

FOREWORD

This report is the Resettlement Policy Framework developed by RMTO to address potential social resettlement issues of the Road Safety project financed by the World Bank.

This Resettlement Policy Framework aims at ensuring that all the persons displaced by the project will be compensated for their losses at replacement cost and provided with other assistance and rehabilitation measures to assist them to improve, or at least maintain, their pre-project living standards and income earning capacity.

The document lays down the principles and objectives, eligibility criteria of Displaced Population, entitlements, legal and institutional framework, modes of compensation, public participation features and grievances procedures that will guide the compensation, resettlement and rehabilitation of the displaced population.

This Resettlement Policy Framework is provided on this website for public disclosure, in accordance with the World Bank operational policy nb. 17.50.

The public is welcome to make any comments on these guidelines and to address them to:

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**ISLAMIC REPUBLIC OF IRAN
ROAD SAFETY PROJECT
RESETTLEMENT POLICY FRAMEWORK**

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A. BACKGROUND

1. Introduction

Road safety performance in the Islamic Republic of Iran is very poor by international comparison, and deteriorating. The annual increase in road deaths and injuries has exceeded 15% over the last decade and death rates per capita and per vehicle are about

ten to twenty times greater than the average for industrialized countries. The high vehicle fleet growth rate is also projected to continue in the longer-term and the traffic mix is becoming more dangerous with the rapid growth in motorcycles. Pedestrians are particularly vulnerable. There is a widespread consensus in the Islamic Republic of Iran that current road safety management procedures and practices are insufficient to address this situation and reduce on a sustainable basis the considerable economic and social losses that result from road accidents.

The Government is currently preparing a National Road Safety Action Plan that will specify the strategies and priority actions to be taken within the next five years to significantly reduce road accidents and injuries. Within the scope of this Action Plan, the Government has asked the World Bank to provide assistance to the Islamic Republic of Iran to design and implement innovative measures so as to apply and test in the Iranian context the lessons of experience gained by other countries in the world that have been most successful in tackling road safety issues. The Government and the Bank have therefore undertaken the preparation of a project for World Bank financing which is expected to be ready for a start of implementation by the end of 2005.

2. Project description

The objectives of the IRI Road Safety Project are to:

- Reduce road deaths and injuries by 40 % over four years in targeted high-risk corridors and city areas in selected pilot provinces, with an integrated package of cost-effective, multisectoral safety interventions.
- Prepare and disseminate resource guides, technical manuals, analysis tools and training programs to road safety agencies and professionals nationwide – based on the experience gained in the pilot provinces and national project components.
- Develop the capability of all IRI institutions engaged in road safety by building integrated road safety management procedures and practices that can be sustained in the longer-term and transfer to Iran the know how and experience of countries that have successfully addressed road safety issues.
- Develop and implement a national road crash data and analysis system that enables all agencies engaged in the improvement of road safety to enhance the design, implementation and effectiveness of their road safety programs.

A summary of the project components categorized in the framework of main strategic directions for road safety in Iran, can be found in Annex 1. These components are designed to achieve the above mentioned objectives. The project components address the essential elements of a best practice safety management system through three

instruments: (1) provision of technical assistance, (2) provision of goods and equipment, and (3) provision of civil works.

The provision of civil works happens within the “Safe infrastructure” component and would cover road works to remove black spots and other road hazards, introduce innovative safety features, and systematically correct deficiencies in signage, markings, visibility, road pavement, road side objects, etc, on about 1,000 km of national roads in the pilot provinces and main arteries in the pilot cities (see Annex 2). The road works would be identified, designed, and executed in three batches, the first batch representing about 15-20% of all works being designed before project approval, while the second and third batches are being identified and designed during project execution on the basis of the new methods and guidelines introduced through the project’s technical assistance and training component and early successes achieved with the first batch. The black spots identified as part of the first batch are briefly described in Annex 3.

Among the project’s components, the provision of civil works within the “safe infrastructure” component is the only activity for which land acquisition and resettlement at a small scale could be required.

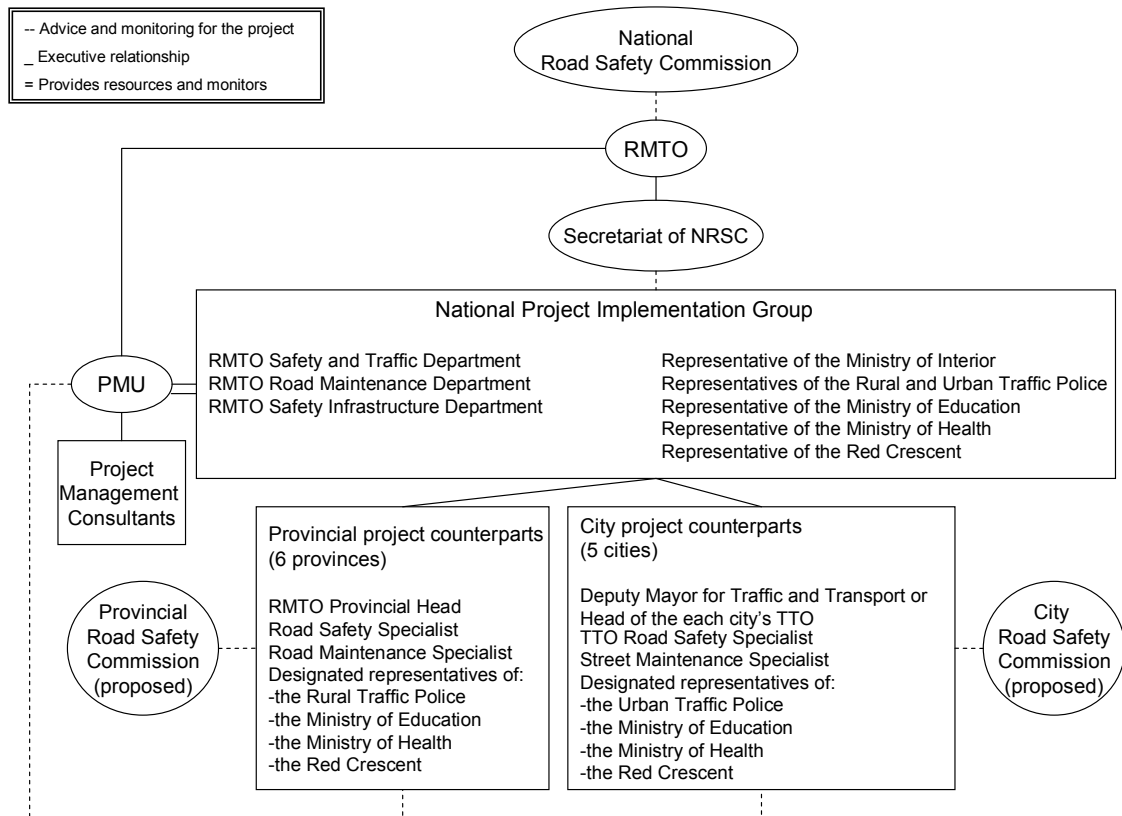
3. Institutional Arrangement

The general organization for project implementation will be as follows:

- RMTO will be the overall project implementation agency under the guidance of the National Road Safety Commission (NRSC). It will lead and monitor the activities of all agencies involved in the project. It will also be in charge of the procurement of all services, goods, and works under the project, as well as project financial management, coordination, and reporting to the Government, the NRSC, and the Bank.
- Procurement, financial management, record keeping and accounting, detailed monitoring and preparation of reports will be carried out by a Project Management Unit (PMU). In its activities, the PMU will closely coordinate with RMTO’s Road Safety and Traffic Department which acts as Secretariat for the NRSC.
- The execution of each specific project activity will be the responsibility of the concerned national agency (RMTO, Ministry of Interior, Rural and Urban Traffic Police, Ministry of Education, Ministry of Health, and Red Crescent) making use of the services, equipment and goods, and contractors provided by the PMU. In doing so, each of these agencies will work closely with its staff in the six provinces and five cities covered by the project.
- Project leadership and coordination will be provided at the provincial level by the provincial head of RMTO and at the city level by the Deputy Mayor in charge of transport and traffic or the head of the city transport and traffic department. Each

national agency should clarify as soon as possible which department(s) and person(s) will be the foci for its activities under the project at the national, provincial, and city levels.

This information is summarized in the chart hereafter.



In the context of the blackspot improvements' civil works, these arrangements will be concretized as follow:

- PMU/RMTO, in coordination with the project counterparts in pilot provinces and cities, will identify the black spots to be improved for each batch and prepare the Terms of Reference for the recruitment of appropriate consultants and contractors.
- PMU/RMTO will recruit consultants for the detailed design and engineering of the civil works to be performed for each batch.
- PMU/RMTO will recruit contractors for the provision of goods, equipment and for the performing of the civil works of each batch.

4. Definition of key terms

I. Displaced Persons (DPs)

The DPs include the persons, household, firm, private or public institution to be identified by the baseline information collected for each of the Inventories and Resettlement Plans (RPs) who, on account of the execution of the Project, have experienced or would experience direct economic and social impacts caused by:

- The involuntary taking of land, resulting in:
 - Relocation or loss of shelter;
 - Loss of assets or access to assets; or
 - Loss of income sources or means of livelihood, whether or not such person must move to another location;

- The involuntary restriction of access to legally designated parks and protected areas, resulting in adverse impacts on the livelihood of such person.

“Displaced Persons” means, collectively, all such Displaced Persons.

II. Compensation

Compensation includes the process of financial or material reimbursement of DPs who lost partial or the absolute value of their assets as a result of the project. Compensation also includes the valuation and reimbursement in monetary terms or in kind of financial and physical losses as a result of impacts of the project.

III. Cut-off date

The cut-off date is the last day of the Inventory survey when all DPs have been accounted for and this day will be clearly stated to DPs by relevant authorities. After the cut-off date, no other DPs may be included in the Inventory of DPs. The Inventory lists all potential DPs, including their baseline information. People who move residences or business assets into or within the marked Right of Way after the Cut-Off date are not entitled to compensation under this Policy Framework. Before any activity PMU will plan to set a cut –off date of eligibility for compensation which can be from one month up to one year (depends on the situation of project) early in the resettlement project.

IV. Rehabilitation

Rehabilitation means providing assistance to DPs severely affected due to the substantial or entire loss of productive asset, incomes, employment or sources of living, to supplement payment of compensation for acquired assets in order to improve, or at least achieve full restoration of incomes and living standards to the pre-level project.

V. Replacement cost

With regard to the land and structures, “Replacement Cost” is defined as follows:

- For agricultural land: it is the pre-project or pre-displacement, whichever is higher, market value of land of equal productive potential or use located in the vicinity or the affected land, plus the cost of preparing the land to levels similar to those of the affected land, plus the cost of any registration and transfer taxes.
- For land in urban areas: it is the pre-displacement market value of land of equal size and use, with similar or improved public infrastructure facilities and services and located in the vicinity of the affected land, plus the cost of any registration and transfer taxes.
- For houses and other structures, it is the market cost of the materials to build a replacement structure with an area and quality similar to or better than those of the affected structure, or to repair a partially affected structure, plus the cost of transporting building materials to the construction site, plus the cost of any labor and contractors’ fees, plus the cost of any registration and transfer taxes. In determining the replacement cost, depreciation of the asset and the value of salvage materials are not taken into account, not is the value of benefits to be derived from the project deducted from the valuation of an affected asset.
- Crops, trees and other perennials based on current market value.
 - Compensation for annual crops is equivalent to the production over the last three years multiplied by the market price for agricultural products at the time of the calculation of the compensation.
 - Compensation for trees includes total investment cost plus production cost from the time of its planting to the expropriation. In case this cost cannot be determined, the compensation will be calculated on the basis of the type, age and productive value.
- Other assets (i.e. income, cultural, aesthetic) based on replacement cost or cost mitigating measures. For example, compensation for the movement of graves includes all expenditures for exhumation, movement and reconstruction to its original state.

VI. Resettlement

Resettlement refers to all measures taken by the project proponent to mitigate any and all adverse social impacts of a project on the DPs, including compensation for lost assets and incomes and the provision of other entitlements, income rehabilitation assistance and relocation, as needed.

VII. Right of Way

For this Policy Framework, Right of Way (RoW) is determined by measuring both sides of the road, starting from the existing or proposed centerline to the outside edge of the cleared zone.

VIII. Vulnerable Groups

Vulnerable groups include those distinct groups of people who might suffer disproportionately or face the risk of being marginalized by the effects of resettlement, and specifically include:

- Poor and very poor people;
- Ethnic minorities;
- Mentally and physically handicapped people or people in poor physical health;
- Infants, children and women;
- Households without security of tenure or with tenure status.

IX. DPs Without Legal Title

DPs without legal title are occupants of land and housing without legal ownership rights and individuals or groups of people with shops conducting business in the immediate project areas without official registration and who will be adversely impacted by the project through displacement. DPs without legal title are entitled to compensation provided their assets affected by the project were documented in the pre-project census prior to the Cut-Off date.

B. RESETTLEMENT POLICY FRAMEWORK (RPF)

1. Introduction

This Resettlement Policy Framework lays down the principles and objectives, eligibility criteria of Displaced Persons (DPs), entitlements, legal and institutional framework, modes of compensation and rehabilitation, public's participation features and grievances procedures that will guide the compensation, resettlement and rehabilitation of the DPs.

2. Objectives, Structure and Focus of the RPF

The principle objective of the Resettlement Policy Framework is to ensure that all Displaced Persons (DPs) will be compensated for their losses at replacement cost and provided with other assistance and rehabilitation measures to assist them to improve, or at least maintain, their pre-project living standards and income earning capacity.

Every effort will be made to avoid land acquisition impacts, or where it is not possible, to minimize displacement and adverse impacts of projects by examining all available design options.

Should the need for resettlement occur, it will be treated as an integral part of the project and be implemented in full consultation and participation with the Displaced Persons.

This Resettlement Policy Framework is structured as follows:

- Legal framework;
- Estimated population displaced;
- Guiding principles for resettlement;
- Method and procedure for evaluating assets;
- Entitlements;
- Organizational responsibilities;
- Public participation, consultation, complaints and grievances;
- Monitoring and supervision;
- Resettlement planning.

3. Assessment of the Iranian legal framework for resettlement

Studies for formulation of Involuntary Resettlement Framework have shown that there are no provisions for *involuntary resettlement* per se in Iranian laws and regulations, while there are plenty of rules or regulations on land, property, real estate, urban planning, etc. Most of these are concerned with obligations of the tenant and tenure, land transactions, real estate, and government and municipality rights.

Globally, resettlement as covered within this RPF is legislated via the “Law governing the Expropriation of Land for Public projects, Military Usage and Infrastructure Improvements” dated February 6, 1980. According to this Law, and in cases where there is a need for land acquisition by a government organizations or municipality:

- A fair compensation should be paid with due consideration for the price of property as well as other costs incurred such as the cost of lost business, farming, etc.¹

(1) ¹ The central piece of legislation is the “Law governing the Expropriation of Land for Public projects, Military Usage and Infrastructure Improvements” dated February 6, 1980.

Therefore, if the acquired property is not just residential and serves as a place of earning, there will be extra compensation in addition to the market price of the land.

- The compensation can be monetary or in form of a substitute plot of land. In order to prevent speculation, the price of land is evaluated without considering the impact of the implemented development plan on the land price.

Also according to the “Law on Amendment of Article 70 of Direct Taxation Act”, the money paid as compensation to the owners or beneficiaries will be exempted from transaction taxes.

Even if the inhabitants do not have official deeds or their occupation is not based on legal contracts, there are lenient rules and regulations that give them an opportunity for obtaining official deeds according to the amendments made to the Articles 127 and 148 of the “Deeds and Properties Registration Act”. The land with official deeds will be naturally entitled to receive services.

According to the existing rules and regulations, people living in the area covered by the Iran Road Safety Project who are subject to resettlement can be classified into the following four groups:

- People who possess official deed for plot and premises will be compensated according to law.
- People who lack official deed or title for the site but possess official documents for renting the premises can be compensated according to law.
- People who lack official deed (or sale contract) for plot and premises, but whose long duration of residence is approved by the authorized bodies. These can be compensated according to law². The procedures for adequate compensation shall be considered.
- People who lack any of the above and who under current laws and regulations have no rights to the land will receive no compensation. The majority of these people are among the vulnerable groups.

When looking at this classification, there is a gap between the operational policy of the World Bank (International Bank for Reconstruction and Development) and the Iranian laws on involuntary resettlement especially in OP 4.12. The World Bank emphasizes on compensating the people but the Iranian laws enacted on ownership consider no rights for them.

(2) ² Laws corresponding to the amendments of Articles 147 and 148 of the “Law on Registration of Deeds and Properties”.

In the context of the Iran Road Safety Project, it seems highly unlikely that the civil works will involve the resettlement of people in the fourth category. However in the event that it could occur, this RPF includes the provision of income rehabilitation and relocation assistance in cases these DPs are among the vulnerable groups.

The table below summarizes the fit between Iran’s laws and regulations and the World Bank’s policy requirements.

Bank policy	Borrower laws and regulations	Conciliation required
Minimization of expropriation	Explicit provision	None
Expropriation only by legal procedures	Explicit provision	None
All right holders compensated	Explicit provision	None
Non right holders compensated	Non-right holders get no compensation	Non-right holders will only be compensated if their remaining legal holdings are below the locality standards. Alternatively they will be entitled to income rehabilitation and relocation assistance in lieu of compensation.
Full replacement value of land and assets	Full market value	None
Public notification	Public notification required	None
Right of appeal on awards	Explicit provision	None
Owners have option of equivalent land or monetary compensation	Monetary compensation only to protect livelihoods	Not an issue in this project

In summary, and in the context of this particular project, ***the RPF will closely follow the prescriptions of Iranian Legislation in place (considered as acceptable with regards to the World Bank safeguard policies dealing with resettlement issues), and will include the conciliations indicated in the table above whenever necessary.***

4. Estimated population displaced

Within the scope of the Road Safety Project, it is presently impossible to define precisely the number of individuals to be resettled. In order to accommodate this, should the civil works defined in each phase of the project require involuntary resettlement or land acquisition, Resettlement Plans will be drafted according to the number of individuals affected, in accordance with the provisions of this RPF. Field studies will precede such civil works in order to precisely determine the number of people affected as well as the damages incurred. All of these should be done in accordance with the World Bank's policies OP/BP 4.12³.

However, due to the small scale of the land expected to be required for acquisition, in the context of blackspot improvements, it is expected that the number of people to be resettled will be very limited. For the first batch of civil works, the locations and general design have been identified by a consultant and a field visit took place during the mission to assess the scale of the potential resettlement issues. It was confirmed that resettlement issues are going to be very limited. For the second and third batch of civil works, black spots to be treated have yet to be identified, but it is expected that impacts will be similar to those of the first batch.

5. Guiding principles for resettlement under this Resettlement Policy Framework

In addition to the prevailing Iranian laws and regulations in place (as described previously), the principles of the World Bank's Operational Policy 4.12 on involuntary resettlement have been respected in preparing this Resettlement Policy Framework. In this regard the following principles and objectives will be applied for any resettlement or land acquisition in the Road Safety Project:

- **Eligibility criteria:** All DPs residing, working, doing business or cultivating land in right of way (ROW) of the project roads and other project areas, as of the date of the baseline surveys, are entitled to be provided with compensation, other assistance and rehabilitation measures sufficient to assist them to improve or at least maintain their pre-project living standards, income earning capacity and production levels. Lack of legal rights to the assets lost will not bar the DP from entitlement to such measures (within this project's Policy Framework).
- **Minimization of expropriation of land.** The expropriation of private land is minimized in accordance with Iranian Law, which requires public utility projects of any nature to make maximum use of public land, and only to resort to expropriation when there is no alternative. Minimal expropriation of private land also serves the interest of

(3) ³ World bank's safeguard policies can be accessed via internet at <http://www.worldbank.org/safeguards> .

the public water and waste water companies which are obliged to pay compensation awarded by independent assessment as explained below. Preference is always given to transfer of government or public land from other agencies where this is available, but even in this case compensation is payable. In this context, the consultants recruited by PMU/RMTO for the detailed engineering and design of the blackspot improvements shall take great care to avoid disturbing existing structures, especially residences, urban facilities, areas of cultural, religious or cultural heritage value, parks or other areas of public value.

- ***Legal process is obligatory.*** All expropriations must be carried out according to the provisions of Iranian Law. The law of expropriation defines the procedures to be followed and protects the rights of all parties involved. Wrongs committed during expropriation may be redressed by the courts with provision for payment of damages and punishment of offenders.
- ***Compensation and eligibility principles.*** Whenever expropriation of private land is unavoidable, Iranian law clearly indicates that land should be expropriated through full compensation at market value, independently determined, with advance public notice, negotiation and right of appeal. Rights to compensation extend to owners, tenants, workers, or any person who can demonstrate any interest lost as a result of expropriation.

6. Method and procedure for evaluating assets

The expropriating authority is the relevant office for legislation and compensation serving the city or the province concerned. The following steps apply in this project whereby such an entity prepares a Resettlement Plan.

- Consulting engineers prepare a number of design scenarios for decision by the PMU/RMTO. One of the criteria for the best scenario is least expropriation impact on private land and least disturbance of any nature. At this stage land expropriation requirements are known in broad outline.
- Under the expropriation law, the relevant office for legislation and compensation applies to Minister of Transportation or the Ministry of Interior (as appropriate) for permission to expropriate. They annex to the letter the full rationale together with sketch maps. No further actions may be taken without the express consent of the concerned Minister.
- On review of the evidence, and on finding the application justified, the concerned Minister gives permission to the relevant office for legislation and compensation to expropriate with the consent of the owner and to pay agreed compensation.

The details of planned expropriation, together with details of any expropriations for the project that have already been undertaken, are consolidated in a Resettlement Plan. The

relevant office for legislation and compensation, in cooperation with PMU/RMTO, ensures that the Resettlement Plan conforms to the requirements of World Bank's policy. The document is transmitted to the PMU/RMTO and the World Bank who determine whether the plan conforms to Bank requirements for financing.

7. Entitlements

According to Iranian Law, Private land is classified as:

- Barren land;
- Land with defined specific land use as defined by Ministry of Housing and Urban Development for urban land; and by the Ministry of Agriculture for agricultural land including pasture, forest, farmland etc.

Entitlements to compensation vary according to the type of land classification:

- In barren land only the owner is compensated;
- In land with defined use, the law explicitly recognizes for the purposes of entitlement to compensation all holders of any rights.

The following main categories of rights are entitled for to compensation where loss established:

- Owners;
- Tenants with and without occupancy rights;
- Usufructiers;
- Owners of trees or other permanent improvements;
- People who use the land for commercial purposes;
- People who have made or maintained improvements of any nature, including caretakers, guardians, etc.

The pricing of land or property shall be done on the basis of the market price of similar land or property in the same locality without however, considering the impact of the implementation of the plan on the prices.

The main principles are summarized below:

- If the property is a place of living or business, 15 percent shall be added to the price of the land;
- For the agricultural land cultivated by farmers, the damage to their farming shall be compensated (eq. to paying the right of tillage and cultivation);

- If the property had been commercially used for at least a year before the plan was announced, the damage to business shall be compensated (eq. to paying the right of business);
- If the owner agrees, an equivalent piece of land belonging to the implementing agency may be provided instead of monetary compensation. The same applies to the place of business: the owner may receive a similar shop instead of monetary compensation.

More details on entitlements are available in the entitlement matrix of Annex 4.

8. Organizational responsibilities and institutional framework

I. Enforcement of the Policy Framework and planning/implementing Resettlement Plans

The overall responsibility for enforcement of the Policy Framework and for planning and implementing Resettlement Plans rests with the Ministry of Roads and Transportation (RMTO/PMU).

The Ministry of Roads and Transportation and the Ministry of Interior (through their relevant offices for legislation and compensation) are responsible for preparing Inventories and Resettlement Plans and for the day-to-day implementation thereof within their respective jurisdictions.

City (for works on urban roads) and Provincial (for civil works on roads between cities) commissions / counterparts within the pilot area, will ensure active and effective participation of the DPs in the preparation and implementation of the RPs. the flow chart of the PMU management system procedure for social impacts has been shown in annex 10 .

II. Delivery of entitlements

When agreement is reached between relevant office for legislation and compensation and the owner, a letter of agreement is signed. This letter sets a date to appear in the Land Registry for transfer of title. The relevant office for legislation and compensation writes to the Land Registry authorizing its official to sign on the relevant office for legislation and compensation's behalf. The Land Registry transfers the title on certification by the owner that he has received full compensation.

Other affected persons may be compensated directly by the relevant office for legislation and compensation. In this case they sign a letter to the relevant office for legislation and compensation stating that they have been paid full compensation for their rights, which

the relevant office for legislation and compensation provides to the Land Registry prior to transfer of title.

Alternatively, the owner may agree during negotiations to compensate all right holders, in which case the owner provides the same evidence to the relevant office for legislation and compensation as a condition of payment of compensation which includes reimbursement of the owner's payments to right-holders.

If the owner has not appeared, the court opens and administers an account in the owner's name and administers the transfer of title.

III. Provision of funds for implementing Resettlement Plans

Funds for implementing Resettlement Plans will be provided by the PMU/RMTO based on the cost estimated and presented in the Resettlement Plans. In case of overruns of costs due to unforeseen delays or other circumstances, the PMU/RMTO will be responsible for providing necessary additional funds as and when required to cover all resettlement costs.

Transfer of land may not take place prior to payment.

The funds for resettlement and land acquisition will be provided by MRT as there is an official office for compensation and expropriation which acts under the expropriation law and is officially responsible for such issues.

9. Public participation, consultation, complaints and grievances

I. Public participation and consultation

DPs will participate throughout the various stages of the planning and implementation of the Inventories and Resettlement Plans, including at the blackspot improvement design stage. For these purposes and prior to the preparation of the Inventories and Resettlement Plans, the DPs will be informed of the provisions of this Policy Framework at public meetings at local and provincial levels by the City and Provincial Road Safety Commissions / Counterparts.

Each household DP will be fully informed by the PMU through the appropriate City and Provincial Road Safety Commissions / Counterparts of their entitlements and rehabilitation choices under the respective Inventory or Resettlement Plan.

In this context, it could be judicious to first form local teams of trustees, which are well informed on the resettlement process and they would introduce the project to the people in public gatherings and in mosques and other public places. Using the influence of councilors at Islamic councils could also help successful implementation of the plan.

II. Disclosure

In addition to the consultation process, and in accordance with the World Bank's Public Consultation and Information Disclosure Policy OP 17.50, RMTO shall make this RPF and each Resettlement Plan (Land Acquisition Plan) available locally in Farsi, before the start of the expropriation activities.

III. Complaints and grievances

Agreement is reached in the great majority of cases without recourse to appeals for redress of grievance. Grievances and appeals may arise in the following cases:

- Owner not willing to part with land: Since the public interest has been determined, the court acts in place of the owner.
- All other cases: Any affected person may appeal to the court for redress. The court has the power to hear submissions, review the process, and make such provisions as it deems fit. These include ordering compensation to be paid, halting works, fining the owners.

In most cases, the owner benefits from such appeals. However, in the case of any delay, owners lose since no provision is made for inflation.

If larger scale resettlement and/or land acquisition is foreseen once the design of the first batch is more advanced, it will be judicious to consider the creation of a grievance committee specific to the project which will function in parallel to and in coordination with the court system in place, so as to offer supplementary recourse for potentially affected people.

10. Monitoring and supervision

Implementation of the Resettlement Plans will be regularly supervised and monitored by the PMU/RMTO in coordination with the respective City and Provincial Road Safety Commissions / Counterparts.

The findings will be recorded in a report to be furnished, to the World Bank. If the Ministry of Transport or another Department needs separate reports PMU would send it to them.

Internal monitoring and supervision by the PMU will:

- Verify that the baseline information of all DPs has been carried out and that the valuation of assets lost or damaged, and the provision of compensation, resettlement and other rehabilitation entitlements have been carried out in accordance with the provision of this Policy Framework.
- Oversee that the RPs are implemented as designed and approved.
- Verify that the funds for implementing the Resettlement Plans are provided to the respective City and Provincial Road Safety Commissions / Counterparts in a timely manner and in amounts sufficient for their purposes, and that such funds are used by them in accordance with the provisions of the Resettlement Plan.
- Record all grievances and their resolution and ensure that complaints are dealt with in a timely manner.

In view of the limited resettlement monitoring capacities within RMTO, the PMU has recruited a social safeguard consultant (who is also the environmental consultant mentioned in the EMP), who will be in charge of the global support of the PMU for resettlement management under the IRI Road Safety Project.

If larger scale resettlement and/or land acquisition is foreseen once the design of the first batch is more advanced, the hiring of an independent agency for external monitoring and evaluation will be undertaken by the PMU.

An independent agency or agencies would be retained by RMTO to periodically carry out external monitoring and evaluation of the implementation of the Resettlement Plans. The independent agency would be academic or research institution, non governmental organization (NGO) or independent consulting firm, all with qualified staff and terms of reference acceptable to the World Bank.

In addition to verifying the information furnished in the internal supervision and monitoring reports, the external monitoring agency would visit a sample of 30% of household DPs in each relevant province or city three month after each Resettlement Plan implementation to:

- Determine whether the procedures for DPs participation and delivery of compensation and other entitlements have been done in accordance with this Policy Framework and the respective Resettlement Plan;
- Assess if the Policy Framework objectives or enhancement or at least restoration of living standards and income levels of DPs have been met;
- Gather qualitative information on the social and economic impact of Project Implementation on the DPs;

- Suggest modifications in the implementation procedures of the Resettlement Plans Framework, as the case may be, to achieve the principles and objectives of this Policy Framework. The compensation assessment procedure in the ministry of road and transportation will be undertaken by relevant office, which already exists in this ministry.

11. Resettlement planning

This section provides an outline of the information that should be gathered at various stages of the resettlement process for each batch of civil works (whenever relevant), via Baseline Information and Resettlement Planning.

I. Baseline information

Census and inventory will include the following information for each household:

- Number of persons and names;
- Number, type and area of the houses lost;
- Number and area of all the residential plots lost;
- Number, category and area of agricultural land lost;
- Quantity and types of crops and trees lost;
- Businesses lost including structures, land and other fixed assets;
- Productive assets lost as a percentage of total productive assets;
- Quantity and category of other fixed assets affected by each sub-project if relevant;
- Temporary damage to productive assets;
- Loss of incomes and employment.

The entitlement of assets and land affected are calculated based on the above information.

Detailed socio-economic survey of the DPs should describe their age, sex, ethnicity, education, occupation, and estimates of household expenditure patterns, skills possessed, savings and debts, and record of fixed and moveable assets

II. Screening procedure

The World Bank's Operational Policy OP 4.12 requires the preparation of different types of instruments, depending on the anticipated impacts on the population. When people or their economic activities need to be removed or damage to property is expected a Resettlement Plan (RP) or an Abbreviated Resettlement Plan (Abbreviated RP) is prepared. The plan is based on up-to-date and reliable information about (a) the proposed resettlement and its impacts on the displaced persons and other adversely affected groups, and (b) the legal issues involved in resettlement.

The rule for determining whether a subproject will require a RP or an Abbreviated RP is as follows: for projects where impacts on the entire displaced population are minor, or where fewer than 200 people are displaced, an Abbreviated RP will be prepared.

III. Resettlement planning

An annual Resettlement Plan or an Abbreviated RP (in accordance with the screening rule defined above applied to the sub-projects for each annual civil works program) will be prepared by the City and Provincial Road Safety Commissions / Counterparts in accordance with the provisions of this Resettlement Policy Framework and OP.12.

The RP or Abbreviated RP will be furnished by PMU/RMTO to the World Bank for its review.

Resettlement Plans (RP)

The scope and level of detail of the resettlement plan vary with the magnitude and complexity of resettlement. The plan is based on up-to-date and reliable information about (a) the proposed resettlement and its impacts on the displaced persons and other adversely affected groups, and (b) the legal issues involved in resettlement.

The RP covers the elements below, as relevant:

- Description of the project;
- Potential impacts;
- Objectives;
- Census and socio-economic survey (see Annex 5 for guidance, and paragraph I);
- Legal framework;
- Institutional Framework;
- Eligibility;
- Valuation of and compensation for losses (see Annex 4 for guidance);
- Resettlement measures (see Annex 7 for guidance);
- Site selection, site preparation, and relocation;
- Housing, infrastructure, and social services;
- Environmental protection and management;
- Community participation mechanisms;
- Integration with host populations;
- Grievance procedures;
- Organizational responsibilities;
- Implementation schedule (see Annex 8 for guidance);
- Costs and budget;

- Monitoring and evaluation.

Abbreviated Resettlement Plan (Abbreviated RP)

The abbreviated RAP should include, at a minimum, the elements listed below:

- Description of the subproject (size, location, cost, etc);
- Census and socio-economic survey of displaced households and/or businesses (see Annex 5 for guidance and paragraph I);
- Impacts caused by displacement (see Annex 6 for guidance);
- Legal framework for land acquisition and compensation;
- Valuation of assets;
- Description of compensation and other resettlement assistance to be provided (see Annex 4 and Annex 7 for guidance);
- Consultations with displaced people about acceptable alternatives;
- Timetable (see Annex 8 for guidance) and budget;
- Institutional responsibility for implementation and procedures for grievance redress; and
- Arrangements for monitoring and implementation.

The Abbreviated RP can be a very short and simple document depending on the size and complexity of the project (for some projects it can not need more than a page or two).

ANNEXES

ANNEX 1: COMPONENTS OF IRI ROAD SAFETY PROJECT

<i>Project components</i>	<i>Provincial and national coverage</i>
<i>Safer People (Interventions)</i>	
1. General deterrence Police enforcement targeting high-risk safety behaviors	Upgraded and evaluated in pilot provinces and national guidelines prepared and disseminated
2. Publicity and awareness campaigns supporting Police enforcement of high-risk safety behaviors	Upgraded and evaluated in pilot provinces and national guidelines prepared and disseminated
3. School-based road safety education for children	Upgraded and evaluated in pilot provinces and national guidelines prepared and disseminated
4. Driver training, testing and licensing practices	Reviewed and upgraded at national level
5. Regulations and safety procedures for managing driver fatigue, Health & driving background	Reviewed and upgraded at national level
6. Emergency medical services	Upgraded and evaluated in pilot provinces and national guidelines prepared and disseminated.
<i>Safer Vehicle (Interventions)</i>	
1. Vehicle testing practices	Reviewed and upgraded at national level
2. Commercial vehicle safety regulations and procedures for managing overloading, dangerous & oversized goods	Reviewed and upgraded at national level
<i>Safer Roads (Interventions)</i>	
1. Safe infrastructure	Upgraded and evaluated in pilot provinces (safety audits, black spots, mass action and innovative programs) and national guidelines prepared and disseminated.
<i>Safer Systems (Results focus)</i>	
1. Monitoring and evaluation systems	Upgraded and evaluated in pilot provinces and national guidelines prepared and disseminated.
2. National road crash data and analysis system	Upgraded nationwide
<i>More Effective Institutional Framework (Implementation arrangements)</i>	
1. Road safety legislation	Reviewed and upgraded at national level
2. Road safety funding processes	Reviewed and upgraded in pilot provinces and at national level
3. Promotion of National Road Safety Action Plan	Upgraded and evaluated at national level
4. Project management support	Provided for all above components

**ANNEX 2: PILOT PROVINCES AND TARGETED HIGH-RISK CORRIDORS
AND CITY AREAS**

Province	Targeted High-Risk Corridors		Targeted City Areas
	Name	Length (km)	
Khorasan	Mashad-Quchan	120	Mashad
	Quchan-Bojnord	257	
Gilan	Rasht-Qazvin	175	Rasht
Qazvin	Qazvin-Tehran	139	—
Tehran	Tehran-Qom	148	Tehran
Qom	Qom-Salafchegun	30	—
Esfahan	Salafchegun- Esfahan	241	Esfahan
Fars		—	Shiraz

Notes:

- Total length of corridors = 1110 km
- Tehran province only consists of Azadegan Ring way which connects Karaj & Qom Express ways
- Tehran city only consists of South West part of Tehran city

ANNEX 3: BLACKSPOTS LOCATIONS AND REMOVAL MEASURES FOR THE FIRST BATCH OF CIVIL WORKS IN RURAL AND URBAN CORRIDORS

Removal of black spots on the rural corridors

It was originally envisaged that approx. 16 black spots should be identified for removal during the first year program. (The process to select the black spots for the first year program is briefly described below).

The provincial TTO's and road offices of MORT had prepared long lists of potential black spots for each of their province. Additional black spots were presented during the visit on the corridor from Rasht- Qazvin-Tehran-Qom-Esfahan. More than 90 black spots were briefly inspected.

A short list of the potential black spots was prepared according the following criteria:

- Is accident data available for the suggested black spot?
- Did the problem seem safety related or more a traffic flow problem?
- Was it possible to identify relevant measure(s)?
- Was it possible to identify measures with no or little environmental or social impact, e.g. no relocation of people or removal of buildings?
- Did the measure seem relevant for the first year program?

Based on this assessment, a short list with 47 potential black spots was identified. Then, based on a combination of number of accidents per year (density of accident and casualties) and the frequency of accidents and casualties, ***20 black spots were identified for removal during the first year program. During a field visit by the Bank mission and the RMTO, it was decided to incorporate 2 more black spots on the old Qazvin-Karaj road in the villages of Sharif Abad and Ziaran.*** These black spots were on the long-list of 90 black spots mentioned above. Finally 22 black spots were considered to be treated as explained in annex 9 .

The following black spots were also ranking high during the selection of black spots and may be considered also to be included in the first year program as the measures are similar to the concepts described in the black spots above

- Gilan Province:
 - Rasht-Qazvin road, Gilan University
 - Rasht-Qazvin road, Oskoolak Curve
 - Rasht-Qazvin road, Joovin Curve
 - Rasht-Qazvin road, Inspection Situ. Lowshan
- Qazvin Province:
 - Rasht-Qazvin road, Zamani Curve
 - Rasht-Qazvin road, Ablarzan Curve
 - Qazvin-Karaj Freeway, Sh. Rajae Power Station
 - Qazvin-Karaj Freeway, Fuel Station South Lane
 - Qazvin-Karaj old road, Bidestan

- Qazvin-Karaj old road, Sharif Abad
- Qazvin-Karaj old road, Ziaran
- Tehran Province:
 - Karaj-Tehran Freeway, Garmdareh
 - Karaj-Tehran Freeway, Peikan
 - Karaj-Tehran Freeway, Chitgar
 - Tehran-Qom old road, Salmandan T-intersection
 - Tehran-Qom old road, Tahpeh Shahrday
 - Tehran-Qom old road, Gardaneh Hasan Abad
- Qom Province:
 - Tehran-Qom Freeway, Qom Toll Plaza (West part)
 - Qom-Salalchegan road, Jondab
 - Qom-Salalchegan road, Thermal Power Station
- Markazi (central) Province:
 - Salalchegan-Esfahan road, Access to Mineral Water Factory (South of Doudehak)
- Esfahan Province:
 - Salalchegan-Esfahan road, Ghoroghchi Gardaneh

Additionally, five other black spots were found where similar concepts may be used as identified for the above black spots:

- Tehran-Qom Freeway, Hasan Abad, Tehran Province
- Qazvin-Karaj Freeway, Fuel Station North Lane, Qazvin Province
- Qazvin-Karaj Freeway, Toll Station 2, Qazvin Province
- Qazvin-Karaj Freeway, Toll Station 1, Qazvin Province
- Qazvin-Karaj Freeway, Toll Station, Tehran Province

The mission made a field trip during February 17-18, 2005 with RMTO staff to the identified accident black spots in the following provinces: Qazvin, Tehran and Qom Provinces. The mission was in agreement with the proposed black spots and discussed in details the required physical improvements to be implemented at these locations with staff from the RMTO headquarters and the respective Provincial RMTO offices.

Proposed improvements to the pilot corridors

COWI consultants reviewed the general safety improvements works required to the pilot corridors from Rasht to Esfahan, and it was found that to reduce the effects of dangerous/careless traffic behavior it is particularly important to:

- regulate speed inside urban areas;
- provide additional safety features in sharp curves and at steep slopes;
- improve markings to guide road users in all conditions.

More specifically the following measures were recommended by COWI:

- Rasht-Qazvin: the following general measures should be considered
 - Speed humps, rumble stripes, markings, local speed limits, etc. in town/villages, bus and taxi stops and at schools (when near but outside town/village boundaries);
 - Warnings signs, background markings, roadway reflectors or rumble lines, etc. in sharp curves (< 800 m radius at 80 km/h speed limit);
 - Warning signs, rumble stripes, local speed limits, etc. at junctions in rural areas with poor visibility and inadequate sight conditions;
 - Warning signs, double continuous lines, roadway reflectors or rumble lines, where overtaking is prohibited due to sight restraints;
 - Roadway reflectors or rumble lines between paved shoulder and carriageway ;
 - Crash barriers in sharp curves (< 400 m radius at 80 km/h speed limit) and along deepest falling slopes (> 3 m deep at 80 km/h speed limit), e.g. through the mountainous areas
 - Possibly guide posts along edge of roadway in rural areas.
 - These measures are to be supplemented with appropriate signs and road markings to guide and warn road users in junctions and on road sections. Especially the present 2+1 markings should be considered carefully to provide 2 lanes uphill and to prohibit overtaking from the 1 lane. The direction with 2 lanes should be changed by say every 2 km.

- Qazvin-Tehran: on the **freeway** the following general measures should be considered
 - Enforce speed and prohibition of parking and stopping;
 - Improve visibility and warning of toll stations as suggested under black spots
 - Roadway reflectors or rumble lines between paved shoulder and carriageway
 - Crash barriers in sharp curves (< 400 m radius at 80 km/h speed limit) and along falling slopes (steeper than 1:3 slope);
 - crash barriers to protect drivers from fixed objects that can not be removed, e.g. culvert walls and bridges endings;
 - Improve exits and entries from side roads and fuel stations etc.;
 - Improve layout and design of bus stops and taxi stops;
 - Possibly guide posts along edge of roadway

- Qazvin-Tehran: on the old highway the following general measures should be considered
 - Speed humps, rumble stripes, markings, local speed limits, etc. in town/villages, bus and taxi stops and at schools (when near but outside town/village boundaries);
 - Warning signs, rumble stripes, local speed limits, etc. at junctions in rural areas with poor visibility and inadequate sight conditions;
 - Roadway reflectors or rumble lines between paved shoulder and carriageway;

- Crash barriers at fixed objects and divide instead of the concrete blocks.
 - These measures are to be supplemented with appropriate signs and road markings to guide and warn road users in junctions and on road sections, e.g. give-way signs and markings, and centre and edge lines.
- Tehran-Qom: on the **freeway** the following general measures should be considered
 - Enforce speed and prohibition of parking and stopping;
 - Improve visibility and warning of toll stations as suggested under black spots;
 - Roadway reflectors or rumble lines between paved shoulder and carriageway;
 - Crash barriers in sharp curves (< 400 m radius at 80 km/h speed limit) and along falling slopes (steeper than 1:3 slope);
 - Crash barriers to protect drivers from fixed objects that can not be removed, e.g. culvert walls and bridges endings;
 - Improve exits and entries from side roads and fuel stations etc.;
 - Improve layout and design of bus stops and taxi stops;
 - Possibly guide posts along edge of roadway.
- Tehran-Qom: on the old highway the following general measures should be considered
 - Speed humps, rumble stripes, markings, local speed limits, etc. in town/villages, bus and taxi stops and at schools (when near but outside town/village boundaries);
 - Warning signs, rumble stripes, local speed limits, etc. at junctions in rural areas with poor visibility and inadequate sight conditions;
 - Roadway reflectors or rumble lines between paved shoulder and carriageway;
 - Crash barriers at fixed objects and as dividers instead of New Jersey type concrete blocks.
 - These measures are to be supplemented with appropriate signs and road markings to guide and warn road users in junctions and on road sections, e.g. give-way signs and markings and centre and edge lines.
- Qom-Esfahan: the following general measures should be considered
 - Speed humps, rumble stripes, markings, local speed limits, etc. in town/villages, bus and taxi stops and at schools (when near but outside town/village boundaries);
 - Warnings signs, background markings, roadway reflectors or rumble lines, etc. in sharp curves (< 800 m radius at 80 km/h speed limit);
 - Warning signs, rumble stripes, local speed limits, etc. at junctions in rural areas with poor visibility and inadequate sight conditions;
 - Roadway reflectors or rumble lines between paved shoulder and carriageway;

- Crash barriers in sharp curves (< 400 m radius at 80 km/h speed limit) and along deepest falling slopes (> 3 m deep at 80 km/h speed limit), e.g. through the mountainous areas;
- Possibly guide posts along edge of roadway in rural areas.
- These measures are to be supplemented with appropriate signs and road markings to guide and warn road users in junctions and on road sections, e.g. give-way signs and markings and centre and edge lines.

Removal of black spots and improvement of corridors in urban areas

The mission discussed possible accident black spot sites in some of the pilot cities (e.g. Rasht, Tehran and Esfahan), and it was agreed with PMU that the preparation work for implementing a physical road safety improvement program in these cities during the first year of project implementation (i.e. first batch of civil works) was not sufficiently complete. Therefore, it is recommended that during the first year of the project, extensive technical assistance would be provided to the five pilot cities in order to strengthen their road safety engineering technical capacity, and start the preparation of the accident black spots and corridor work programs to be implemented during the last three years of the project period (i.e. for the second and third batches of civil works).

However, during site visits by the Bank (to Tehran only) and COWI (four of the five cities), it was found that most of the urgent road safety improvement works for these cities consist mainly of installation of pedestrian crossing (especially outside large schools), traffic calming measures (e.g., road humps), provision of traffic signs and road markings. These improvement measures are low-cost road safety schemes, and it could be possible that the cities would design (with the assistance by the international technical experts at PMU) and implement a large number of very useful road safety engineering measures from their own budgets for the first year of implementation.

ANNEX 4: ENTITLEMENT MATRIX FOR RESETTLEMENT IN THE IRI ROAD SAFETY PROJECT

Type of loss	Definition of Entitled Persons	Application	Compensation Policy
Agricultural land	<p>DPs with legal or legalizable rights of land use will be compensated for their lost lands, or for their total land holdings if remaining holdings are deemed non-viable.</p> <p>DPs without legal or legalizable rights of their land use will only be compensated if their remaining legal holdings are below the locality standards (in which case they would be provided with the minimum standard) , but they will be entitled to income rehabilitation and relocation assistance in lieu of compensation to achieve the objectives of the Policy Framework.</p> <p>DPs who encroach on the area after the cut-off date are not entitled to compensation or any other form of resettlement assistance.</p>	<p>Agricultural land located near the site for civil works, or its easement areas, with part or totality of land with permanent impacts.</p>	<p>- For Permanent Impacts affecting less than 20% of lands, cash compensation at the fair market price of the affected area of land will be provided.</p> <p>- For Permanent Impacts affecting more than 20% of lands or rendering the remaining land non-viable, cash compensation at the fair market price of the total area of land will be provided.</p> <p>In both cases, cash compensation for the land-use associated rights will be provided (tillage and cultivation, farming, etc.)</p> <p>In addition:</p> <ul style="list-style-type: none"> - If the land is a place of living or earning a living, 15% compensation will be added to the price of land. - Alternatively a substitute land can be offered to gain the owner’s satisfaction.
		<p>Agricultural land located near the site for civil works, or its easement areas, with temporary impacts.</p>	<p>Compensation for land restoration, loss of income and standing crops shall be provided.</p> <p>If impacts last more than 2 years, plots will be considered as permanently affected.</p>

Type of loss	Definition of Entitled Persons	Application	Compensation Policy
Residential land	<p>DPs with legal or legalizable rights of land use will be compensated for their lost lands, or for their total land holdings if remaining holdings are deemed non-viable.</p> <p>DPs without legal or legalizable rights of their land use will only be compensated if their remaining legal holdings are below the locality standards (in which case they would be provided with the minimum standard) , but they will be entitled to income rehabilitation and relocation assistance in lieu of compensation to achieve the objectives of the Policy Framework.</p>	<p>Residential land located in the site for civil works and the civil works' easement areas, with part or totality of the house foundation area and house yard permanently affected by the project.</p>	<p>- For Permanent Impacts affecting less than 20% of the house foundation area and the house yard, cash compensation at the fair market price of the affected area of land will be provided.</p> <p>- For Permanent Impacts affecting more than 20% of the house foundation area and the house yard, cash compensation at the fair market price of the total area of land will be provided.</p> <p>In addition:</p> <ul style="list-style-type: none"> - If the land is a place of living or earning a living, 15% compensation will be added to the price of land. - Alternatively a substitute land can be offered to gain the owner's satisfaction.
	<p>DPs who encroach on the area after the cut-off date are not entitled to compensation or any other form of resettlement assistance.</p>	<p>Residential land located in the site for civil works and the civil works' easement areas, with part or totality of the house foundation area and house yard temporarily affected by the project.</p>	<p>Compensation for land restoration, loss of income and standing crops shall be provided.</p> <p>If impacts last more than 2 years, the land will be considered as permanently affected.</p>

Type of loss	Definition of Entitled Persons	Application	Compensation Policy
Houses and structures	All DPs identified before the cut-off date, including those lacking legal rights to assets.	Houses or structures located on the site of the civil works and of the civil works' easement areas, with the entire house/structure affected by the works	Cash compensation for replacement of the entire building/structure shall be provided at the fair market price of similar buildings and installations in the same locality. Alternatively, the structure can be relocated to another equivalent site acceptable to the DP.
		Houses or structures located on the site of the civil works and of the civil works' easement areas, and only partially affected by the works.	Cash compensation for the replacement of the affected area of the building/structure shall be provided at the fair market price of similar buildings and installations in the same locality. If a partially affected building is rendered non-viable for continued use, cash compensation for the replacement of the entire building shall be provided.
Rented residences	Renters Temporarily Displaced DPs		Cash allowance corresponding to 6months of rent of the lost residence (or time of temporary displacement). Tenant will be assisted in identifying alternative lease.
Crops /trees/livestock	All DPs identified before the cut-off date, including those lacking legal rights to assets.	Crops/trees/livestock located on the land for the civil works, and the civil works' easement areas and that will be removed.	Depends on the situation of the project (whether in national area or not) the low of compensation will be used.
Other fixed assets	All DPs identified before the cut-off date, including those lacking legal rights to assets.	To be defined	

Type of loss	Definition of Entitled Persons	Application	Compensation Policy
Commercial (business) and industrial activities	All DPs identified before the cut-off date, including those lacking legal rights to assets.	Loss of commercial, industrial and business activities located or operated on the site of the civil works, and in the civil works' easement areas.	Cash compensation for business associated rights will be provided. Instead of paying the right of business in cash, the executive body can present a place of business in the same locality to the beneficiary.

ANNEX 5: MODELS OF TABLES FOR CENSUS AND SOCIO-ECONOMIC SURVEY OF DISPLACED HOUSEHOLDS AND/OR BUSINESSES

Table 1: Property (Goods and Assets Affected)

Household number ¹	Business number ²	Name of household head or business owner	Plot area	Description of houses and constructions	Uses of the property (housing, economic activity, other)	Level of effect (total, partial, minimum) ³	Tenure status (titled owner, owner without documents, tenant, sharecropper, etc.)	Employment status of all adults	Comments

¹ Households should be defined as commensal units i.e. people who eat out of the same pot.

² Business should be defined as any economic activity.

³ "Partial" in cases where family/business can develop activities involving listed goods and assets; "Total" where activities cannot be developed as a result of displacement.

⁴ If they are not owners, include the name and address of the owner.

Table 2: Socio-economic Characteristics of Families

Household number ¹	Name of household head	No. of persons in household	No. of children <13 years of age	No. of adults +60 years of age	No. of students	Sources of income	Place of work or study and distances	Means of transport to place of study/workplace	Comments

Table 3: Socio-economic Characteristics of Business

Business number	Name of business owner	Age of business owner	Type of activity	No. of employees	Monthly income average	Destination of production	Place of selling	Duration of existence of business in affected location	Comments

**ANNEX 6: MODELS OF TABLES FOR IMPACTS CAUSED BY
DISPLACEMENT**

Table 4a: Impacts Caused by Displacement (Households)

Household Number	Loss of land	Loss of house	Loss or decrease of income	Loss or difficulty of access to educational services	Loss of access to health services	Loss of access to public services	Loss of social networks	Comments

Table 4b: Impacts Caused by Displacement (Businesses)

Business Number	Loss of land	Loss of Business place	Loss or decrease of income	Loss of economic networks	Comments

ANNEX 7: MODEL OF TABLE ON THE COMPENSATION AND AGREED SOLUTIONS

Household or business number	Resettlement Solution	Comments

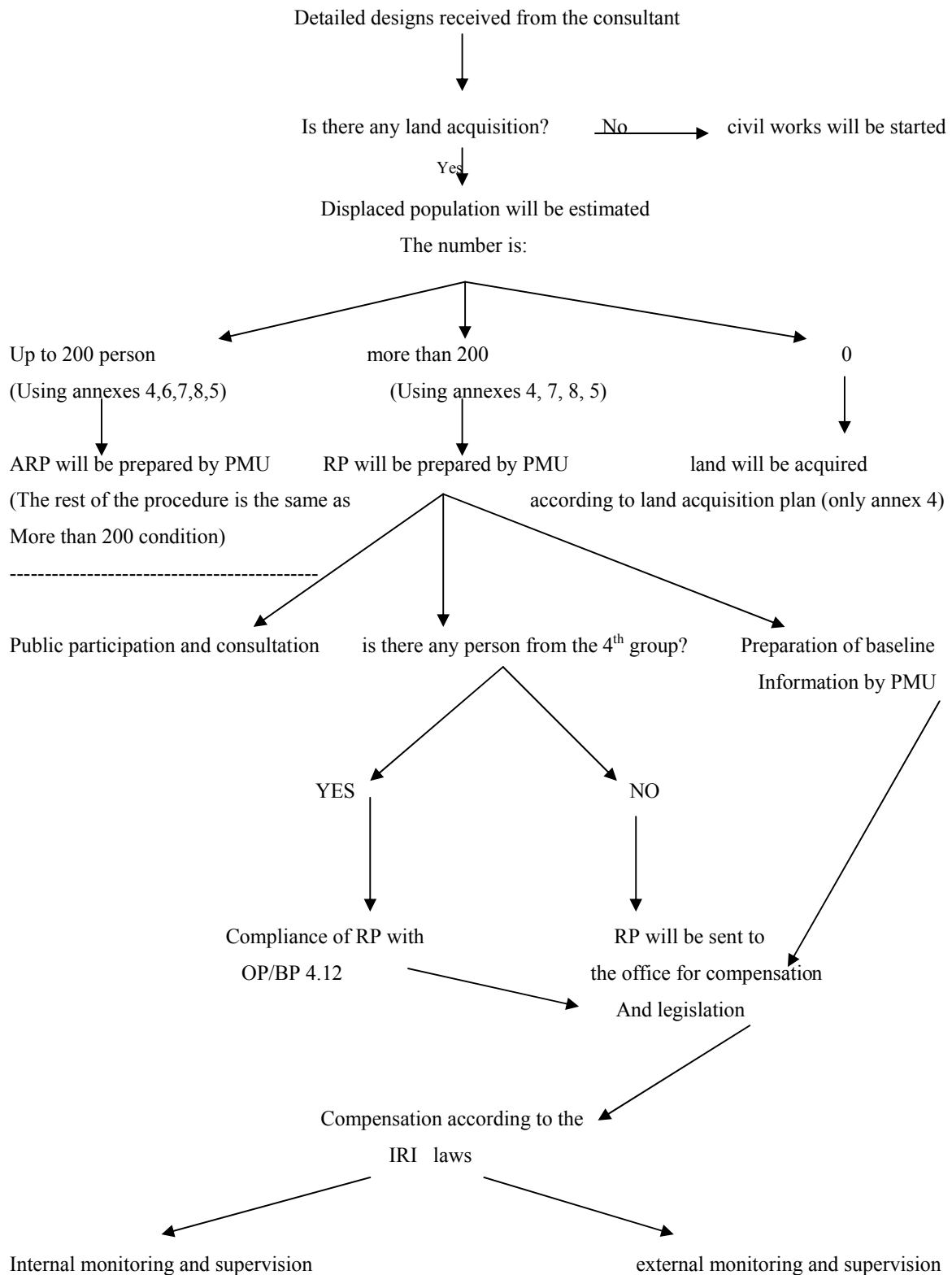
ANNEX 8: MODEL OF TABLE FOR RESETTLEMENT SCHEDULE

Activities	Dates	Budget	Comments
Planning of census and surveys			
Information to people affected			
Conduct census and socio-economic survey			
Analysis of data and identification of impacts			
Definition of assistance measures			
Relocation/assistance			
Follow-up Visit by Responsible Agency			

ANNEX 9 : BLACK SPOTS FOR THE FIRST BATCH

ITEM	PROVIENSE	BLACK SPOT	TREATMENT POLICY
1	Gilan	Joovin curve	Build extra line near 300 meters & separate fast line in the village
2	Gilan	Oskoolak curve	Correct super elevation & resurfacing 500m
3	Gilan	Zamani curve	Extra line with wide = 3/65 & length = 600m Resurfacing & super elevation
4	Gazvin	Ablarzan	Cut hill , extra line & omit S curves
5	Gazvin	Sh.Rajae power station	Complete acceleration & deceleration for enter & exit access road
6	Gazvin	Fuel station	Complete acceleration & deceleration for enter & exit access road
7	Gazvin	Bidestan	Correct intersection & build U-turn
8	Tehran	Garmdareh	Correct ramps & loops
9	Tehran	Peikan	Separate acceleration & deceleration for enter & exit parking
10	Tehran	Chitgar	Correct ramps & loops
11	Tehran	Salmandan	Correct Section & Build ramps
12	Tehran	Tappeh shahrdary	Separate line & build roundabout & extra ramps
13	Tehran	Gardaneh Hasan Abad	Cut Hill , extra line & omit S curve
14	Gom	Toll plaza	Bank world Design
15	Gom	Jondab	Complete U – turn
16	Gom	Thermal power station	Complete U – turn
17	Markazi	Access to mineral water	Change the layout of the junction
18	Esfahan	Choroghchi	Extra line – correct design & resurfacing
19	Gom	Neyzar Junction	Separate old road Gom & neyzar road
20	Tehran	Freeway hasan abad	Build ramp & acceleration line
21	Tehran	Ziaran	Build roundabout
22	Tehran	Sharif abad	Complete ramps & loops & separate lines

ANNEX 10 : FLOWCHART OF THE PMU MANAGEMENT SYSTEM PROCEDURE FOR LAND ACQUISITION ,SOCIAL AND RESETTLEMENT IMPACTS



The LEGAL flow chart of land acquisition procedure of the first batch

