

# INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

**Report No.:** ISDSC6356

**Date ISDS Prepared/Updated:** 24-Jan-2014

**Date ISDS Approved/Disclosed:** 24-Jan-2014

## I. BASIC INFORMATION

### A. Basic Project Data

|   |  |                              |                          |
|---|--|------------------------------|--------------------------|
| <b>Country:</b>                                       | Azerbaijan   | <b>Project ID:</b>           | P122200                  |
| <b>Project Name:</b>                                  | REGIONAL ROADS DEVELOPMENT PROJECT (P122200)   |                              |                          |
| <b>Task Team Leader:</b>                              | Elizabeth C. Wang  |                              |                          |
| <b>Estimated Appraisal Date:</b>                      | 01-May-2014  | <b>Estimated Board Date:</b> | 16-Oct-2014              |
| <b>Managing Unit:</b>                                 | ECSTR  | <b>Lending Instrument:</b>   | Specific Investment Loan |
| <b>Sector(s):</b>                                     | Rural and Inter-Urban Roads and Highways (65%), Public administration-Transportation (35%)   |                              |                          |
| <b>Theme(s):</b>                                      | Infrastructure services for private sector development (25%), Trade facilitation and market access (25%), Administrative and civil service reform (25%), Rural services and infrastructure (25%) |                              |                          |
| <b>Financing (In USD Million)</b>                     |  |                              |                          |
| <b>Total Project Cost:</b>                            | 250.00   | <b>Total Bank Financing:</b> | 200.00                   |
| <b>Financing Gap:</b>                                 | 0.00   |                              |                          |
| <b>Financing Source</b>                               |  |                              | <b>Amount</b>            |
| Borrower  |  |                              | 50.00                    |
| International Bank for Reconstruction and Development |  |                              | 200.00                   |
| Total   |  |                              | 250.00                   |
| <b>Environmental Category:</b>                        | B - Partial Assessment   |                              |                          |
| <b>Is this a Repeater project?</b>                    | No   |                              |                          |

### B. Project Objectives

The proposed PDOs are "to reduce road transport costs and to improve access to markets and services for the communities in the project region" and "to increase sustainability of the main road network by supporting reform of the existing maintenance system". The PDOs would support higher level development objectives of regional development and poverty alleviation for the project region.

The project region is defined as the Sabirabad, Salyan, Neftchala, and Shirvan rayons of the Aran region. The main road network consists of M roads (1,654 km) and the R roads (1,795 km)

### **C. Project Description**

#### **1. Description**

The Government has requested the Bank to rehabilitate two regional road sections and up to 100 km of local roads connected to them:

- 41km long R45 Shirvan-Noxudlu-Salyan Road;
- 43km long R46 Salyan-Neftchala Road.

The roads are classified as “Republic” roads which are of a lower category from the M roads that the Bank has been financing in the first three Highway Projects in Azerbaijan. These roads connect into the major arterial M roads which provide this region with access to capital city Baku and other parts of country.

In addition, the Project would support maintenance reform in Azerbaijan. This furthers the institutional strengthening initiated in the Third Highway Project under which there is a consultancy to help ARS improve its management and maintenance of the M road network.

Component 1: Regional Road Reconstruction. (i) reconstruction of R45 Shirvan-Salyan (40 km) road, (ii) R46 Salyan-Neftchala (43 km) road, (iii) about 100 km of local roads in the region, and (iv) technical supervision consultancy.

Component 2: Institutional Strengthening for Maintenance and Management of the Main Road Network. (i) establishment of 6 Regional Motorway Maintenance Units based on a corridor approach and scaling up of maintenance activities by those units, and (ii) institutional support to ARS on strengthening of recently established Main Roads Management Unit (MMU).

Component 3: Technical Assistance for Regional Roads and Related Development.

Component 4: Project Implementation, Monitoring and Impact Evaluation and Design of Future Road Investments.

### **D. Project location and salient physical characteristics relevant to the safeguard analysis (if known)**

The project area is located along the 41km R45 Shirvan-Noxudlu-Salyan Road, 43km R46 Salyan-Neftchala Road, and local roads connected to them, as well as in the area of affiliated facilities, such as asphalt plant, aggregate crushing plant, borrow pits, construction camps and access roads. The area, being immediately adjacent to the Kura River and the Caspian Sea, is characterized by a number of wetlands of various size and ecological value, which are located along the existing routes of regional roads. Also, the regional roads cross several villages/settlements, small shops and social objects such as schools and pass by the agricultural lands.

### **E. Borrowers Institutional Capacity for Safeguard Policies**

Within the road agency Azerbaijan Yol Servis (AYS), the Ecology and Safety Sector (ESS) is responsible for the environmental management. The capacity of the ESS was found to be weak and was strengthened under the Azerbaijan Highway 2 and 3 Projects through training sessions provided by the EA&EMP Consultants as well as under the Public Investment Capacity Building Project through a detailed training program on environmental aspects of construction management and

supervision (combining classroom and field work). The proposed project will be implemented by the Project Implementation Unit which will be responsible for the implementation of EIA/EMP and will closely coordinate its monitoring activities with ESS. The PIU is staffed with the full time Environmental and Social Safeguard Specialist, who attended the World Bank organized safeguard training and also has gained considerable practical experience. Under the proposed project specific measures will be developed and incorporated to improve environmental compliance. Likely measures include strong road-specific EMPs, ensuring that EMPs are incorporated in detailed designs and in bidding documents and contracts (with penalty clauses for non-compliance), further strengthening the staffing and capacity of the AYS Environmental/Social group, and WB ensuring close supervision throughout the project life.

The Land Acquisition Department (LAD) in the AYS is responsible for land acquisition. The capacity of LAD in land acquisition under OP 4.12 is still limited, and the recent legal and administrative reform with regards to land acquisition means LAD needs substantial capacity development to comply with the new administrative requirements. LAD's capacity is also strengthened under the ongoing Public Investment Capacity Building Project.

#### **F. Environmental and Social Safeguards Specialists on the Team**

Daniel P. Owen (ECSSO)

Gulana Enar Hajiyeva (ECSEN)

## **II. SAFEGUARD POLICIES THAT MIGHT APPLY**

| <b>Safeguard Policies</b>               | <b>Triggered?</b> | <b>Explanation (Optional)</b>   |
|---|-------------------|---|
| Environmental Assessment OP/<br>BP 4.01 | Yes               | <p>This policy is triggered because civil works to be implemented under the project represent environmental risks which are mainly temporary and limited by the period of construction, and manageable and mitigatable. The potential impacts may include destabilization of slopes in sensitive areas, loss of tree plantations in various sections alongside the existing road, disturbance of drainage systems, extraction of road construction materials, increased dust production and air and noise pollution, disturbance to wildlife in the project area, especially disturbance to wildlife ecosystems, including those in the wetland areas, etc.</p> <p>The client will prepare separate and specific Environmental Assessment Reports and Management Plans for each of the roads proposed to be rehabilitated under the Project. The project will deal with two types of the roads:</p> <ol style="list-style-type: none"> <li>1) two regional roads which have been identified;</li> <li>2) up to 100 km local roads connected to the</li> </ol> |

|   |     |  |
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|   |     | <p>regional roads, which have not been identified and are not likely to be identified prior to appraisal.</p> <p>Therefore the chosen safeguard instruments will bear dual purpose: (i) for the regional roads, will provide for EA and regional road specific EMPs; (ii) for local roads will serve as a framework, providing for the EA review of the area from which the local roads will be selected later on, and identifying the procedure to be followed when the local roads are identified, which is the preparation of the road-specific EMP Checklists.</p> <p>The TA on formulation of development strategies for the towns within the catchment area of the project should also consider environmental and social aspects, and the results of this TA should be made publicly available.</p>  |
| Natural Habitats OP/BP 4.04             | No  | TBD  |
| Forests OP/BP 4.36                      | No  |  |
| Pest Management OP 4.09                 | No  |  |
| Physical Cultural Resources OP/ BP 4.11 | No  |  |
| Indigenous Peoples OP/BP 4.10           | No  |  |
| Involuntary Resettlement OP/BP 4.12     | Yes | <p>This policy is triggered and a Resettlement Policy Framework is required. While there is no envisaged land acquisition foreseen in the rehabilitation of R45 and R46 roads, the as yet unidentified 100km of local roads included in the Project may involve acquisition and/or displacement of affected persons. For the R road sections, the land immediately bordering the existing road falls within the RoW under the remit of the State or respective municipalities, and acquisition of private land will not be necessary. Design modifications involving slight deviations from standard can be introduced in sections of road upgrading where encroachment risks are an issue. This might include pavement reduction to avoid cutting into orchards and modifications in areas where the slope reach from road will need to be extended</p> |

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|  |    | to accommodate raising the embankment. A number of roadside vendors and restaurants may be affected during construction works. For the local roads, the Resettlement Policy Framework is to be prepared by the Borrower and disclosed. The RPF will cover: (i) the description of areas covered by the Project; (ii) the legal basis and screening process for land acquisition, resettlement and land use in connection with works and construction activities to be carried out under the Project; (iii) the resettlement principles and entitlements of Project affected people based on different categories of impact; (iv) the procedures for valuation, compensation and other assistance provided to the affected people, including the grievance process; and (v) the responsibilities, procedures and requirements for the development and implementation of site specific Resettlement Action Plans. |
| Safety of Dams OP/BP 4.37                      | No |   |
| Projects on International Waterways OP/BP 7.50 | No |   |
| Projects in Disputed Areas OP/BP 7.60          | No |   |

### III. SAFEGUARD PREPARATION PLAN

**A. Tentative target date for preparing the PAD Stage ISDS:** 08-May-2014

**B. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing<sup>1</sup> should be specified in the PAD-stage ISDS:**

The road specific Environmental Assessments and Management Plans will launch in late January 2014 and expected to be completed by end March 2014. The client will carry out public disclosure of the draft EAMPs for each road and local roads in the project area and furnish to the Bank detailed Minutes of both public consultation meeting during March 2014. The InfoShop submission will be handled once the EAMPs are reviewed and cleared by the Bank and duly disclosed in country.

The Resettlement Policy Framework preparation will be launched in early 2014 and is expected to be completed by end of March, 2014 with an RPF deemed satisfactory by the Bank, prior to public disclosure. Draft Resettlement Action Plans will be prepared in accordance with policy.

Social dimensions of regional roads development will be addressed through close attention in this project to roads-induced socio-economic benefits and the shared prosperity agenda. This will entail vigilance and assessment work on differential benefits of regional roads upgrading for communities, social groups of different income levels, disaggregated by gender, livelihood base, etc.

<sup>1</sup> Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.

#### IV. APPROVALS

|                                  |                                      |                   |
|----------------------------------|--------------------------------------|-------------------|
| Task Team Leader:                | Name: Elizabeth C. Wang              |                   |
| <b><i>Approved By:</i></b>       |                                      |                   |
| Regional Safeguards Coordinator: | Name: Lola Ibragimova (RSA)          | Date: 24-Jan-2014 |
| Sector Manager:                  | Name: Moustafa Baher El-Hefnawy (SM) | Date: 24-Jan-2014 |