administrations</b>                    | High (administrative authority) | Medium          | Low–Medium          | Medium                        | High                       | Support coordination and disclosure             | Oversee local compliance and grievance escalation | Support long-term coordination                        |
| <b>Ministry of Public Works (IIU)</b>                         | Very High                       | High            | Low                 | Low                           | High                       | Lead safeguards planning and disclosure         | Supervise implementation and compliance           | Oversee long-term safeguards performance              |
| <b>Environmental Protection Agency</b>                        | Very High                       | Medium          | Low                 | Low                           | High                       | Review ESIA and permits                         | Monitor and enforce compliance                    | Continue environmental oversight                      |

| <b>Stakeholder Group</b>                                 | <b>Influence</b> | <b>Interest</b> | <b>Impact Level</b> | <b>Dependency on Corridor</b> | <b>Engagement Priority</b> | <b>Role – Preparation Phase</b>     | <b>Role – Construction Phase</b>        | <b>Role – Operation Phase</b>       |
|----------------------------------------------------------|------------------|-----------------|---------------------|-------------------------------|----------------------------|-------------------------------------|-----------------------------------------|-------------------------------------|
| <b>Ministry of Agriculture</b>                           | Medium           | Medium          | Medium              | Medium–High                   | Medium                     | Advice on crop and livelihood risks | Support grievance resolution            | Support livelihood sustainability   |
| <b>Ministry of Health / Health Facilities</b>            | Medium           | Medium–High     | Medium              | Medium                        | Medium–High                | Plan for health risk mitigation     | Monitor public health risks             | Support long-term health access     |
| <b>Contractor / Subcontractors</b>                       | Very High        | High            | Medium              | Low                           | High                       | Mobilize engagement systems         | Implement site-level engagement and GRM | Support defect liability engagement |
| <b>Supervision Consultant</b>                            | Very High        | High            | Low                 | Low                           | High                       | Review safeguards readiness         | Monitor compliance and reporting        | Support close-out monitoring        |
| <b>Civil Society &amp; Community-Based Organizations</b> | Medium           | Medium–High     | Medium              | Medium                        | Medium                     | Support outreach and inclusion      | Assist monitoring and awareness         | Support sustained engagement        |
| <b>NGOs (Social Protection, GBV, Rights-Based)</b>       | Medium           | Medium          | Medium              | Low                           | Medium                     | Support SEA/GBV preparedness        | Provide referral and monitoring support | Support post-construction follow-up |

| Stakeholder Group           | Influence | Interest | Impact Level | Dependency on Corridor | Engagement Priority | Role – Preparation Phase    | Role – Construction Phase   | Role – Operation Phase       |
|-----------------------------|-----------|----------|--------------|------------------------|---------------------|-----------------------------|-----------------------------|------------------------------|
| General Corridor Population | Low       | Medium   | Medium       | Medium–High            | Medium              | Receive project information | Observe and report concerns | Benefit from improved access |

### **3.0 Engagement Objectives and Principles**

Stakeholder engagement for the project corridor was carried out as a core requirement of the ESIA and RAP preparation processes and remains central to the Project's overall safeguards framework. Building on the analysis presented in Section 2 and the safeguard linkages outlined in Section 1.7, this section presents the objectives and principles that guided consultations during project preparation and that will continue to guide engagement as the Project advances toward pre-construction and implementation.

The engagement framework was designed to ensure that project-affected persons, communities, institutions, and economic actors were accurately informed, able to express their concerns, and meaningfully involved in matters related to land, livelihoods, mobility, environmental risks, safety, and access to services. The same principles will remain applicable throughout the Project's lifecycle to maintain transparency, inclusion, and accountability.

#### **3.1 Objectives of Stakeholder Engagement**

The engagement objectives below relate specifically to the consultations undertaken during ESIA and RAP preparation. They also shape the ongoing engagement activities defined in this SEP for future implementation.

A primary objective was to provide clear, accessible, and timely information about the upgrading of the 60.9 km corridor—from the Port of Buchanan through Buchanan City and Yarpah Town to Cestos City—so that stakeholders understood the Project's scope, anticipated benefits, and potential environmental and social impacts. This information laid the foundation for informed participation throughout the process.

Another core objective was to gather local knowledge, concerns, expectations, and recommendations from traditional authorities, women's groups, youth networks, market actors, farmers, transport operators, institutional representatives, and vulnerable people. These insights ensured that project planning reflected site-specific realities—including drainage issues, erosion, land and crop impacts, mobility constraints, livelihood dependencies, environmental sensitivities, and social risks.

Ensuring inclusion of vulnerable and high-risk groups was central to the engagement strategy. Tailored approaches were used to reach women, elderly persons, persons living with disabilities, extremely poor households, female-headed households, and those living directly along the right-of-way.

Engagement also aimed to strengthen understanding of compensation and relocation principles outlined in the RAP, clarify eligibility criteria, and ensure that affected persons were aware of their rights and available grievance channels. This objective was critical for maintaining fairness, transparency, and trust.

Finally, stakeholder engagement ensured alignment among community perspectives, national requirements and the AfDB Updated ISS, including OS1, OS2, OS4, OS5, OS7 and OS10. These requirements will guide engagement throughout preparation, construction, the defects-liability period and Project completion.

### **3.2 Priority E&S Risks Requiring Engagement Across the Project Lifecycle**

This subsection consolidates the priority E&S risks requiring stakeholder engagement across the project lifecycle. These risks are drawn from the ESIA and informed by stakeholder consultations conducted during the ESIA and RAP preparation processes. The section translates ESIA-identified risks into engagement priorities, ensuring that engagement remains proportionate, risk-based, and responsive from project identification through construction and operation.

#### **3.2.1 Preparation and Pre-Construction Phase**

During project identification, planning, and pre-construction, stakeholder engagement addresses risks associated with land acquisition, loss of assets, resettlement, and livelihood disruption, particularly for households and economic activities located within or adjacent to the road right-of-way. Engagement at this stage supports clear understanding of project alignment, scope, anticipated impacts, compensation principles, eligibility criteria, and grievance procedures as defined in the RAP.

Engagement during this phase also responds to concerns related to disruption of public utility, road servitude encroachment, drainage and erosion impacts on farmlands, and uncertainty regarding construction-phase employment opportunities. Interaction with traditional authorities, local government representatives, women's groups, youth networks, farmers, transport operators, and institutional stakeholders supports expectation management, reduces misinformation, and strengthens trust prior to contractor mobilization.

#### **3.2.2 Construction Phase**

The construction phase presents the highest concentration of environmental and social risks and therefore requires sustained and localized engagement. As identified in the ESIA, priority risks during this phase include soil erosion and slope instability, dust, noise and vibration, water and land pollution, occupational health and safety (OHS), traffic and road safety hazards, labor influx, and increased pressure on local resources.

Social risks linked to labor influx—such as sexually transmitted diseases (STDs/STIs), gender-based violence, sexual exploitation and abuse, child labor, and community–worker tensions—require proactive engagement with communities, workers, health authorities, women's groups, youth, and vulnerable households. Ongoing engagement also supports timely communication on construction schedules, traffic management arrangements, safety measures, borrow pit and quarry site management, and access to

the Grievance Redress Mechanism (GRM). Coordination with local authorities and community leadership structures remains essential to manage access disruptions, reinforce safety, resolve grievances, and support community participation in monitoring construction impacts.

### **3.2.3 Operation and Maintenance Phase**

During operation and maintenance, engagement priorities shift toward managing longer-term and residual risks associated with improved road conditions and increased traffic volumes. As identified in the ESIA, these include road traffic accidents, interference with local hydrology and drainage systems, land-use change along the corridor, increased exploitation of natural resources, and changes in settlement patterns and land values.

Engagement during this phase supports road safety awareness, collaboration with transport operators and local authorities, community-based monitoring of drainage and erosion hotspots, and continued operation of the GRM to address residual concerns. Sustained interaction also supports realization of positive project outcomes, including improved mobility, access to markets and services, economic growth, and enhanced regional connectivity.

### **3.2.4 Cross-Cutting Engagement Considerations**

Across all phases, engagement approaches recognize differing levels of risk exposure and vulnerability. Women, youth, persons with disabilities, elderly persons, female-headed households, and economically vulnerable groups may experience project impacts differently and therefore require tailored engagement methods.

Accordingly, the SEP emphasizes continuous information disclosure, culturally appropriate consultation, and effective operation of the GRM as a central mechanism for identifying, addressing, and monitoring environmental and social risks throughout the project lifecycle. Engagement effectiveness will be monitored through consultation records, grievance trends, and periodic environmental and social safeguards reporting. Section 5 of this SEP translates these risk-based priorities into phase-specific engagement activities, tools, and institutional responsibilities.

## **3.3 Core Engagement Principles**

Stakeholder engagement was guided by principles that ensured fairness, accessibility, transparency, and respect. These principles informed meeting design, facilitation methods, and documentation processes and continue to guide the SEP during future implementation.

**Transparency** ensured that all stakeholders received consistent and understandable information on project timelines, potential impacts, mitigation commitments,

compensation procedures, and institutional roles. Meetings were conducted openly, with opportunities for questions and clarifications.

**Inclusiveness** guided the engagement of all categories of stakeholders regardless of age, gender, literacy, disability, or social status. Engagement methods reflected local communication norms and included the use of local languages, verbal explanations, visual aids, localized meeting venues, and separate sessions for women and youth where necessary.

**Responsiveness** ensured that stakeholders' input informed project design, environmental mitigation measures, RAP arrangements, and refinement of safeguards instruments. Concerns raised during consultations were documented, reviewed, and incorporated into ESIA and RAP decisions.

**Cultural sensitivity** shaped facilitation approaches, particularly in communities where traditional authority structures influence communication. Engagement acknowledged and respected customary practices while creating safe spaces for women, youth, and vulnerable groups.

**Accessibility** ensured that meeting locations and times accommodated farming schedules, market hours, mobility limitations, and community preferences. Special arrangements were made for people with disabilities, the elderly, and households with limited literacy.

**Confidentiality and non-retaliation** ensured that individuals—especially vulnerable persons, women, and those raising sensitive issues—were free to express concerns or submit grievances without fear of exposure or backlash. This principle underpins the GRM and all future engagement activities.

These principles form the basis for this SEP and will continue to guide all interactions with corridor communities, institutions, and economic actors as the Project transitions into pre-construction and subsequent implementation.

### **3.4 AfDB Meaningful Consultation Principles (FPIP)**

Stakeholder engagement during ESIA and RAP preparation followed the AfDB's Meaningful Consultation Principles, operationalized under the concept of Free, Prior, and Informed Participation (FPIP). These principles apply to all AfDB-financed projects, including those without Indigenous Peoples, to ensure that affected communities participate freely, inclusively, and effectively in decisions that may influence their wellbeing.

Free participation was ensured by conducting consultations without coercion, manipulation, or undue influence. Women, youth, vulnerable households, and persons with disabilities were offered safe and culturally appropriate spaces to express their views.

Prior participation was facilitated through early notification of meetings and advance disclosure of topics. Communities received information ahead of consultations, allowing time for internal discussions, question preparation, and gathering of grievances.

Informed participation required presenting information in accessible formats. ESIA and RAP details were translated into simple explanations using local languages, verbal summaries, and visual aids to accommodate low literacy and ensure that all participants understood risks, benefits, mitigation measures, eligibility criteria, and grievance procedures.

Participation was achieved through a two-way dialogue using multiple consultation formats—town hall meetings, focus group discussions, household interviews, key informant meetings, and institutional engagements. Concerns raised influenced the ESIA's impact assessments, the RAP's compensation framework, and the refinement of mitigation strategies in this SEP.

FPIP also guided engagement decisions such as holding separate women's meetings, scheduling sessions outside farming hours, engaging traditional authorities early, and adopting mobile consultation approaches for remote or vulnerable groups.

The application of FPIP ensured that engagement processes were meaningful, culturally appropriate, and aligned with AfDB standards. These principles remain applicable throughout construction and future operation.

### **3.5 Culturally Appropriate and Accessible Information Disclosure**

Information disclosure for this Project follows the requirements of Liberia's EPA ESIA Regulations, the AfDB Integrated Safeguards System (ISS), and the consultation practice already applied throughout the ESIA, including town-hall meetings, district-level sessions, and community-based engagements held in Buchanan, Compound Three, Timbo, Neekreen, Cestos, and other towns recorded during consultations. These consultations demonstrate the communication preferences, cultural protocols, and accessibility needs of communities along the corridor.

#### **Culturally Appropriate Communication**

Information was and will continue to be disclosed using formats and channels that reflect community norms and preferences:

- **Face-to-face community meetings** facilitated by local leaders, chiefs, elders, women leaders, and youth chairs—consistent with ESIA consultations held in Buchanan, Timbo, Neekreen, Cestos, Wayzohn City, and others.
- **Use of local languages** (Bassa, Kru, Krahn, and simple Liberian English) to ensure comprehension across all literacy levels.

- **Respect for traditional leadership protocols**, including prior notification to Town Chiefs, Clan Chiefs, and Paramount Chiefs before public meetings.
- **Gender-sensitive communication**, ensuring separate women’s sessions where cultural norms do not allow mixed-group discussions.
- **Youth-appropriate sessions**, acknowledging their strong presence in previous ESIA meetings (e.g., youth representatives at Dowein and Wayzohn City consultations).

### **Accessible Information Formats**

To ensure that all stakeholder groups, including vulnerable people, can access project information:

- **Plain-language summaries** of project risks, rights, compensation processes, and mitigation measures.
- **Posters and flyers** displayed at town halls, market centers, health facilities, district offices, and schools.
- **Community radio broadcasts** covering meeting announcements, construction updates, GRM procedures, and mitigation actions—important in low-literacy areas.
- **Mobile-speaker public announcements**, especially effective in densely populated towns such as Buchanan, Compound Three, and Cestos.
- **Reading assistance for low-literacy groups**, through verbal explanations during community gatherings.
- **Engagement support for people with disabilities** (e.g., front-row seating, slower-paced delivery, assistance during sign-in).

### **Disclosure Timing & Continuity**

Disclosure follows a continuous, multi-stage approach:

1. **Prior to major construction activities:** alignment with AfDB ISS requirements for advance disclosure of risks, mitigation, and ESMP commitments.
2. **During construction:** community updates on traffic management, employment opportunities, compensation grievances, site-specific risks, and progress—consistent with issues raised in ESIA consultations (e.g., concerns on erosion, market access, safety).
3. **During RAP-related processes:** compensation notices, valuation explanations, relocation arrangements, and verification steps.

4. **During monitoring:** periodic disclosure of ESMP performance, safety alerts, and environmental monitoring findings.

### **Disclosure Channels (Fully ESIA-Consistent)**

Based on practices documented in the ESIA consultations:

- **County and District Administration Buildings** in Buchanan, Yarpah Town, and Cestos (also used for ESIA disclosures).
- **Town halls and palava huts**—most widely used consultation venues along the corridor.
- **Community radio stations** in Grand Bassa and River Cess counties.
- **Civil society and community-based organizations** engaged during ESIA disclosure (women's groups, youth associations, PAP groups).
- **Local government offices**, including Superintendent, District Commissioner, Township Commissioners, and Traditional Leaders.

### **Disclosure Content Requirements**

Consistent with AfDB ISS and Liberia's ESIA regulations, the following materials must be disclosed in accessible formats:

- Summary of project design and construction schedule
- Key environmental and social impacts
- ESMP commitments, including traffic safety, dust control, waste management
- RAP entitlements, valuation categories, and compensation steps
- GRM procedures and contact points
- Contractor codes of conduct (especially SEA/SH obligations)
- Employment procedures and local hiring expectations
- Monitoring results and incident notifications

## 4.0 Overview of Stakeholder Engagements

Stakeholder engagement completed to date was conducted exclusively during preparation of the ESIA and RAP, as the Project has not yet progressed to construction or contractor mobilization. Consultations were undertaken from January through November 2025 in accordance with Liberia's ESIA regulatory requirements and the African Development Bank's Integrated Safeguards System. The engagements covered the full 60.9 km corridor from the Port of Buchanan to Yarpah Town (Cestos Junction), including the 44 communities confirmed in the cleared RAP.

During the ESIA phase, consultations focused on identifying environmental and social risks, validating baseline conditions, mapping sensitive receptors, and gathering community perspectives on drainage, erosion, mobility challenges, gender vulnerabilities, access to services, and natural resource use. Meetings were conducted in Buchanan City, Compound Three, Neekreen, Timbo, Wayzohn City, Dowein District, Yarpah Town/Cestos Junction, and all other settlements situated along the alignment. Engagement methods included town hall consultations, focus group discussions with women and youth, key informant interviews with traditional authorities, and institutional meetings with county and district administrations.

The RAP preparation phase shifted engagement toward understanding land acquisition risks, identifying potentially affected households, verifying asset ownership, confirming crop and structure claims, documenting livelihood sources, and explaining compensation principles. Enumerators and RAP teams conducted household-level interviews across all 44 communities, supported by local leaders who facilitated household identification and verification. Issues raised included concerns about land and crop impacts, fear of displacement, the treatment of vulnerable households, boundary disputes, and expectations for compensation timelines and livelihood restoration.

Across both processes, stakeholders consistently highlighted:

- the poor condition of the existing road and strong support for upgrading.
- concerns about dust, noise, and safety during construction.
- fears regarding land loss and asset damage.
- expectations for fair and timely compensation.
- requests for employment opportunities.
- concerns about worker–community interaction risks, including SEA/GBV.
- the need for clear, timely sharing information and an accessible grievance mechanism.

These ESIA- and RAP-based consultations provide the full basis for this SEP. Since the Project has not yet commenced physical work, no additional engagement beyond safeguards preparation has been undertaken. Once the Project is approved, this SEP will guide re-engagement with communities, disclosure of approved safeguards instruments, validation of RAP arrangements, and the introduction of the contractor and supervision consultant.

#### **4.1 ESIA Phase Consultations**

Consultations carried out during the Environmental and Social Impact Assessment (ESIA) formed the first major engagement phase for the Buchanan–Yarpah Town corridor. These consultations were held before any civil works or pre-construction activities and were therefore focused entirely on understanding baseline environmental and social conditions, gathering community perspectives, and ensuring that local knowledge informed the assessment of project risks and opportunities.

The ESIA consultation process covered the full 60.9-kilometre alignment and included all 44 communities documented in the ESIA baseline—from the Port of Buchanan through Buchanan City, Compound Three, Neekreen, Timbo, Wayzohn City, Dowein District, and smaller rural settlements up to Yarpah Town/Cestos Junction. Engagements were conducted in multiple formats, including town-hall meetings, focus groups, key informant interviews, institutional consultations, and direct field observations. Each session was structured to ensure broad participation, including women, youth, traditional authorities, vulnerable households, market actors, farmers, transport operators, and service institutions.

Discussions focused on the existing condition of the road, drainage challenges, erosion, mobility constraints, access to health and education services, economic disruptions caused by poor road conditions, and safety concerns for pedestrians, schoolchildren, and transport users. Communities consistently emphasized the economic importance of the corridor for transporting agricultural produce, accessing markets in Buchanan and Yarpah Town, and connecting to clinics, schools, and government services. The poor road condition was described as a barrier to trade, emergency response, and daily livelihoods, especially during the rainy season when travel becomes slow, expensive, and sometimes impossible.

Environmental issues raised included dust, noise, vegetation clearing, watercourse disturbance, and the need for proper stormwater management to prevent flooding and erosion during and after construction. Communities also stressed the importance of protecting wetlands, streams, and local forest resources, including areas used for traditional practices.

Social issues were a major focus, including concerns about population influx during construction, worker–community interactions, risks of sexual exploitation, early relationships between girls and non-resident workers, and pressure on already limited social services. Women and youth groups emphasized the need for early awareness-raising, sensitization, and enforcement of codes of conduct for contractors. Participants also highlighted the importance of ensuring local employment opportunities, particularly for youth and vulnerable households whose livelihoods are tied to daily mobility and informal labor.

Traditional leaders, county and district authorities, and community governance structures emphasized the need for transparent communication, early disclosure of project decisions, and a clear grievance mechanism accessible to all settlements. They also requested ongoing collaboration with the Project to ensure that drainage designs, construction timing, access management, and relocation arrangements reflect local realities.

The outcomes of the ESIA consultations directly shaped the environmental and social impact analysis, the development of mitigation measures, and the design of this Stakeholder Engagement Plan. These early engagements created the foundation for continued consultation, disclosure, and community participation as the Project moves toward pre-construction and eventual implementation.

#### **4.2 RAP Phase Consultations**

RAP-related stakeholder consultations were carried out across all 44 communities located within the Direct Area of Influence from the Port of Buchanan to Yarpah Town (Cestos Junction). These engagements focused on asset verification, household socio-economic profiling, identification of vulnerable persons, confirmation of land and property ownership, and validation of livelihood patterns. The RAP consultations were conducted through a combination of household-level interviews, focus group discussions, and meetings with traditional leadership structures.

A significant dimension of RAP engagement involved government authorities at county, district, and township levels. These officials played an essential role in confirming local land tenure arrangements, validating community boundaries, identifying vulnerable households, and ensuring transparency during the asset enumeration and verification processes. Engagement with government officials also ensured alignment with statutory requirements governing land acquisition, compensation eligibility, community safety, gender protection, and grievance handling.

Consultations therefore included:

- **County Superintendents (Grand Bassa and River Cess)** – provided oversight and administrative confirmation of RAP activities.

- **District Commissioners and Township Authorities** – mobilized communities, validated local boundary information, and supported grievance intake.
- **County Land Administrators and District Land Officers** – clarified land tenure, boundary disputes, and customary ownership structures.
- **Social Welfare & Gender Officers (MoGCSP)** – advised on vulnerable household identification, SEA/GBV risk mitigation, and protection protocols.
- **County Health and Education Authorities** – provided data on public institutions affected by the alignment and helped assess access-related impacts.
- **Local Security and Police Representatives** – supported safe meeting facilitation and helped verify security-related concerns raised by communities.

These authorities were engaged in parallel with household consultations to ensure that RAP preparation reflected both community-verified information and the statutory responsibilities of government institutions. Their inputs directly shaped:

- eligibility criteria for compensation.
- verification of land and asset ownership.
- identification of protected groups.
- confirmation of community boundaries and land use patterns.
- validation of grievance pathways.
- harmonization between community expectations and legal requirements.

Through their involvement, RAP consultations-maintained legitimacy, accuracy, transparency, and compliance with national laws governing land acquisition, compensation, and involuntary resettlement.

#### **4.3 Key Issues Raised and Responses**

Stakeholder consultations conducted during the ESIA and RAP preparation stages along the corridor identified a consistent set of environmental, social, economic, and institutional concerns across affected communities, port-based actors, transport unions, market groups, and local authorities. While specific issues varied by location, recurring themes emerged across all stakeholder categories, reflecting shared priorities and risks associated with the proposed works.

These issues were systematically analyzed and directly informed the ESIA impact assessment, the RAP compensation and livelihood restoration measures, the ESMP mitigation framework, and the Stakeholder Engagement Plan. The project responses were designed to address both location-specific concerns and corridor-wide risks, with

particular attention to vulnerable groups, community safety, environmental protection, and transparent information disclosure.

A consolidated summary of the key issues raised by stakeholders and the corresponding project responses is presented in **Table 4.1** below. Detailed records of consultation meetings, including participant lists and minutes, are provided in **Annex 2** for reference and verification.

**Table 4. 1: Summary of Key Issues Raised and Project Responses**

| Issue Raised by Stakeholders                   | Description of Concern                                                                                                                                  | Project Response / Safeguard Instrument Integration                                                                                                                                                                   |
|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Road condition and mobility challenges         | Poor road surface, seasonal inaccessibility, delays in accessing markets, schools, health facilities, and administrative services                       | ESIA incorporated mobility and access baseline; ESMP includes traffic management measures, maintenance of community access during work, advance notice of closures, and safe passage around active construction areas |
| Land, asset, and livelihood impacts            | Concerns about land acquisition, crop loss, partial or full removal of structures, and disruption to farming, trading, and income-generating activities | RAP documented all potentially affected assets, verified ownership with local authorities, established eligibility and compensation procedures, and identified vulnerable households for targeted assistance          |
| Drainage, erosion, and environmental risks     | Risks of flooding, erosion, dust, noise, vegetation clearing, and water pollution affecting homes and farmlands                                         | ESIA integrated hydrology, erosion, and environmental assessments; ESMP includes improved drainage design, dust suppression, vegetation management, and monitoring of sensitive areas                                 |
| Worker–community interaction and SEA/GBV risks | Concerns about influx of non-local workers, harassment, transactional sex, child protection risks, and pressure on local security structures            | ESMP and LMP include worker Codes of Conduct, SEA/GBV mitigation measures, mandatory awareness sessions, confidential reporting channels, and                                                                         |

| Issue Raised by Stakeholders                | Description of Concern                                                                                                           | Project Response / Safeguard Instrument Integration                                                                                                                                                     |
|---------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                             |                                                                                                                                  | coordination with gender and social welfare authorities                                                                                                                                                 |
| Communication and transparency              | Need for timely information on construction schedules, road diversions, compensation processes, and grievance channels           | SEP establishes structured communication through community meetings, local radio, town criers, signage, and a multi-level GRM accessible to all stakeholders                                            |
| Local employment expectations               | Desire for temporary employment opportunities and concerns about favoritism or unclear recruitment processes                     | LMP requires transparent recruitment, local employment prioritization where feasible, non-discriminatory hiring, and communication of job opportunities through local authorities                       |
| Institutional and county-level coordination | Need for coordination on land verification, RAP implementation, security, public health, and monitoring of construction impacts  | SEP, RAP, and ESMP formally integrate county and district authorities into engagement, verification, monitoring, and grievance resolution processes                                                     |
| Port-specific operational concerns          | Risks of traffic congestion, safety hazards, and disruption to fisheries and dockside trading activities at the Port of Buchanan | ESIA includes a dedicated port socio-economic assessment; ESMP requires coordination with port authorities, scheduling of works to minimize congestion, and continued engagement with port-based actors |

## **5.0 PLANNED STAKEHOLDER ENGAGEMENT PROGRAM**

Stakeholder engagement during implementation will build on the consultations completed throughout the ESIA and RAP processes and will transition into a structured, ongoing program once the Project advances toward pre-construction and construction. The engagement program will maintain continuous communication with all settlements along the alignment, ensuring that communities receive timely information on construction activities, environmental and social risks, compensation procedures, employment opportunities, traffic management, and grievance redress arrangements.

Engagement will remain culturally appropriate, accessible, inclusive of women and youth, respectful of traditional leadership protocols, and responsive to issues raised during earlier consultations. Activities will begin before mobilization and continue throughout construction and early operations. Pre-construction engagement will focus on final designs, contractor arrangements, sequencing of works, verification of land and RAP information, and safety protocols. During construction, communication will center on work schedules, temporary access and traffic diversions, dust and noise management, safety alerts, and livelihood impacts. Engagement will continue during early operation to address remaining concerns such as road safety and adaptation to the upgraded infrastructure. To clearly operationalize engagement across the Project lifecycle, the Planned Stakeholder Engagement Program is structured by project phase: (i) Preparation and Pre-Construction, (ii) Construction, and (iii) Operation and Early Maintenance. Each phase has distinct engagement objectives, stakeholder priorities, tools, and timing, as outlined below.

### **5.1 Phase-Based Stakeholder Engagement Framework**

#### **5.1.1 Preparation and Pre-Construction Phase**

Engagement during the preparation and pre-construction phase will focus on ensuring that communities and institutional stakeholders clearly understand final project designs, contractor arrangements, sequencing of works, land and RAP verification processes, and site-specific safety protocols before mobilization.

Key stakeholders during this phase include roadside households, PAPs, traditional authorities, county and district administrations, land and sector institutions, women's and youth groups, and vulnerable households. Engagement will emphasize disclosure of final design information, confirmation of RAP entitlements, clarification of grievance procedures, and preparation of communities for upcoming construction activities.

Primary engagement tools during this phase will include corridor-wide disclosure meetings, town-hall and palava-hut sessions, household-level follow-ups for PAP verification, meetings with traditional leaders and county authorities, and community radio

announcements. Activities will commence before contractor mobilization and continue up to the start of physical works.

### **5.1.2 Construction Phase**

During construction, stakeholder engagement will focus on managing environmental and social risks associated with active works, maintaining safe access and mobility, and ensuring timely response to community concerns. Engagement priorities will include communication on work schedules, temporary access restrictions and traffic diversions, dust and noise management, safety alerts, employment opportunities, SEA/GBV awareness, and grievance redress.

Key stakeholders during this phase include corridor communities, PAPs, transport unions, traders, vulnerable households, contractors and subcontractors, supervising consultants, county and district authorities, and sector institutions. Engagement intensity will vary by location and level of construction activity, with high-impact settlements receiving more frequent engagement.

Engagement tools will include regular community meetings, roadside discussions near work fronts, household follow-ups where impacts occur, radio announcements, town-announcer messages, and targeted small-group sessions for vulnerable or high-risk groups. Engagement will be continuous throughout construction and adjusted as work fronts shift.

### **5.1.3 Operation and Early Maintenance Phase**

Engagement during the operation and early maintenance phase will focus on addressing residual concerns, supporting adaptation to the upgraded road, and reinforcing long-term road safety and access management. Priority issues include road safety awareness, drainage and erosion concerns, resolution of outstanding grievances, and feedback on the functioning of the corridor.

Key stakeholders during this phase include corridor communities, transport operators, local authorities, service institutions, and vulnerable groups. Engagement will support monitoring of post-construction impacts, continued access to the GRM, and dissemination of safety information.

Engagement tools will include periodic community meetings, collaboration with transport unions and local authorities, radio messaging on road safety, and continued documentation and follow-up of grievances.

## 5.2 Summary of Phase-Based Engagement Plan

| Project Phase                  | Engagement Objectives                                    | Key Stakeholders                                                                   | Main Tools & Methods                                          | Timing                  |
|--------------------------------|----------------------------------------------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------|-------------------------|
| Preparation / pre-construction | Final disclosure, RAP verification, safety readiness     | PAPs, traditional authorities, county & district authorities, women & youth groups | Town halls, palava huts, household visits, radio              | Before mobilization     |
| Construction                   | Risk management, access coordination, grievance response | Corridor communities, transport unions, contractors, vulnerable groups             | Community meetings, roadside sessions, radio, town announcers | Throughout construction |
| Operation / Early Maintenance  | Road safety, residual impact resolution                  | Communities, transport operators, local authorities                                | Periodic meetings, radio, GRM follow-up                       | Post-construction       |

## 5.3 Engagement Methods and Tools

Engagement methods will remain grounded in communication practices preferred by communities. Face-to-face communication, including town-hall meetings, Palava-hut sessions, roadside discussions, household follow-ups, and small-group engagements, will remain the core method.

These engagements will continue to be facilitated through existing cultural structures, including Town Chiefs, Quarter Chiefs, Clan Chiefs, Elders, women leaders, and youth representatives. Information will be delivered in simple Liberian English and relevant local languages. Visual aids such as maps and sketches will be used to explain construction sequencing, temporary diversion points, drainage works, and RAP processes.

Community radio stations in Grand Bassa and River Cess will remain essential for broad public messaging, including meeting announcements, safety alerts, and GRM updates. Town announcers and handheld megaphones will support rapid dissemination of messages in settlements with limited radio access.

All engagement activities will be documented through attendance registers, summaries of issues raised, responses provided, and follow-up actions.

## 5.4 Public Communication Channels

Public communication will rely entirely on community-based and locally trusted systems rather than digital platforms. Town announcers, traditional leadership structures, community radio, and local government offices will remain the backbone of information

dissemination. These channels have proven reliable throughout ESIA and RAP consultations.

Messages will be shared verbally through Town Chiefs, Quarter Chiefs, Elders, women leaders, and youth leaders. Announcements will be posted on local notice boards and broadcast through community radio programs, the most reliable mass-communication medium in both counties. Radio announcements will be used to communicate work schedules, temporary access restrictions, safety information, public meetings, and GRM updates.

The **toll-free number already activated and used under other MRU road corridors** will also be available for this Project, allowing PAPs and community members to ask questions or lodge grievances confidentially and at no cost.

Communication will be tailored to the needs of vulnerable households—including elderly persons, women, persons with disabilities, and low-literacy groups—using accessible language and formats. This ensures comprehensive and inclusive communication without reliance on smartphones, SMS, or internet-based platforms.

### **5.5 Engagement Schedule**

Engagement will follow a structured quarterly and annual schedule. A corridor-wide pre-construction disclosure will precede contractor mobilization. During construction:

- High-impact settlements will be engaged monthly.
- General corridor engagements will occur quarterly.
- Additional sessions will be held wherever work fronts shift, where RAP issues require verification, or when sensitive topics—such as drainage work, diversions, or SEA/GBV awareness—require targeted engagement.

Institutional stakeholders, including county/district administrations, land authorities, gender officers, social welfare services, and security representatives, will be engaged quarterly or as needed.

The schedule remains flexible to respond promptly to grievances, environmental or safety incidents, and urgent community concerns.

### **5.6 Engagement Strategy for Vulnerable Groups**

Vulnerable groups—including elderly persons, persons with disabilities, orphans, widows, female-headed households, chronically ill persons, and extremely poor households—will be engaged through small-group or household-level sessions delivered through trusted community focal persons. Engagements will be held at convenient locations and times, with communication adapted to suit literacy levels and mobility constraints.

Women's groups will continue to receive separate meetings in communities where cultural norms make mixed sessions difficult. This ensures that vulnerable individuals participate meaningfully in engagement processes and influence mitigation measures, RAP actions, and grievance resolution.

### **5.7 Gender-Differentiated Engagement Strategy**

Gender considerations remain central to engagement. Women raised concerns about worker–community interaction, SEA/GBV risks, mobility, and fair communication of compensation. Women-specific forums will therefore be organized, facilitated by women leaders, trusted female representatives, and officers of the Ministry of Gender, Children and Social Protection (MoGCSP).

These sessions allow women to discuss sensitive matters in a private and culturally appropriate environment. Scheduling will accommodate domestic responsibilities and caregiving duties to ensure participation.

### **5.8 Engagement Strategies for High-Risk or Conflict-Sensitive Consultations**

High-risk consultations—such as discussions on land disputes, RAP clarification, compensation disagreements, SEA/GBV concerns, or youth-related tensions—require carefully managed, conflict-sensitive approaches. These sessions will be conducted in small, structured meetings to prevent escalation, protect confidentiality, and maintain community cohesion.

Engagement will be facilitated with the support of county and district authorities, traditional leadership, and the Project's safeguards team. Where relevant, officers from the Ministry of Gender, Children and Social Protection (MoGCSP), social welfare representatives, or security actors may participate to ensure that guidance aligns with national protection protocols.

Consultations on gender-based concerns will be conducted discreetly and guided by MoGCSP officers or trained community protection focal persons. Women and survivors will not be required to discuss sensitive issues in open meetings. The national MRU toll-free number will be communicated during engagements as a safe channel for community members who prefer confidential follow-up.

Sessions will be held in private, neutral locations, with the pace and method of communication adjusted to avoid tension and respect cultural norms. Outcomes will be documented sensitively and shared only with those responsible for follow-up. This approach ensures safety, reduces the risk of conflict, and maintains trust among communities throughout implementation.

### **5.9 Documentation of Engagement**

All engagements will be systematically documented using standardized templates capturing:

- attendance (with gender and vulnerability representation)
- issues raised
- responses provided
- decisions taken
- follow-up requirements

Where culturally appropriate, photographs will be included. Documentation will feed into quarterly environmental and social safeguards monitoring reports submitted to AfDB and county authorities.

### **5.10 Communication and Reporting Plan**

The communication framework ensures that all stakeholders remain informed. Updates on construction progress, temporary access restrictions, RAP progress, environmental monitoring, safety alerts, and grievance outcomes will be communicated through meetings, radio announcements, town criers, traditional leadership, and government offices.

## **6.0 GRIEVANCE MECHANISM (GM)**

The Grievance Mechanism ensures that all individuals, groups, and institutions affected by or interested in the Project can raise concerns or complaints in a transparent, fair, and timely manner. The GM strengthens accountability, improves problem-solving, and supports constructive engagement between the PIU and communities throughout the life of the Project. The GM is accessible free of charge to all stakeholders.

The GM operates in accordance with the standalone Project GRM, the AfDB Updated ISS and applicable national requirements. It shall be fully operational and disclosed before Contractor mobilization and shall remain active throughout RAP implementation, construction, the defects-liability period and Project completion.

### **6.1 Objectives of the Grievance Mechanism**

The GM is designed to:

- Provide a predictable, trusted platform for receiving, assessing, and resolving complaints related to project activities.
- Ensure concerns are addressed promptly, respectfully, and without reprisals.
- Strengthen transparency and build confidence between the Project and communities.
- Offer a safe, confidential, survivor-centered channel for handling sensitive grievances, including SEA/GBV and child protection cases.
- Track and document complaints from receipt through final closure.
- Provide systematic feedback to complainants and incorporate lessons learned into project improvement.

### **6.2 GM Structure and Institutional Responsibilities**

The GM operates through a three-level structure consistent with the standalone Project GRM:

#### **Level 1: Community Grievance Redress Committees (Community GRCs)**

Located in beneficiary communities to serve as the first point of contact. Responsibilities include:

- Receiving complaints verbally or in writing.
- Providing immediate resolution where possible.
- Recording all complaints in the community GM register.
- Referring unresolved, complex, or sensitive cases to Tier 2.

- Ensuring confidentiality where necessary.

## **Level 2: Local/District Grievance Redress Committee (L-GRC)**

Established at local or district level to verify, mediate and decide grievances referred from Level 1. Responsibilities include:

- Reviewing and investigating complaints referred from the Community GRC.
- Coordinating with the PIU, supervision consultant, Contractor and relevant authorities to verify impacts and determine corrective actions.
- Issuing a documented Level 2 decision within fifteen (15) days of referral and escalating unresolved cases to Level 3.
- Submitting complete case records to the PIU for entry in the master GRM database and monthly reporting.
- Level 3: County/Project Grievance Redress Committee (C-GRC)
- The County/Project GRC addresses complex or unresolved grievances, including major compensation, land, safety and systemic compliance matters; issues the final Project-level decision within fifteen (15) days of referral; directs corrective action; and oversees verified closure.

All three levels shall include appropriate representation of women, youth, PAPs and vulnerable groups and shall receive training on documentation, confidentiality, non-retaliation, conflict resolution and SEA/SH referral. SEA/SH complaints shall bypass Levels 1–3 and shall not be investigated or mediated by GRCs.

## **6.3 Grievance Lodging Channels**

Stakeholders may submit grievances through any of the following:

- Walk-in submissions at community GM points or PIU offices.
- Dedicated project phone line (toll-free where possible).
- Suggestion/complaint boxes placed at community focal points.
- Email address designated by the PIU.
- Verbal complaints through community leaders or GRCs.
- Anonymous complaints via phone, written submissions, or suggestion boxes.

All channels must be widely publicized during engagement activities and through noticeboards, community radio, and local announcements.

## 6.4 Procedures for Receiving, Recording, and Resolving Complaints

The GM follows a clear, step-by-step process consistent with national norms and good international practice:

### Step 1 — Receipt and Acknowledgement (Day 0–2)

- GM committee or PIU officer receives complaint (oral or written).
- Complaint is immediately logged into the GM Register.
- Acknowledgement of receipt shall be provided verbally, by SMS or in writing within two (2) days of receipt.

### Step 2 — Screening and Classification (within 5 days of receipt)

Complaints are classified based on type, urgency, and sensitivity:

- **General complaints** (service disruption, worker behavior, noise, dust, minor impacts).
- **Land- or livelihood-related concerns** (if applicable).
- **Labor-related grievances**.
- **SEA/GBV or child protection cases** (handled only through survivor-centered protocols).
- **High-risk or sensitive cases** requiring escalation.

### Step 3 — Investigation, Escalation and Project-Level Decision (within 35 days cumulatively)

- The appropriate Community, Local/District or County/Project GRC shall investigate the complaint according to its assigned level and mandate.
- Interviews, field verification, and review of project records may be undertaken.
- The decision and proposed corrective actions shall be communicated to the complainant in an accessible and culturally appropriate manner.
- Level 1 shall act within five (5) days; Level 2 within fifteen (15) days of referral; and Level 3 within a further fifteen (15) days. The cumulative target for a final Project-level decision is thirty-five (35) days from receipt.

### Step 4 — Corrective Action, Feedback and Appeal

If the complainant is unsatisfied:

- The complainant may request escalation or appeal in accordance with the standalone GRM; Project-level appeals shall be reviewed by persons who did not determine the original complaint.
- The complainant shall receive documented feedback on the decision, corrective action, and appeal outcome.
- If still unresolved, complainants retain the right to approach statutory avenues (local government authorities, traditional mechanisms, or courts of law).

### **Step 5 — Verified Closure and Documentation (within 60 days)**

Corrective action and verified closure shall be completed within sixty (60) days from receipt, unless an extension is justified, documented, and communicated to the complainant. A case is closed only when:

- The complainant confirms satisfaction, or
- The PIU determines that reasonable efforts have been exhausted and the outcome has been formally communicated.

Closure must be documented in the GM database.

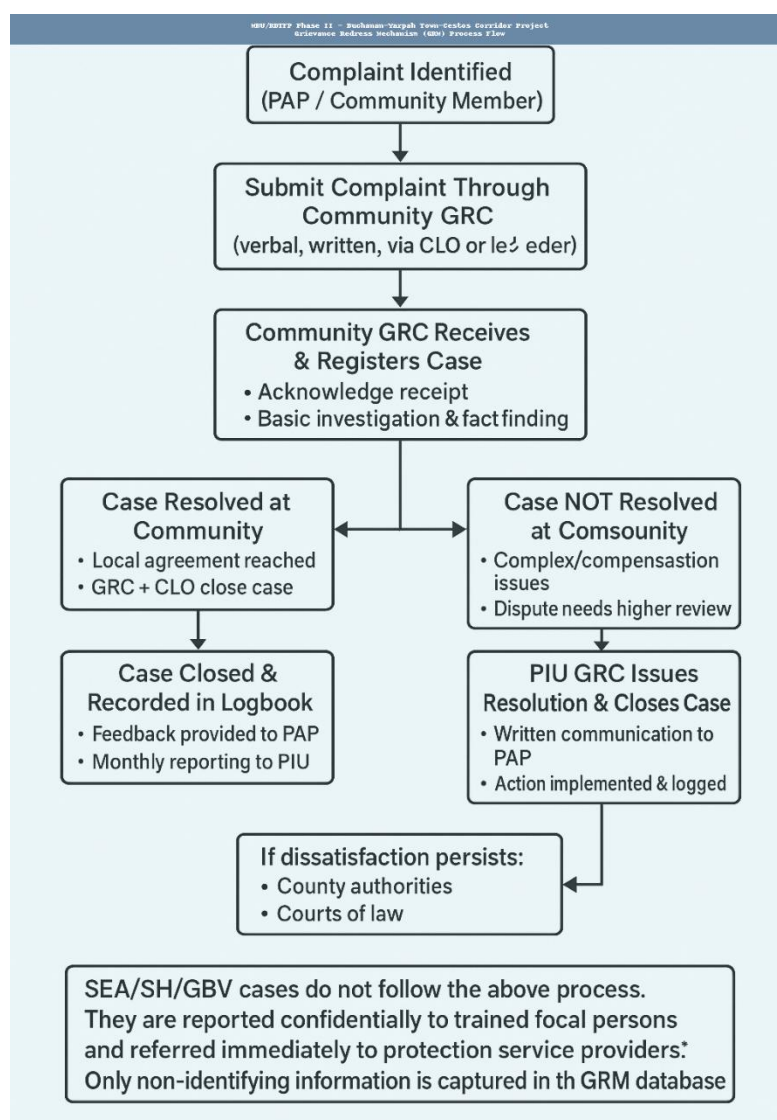
### **6.5 Information, Awareness & Continuous Improvement**

The PIU safeguards team will ensure that all stakeholders remain informed about the GRM—its purpose, channels, steps, and confidentiality protections—throughout implementation.

Information will be disseminated through:

- community meetings
- radio announcements
- town criers
- notice boards
- traditional leadership structures
- the national MRU toll-free number

The Social Safeguards Specialist, Environmental Safeguards Specialist, Social



Safeguards Officer, Environmental Safeguards Officer, and the Community Liaison Officer will continuously reintroduce and update GRM procedures at all major engagements.

The PIU will regularly review GRM performance, incorporate lessons into engagement practices, and adjust procedures based on feedback from communities, GRCs, contractors, county authorities, and supervision missions.

## 6.6 Engagement Risks, Mitigation Measures, and Continuous Improvement

Effective stakeholder engagement requires not only structured communication channels but also a proactive understanding of the risks that may undermine trust, participation, grievance handling, and the overall relationship between the Project and communities. Because the corridor covers 44 communities with diverse leadership structures, livelihood

systems, literacy levels, and vulnerability profiles, several engagement risks may emerge during implementation. These risks can influence how information is received, how grievances are raised, and how communities perceive project commitments.

This section identifies the main engagement-related risks relevant to the Port of Buchanan–Yarpah Town–Cestos corridor and outlines the mitigation measures required to ensure engagement remains transparent, inclusive, and culturally appropriate. The measures are consistent with national practice and AfDB Integrated Safeguards System requirements.

The Project Implementation Unit (PIU), Community Liaison Officer (CLO), and community-level Grievance Redress Committees (GRCs) will implement these mitigation actions throughout the life of the Project. Monitoring these risks and the effectiveness of mitigation measures will form part of the monthly and quarterly safeguards reporting processes.

**Table 6. 1: Stakeholder Engagement Risks, Ratings, and Mitigation Measures**

| <b>Risk Category</b>                                    | <b>Description of Risk</b>                                                                                                                        | <b>Risk Rating</b> | <b>Mitigation Measures</b>                                                                                                                                                                                          |
|---------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Misinformation &amp; Rumor Spread</b>                | Incorrect information about compensation, land impacts, construction schedules, employment, or work boundaries may circulate and create mistrust. | <b>High</b>        | Maintain unified messaging from the PIU, county authorities, CLO, and traditional leaders; use verified information via radio, town announcers, and public notices; provide consistent updates after each decision. |
| <b>Exclusion of Vulnerable Groups</b>                   | Elderly persons, women, youth, persons with disabilities, widows, and low-literacy groups may not receive or understand information equally.      | <b>High</b>        | Conduct targeted outreach sessions; use accessible meeting formats; ensure women facilitators participate; hold meetings at convenient times and accessible locations; follow up individually where required.       |
| <b>Leadership Conflicts &amp; Representation Issues</b> | Disputes between town chiefs, clan authorities, district representatives, or rival community groups may disrupt communication or                  | <b>Medium</b>      | Verify community leadership structures with county authorities; ensure inclusive representation; maintain neutrality; hold meetings in the presence of multiple leaders to avoid dominance.                         |

| Risk Category                                                               | Description of Risk                                                                                                                 | Risk Rating        | Mitigation Measures                                                                                                                                                                                                                    |
|-----------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                             | influence grievance outcomes.                                                                                                       |                    |                                                                                                                                                                                                                                        |
| <b>Political Interference</b>                                               | Local political actors may attempt to influence RAP interpretation, employment lists, or grievance outcomes.                        | <b>Medium–High</b> | Use clear, transparent communication; avoid political intermediaries; ensure all RAP and GRM decisions follow documented procedures; maintain county-level validation for sensitive matters.                                           |
| <b>Engagement Fatigue</b>                                                   | Communities become less responsive if consultations feel repetitive or if feedback is not returned on time.                         | <b>Medium</b>      | Conduct only purposeful engagements tied to specific outcomes; provide timely feedback; consolidate meeting topics to avoid repeated mobilization; document concerns and update communities on progress.                               |
| <b>Misinterpretation of RAP Decisions</b>                                   | Confusion about eligibility, boundaries, entitlements, verification steps, or compensation timelines may lead to grievances.        | <b>High</b>        | Provide simplified RAP briefings; use demonstrations and visual tools; coordinate with land officers for boundary clarification; ensure GRCs understand RAP principles.                                                                |
| <b>Low Literacy &amp; Language Barriers</b>                                 | A large proportion of corridor residents communicate mainly through local languages or are unable to interpret technical documents. | <b>Medium</b>      | Deliver information verbally and in local languages; use pictorial materials; employ town announcers; ensure CLO interprets and simplifies technical content.                                                                          |
| <b>Improper Handling of Sensitive Grievances (SEA/GBV/Child Protection)</b> | Mishandling of sensitive cases may expose survivors to stigma, retaliation, or safety risks.                                        | <b>High</b>        | Apply survivor-centered protocols; ensure confidentiality; route cases directly to trained PIU focal persons and MoGCSP offices; avoid recording sensitive details at community level; ensure timely referrals to accredited services. |

| Risk Category                   | Description of Risk                                                                                                  | Risk Rating   | Mitigation Measures                                                                                                                                                        |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Unrealistic Expectations</b> | Communities may expect immediate hiring, compensation, or development benefits not included in the project scope.    | <b>Medium</b> | Clearly communicate project boundaries from the start; explain hiring procedures, RAP criteria, and construction timelines; repeat key messages throughout implementation. |
| <b>Weak Feedback Mechanisms</b> | Communities may lose confidence if updates are not delivered after raising concerns or if grievances remain pending. | <b>Medium</b> | Strengthen feedback channels through CLO visits, GRC follow-up, radio announcements, and community notice boards; ensure monthly GM status updates are shared.             |

*The risks outlined in Table 6.1 above highlight the factors that can influence the quality and effectiveness of stakeholder engagement along the corridor. By implementing the identified mitigation measures, the Project ensures that communication remains inclusive, transparent, culturally appropriate, and responsive to the needs of all community groups—including vulnerable populations. These measures strengthen trust, improve grievance resolution, and support a stable, cooperative environment throughout the construction and early operational phases.*

## **7.0 Monitoring, Reporting, and Adaptive Management**

Monitoring and evaluation of stakeholder engagement activities is an essential component of this SEP and will ensure that communication, disclosure, grievance management, and community participation remain consistent with AfDB requirements and the commitments established during the ESIA and RAP processes. Monitoring will enable the Project to track the effectiveness of engagement methods, identify emerging concerns, measure the responsiveness of the GRM, and adjust engagement approaches as the project progresses through pre-construction, construction, and early operations. The monitoring system will also ensure that engagement remains inclusive, accessible, gender-responsive, and aligned with the needs of vulnerable groups along the corridor.

Monitoring activities will be carried out continuously by the PIU safeguards team, working in close coordination with community leadership structures, county and district authorities, and the contractor's community-relations representatives. The approach will combine routine field visits, review of engagement records, verification of GRM logs, consultation tracking, and assessment of disclosure practices. All monitoring will be documented using standardized forms, meeting registers, attendance sheets, photographic evidence, and summaries of issues raised and responses provided. The Community Liaison Officer will play a pivotal role by collecting engagement data from settlements, supporting GRCs with reporting, and ensuring that feedback loops remain functional throughout the corridor.

The monitoring framework includes a set of measurable indicators that assess the reach, quality, inclusiveness, and effectiveness of engagement activities. These indicators cover community meetings, disclosure events, vulnerable group interactions, GRM performance, SEA/GBV awareness efforts, RAP communication, employment-related information sharing, and construction-related notifications. The PIU safeguards team will review indicator performance on a monthly and quarterly basis depending on the activity, and findings will be reflected in periodic environmental and social monitoring reports submitted to the AfDB and county authorities.

Responsibility for monitoring is shared across several institutional levels. The PIU Social Safeguards Specialist will lead the overall monitoring process, ensure compliance with ISS requirements, and validate all engagement and GRM reports. The Environmental Safeguards Specialist will monitor environment-related communication and community feedback on dust, noise, drainage, and safety. Community GRCs will support the recording of grievances and follow-up at settlement level, while the contractor will monitor its own engagement with workers, local hiring announcements, and SEA/GBV sensitization efforts in coordination with the PIU. County and district authorities will provide oversight and verification where necessary, particularly for RAP matters, land-related concerns, and social protection cases.

Findings from monitoring activities will be incorporated into monthly internal updates, quarterly safeguards monitoring reports submitted to the AfDB, and periodic meetings with county and district administrations. These reports will document the number and type of engagement sessions conducted, the effectiveness of communication channels, the functioning of the GRM, the level of participation of women and vulnerable groups, and the status of unresolved grievances. Where monitoring reveals gaps, delays, or patterns of complaints, the PIU will adopt corrective measures, revise engagement practices, and strengthen coordination with contractors and community structures to ensure continuous improvement.

The monitoring system is therefore a dynamic process that ensures stakeholder engagement remains responsive and effective, and that community concerns continue to inform project decisions throughout implementation.

**Table 7.1: Stakeholder Engagement Monitoring Indicators**

| Indicator                               | Monitoring Parameter                                                       | Frequency           | Responsible Entity                               | Means of Verification                      |
|-----------------------------------------|----------------------------------------------------------------------------|---------------------|--------------------------------------------------|--------------------------------------------|
| Community engagement sessions conducted | Number of meetings; gender and vulnerability representation; issues raised | Monthly / Quarterly | PIU Social Safeguards Team                       | Attendance sheets, meeting minutes, photos |
| GRM functionality                       | Number of grievances received, resolved, pending; resolution time          | Monthly / Quarterly | PIU Social Specialist; Community Liaison Officer | GRM database, GRC logs                     |
| RAP and compensation communication      | Number of PAP briefings; clarity of entitlements; follow-up actions        | As needed           | PIU + County Authorities                         | Disclosure records, RAP logs               |
| Engagement with vulnerable groups       | Number of targeted interactions; accessibility of engagement               | Quarterly           | PIU + MoGCSP Focal Persons                       | Field reports, participant registers       |
| SEA/GBV awareness activities            | Number of sensitization sessions; participation by women and youth         | Quarterly           | PIU + Contractor SEA/GBV Officer                 | Training reports, photos                   |

| Indicator                           | Monitoring Parameter                                               | Frequency                  | Responsible Entity                  | Means of Verification               |
|-------------------------------------|--------------------------------------------------------------------|----------------------------|-------------------------------------|-------------------------------------|
| Local employment information shared | Announcements on hiring; transparency of recruitment communication | Monthly                    | Contractor + PIU                    | Radio logs, posted notices          |
| Construction impact notifications   | Timely disclosure of diversions, drainage works, or access changes | Weekly during construction | Contractor + Supervising Consultant | Public notices, radio announcements |
| Disclosure of project information   | Availability and accessibility of posters, summaries, and updates  | Quarterly                  | PIU Safeguards Team                 | Photos, field verification          |

## **8.0 Institutional Arrangements for Stakeholder Engagement**

Institutional arrangements for stakeholder engagement are built on the structures established during the ESIA and RAP preparation processes and provide the framework through which all engagement, disclosure, grievance management, and community liaison activities will be coordinated as the Project moves toward pre-construction and construction. These arrangements ensure that communication remains transparent, consistent with AfDB Integrated Safeguards System (ISS) requirements, and aligned with Liberia's regulatory framework and community governance structures across the corridor.

The Project Implementation Unit (PIU) under the Ministry of Public Works remains the central coordinating body for all stakeholder engagement responsibilities. During the ESIA and RAP preparation phases, the PIU's environmental and social specialists led consultations across the entire alignment and engaged county authorities, district administrations, traditional leadership, and community groups. As the project transitions to implementation, these officers will continue to oversee engagement activities, maintain regular communication with communities, supervise the flow of information between field structures and the central PIU, and ensure that engagement commitments remain consistent with the ESIA, RAP, ESMP, and this SEP. The PIU Coordinator provides overall strategic oversight and ensures timely coordination among all implementing partners.

A Community Liaison Officer (CLO) will form the operational bridge between communities, GRCs, and the PIU. The CLO will undertake regular community visits, support traditional leadership structures, facilitate communication on construction schedules and access arrangements, assist stakeholders in understanding project commitments, and ensure that all GRCs are able to relay grievances and feedback in a timely manner. The CLO's role is central to maintaining daily operational communication once construction begins.

County and district administrations in Grand Bassa and River Cess Counties serve as statutory authorities that validate community information, provide administrative oversight, and ensure that all engagement activities are coordinated within the county governance system. These institutions—including the offices of the Superintendent, District Commissioners, county engineers, land administration officers, gender officers, and social welfare representatives—supported the ESIA and RAP preparation processes and will continue to validate land matters, support RAP verification and grievance channels, and help ensure that community concerns related to vulnerable persons, SEA/GBV risks, and social protection are managed in accordance with national procedures.

Traditional authorities remain the primary community governance structures throughout the corridor. Town Chiefs, Quarter Chiefs, Clan Chiefs, Paramount Chiefs, Elders, women leaders, and youth representatives will continue to facilitate community mobilization, support information dissemination, maintain cultural appropriateness during engagement,

and coordinate access to households and community facilities during construction. Their leadership is essential for maintaining social cohesion and ensuring that community-level concerns are escalated through the GRM when required. Their involvement remains especially important for RAP verification, management of boundary concerns, and the identification of vulnerable households.

The community-based Grievance Redress Committees (GRCs), established in collaboration with local stakeholders during RAP and ESIA consultations, will continue to function as the first tier of the GRM. These committees will record grievances, undertake basic fact-finding, assist individuals with limited literacy, and escalate unresolved or sensitive cases to the Project-Level GRC. Their work will be supported by the CLO, who will ensure that grievance data is submitted to the PIU and that responses are communicated back to communities.

The contractor and supervising consultant will assume critical roles during construction. The supervising consultant will monitor the contractor's adherence to stakeholder engagement obligations, verify the quality and timing of disclosure, and ensure that the contractor maintains required standards relating to worker conduct, SEA/GBV prevention, traffic safety, and community communication. The contractor will be responsible for informing communities of work schedules, temporary access changes, traffic diversions, environmental mitigation actions, and employment opportunities. The contractor will also maintain a separate worker grievance mechanism and coordinate with the PIU whenever worker-related issues have implications for community health, safety, or welfare.

Civil society groups, community-based organizations, market associations, school and health committees, and agricultural networks will complement engagement efforts by providing targeted feedback, facilitating community awareness activities, and helping identify vulnerable persons who require additional support during RAP implementation or construction. These organizations also serve as trusted intermediaries for women, youth, and vulnerable groups who may prefer to raise sensitive concerns outside formal meetings.

The African Development Bank maintains an oversight role, reviewing engagement performance, monitoring compliance with ISS requirements, and providing guidance through supervision missions. While the Bank does not participate in daily engagement activities, its oversight ensures that engagement practices remain consistent with the standards required for Bank-financed operations.

These institutional arrangements will be reviewed periodically, particularly before contractor mobilization, to ensure that responsibilities remain aligned with project needs, updated construction schedules, and new engagement requirements that may arise as implementation progresses. Together, they establish a comprehensive and coordinated

system that supports continuous, culturally appropriate, inclusive, and accountable engagement throughout the Project's lifecycle.

**Table 8.1: Institutional Roles and Responsibilities for Stakeholder Engagement**

| <b>Institution / Actor</b>                                                                                     | <b>Key Roles and Responsibilities During Pre-Construction &amp; Construction</b>                                                                                                                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Project Implementation Unit (PIU) – MPW</b>                                                                 | Provides overall coordination of stakeholder engagement; leads disclosure of safeguards instruments; oversees GRM implementation; ensures alignment between ESIA, RAP, ESMP and SEP commitments; supervises contractor and supervising consultants; consolidates stakeholder engagement reports. |
| <b>PIU Coordinator</b>                                                                                         | Provides strategic oversight; ensures inter-agency coordination; approves major engagement decisions; facilitates high-level communication with county and national stakeholders.                                                                                                                |
| <b>PIU Social Safeguards Specialist (GRM Focal Point)</b>                                                      | Leads community engagement activities; chairs the Project-Level GRC; reviews escalated grievances; ensures compliance with RAP, ESMP, LMP and SEP; monitors SEA/GBV reporting pathways; supervises field engagement activities carried out by the CLO.                                           |
| <b>PIU Environmental Safeguards Specialist</b>                                                                 | Ensures that environmental aspects of engagement (drainage, erosion, dust, pollution, access impacts) are communicated properly; participates in Project-Level GRC; verifies mitigation commitments shared with communities.                                                                     |
| <b>Community Liaison Officer (CLO)</b>                                                                         | Serves as daily link between PIU and all corridor communities; supports GRCs in documenting and forwarding grievances; conducts regular field visits; ensures timely feedback to complainants; facilitates meetings; ensures vulnerable groups are reached.                                      |
| <b>County &amp; District Authorities (Grand Bassa &amp; River Cess)</b>                                        | Validate RAP information; support settlement mobilization; facilitate engagements through county/district structures; assist with dispute resolution; support SEA/GBV referral pathways; participate in engagement monitoring as required.                                                       |
| <b>Traditional Authorities (Town, Quarter, Clan &amp; Paramount Chiefs; Elders; Women &amp; Youth Leaders)</b> | Mobilize communities; support culturally appropriate communication; endorse meeting arrangements; provide local verification for RAP and land matters; facilitate grievance intake; support conflict resolution.                                                                                 |
| <b>Community-Level GRCs</b>                                                                                    | Receive, record, and attempt first-level resolution of grievances; support low-literacy complainants; escalate unresolved issues to PIU;                                                                                                                                                         |

| Institution / Actor                              | Key Roles and Responsibilities During Pre-Construction & Construction                                                                                                                                                                                                   |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                  | maintain community grievance logs; coordinate with CLO and traditional leadership.                                                                                                                                                                                      |
| <b>Supervision Consultant</b>                    | Monitors contractor compliance with SEP, ESMP, RAP, LMP and GRM obligations; verifies quality and timing of engagement; ensures community notifications are issued; supervises Codes of Conduct enforcement and SEA/GBV mitigation actions.                             |
| <b>Contractor (Civil Works)</b>                  | Implements site-level communication on work schedules, access restrictions, safety protocols, and environmental mitigation; maintains Worker GRM; enforces Codes of Conduct; collaborates with PIU and GRCs; provides timely responses to issues raised by communities. |
| <b>Civil Society / CBOs / Community Networks</b> | Support targeted engagement with women, youth, and vulnerable groups; help identify high-risk households; assist with awareness on SEA/GBV prevention, community safety, and livelihood impacts.                                                                        |
| <b>AfDB (Financier)</b>                          | Maintains oversight of engagement performance; reviews monitoring reports; conducts supervision missions; provides guidance to ensure SEP implementation meets ISS requirements; does not engage in day-to-day operations.                                              |

The roles and responsibilities presented in Table 8.1 above describe *what* each institution is mandated to do during stakeholder engagement, safeguards implementation, and grievance management. Table 8.2 below complements this by illustrating *how these same institutions coordinate with one another* in practice, showing the communication pathways, reporting lines, and operational interfaces required to implement the SEP, ESIA, RAP, ESMP, and GRM effectively. Together, the two tables provide a complete picture of the institutional structure—Table 8.1 defining the functions of each actor, while Table 8.2 demonstrates the coordination mechanisms that ensure those functions operate seamlessly throughout the project lifecycle.

**Table 8.2: Institutional Coordination Matrix for SEP, ESIA, RAP, ESMP & GRM**

| <b>Institution / Actor</b>                     | <b>Coordination Partners</b>                                                           | <b>Purpose of Coordination</b>                                                                    | <b>When Coordination Occurs</b>       |
|------------------------------------------------|----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|---------------------------------------|
| <b>PIU – MPW</b>                               | County & District Authorities; Traditional Leaders; Supervision Consultant; Contractor | SEP implementation oversight; disclosure; GRM management; RAP clarification; construction updates | Pre-construction and throughout works |
| <b>PIU Social Safeguards Specialist</b>        | CLO; Community GRCs; MoGCSP; Supervision Consultant                                    | GRM escalation; SEA/GBV referral; RAP communication; conflict-sensitive engagement                | Continuous                            |
| <b>PIU Environmental Safeguards Specialist</b> | Contractor; Supervision Consultant; EPA; County Environmental Focal Points             | Environmental risk communication; drainage/erosion issues; environmental complaint resolution     | Continuous                            |
| <b>Community Liaison Officer (CLO)</b>         | Community GRCs; Traditional Leaders; PIU; Contractor                                   | Daily engagement; grievance intake; vulnerable-group outreach; feedback loops                     | Daily / Weekly                        |
| <b>Community-Level GRCs</b>                    | CLO; Traditional Leaders; PIU Social Safeguards Specialist                             | First-tier grievance resolution; verification; escalation                                         | As grievances arise                   |
| <b>Contractor</b>                              | PIU; Supervision Consultant; Community Leaders; Worker GRM Committee                   | Workfront notices; safety alerts; worker-community interactions; labor GRM reporting              | Daily / Weekly                        |
| <b>Supervision Consultant</b>                  | Contractor; PIU; County Officials; EPA                                                 | Compliance monitoring; verification of community notices; escalation of corrective actions        | Continuous                            |
| <b>County &amp; District Authorities</b>       | PIU; Traditional Leaders; Land Authorities; Social Welfare Offices                     | Local dispute support; SEA/GBV referral pathways; RAP verification; community mobilization        | Monthly / As needed                   |

| <b>Institution / Actor</b>                              | <b>Coordination Partners</b>                                     | <b>Purpose of Coordination</b>                                                    | <b>When Coordination Occurs</b> |
|---------------------------------------------------------|------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------|
| <b>Traditional Leaders (Clan, Town, Quarter Chiefs)</b> | CLO; PIU; Community GRCs; Contractor                             | Community mobilization; RAP support; communication validation; dispute prevention | Continuous                      |
| <b>MoGCSP (Gender &amp; Social Protection Officers)</b> | PIU Safeguards Team; County Authorities; Community Focal Persons | SEA/GBV case handling; survivor referral pathways; awareness sessions             | As cases arise                  |
| <b>EPA</b>                                              | PIU; Supervision Consultant; Contractor                          | Environmental compliance; permit communication; environmental grievance oversight | Periodic monitoring             |
| <b>Civil Society / CBOs</b>                             | CLO; PIU; Community Leaders                                      | Support to women, youth, vulnerable groups; advocacy; sensitization               | As needed                       |
| <b>AfDB</b>                                             | PIU; MPW; County Authorities                                     | Oversight of engagement performance; review of reports; supervision missions      | Quarterly / Mission periods     |

## **9.0 Contractor Mobilization and Pre-Construction Engagement Plan**

As the Project transitions from safeguards preparation to active construction, a structured Mobilization Engagement Plan is required to ensure that all communities, institutions, and corridor stakeholders receive timely, accurate, and coordinated information before physical work begins. This stage is often the most sensitive period for communities, as it marks the visible entry of machinery, workers, and site activities into local environments. The engagement measures outlined below provide the framework for communication, validation, coordination, and public awareness activities that the PIU will implement jointly with the contractor and supervising consultant before mobilization.

### **9.1 Objectives of Mobilization Engagement**

The pre-construction engagement process aims to:

- Reconfirm community awareness of the Project as it moves into construction.
- Introduce the contractor and supervising consultant to all corridor communities and local authorities.
- Clarify work schedules, sequencing, access arrangements, and expected disruptions.
- Validate community entry points, meeting locations, grievance channels, and vulnerable household lists.
- Reconfirm RAP-related communication where applicable, including final verification for any outstanding PAPs.
- Prevent conflicts, misinformation, political interference, or safety risks arising from sudden mobilization.
- Build trust and maintain transparency as the Project transitions into visible field activities.

### **9.2 Key Activities During Pre-Construction Engagement**

The following structured activities will be carried out prior to contractor mobilization:

#### **1. Courtesy Introductions and Institutional Communication**

The PIU, together with the contractor and supervising consultant, will formally engage:

- County Superintendents (Grand Bassa and River Cess)
- District Commissioners
- County engineers and social/environmental focal persons

- Traditional authorities (Paramount Chiefs, Clan Chiefs, Town Chiefs, Elders)

These engagements will confirm the Project timeline, community liaison arrangements, and the introduction of contractor focal persons.

## **2. Corridor-Wide Community Re-Engagement**

Engagement teams will conduct meetings in all 44 communities along the route, including Buchanan City, Compound Three, Neekreen, Dowein District, Timbo, Wayzohn City, Yarnee, and Yarpah Town/Cestos Junction.

Meetings will cover:

- Introduction of the contractor team and community liaison points.
- Disclosure of construction schedule, starting locations, and sequencing of works.
- Expected construction impacts and mitigation measures (dust, noise, access restrictions, diversions).
- Reinforcement of the Grievance Mechanism and how complaints will be managed during construction.
- Worker behavior expectations and Code of Conduct.
- SEA/GBV prevention measures and confidential reporting channels.

## **3. Validation of Community Structures**

Before work starts, the PIU and supervising consultant will reconfirm:

- List of active Town Chiefs, women leaders, youth representatives, elders.
- Updated membership of community-level GRCs.
- Identification of vulnerable households requiring special support or targeted communication.
- Community meeting points and locations for noticeboard postings.
- Preferred communication methods for each settlement.

This step ensures continuity and prevents conflicts over representation or leadership legitimacy.

## **4. Disclosure of Construction Zones, Access Points, and Safety Risks**

The contractor, with PIU oversight, will map and disclose:

- Laydown areas

- Temporary diversions
- Equipment movement routes
- Safety buffers and restricted zones
- Workfront start and end points
- Blasting or heavy-equipment zones (if applicable)

These will be communicated through:

- Town hall meetings
- Radio announcements
- Posters and flyers
- Traditional town announcers

## **5. Employment and Labor Communication**

Communities will be briefed on:

- Local hiring procedures
- Required skills and unskilled opportunities
- Where and how to submit applications
- Expectations for worker conduct
- Prohibition of child labor and SEA/GBV
- Worker grievance channels

Clear communication at this stage prevents tensions between communities and the contractor.

## **6. Coordination With Security, Safety, and Social Protection Agencies**

The PIU will coordinate with:

- Liberia National Police (local detachment)
- MoGCSP officers for SEA/GBV referral pathways
- County health teams for emergency response
- EPA county focal people for environmental compliance

This ensures preparedness before machinery enters communities.

### **9.3 Mobilization Engagement Outputs**

The following deliverables will be produced during this phase:

- Mobilization engagement schedule and field itinerary
- Attendance sheets, minutes, and photographic evidence
- Updated list of GRC members and community focal persons
- Map of construction work fronts and access arrangements
- Updated GRM communication materials and postings
- Confirmation notes from Superintendent and district authorities
- Summary of community issues requiring follow-up before work start

### **9.4 Transition into Construction**

Once mobilization engagement is complete, the PIU will issue a Pre-Construction Engagement Completion Note confirming:

- All settlements have been engaged
- Contractor introduction is complete
- GRCs are functioning
- Vulnerable households are identified
- GRM channels are operational
- Safety risks have been disclosed
- County leadership has validated all arrangements

Only after this note is finalized will the contractor be permitted to begin work.

## 10.0 Resources and Budget for SEP Implementation

Implementation of this SEP over the projected four-year project duration—including pre-construction, construction, and the defects-liability period—requires dedicated financial and institutional resources. The consolidated SEP and project-wide GRM budget covers community engagement, information disclosure, SEA/GBV awareness and referral support, monitoring and reporting, GRM operation, and coordination with county and traditional authorities. The approved consolidated implementation budget is USD 173,750.00 over 48 months.

The consolidated budget will be implemented over 48 months. Expenditure will peak during pre-construction and active construction and decline during the defects-liability period. Annual workplans will allocate the approved ceiling by activity and phase without changing the consolidated total.

The PIU, with support from county authorities, Community Liaison Officers, and traditional leaders, will deliver most SEP functions using existing institutional structures, which significantly reduces operational expenses. The Plan will be revised within 60 days of contract award to incorporate the Contractor's Construction-Phase SEP (C-SEP), final engineering designs, and the approved construction schedule. The updated SEP will clarify the Contractor's engagement roles, reconfirm GRM procedures, and align engagement methods with the construction program.

**Table 10.1: Consolidated SEP and Project-wide GRM Implementation Budget (48 Months)**

| Consolidated Stakeholder Engagement Plan and Project-wide Grievance Redress Mechanism Implementation Budget |                                                                     |                                                                            |               |                |
|-------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|----------------------------------------------------------------------------|---------------|----------------|
| No.                                                                                                         | Activity                                                            | Timeframe                                                                  | Cost \$ (USD) | Responsibility |
| 1                                                                                                           | Community Meetings & Corridor-Wide Consultations                    | Throughout the Project (4 yrs, including defect liability)                 | 23,000.00     | PIU/MPW        |
| 2                                                                                                           | Information Disclosure (radio, town announcers, posters, updates)   | Throughout the Project (4 yrs, including defect liability)                 | 10,500.00     | PIU/MPW        |
| 3                                                                                                           | GBV/SEA/SH stakeholder awareness and referral-pathway communication | Throughout the Project (48 months, including the defects-liability period) | 9,000.00      | PIU/MPW        |
| 4                                                                                                           | Monitoring, Reporting & Documentation                               | Throughout the Project (4 yrs, including defect liability)                 | 6,000.00      | PIU/MPW        |

| <b>Consolidated Stakeholder Engagement Plan and Project-wide Grievance Redress Mechanism Implementation Budget</b> |                                                                          |                            |                      |                       |
|--------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|----------------------------|----------------------|-----------------------|
| <b>No.</b>                                                                                                         | <b>Activity</b>                                                          | <b>Timeframe</b>           | <b>Cost \$ (USD)</b> | <b>Responsibility</b> |
| 5                                                                                                                  | GRM disclosure and sensitization workshops (communities and GRC members) | One-off                    | 10,000.00            | PIU/MPW               |
| 6                                                                                                                  | GRM launch workshop (venue, logistics, materials)                        | One-off                    | 10,000.00            | PIU/MPW               |
| 7                                                                                                                  | Special GRC sittings for grievance resolution                            | As required over 48 months | 38,000.00            | PIU/MPW               |
| 8                                                                                                                  | Training and refresher training of GRC members                           | Quarterly over 48 months   | 40,000.00            | PIU/MPW               |
| 9                                                                                                                  | GRM registers, forms, and documentation materials                        | Annual over 48 months      | 2,000.00             | PIU/MPW               |
| 10                                                                                                                 | GRM disclosure through local radio                                       | Annual over 48 months      | 5,000.00             | PIU/MPW               |
| 11                                                                                                                 | Airtime (scratch cards) for GRC members and CLOs                         | Monthly over 48 months     | 20,250.00            | PIU/MPW               |
| <b>Grand Total (USD)</b>                                                                                           |                                                                          |                            | <b>173,750.00</b>    | <b>Project</b>        |

Table 10.1 presents a consolidated SEP and project-wide GRM implementation budget of USD 173,750.00 over 48 months, comprising USD 48,500.00 for core stakeholder engagement and disclosure activities and USD 125,250.00 for project-wide GRM implementation. The GRM component is included within this consolidated total and shall not be added again in the ESIA budget. The cleared RAP contains a separate USD 15,000 allocation limited to resettlement-related grievance handling; it is included in the RAP total and is not part of the USD 125,250 project-wide GRM allocation presented in this SEP.

Budget-boundary clarification: the USD 48,500.00 core SEP allocation includes USD 9,000.00 for stakeholder communication, awareness and disclosure concerning GBV/SEA/SH and referral pathways. The USD 125,250.00 project-wide GRM allocation finances grievance intake, GRC operations, records, communication and confidential

referral coordination. The separate USD 120,000.00 GBV/SEA/SH Action Plan allocation in the ESIA finances specialist prevention and response, worker training, service-provider arrangements and survivor-centered support. These allocations shall be implemented and reported separately and shall not be double counted.

### **10.1 Budget Rationale**

Costs peak during Years 1–3 due to intensive engagement during design disclosure, RAP verification, construction sequencing, environmental and social mitigation communication, SEA/GBV awareness, and GRM operation. Year 4 reflects a reduced footprint, focusing on liability-period grievances, safety follow-up, and community transition to the operational phase.

The use of local structures—traditional authorities, community GRCs, county offices, and town announcers—keeps the budget efficient, while ensuring that all settlements along the corridor receive timely information and access to the GRM. Community radio stations and physical outreach remain the primary communication channels, which are cost-effective and culturally appropriate for the project area.

Monitoring and reporting costs remain modest and tied to quarterly safeguards reports. The budget is realistic, fully implementable, and aligned with AfDB standards for SEP implementation in similar road corridor projects.

## 11.0 Reporting and Disclosure

Reporting and disclosure ensure that all stakeholders along the corridor remain informed about project progress, safeguards implementation, and the functioning of the Grievance Redress Mechanism (GRM). These processes support transparency, build trust, and help the Project Implementation Unit (PIU) respond promptly to issues raised during implementation. All reporting and disclosure activities remain consistent with AfDB Integrated Safeguards System requirements and the commitments established during the ESIA, RAP, and this SEP. The Plan will be revised within 60 days of contract award to incorporate the Contractor's Construction-Phase SEP (C-SEP), final engineering designs, and the approved construction schedule. The updated SEP will clarify the Contractor's engagement roles, re-confirm GRM procedures, and align engagement methods with the construction program.

The finalized Plan will be publicly disclosed through the EPA website, at the Grand Bassa and River Cess County and District offices, and at the PIU office in Monrovia for public inspection. Copies or summaries will also be shared on community noticeboards and announced through local radio to ensure communities along the corridor know where and how to access the document. Where required, the SEP will also be provided to the African Development Bank for publication on its external disclosure platform.

### 11.1 Internal Reporting

Internal reporting supports decision-making within the PIU and provides regular updates on engagement, GRM status, and safeguards performance. The following internal reporting arrangements will be maintained:

- **Monthly Field Updates:** Prepared by the Community Liaison Officer (CLO) and safeguards team summarizing community engagement, open grievances, follow-up actions, and any emerging issues along the corridor.
- **Quarterly Safeguards Monitoring Reports:** Consolidated by the PIU for submission to the AfDB, including engagement results, GRM statistics, RAP communication updates, and environmental and social monitoring findings.
- **Incident and Corrective Action Notes:** Prepared whenever significant or sensitive issues arise requiring management attention or urgent mitigation.

All internal records will be maintained in the PIU's central repository to support supervision missions and future evaluations.

### 11.2 External Reporting and Public Disclosure

External disclosure ensures that communities, local authorities, and civil society receive project updates in accessible formats and through locally accepted communication channels. Disclosure products include:

- **Community Meeting Feedback:** Summaries shared verbally during follow-up visits and posted in public spaces such as town halls, markets, or district offices.
- **Public Notices:** Updates on construction schedules, temporary access changes, diversions, and safety measures, communicated through radio announcements, town criers, and traditional leaders.
- **RAP and Compensation Updates:** Provided during verification and payment sessions, including clarifications on entitlements and outstanding follow-up actions.
- **Non-confidential GRM Updates:** Shared periodically to inform stakeholders about commonly raised issues and general resolution trends without identifying complainants.

Where necessary, information will be communicated in local languages and delivered through trusted community structures to ensure accessibility for women, youth, elderly persons, and vulnerable households.

### 11.3 Reporting to the African Development Bank

The PIU will provide the AfDB with:

- **Monthly Environmental and Social Safeguards Monitoring Reports** summarizing engagement activities, GRM performance, construction-related communications, and compliance with safeguards requirements.
- **Incident Notifications:** Submitted promptly in the event of issues with potential environmental or social impact.
- **Supervision Mission Inputs:** Including documentation, field evidence, and updates required for mission reviews.

All submissions will align with AfDB reporting formats and the project's established safeguard instruments.

### 11.4 Record Management and Transparency

The PIU will maintain a structured record-keeping system that captures all stakeholder engagement and grievance data, including attendance sheets, minutes, photos, GRC logs, and verification documents. Records from community-level GRCs will be collected routinely by the CLO and entered into the central GRM and engagement database.

Documentation related to sensitive matters, particularly SEA/GBV cases, will be anonymized and handled in accordance with survivor-centered principles and national data-protection requirements. Information will be shared only on a need-to-know basis.

## Annexes

### Annex 1 – Summary of Engagements

#### Public Consultation Meeting Minutes

**Project Title: Mano River Union Road Development and Transport Facilitation Programme (MRU/RDTFP) Phase V - Lot I: Paving of Buchanan to Cestos City Junction (60.9km) in Grand Bassa and River Cess counties**

**Meeting Venue:** Yarpah Town's Town Hall, Yarpah Town, River Cess County

**Objective/Purpose of the Meeting:** The Public Consultation Meeting for the Mano River Union Road Development and Transport Facilitation Programme (MRU/RDTFP) Phase-V Lot-1, specifically focusing on the paving of the Buchanan to Cestos City Junction (60.9km) road project in Grand Bassa and River Cess counties, has several key objectives and purposes:

1. **Stakeholder Engagement:** To engage with local stakeholders, including community members, local governments, and relevant interest groups, to ensure that their voices and concerns are heard regarding the road development project.
2. **Information Dissemination:** To provide accurate and comprehensive information about the project's scope, benefits, anticipated impacts, and timelines to the affected communities, allowing stakeholders to make informed contributions.
3. **Feedback Collection:** To gather feedback from the public regarding their perspectives on the project, including any potential concerns or suggestions for improvement.
4. **Transparency and Accountability:** To promote transparency in the decision-making process related to project planning and execution, fostering trust and cooperation between the project authorities and the communities.
5. **Identifying Local Needs:** To identify and discuss local needs, expectations, and challenges that may arise during the implementation of the road project, ensuring that the project aligns with the community's socio-economic goals.
6. **Addressing Environmental and Social Concerns:** To address any environmental or social concerns that may arise from the road construction, discuss mitigation strategies and ensure sustainable project implementation.
7. **Strengthening Community Relationships:** To strengthen the relationship between the project implementers and the communities, facilitating cooperation and collaboration throughout the project's duration.

8. Building Support for the Project: To build support for the road project among the local population, emphasizing the anticipated economic and social benefits that the paved road corridor will bring to the region.

By organizing such a consultation meeting, the MRU/RDTFP aims to foster a collaborative environment that prioritizes community input and enhances the project's overall effectiveness and acceptance in the targeted areas.

**Date: January 15, 2025**

**Time: 2:00 p.m.**

**Meeting Agenda:**

- 1) Opening Prayer
- 2) Welcome Remarks and Introduction of Local Authorities and RAP & ESIA Team Members
- 3) Overview of the Project
- 4) Question and Answer Session
- 5) Establishment of the Grievance Redress Committee (GRC)
- 6) Signing of the Cut-off Date Form
- 7) Recap of the Key Discussion Points
- 8) Closing Remarks
- 9) Closing Prayer

1. Opening Prayer: The opening was done by John Z. Grant. Welcome Remarks and Introduction of Local Authorities and RAP & ESIA Team Members: The meeting was called to order at about 2:00 p.m. with an opening prayer followed by an introduction.
2. Overview of the Project: A brief overview of the project was done by Mr. Amando G. Paye, Director of the Environmental and Social Safeguards (ESAFE) Division of the Ministry of Public Works. Mr. Paye informed the participants about the impacts of the upcoming road project: Basic information disclosed to participants included the following:
  - i) Persons/crops or farms to be affected by the project;
  - ii) ROW of 75Ft from the centerline on the left-hand side (LHS) and 75Ft on the right-hand side (RHS) for the highway and 50Ft (LHS) and 50Ft (RHS) in towns/cities sections;
  - iii) Cut-Off Date: 14 January 2025. This is the controlling RAP eligibility cut-off date; the 15 January 2025 Yarpah Town meeting was a follow-up notification and GRC establishment meeting.
  - iv) Vulnerable persons above 65 years, disabled persons to benefit;
  - v) Transportation assistance;
  - vi) No payment will be made to anyone owning land in the ROW
  - vii) Person/s with business to benefit;
  - viii) Vulnerability;
  - ix) Structures/crop values are determined by the Ministry of Agriculture and the Ministry of Public Works

- x) Ineligibility or what qualifies you to benefit from the RAP is not a land deed but rather a system that has been put into place that will qualify project-affected people.
- xi) Structure/crop coding was discussed as CJ-CC followed by a particular number to be assigned on the affected structure/crop/farm followed by photo-taking and that structure/crop/farm coding is subject to change depending on the location;
- xii) Valid ID-Cards, either Citizen/Voting ID-cards to be given
- xiii) Replacement Cost

### 3. Questions and Answers Session

| No. | Name of Participant | Participant's Telephone Number | Comment/Question from Participant                                                                                                                                                               | Response/Answer from Consultant & MPW-ESAFE Team                                                                                                                                                                                                                     | Remarks |
|-----|---------------------|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 1.  | Philip Zion         | 0776103192                     | If the house owner is not around and the caretaker puts his/her name down instead of the house owner's name, will the house owner have a second choice to change the name to the rightful name? | Yes, the house owner will have the opportunity to make the necessary changes. We will come back to do re-verification, and all will be corrected. House/crop/farm owners will have to provide attestations from the commissioner's office to authenticate ownership. |         |
| 2.  | Nathanel Zoktoh     | 0777348322                     | Scrutinizing of rightful names of property will be done before you give a check for the affected property. Will the rubber farm be affected.                                                    | Yes, we will come back to do re-verification; house/crop/farm owners will have to provide attestations from the commissioner's office to authenticate ownership. Regarding rubber farms, yes, as long as the rubber farm falls directly within the ROW, we will      |         |

|    |              |            |                                                                                                                                       |                                                                                                                                                                                                                                                                                                             |  |
|----|--------------|------------|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|    |              |            |                                                                                                                                       | mark the portion of those rubber trees that fall in the ROW and compensate.                                                                                                                                                                                                                                 |  |
| 3. | Marcus Hwito | 0776053451 | In marking, if the house owner is not around and a different name is given, how do we correct or change it to the house owner's name? | Your question is the same as Philip Zion's. The house owner will have the opportunity to make the necessary changes. We will come back to do re-verification, and all will be corrected. House/crop/farm owners will have to provide attestations from the commissioner's office to authenticate ownership. |  |
| 4. | Abel Kolleh  | 0777485670 | Will the light poles be removed or will it be in the middle of the road?                                                              | Yes, light poles that fall within the ROW will be relocated if there are no engineering alternatives. Realignment of the road to avoid the affected light poles will be done by the engineers.                                                                                                              |  |
| 5. | Grace Fahgon | 0770292771 | In building a new structure, should I take another 75ft from the old structure?                                                       | Very good question, thank you. No, you can build anywhere behind where the 75ft or 50ft from the center lane ends. No one should be allowed to carry on development in the road ROW even after the asphalt pavement or road construction is over.                                                           |  |

|    |                    |            |                                                                                                                                                          |                                                                                                                                                                                                                                                                                                      |  |
|----|--------------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|    |                    |            |                                                                                                                                                          | The road measurement of the ROW is: In city areas, 50ft from the center lane on the left and 50ft from the center lane on the right; and on the highways, 75ft from the center lane on the left and 75ft from the center lane on the right.                                                          |  |
| 6. | Alice Joe          | 0775050120 | What if somebody gives you land and you construct a structure on that land and you come to mark that structure, in this case, who should be compensated? | The person to be compensated will be the person who built or owned the structure. As I said earlier, the government does not pay for land that falls in the ROW.                                                                                                                                     |  |
| 7. | Morriz E. Z. Bowen | 0775578959 | What will happen to the affected graves that were marked? Will seasonal or cash crops be paid for?                                                       | Affected graves that fall in the ROW and are marked by us will be compensated for. Cemeteries will be avoided if not compensated as well. Concerning seasonal crops, the government only pays for economic or cash crops like coffee, cocoa, rubber, sugar cane, palm, etc., and not seasonal crops. |  |
| 8. | Evelyn Cee         | 0775453787 | After receiving my compensation and the town chief says he deserves or wants a portion of my money to give me land, what should be done?                 | Do not give anything to whosoever, be it the town chief, commissioner, or any government or local authority officials; the                                                                                                                                                                           |  |

|     |                    |            |                                                                                                                   |                                                                                                                                                                                                                                                                                                               |  |
|-----|--------------------|------------|-------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|     |                    |            |                                                                                                                   | government pays/compensating you for you to build yourself a new home or make another farm, it's not for you to share or eat that money. In time to come, we will come back to check or see what you did with the money the government gave you because this road project is meant to improve people's lives. |  |
| 9.  | Mesheda Washington | 0771252368 | My kitchen is old and is about to collapse, will it still be marked and paid for?                                 | As long as the kitchen falls on the ROW of the road, yes, it will be marked and compensated for but as of the cut-off date (January 20, 2024), no one is allowed to build or do anything within the 50ft or 75ft ROW.                                                                                         |  |
| 10. | Bockai T. Junior   | 0771683355 | Will the market stalls be compensated?                                                                            | Yes, as long as the market stalls (shops/boutiques), telephone boots, gas stations, etc. fall into the project ROW, will be compensated accordingly.                                                                                                                                                          |  |
| 11. | Nathaniel Doe      | 0777797390 | What happens if you planted crops somewhere and then you relocated, and then, another person who lives near those | The crop owner will be entitled to compensation regardless of where he/she lives. That is why you will be                                                                                                                                                                                                     |  |

|  |  |  |                                                                   |                                                                                                                                                                                                                   |  |
|--|--|--|-------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  |  |  | crops tries to claim said crops, who is entitled to compensation? | asked to provide us with an attestation from the commission's office for authentication. And if anyone is caught in any criminal behavior or fraudulent acts or cheating will be dealt with according to the law. |  |
|--|--|--|-------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

Establishment of the Grievance Committee: the meeting called to establish a Grievance Redress Committee comprising a Chair, Co-Chair, Secretary, Women Representative, Youth Representative, disabled representative, and Men Representative; The GRC was separated into two (2) groups with one group responsible for Steward Town to Yarpah while the other group responsible for Yarpah Town to Cestos River/ITI Bridge. 20 minutes were allotted for establishing the committee.

Closing Remarks: The closing remarks were made by the newly appointed GRM Committee Chairmen (Harris Joe and Uriah Cokar) followed by the Environmental Social Safeguard Officer, and the Project Engineer of the Programme Implementation Unit (PIU), Ministry of Public Works.

The meeting was adjourned at 6:01 p.m. by a closing prayer by the ESAFE/RAP Officer of the Ministry of Public Works.

#### **Grievance Redress Committee (GRC): Steward Town to Yarpah Town**

| <b>No</b> | <b>Name</b>      | <b>Position</b>                | <b>Telephone Number</b> |
|-----------|------------------|--------------------------------|-------------------------|
| 1.        | Harris Joe       | Chairman                       | 0779151157              |
| 2.        | Matthew Karbon   | Co-Chair                       | 0778894943              |
| 3.        | Junior Z. Watson | Secretary                      | 0886467733              |
| 4.        | Alice Joe        | Women Representative           | 0775050120              |
| 5.        | Junior Kaizah    | Men Representative             | 0770295356/0886520077   |
| 6.        | Eric James       | Youth Representative           | 0776883435              |
| 7.        | Ma Manezoego     | Elderly/People with Disability | 0775278457              |
| 8.        | Nathaniel Deed   | Elderly/People with Disability | 0777797390              |

### **Grievance Redress Committee (GRC): Yarpah Town to Cestos River/ITI Bridge**

| <b>No</b> | <b>Name</b>          | <b>Position</b>                | <b>Telephone Number</b> |
|-----------|----------------------|--------------------------------|-------------------------|
| 1.        | Uriah Cokar          | Chairman                       | 0770348056              |
| 2.        | Marcus Hwito         | Co-Chair                       | 0776053451              |
| 3.        | Hezekiah K. David    | Secretary                      | 0775174542              |
| 4.        | Winee Gelgeh         | Women Representative           | 0777510229              |
| 5.        | Honthan O. Saturdaye | Men Representative             | 0779075998              |
| 6.        | Amara M. Kuyateh     | Youth Representative           | 0770675680              |
| 7.        | Redeemer Benjones    | Elderly/People with Disability | 0772153932/0881883457   |

## **Public Consultation Meeting Minutes**

**Project Title: Mano River Union Road Development and Transport Facilitation Programme (MRU/RDTFP) Phase V - Lot I: Paving of Buchanan to Cestos City Junction**  
(60.9km) in Grand Bassa and River Cess counties

**Meeting Venue:** New Destiny Chapel Church, Flour Mill Community, Buchanan City, Grand Bassa County

**Objective/Purpose of the Meeting:** The Public Consultation Meeting for the Mano River Union Road Development and Transport Facilitation Programme (MRU/RDTFP) Phase-V Lot-1, specifically focusing on the paving of the Buchanan to Cestos City Junction (60.9km) road project in Grand Bassa and River Cess counties, has several key objectives and purposes:

1. **Stakeholder Engagement:** To engage with local stakeholders, including community members, local governments, and relevant interest groups, to ensure that their voices and concerns are heard regarding the road development project.
2. **Information Dissemination:** To provide accurate and comprehensive information about the project's scope, benefits, anticipated impacts, and timelines to the affected communities, allowing stakeholders to make informed contributions.
3. **Feedback Collection:** To gather feedback from the public regarding their perspectives on the project, including any potential concerns or suggestions for improvement.
4. **Transparency and Accountability:** To promote transparency in the decision-making process related to project planning and execution, fostering trust and cooperation between the project authorities and the communities.
5. **Identifying Local Needs:** To identify and discuss local needs, expectations, and challenges that may arise during the implementation of the road project, ensuring that the project aligns with the community's socio-economic goals.

6. Addressing Environmental and Social Concerns: To address any environmental or social concerns that may arise from the road construction, discussing mitigation strategies and ensuring sustainable project implementation.

7. Strengthening Community Relationships: To strengthen the relationship between the project implementers and the communities, facilitating cooperation and collaboration throughout the project's duration.

8. Building Support for the Project: To build support for the road project among the local population, emphasizing the anticipated economic and social benefits that the paved road corridor will bring to the region.

By organizing such a consultation meeting, the MRU/RDTFP aims to foster a collaborative environment that prioritizes community input and enhances the project's overall effectiveness and acceptance in the targeted areas.

**Date: January 13, 2025**

**Time: 12:00 p.m.**

**Meeting Agenda:**

- 1) Opening Prayer
- 2) Welcome Remarks and Introduction of Local Authorities and RAP & ESIA Team Members
- 3) Overview of the Project
- 4) Question and Answer Session
- 5) Establishment of the Grievance Redress Committee (GRC)
- 6) Signing of the Cut of Date's Form
- 7) Recap of the Key Discussion Points
- 8) Closing Remarks
- 9) Closing Prayer

4. Opening Prayer: The opening prayer was done by a volunteer. Welcome Remarks and Introduction of Local Authorities and RAP & ESIA Team Members: The meeting was called to order at about 12:00 p.m. with an opening prayer followed by an introduction.

5. Overview of the Project: A brief overview of the project was done by Mr. Amando G. Paye, Director of the Environmental and Social Safeguard (ESAFE) Division of the Ministry of Public Works. Mr. Paye informed the participants about the impact of the upcoming road project: Some of the basic information disclosed to participants included the following:

- xiv) Persons/crops or farms to be affected by the project;
- xv) ROW of 75Ft from the centerline on the left-hand side (LHS) and 75Ft on the right-hand side (RHS) for Highway and 50Ft (LHS) and 50Ft (RHS) in towns/cities sections;

- xvi) Cut-Off Date: 14 January 2025. This is the controlling RAP eligibility cut-off date; the 15 January 2025 Yarpah Town meeting was a follow-up notification and GRC establishment meeting.
- xvii) Vulnerable persons above 65 years, disabled persons to benefit;
- xviii) Transportation assistance;
- xix) No payment will be made to anyone owning land in the ROW
- xx) Person/s with business to benefit;
- xxi) Vulnerability;
- xxii) Illegibility or what qualifies you to benefit from the RAP is not a land deed but rather a system that has been put into place that will qualify project-affected people.
- xxiii) Structure/crop coding was discussed as CJ-CC followed by a particular number to be assigned on the affected structure/crop/farm followed by photo-taking and that structure/crop/farm coding is subject to change depending on the location;
- xxiv) Valid ID-Cards either Citizen/Voting ID-cards to be given
- xxv) Replacement Cost

## 6. Questions and Answers Session

| No . | Name of Participant  | Participant's Telephone Number | Comment/Question from Participant                                                                                  | Response/Answer from Consultant & MPW-ESAFE Team                                                                                                     | Remarks |
|------|----------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 12.  | Palul S. Moses       | 077800362                      | I want to know whether my house will be marked before the people come to mark on Sunday                            | If you have a technician, measure the length 50ft from center lane. However, it will be good you wait for the team to come and the do the assessment |         |
| 13.  | Winston God Power Ga | 0777854425                     | Will the benefit continue or will just be in a specific timeframe                                                  | The benefit is one out                                                                                                                               |         |
| 14.  | Philip B. Morris     | 0777061424                     | Why if the team come to mark a house and I am a tenant, should I wait for the landlord to come or what can be done | From the middle of the existing road, the government owned 50ft on LHS and 50ft on RHS, and if you fall in this area, and someone has                |         |

|     |                  |                       |                                                                                |                                                                                                                                                                                                                                            |  |
|-----|------------------|-----------------------|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|     |                  |                       |                                                                                | been taking money from you, we are more concern about people who used their finances to build their structure, not the owner of the land; however, if you remodel the person's existing structure, you have some level of understanding to |  |
| 15. | Abraham Nimely   | 0770741050            | About land claim, why if the person purchases this land from government        | Because of some lapses that the government experience, the surveyor is right but that's why the Ministry of Public is there to give you right information. You cannot claim it as private land.                                            |  |
| 16. | Lima Bah         | 0776614643            | If you got a surveyor from a government and grant you the land behind the 50ft | People should report MPW RE...Anything beyond the 50ft, the MPW will pay for it.                                                                                                                                                           |  |
| 17. | Betty T. Roberts | 0778320643            | I am a tenant and making business, will my landlord benefit or I will benefit  | The landlord will get two monies: money for breaking the house down, and replacement benefit, you the tenant will get pay for your business                                                                                                |  |
| 18. | G. Marcus Meezoe | 0775783377/0888042121 | Why if I bought the land in the 80s                                            | If you bought the land in the 80s                                                                                                                                                                                                          |  |

|     |               |            |                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                   |  |
|-----|---------------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|     |               |            | <p>but was not developed until your arrival; why if the person has a well decent structure and the other a makeshift, will they get the same benefit?</p> <p>Statement: thank God the county authority is here, we have a project before that worth 3.5m, it is time to represent us so we can get a good road for the hospital as a cooperate social responsibility</p> | <p>and it fell in the ROW and was not developed, we don't compensate for land but rather for structure/crop or farm; about decent structure and makeshift, no, the approved values vary/not the same. We only determine what is makeshift. We agreed with you on the project to have social responsibility cooperate and this can be discussed with the project implementers.</p> |  |
| 19. | Evans G. Wleh | 0776393778 | <p>Does the Ministry give the land surveyors the county map, or are they (land surveyors) aware of the ROW?</p>                                                                                                                                                                                                                                                          | <p>All surveyors licensed by the Ministry of Mines and Energy and the Liberia Land Authority (LLA) are aware of the ROW. Very soon, the Ministry of Public Works will be decentralizing and will be working alongside LLA, going into communities to open</p>                                                                                                                     |  |

|     |                   |            |                                                                                                                                                                              |                                                                                                                                             |  |
|-----|-------------------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|--|
|     |                   |            |                                                                                                                                                                              | alleys/streets.<br>There is an existing law that before you construct anything you should consult MPW. Contact the RE for more information. |  |
| 20. | Yuku Clark        | 0775866259 | Why if you are the one that gave me the land, and after 3 to 4 years, and then you come to mark the place, who is at fault, me or you                                        | The Ministry of Public Works doesn't give people land in the ROW.                                                                           |  |
| 21. | Stephen Samkolo   | 0776182029 | Some of us have front views, and some people came to us for container spots, why if I have collected the money from the person who has the container, will I be responsible? | No, you will not be responsible, but we will compensate the person who owns the container by relocating his/her container.                  |  |
| 22. | John B. Flanjay   | 0777231124 | Although you said before a person can build a house should consult MPW but that is not happening so, I will kindly ask you to create awareness                               | The MPW is doing awareness, info will                                                                                                       |  |
| 23. | Alhaji Jorgor Bah | 0770673931 | What happens to people who have wheelbarrows and containers side the road                                                                                                    | No extra land, those with wheels should be removed, but those with containers will be compensated; again, let me say this, we are not       |  |

|     |                 |            |                                                                                                                                                 |                                                                                                                                                                                                                                                  |  |
|-----|-----------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|     |                 |            |                                                                                                                                                 | buying containers, however, we will compensate only if the container is stationed in the ROW.                                                                                                                                                    |  |
| 24. | Westong King    | 0770688020 | I'm from LFA (Liberia Football Association), I want to know if the 50ft enters the market, what will happen to the market?                      | Under this project, there are certain facilities that we are very careful of such as schools, hospitals, markets, etc. If the market is highly impacted, we will try our best to compensate if not, avoid but if no way, we relocate the market. |  |
| 25. | Afred B. Dennis | 0776415170 | I want to know if LLA and MPW are working together because I believe LLA should be the one to notify me.                                        | Yes, the Ministry of Public Works is working in collaboration with the Liberia Land Authority (LLA) and other lined ministries/agencies for this Project.                                                                                        |  |
| 26. | Decontee Jones  | 0776969663 | If the marking exercise starts on Sunday and your house falls directly within the 50ft right of way, will you be asked to be moved immediately? | No, it will not be automatic. The exercise is in phases and until we can compensate, you will be given 90 days grace period (about 3 months) for your relocation.                                                                                |  |

Closing Remarks: The closing remarks were made by the newly appointed GRM Committee Chairman (Mr. Lincoln Togar) followed by the Environmental Social Safeguard Officer, and the Project Engineer of the Programme Implementation Unit (PIU), Ministry of Public Works.

The meeting was adjourned by 7:08 p.m. with a closing prayer by the ESAFE/RAP Officer of the Ministry of Public Works.

#### **Grievance Redress Committee (GRC)**

| <b>No</b> | <b>Name</b>          | <b>Position</b>                         | <b>Telephone Number</b> |
|-----------|----------------------|-----------------------------------------|-------------------------|
| 9.        | J. Matthew Cooke     | Chairman                                | 0775726623              |
| 10.       | Josiah M. Jacobs     | Co-Chair                                | 0775587401              |
| 11.       | Pst. Hohn B. Flangai | Secretary                               | 0777377223              |
| 12.       | Betty Roberts        | Women Representative                    | 0778320643              |
| 13.       | G. Marcus Meezoe     | Youth Representative                    | 0775783377              |
| 14.       | Alphonso Garway      | Men Representative                      |                         |
| 15.       | Peter D. Jimmy       | People with Disability's Representative |                         |

## **Public Consultation Meeting Minutes**

**Project Title: Mano River Union Road Development and Transport Facilitation Programme (MRU/RDTFP) Phase V - Lot I: Paving of Buchanan to Cestos City Junction (60.9km) in Grand Bassa and River Cess counties**

**Meeting Venue:** Big Joe Town's Town Hall, Big Joe Town, Buchanan City, Grand Bassa County

**Objective/Purpose of the Meeting:** The Public Consultation Meeting for the Mano River Union Road Development and Transport Facilitation Programme (MRU/RDTFP) Phase-V Lot-1, specifically focusing on the paving of the Buchanan to Cestos City Junction (60.9km) road project in Grand Bassa and River Cess counties, has several key objectives and purposes:

1. **Stakeholder Engagement:** To engage with local stakeholders, including community members, local governments, and relevant interest groups, to ensure that their voices and concerns are heard regarding the road development project.
2. **Information Dissemination:** To provide accurate and comprehensive information about the project's scope, benefits, anticipated impacts, and timelines to the affected communities, allowing stakeholders to make informed contributions.
3. **Feedback Collection:** To gather feedback from the public regarding their perspectives on the project, including any potential concerns or suggestions for improvement.
4. **Transparency and Accountability:** To promote transparency in the decision-making process related to project planning and execution, fostering trust and cooperation between the project authorities and the communities.
5. **Identifying Local Needs:** To identify and discuss local needs, expectations, and challenges that may arise during the implementation of the road project, ensuring that the project aligns with the community's socio-economic goals.
6. **Addressing Environmental and Social Concerns:** To address any environmental or social concerns that may arise from the road construction, discussing mitigation strategies and ensuring sustainable project implementation.
7. **Strengthening Community Relationships:** To strengthen the relationship between the project implementers and the communities, facilitating cooperation and collaboration throughout the project's duration.
8. **Building Support for the Project:** To build support for the road project among the local population, emphasizing the anticipated economic and social benefits that the paved road corridor will bring to the region.

By organizing such a consultation meeting, the MRU/RDTFP aims to foster a collaborative environment that prioritizes community input and enhances the project's overall effectiveness and acceptance in the targeted areas.

**Date: January 14, 2025**

**Time: 2:50 p.m.**

**Meeting Agenda:**

- 1) Opening Prayer
- 2) Welcome Remarks and Introduction of Local Authorities and RAP & ESIA Team Members
- 3) Overview of the Project
- 4) Question and Answer Session
- 5) Establishment of the Grievance Redress Committee (GRC)
- 6) Signing of the Cut-off Date Form
- 7) Recap of the Key Discussion Points
- 8) Closing Remarks
- 9) Closing Prayer

7. Opening Prayer: The opening prayer was done by a volunteer. Welcome Remarks and Introduction of Local Authorities and RAP & ESIA Team Members: The meeting was called to order at about 2:50 p.m. with an opening prayer followed by an introduction.
8. Overview of the Project: A brief overview of the project was provided by Mr. Amando G. Paye, Director of the Environmental and Social Safeguard (ESAFE) Division of the Ministry of Public Works. Mr. Paye informed the participants about the impacts of the upcoming road project: Basic information disclosed to participants included the following:
  - xxvi) Persons/crops or farms to be affected by the project;
  - xxvii) ROW of 75Ft from the centerline on the left-hand side (LHS) and 75Ft on the right-hand side (RHS) for Highway and 50Ft (LHS) and 50Ft (RHS) in towns/cities sections;
  - xxviii) Cut-Off Date: 14 January 2025. This is the controlling RAP eligibility cut-off date; the 15 January 2025 Yarpah Town meeting was a follow-up notification and GRC establishment meeting.
  - xxix) Vulnerable persons above 65 years, disabled persons to benefit;
  - xxx) Transportation assistance;
  - xxxi) No payment will be made to anyone owning land in the ROW
  - xxxii) Person/s with business to benefit;
  - xxxiii) Vulnerability;
  - xxxiv) Structures/crops values are determined by the Ministry of Agriculture and the Ministry of Public Works
  - xxxv) Illegibility or what qualifies you to benefit from the RAP is not a land deed but rather a system that has been put into place that will qualify project-affected people.

xxxvi) Structure/crop coding was discussed as CJ-CC followed by a particular number to be assigned on the affected structure/crop/farm followed by photo-taking and that structure/crop/farm coding is subject to change depending on the location;

xxxvii) Valid ID-Cards either Citizen/Voting ID-cards to be given

xxxviii) Replacement Cost

## 9. Questions and Answers Session

| No. | Name of Participant | Participant's Telephone Number | Comment/Question from Participant                                                                                | Response/Answer from Consultant & MPW-ESAFE Team                                                                                                                                                                                                                                | Remarks |
|-----|---------------------|--------------------------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 27. | Joe Wadah           | 0779878318                     | I understood everything you said, but my question is, what happens to people who have market, boots, and kitchen | We will mark all those structures, including boots, containers, etc., that fall directly into the ROW. For public facilities such as hospitals, schools, markets, etc., we will try our best to avoid them, and if not, then we will compensate or relocate to a suitable area. |         |
| 28. | Philip Lahai        | 0777064053                     | We bought land along the road and got deeds; what will happen to us? Are these deeds not important?              | The deeds are very valid, but even if you have the deed, you will still have to get the letter of attestation from the commissioner's office or the designated authority.                                                                                                       |         |
| 29. | Stephen Da          | 0776828496                     | What happens if the house is near the light pole?                                                                | For us, we are not concerned about the light poles but the road's ROW or the measurement because even some light poles are planted deep in the ROW.                                                                                                                             |         |

|     |                   |            |                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
|-----|-------------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 30. | Moses A. Dingwall | 0777525300 | Making sure that things go right to better inform our people. We are very happy about this project, and we pray that this road project commences soon | Thank you, and yes, we will try our best to commence the project soon; this is why we are here to first deal with the resettlement issues.                                                                                                                                                                                                                                                                                                                                        |  |
| 31. | Jerry Tonteh      | 0770289906 | What happens to deeds that are not probated?                                                                                                          | The deeds are just extra information for us, but the requirement is for your local authority to recognize you. This is why you will be required to obtain attestation from the commissioner's office.                                                                                                                                                                                                                                                                             |  |
| 32. | Ben Greece        | 0777089614 | Will the structure/s marked be paid for before the demolition?                                                                                        | After this process, we will go and come back to work with the local authority, then again go and come to verify, then go back once again and come back for compensation; So, we will need people with valid IDs like citizen ID, etc. After paying you, we will tell you the time you need to relocate. You have the right to take anything within that time given to you. However, after that time (about 90 days- about 3 months) and you are still there, then don't blame us. |  |

|     |                  |            |                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
|-----|------------------|------------|-----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|     |                  |            |                                                                                                                             | Please keep the number that we are putting on the house.                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 33. | Nelson Togar     | 0778384495 | What becomes of the land space of the house spot, and 2, what becomes of the cemetery along the road that falls in the ROW? | We don't pay for land that falls on the ROW. In the past, the government had a law in place for you not to build or construct anything in the road ROW. The government has a certain distance along the road that you don't need to build there; however, the government will compensate you as long as your house or crops/farm fall in the ROW. For the cemetery, we will try all means to avoid it, but if it is not possible, we will work with our environmentalist and local authorities to relocate. |  |
| 34. | Manasseh S. Gbar | 0776465682 | We are working on different projects, and we already have the existing GRC set up. Will it be good if we continue with it?  | No, this is a road project with different functions, so it's good to have its own Grievance Redress Committee (GRC) set up. Besides, if the people are not satisfied with your existing GRC, it will be a problem for us, so it's good to have our own GRC.                                                                                                                                                                                                                                                 |  |

Establishment of the Grievance Committee: The meeting was called to establish a Grievance Redress Committee comprising a Chair, Co-Chair, Secretary, Women Representative, Youth Representative, disabled representative, and Men Representative; 20 minutes were allotted for establishing the committee.

Closing Remarks: The closing remarks were made by the newly appointed GRM Committee Chairman (Mr. Lincoln Togar), followed by the Environmental Social Safeguard Officer and the Project Engineer of the Programme Implementation Unit (PIU), Ministry of Public Works.

The meeting was adjourned at 6:57 p.m. by a closing prayer by the ESAFE/RAP Officer of the Ministry of Public Works.

#### **Grievance Redress Committee (GRC)**

| <b>No</b> | <b>Name</b>      | <b>Position</b>                         | <b>Telephone Number</b> |
|-----------|------------------|-----------------------------------------|-------------------------|
| 16.       | Manasseh S. Gbar | Chair                                   | 0776465682              |
| 17.       | Ciapha S. Sesay  | Co-Chair                                | 0775192913              |
| 18.       | Nelson Togar     | Secretary                               | 0778384495              |
| 19.       | Mary Hill        | Women Representative                    | 0776351157              |
| 20.       | David Hill       | Men Representative                      | 0775051753              |
| 21.       | Joe Wadah        | Youth Representative                    | 0779878318              |
| 22.       |                  | People with Disability's Representative |                         |

Annex 2 – Attendance Sheet

Buchanan to Cestos City Junction Rd Project (G4K)

Public Consultation Meeting

ATTENDANCE RECORD

PROJECT TITLE: MRU-5 Lot-1 LOCATION: Big Joe Town DATE: Jan. 14, 20

| No  | Name                | Signature   | Contact No. |
|-----|---------------------|-------------|-------------|
| 1.  | Manhamed Kanneh     | M. K.       | 0716824588  |
| 2.  | Aaron Afenyo        | [Signature] | 05551602447 |
| 3.  | Solomon K. Kwaar    | S. K.       | 0713045905  |
| 4.  | Joseph D. Zinnah    | [Signature] | 0777266932  |
| 5.  | Hon. Benjamin Gyasi | [Signature] | 0777089614  |
| 6.  | Manasseh S. Gbar    | [Signature] | 0776465682  |
| 7.  | Robert H. Hodges    | [Signature] | 0777324958  |
| 8.  | David J.R. Farr     | [Signature] | 0777453532  |
| 9.  | JACOB ROZEE         |             | 0776003608  |
| 10. | Timothy S. Debeh    | T.D         | 0776232431  |
| 11. | Daniel Y. See       | D. S        | 0716826217  |
| 12. | Moses A. Windsor    | [Signature] | 077752530   |
| 13. | Nancy James         | N. J        | 0718408920  |
| 14. | BabyGini Parker     | B.V.P       | 0770629229  |
| 15. | Solomon G. Lathrobe |             | 0778571221  |
| 16. | Richard S.D. Kpehe  | [Signature] | 0777691404  |

Beechman to Cestas City Junction Rd Project  
Public Consultation Meeting

ATTENDANCE RECORD

PROJECT TITLE: MRA-5 Lot-1

LOCATION: Big Joe Town DATE: Jan. 14,

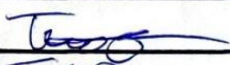
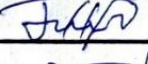
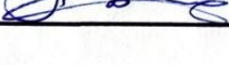
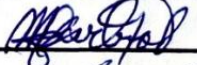
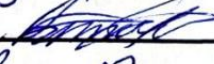
| No | Name               | Signature      | Contact No. |
|----|--------------------|----------------|-------------|
| 17 | Abegia T. Trobia   | A. T.          | 0778344357  |
| 18 | Jerry Tolmteb      | <del>JA</del>  | 0770289906  |
| 19 | Mary Hill          | M.H.           | 0776351157  |
| 20 | Sadama Zoga        | S. Z           | 0775051946  |
| 21 | Stephen James Dahn | <del>S.D</del> | 0776828296  |
| 22 | David Hill Jr      | <del>D.H</del> | 0775051753  |
| 23 | Gregory S. S. S.   | <del>G.S</del> | 0775192913  |
| 24 | Philip Lahai       | <del>P.L</del> | 0777064053  |
| 25 | Jerry Barclay      | <del>J.B</del> | 0778202101  |
| 26 | Richard N. Wisse   | R. N. W.       | 0775476225  |
| 27 | Jeremiah D. D.     | D. D.          | 0777412827  |
| 28 | Nelson Toger       | <del>N.T</del> | 0778384495  |
| 29 | Marthaline Ben     | M. B.          | 0777833370  |
| 30 | Augustino Clement  | <del>A.C</del> | 0775-717637 |
| 31 | JOE WADAN          | <del>J.W</del> | 0779878318  |
| 32 | EMMANUEL           | <del>E.M</del> | 0770218901  |

# Buchanan to Cestos City Junction Rd Project (54km)

## Public Consultation Meeting ATTENDANCE RECORD

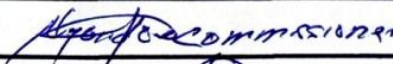
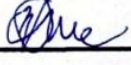
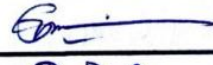
Jan. 13,

PROJECT TITLE: MRU/RDTFP Phase - V - Lot-1  
Buchanan - Cestos LOCATION: Buchanan DATE: Jan 13, 2022

| No | Name                 | Signature                                                                           | Contact No. |
|----|----------------------|-------------------------------------------------------------------------------------|-------------|
| 1  | J. PETER GLAY        |    | 0776957332  |
| 2  | Roberto Davids       | RD                                                                                  | 07754818484 |
| 3  | YUKU CLAR            |    | 077586625   |
| 4  | Josephus T. Mentos   |    | 0772324146  |
| 5  | Emmanuel W. Yarlatae |    | 0770629410  |
| 6  | OTIS Obery           |    | 077680035   |
| 7  | Rebecca Flomo        |                                                                                     | 088672224   |
| 8  | Rachel Barua         | R.B                                                                                 | 0771255125  |
| 9  | Mama Kenneh          | M.K                                                                                 | 07770115529 |
| 10 | MARIS. K. Briggs     |  | 0772261010  |
| 11 | Michael Williams     |  |             |
| 12 | Ruth Moses           | R. M                                                                                | 0775966592  |
| 13 | Jerry G. Vonyegar    |  | 0778675013  |
|    | MOSES KOFE           |  | 0777463927  |
|    | Koon Stephen         |  | 0776617986  |

# Buchanan to Cestos City Junction Rd Project Public Consultation Meeting ATTENDANCE RECORD

PROJECT TITLE: MRU-5 Lot-1 LOCATION: Buchanan DATE: Jan

| No | Name                     | Signature                                                                            | Contact     |
|----|--------------------------|--------------------------------------------------------------------------------------|-------------|
| 14 | Robert Zeal              |     | 0777 12 371 |
| 15 | Isaac K.B. Williams      |    | 0777 23     |
| 16 | Alexander Musa           |    | 088 087 08  |
| 17 | Pst. Richard S. Flourish |     | 077 635 548 |
| 18 | T-max Peters Jr          |     | 0888 255    |
| 19 | Geonox M. Toa            |     | 0886-92-1   |
| 20 | Robbera Dema             |                                                                                      |             |
| 21 | J. Matthew Cooke         |   | 077 572     |
| 22 | Deanteo Barchue          | D.B                                                                                  | 077 073     |
| 23 | Maryama Vaye             | M.V                                                                                  | 077 631 3   |
| 24 | Joseph D. Budyoq         | J. Budyoq                                                                            | 077 018 9   |
| 25 | Sollaimon Bell           |  | 077 661 11  |
| 26 | Oretha P. Garklor        | O.P.G                                                                                | 077 642 3   |

Buchanan to Ceres city Junction Rd Project (54km)  
Public Consultation Meeting ATTENDANCE RECORD

PROJECT TITLE: MAU-5 Lot-1

LOCATION: Buchanan

DATE: Jan. 13, 2025

| No | Name                | Signature | Contact No.             |
|----|---------------------|-----------|-------------------------|
| 27 | James J. Gorgueh    |           | 0771478945 / 088647894  |
| 28 | John A. Lewis       |           | 077816772               |
| 29 | Abraham N. Nwagwu   |           | 0770741050              |
| 30 | Josiah M. Jacobs    |           | 0775587401              |
| 31 | Paul S. Moses       |           | 0777800362 / 0881290    |
| 32 | Amos George         |           | 0776304775 / 0886660835 |
| 33 | Felicia M. M. M.    | F. M.     |                         |
| 34 | Celia D. Vanyeger   |           | 0773155093 / 0770606577 |
| 35 | Priscilla Hamilton  |           | 0775906588              |
| 36 | Betty T. Roberts    | B. T. R.  | 0778320643              |
| 37 | Odell S. Mendenhall |           | 0775101065              |
| 38 | John D. Chesson     |           | 0777961202              |
| 39 | Victor M. Watson    |           | 077149459               |

Buchanan to Ceres city Junction Rd Project (54km)  
Public Consultation Meeting ATTENDANCE RECORD

PROJECT TITLE: MAU-5 Lot-1

LOCATION: Buchanan

DATE: Jan. 13, 2025

| No | Name              | Signature | Contact No.             |
|----|-------------------|-----------|-------------------------|
| 40 | Davis W. Wanyerwa |           | 0776895520              |
| 41 | Princess Toe      | P. T.     | 0778215369              |
| 42 | Daylah D. Thiamu  |           | 0775375125              |
| 43 | Abel Klemah       |           | 0776447279              |
| 44 | Trokon Larusay    |           | 0770230528              |
| 45 | Norlington Farr   |           | 0770214366              |
| 46 | Bill Johnson      | B. J.     | 0772462646              |
| 47 | Testimony U.      |           | 0779054538              |
| 48 | Samuel Zoon       |           | 0775719112 / 0886300880 |
| 49 | Monann Jallah     |           | 0771256286              |
| 50 | Adlai Morgan      | A. M.     | 0777168777              |
| 51 | Ere Emmanuel      |           | 0772501849              |
| 52 | Solomon Nopandis  |           | 0776448694              |

