

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA1077

Date ISDS Prepared/Updated: 21-Apr-2015

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I. BASIC INFORMATION

1. Basic Project Data

Country:	Tunisia	Project ID:	P146502
Project Name:	TN-Road Transport Corridors (P146502)		
Task Team Leader(s):	Vickram Cuttaree, Andrew Michael Losos		
Estimated Appraisal Date:	29-Apr-2015	Estimated Board Date:	08-Jul-2015
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (100%)		
Theme(s):	Infrastructure services for private sector development (50%), Export development and competitiveness (30%), Regional integration (20 %)		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			No
Financing (In USD Million)			
Total Project Cost:	245.11	Total Bank Financing:	200.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			44.20
International Bank for Reconstruction and Development			200.00
MNA VPU Free-standing Trust Funds			0.91
Total			245.11
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The Project Development Objectives are (i) to reduce transportation cost and time and improve road safety on select road corridors between lagging regions in Tunisia and more developed areas and (ii) strengthen the Ministry of Equipment's capacity in road asset management.

3. Project Description

Component 1: Road Corridor Improvement. The project will improve about 145.5 km of existing single-lane national and regional road sections on three road corridors. This component would include: (i) 56 km of National Road 12 between Sousse and Kairouan, (ii) about 65 km of National Road 4 between El Fahs and Siliana, and (iii) 24.5 km of Regional Road 133 between Zaghouan and Tunis. Civil works will include widening and upgrading of the road sections when necessary, upgrading of 17 bridges and improvement of 230 culverts, 52 road intersections, traffic signs and implementation of other road safety measures.

Component 2: Road Network Management Improvement. Project preparation included a preliminary sector assessment which identified maintenance needs and areas for capacity building. The project will support the transformation in the way the Ministry of Equipment manages the road network and plan public investment. This component is divided in two sub-components:

(a) Sub-Component 2.1: The project will support purchasing monitoring equipment to assist MET to better manage the national and regional road network. The CETEC has equipment dating from the 1960s to 1980s which is obsolete. It is therefore indispensable that CETEC's central laboratory in Tunis, as well as the regional laboratories at Sousse, Kairouan, Zaghouan and Siliana be equipped with updated materiel. Equipment will be used primarily to support quality control and supervision of works. The project will also finance the purchase of six vehicles for supervision of the civil works on the road network. The use of the equipment financed by the loan will not be limited to the project. Although there are private professional laboratories, their number is considered too small to ensure proper competition, thereby requiring a public institution to fill the gap. The long-term plan is to move to a situation with a stronger role for the private sector in road quality control, but the proposed equipment will support immediate needs to support quality control beyond the project.

(b) Sub-Component 2.2: The project will support institutional strengthening of MET as it moves from traditional managerial models of road asset management to a more modern, evidence-based asset management system supported by information technology. Specific activities will include: (i) design and implementation of decision-making tools to better plan maintenance and public expenditure, including lagging regions; (ii) reviewing the role of public and private sector in the management of the sector, including the use of performance-based contracts for rehabilitation and maintenance of roads; and (iii) building the capacity of Government staff and the private sector (contracting industry) on modern asset management and performance-based contracts. The project will monitor the implementation of this activity, which is expected to be completed by December 2016.

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

The project will finance 3 roads including (i) 49 km of National Road 12 between Sousse and Kairouan, (ii) about 65 km of National Road 4 between El Fahs and Siliana, and (iii) 22 km of Regional Road 133 between Zaghouan and Tunis. Civil works will include widening and upgrading of the road sections when necessary, upgrading of 17 bridges and improvement of 230 culverts, 52 road intersections, traffic signs and implementation of other road safety measures.

Rights-of-way exist for National Road 12 and Regional Road 133 and is sufficient along the roads in rural areas, though some land acquisition will be necessary, particularly around the improvement of road intersections. Little encroachment was identified during screening; on RN12 and RR133 the

census confirmed that less than 10 (non-residential) structures and some fences constructed within the right of way would be affected. Impacts on RN4 are expected to be less given that the road is situated in a less populated area. In urban and semi-urban areas, lanes are either already doubled, or will not be doubled thereby avoiding the need for physical resettlement. There are no known natural habitats along National Road 12 and Regional Road 133, but the reduction of man-planted economic and non-economic trees line along stretches of the roads will need to be managed to mitigate the environmental impact. Some sections of RN4 pass through forested land and some section of forest area will be impacted in the widening of this road, especially at Djebel Mansour.

5. Environmental and Social Safeguards Specialists

John R. Butler (GSURR)

Rebecca Emilie Anne Lacroix (GSURR)

Ruma Tavorath (GENDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The policy is triggered since adverse environment impacts are likely to occur if upgrading and/or rehabilitation of selected roads are not properly planned, designed or constructed. Environmental impacts can be related to improper management of issues related to site clearance; construction waste and debris; slope stability, soil erosion and sediment control; fugitive dust, noise, spills and other emissions; storm water and wastewater runoffs etc. The environmental impact of the cutting of economic and non-economic trees that line stretches of the roads will need appropriate mitigation measures. Occupational health and safety issues associated with road construction workers and pedestrians and traffic safety will also need management, particularly in urban areas.
Natural Habitats OP/BP 4.04	No	There are no registered or known natural habitats in the project area and no adverse impacts are anticipated. Any potential impacts of the proposed operation on natural habitats, if found will be defined in the ESIA/ESMP.
Forests OP/BP 4.36	Yes	One of the roads, RN4 will pass through designated forested land. The widening of this road will impact some sections of the forest cover, and the policy is being triggered to ensure that appropriate due diligence measures are taken to address this impact
Pest Management OP 4.09	No	It is not envisaged to procure or use any pesticides under the project.
Physical Cultural Resources OP/BP 4.11	No	The project is not expected to impact on physical cultural resources. However, chance finds procedures will be described in the respective ESMPs and the ESMF to safeguard any cultural resources that may be discovered during works or services performed under the project under any of its components.

Indigenous Peoples OP/ BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	Yes	<p>The policy is triggered because the improvement of the three road corridors will necessitate land acquisition on small strips of land along the three roads. Land acquisition will involve primarily agricultural terrains, and only few permanent or semi-permanent structures will be affected. Identification of affected terrains has been completed for the two roads for which technical design was completed will be ready by Appraisal (RN12 and RR133).</p> <p>Two draft Resettlement Action Plans (RAP) have been prepared in accordance with OP 4.12 to ensure the application of the appropriate safeguard policies of National Road 12 and Regional Road 133. On these two roads, a total of 510 people are affected by the project with less than 10 non-residential structures affected. No physical relocation of households will be necessary. 7 informal vendors will be moved a few metres. They will be able to maintain their businesses; their infrastructure or income will not be negatively affected.</p> <p>During the census and public consultation, legacy issues were identified on RR133, RN12 as well as a bypass off RN12. The bypass is not part of the project but there may be overlaps with PAPs. Preliminary information indicate this concerns respectively, 10, 157 and 10 parcels on the three roads. An audit and remedial Action Plan are being prepared to ensure affected people receive compensation in accordance with OP 4.12.</p> <p>A Resettlement Policy Framework (RPF) has been prepared to guide the preparation of the RAPs and ensure application of the appropriate safeguard policies on the third road for which the technical design will be known during implementation (RN4).</p>
Safety of Dams OP/BP 4.37	No	The project will not finance construction or rehabilitation of any dams as defined under this policy.
Projects on International Waterways OP/BP 7.50	No	None of the project roads are expected to be across international waterways.
Projects in Disputed Areas OP/BP 7.60	No	None of the project roads are expected to be in disputed areas.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p>
<p>The project has been assigned to environmental Category B, because it will support the rehabilitation of existing roads within the current right-of-way and with minimal change in existing alignments. This is associated with environmental risks which are not significant and have well-defined mitigation measures. The main types of potential negative impacts which are likely to occur due to the project implementation are:</p> <ul style="list-style-type: none"> - generation of solid and liquid construction wastes; - dust, noise and vibration due to the use of construction machinery (construction phase), and due to increased traffic flow (operation phase); - air pollution by exhaust gases and dust; - soil damage due to excavation works and borrowing construction machinery; - soil contamination due to accidental spills of fuel and lubricants; - water pollution due to improper waste management and accidental fuel and lubricant spills. - issues related to occupational safety and pedestrian and traffic safety during the construction phase. - removal of about 2500 trees during the widening of the three roads - acquisition of small strips of land along the three roads (affecting 510 project-affected people, or PAPs, on RN12 and RR133. Significantly less impacts are expected on RN4) - removal of about 10 structures and some fences constructed within the right-of-way on RN12 and RR133 <p>The above impacts will be minimized or mitigated by the implementation of measures envisaged by the respective Environmental and Social Management Plans and Resettlement Action Plans and monitored by DGPC</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p>
<p>The potential positive impacts include improved traffic flow and congestion mitigation effects (loss of time, reduced emissions due to reduced wait-time), ensure better road safety (fewer accidents, safer pedestrian crossings) and provide employment opportunities to the local workforce. This improved connectivity will result in improved employment opportunities and access and strengthen business revenues due to easier and increased movement of people. The potential long term impact could include increased traffic movement and associated noise impact, especially around habited areas which should be mitigated through the implementation of specific measures, such as sound and safety barriers.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p>
<p>The proposed project does not include new developments; it will be financing the widening and upgrading of existing roads, therefore no alternatives were considered. It will finance upgrading of bridges and improvement of road intersections, traffic signs and implementation of other safety measures.</p>
<p>4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.</p>
<p>The DGPC has undertaken Environmental Impact Assessments of the three roads and has prepared an Environment and Social Management Framework (ESMF) and a Resettlement Policy Framework (RPF) for RN4, since the exact road alignment is not yet decided. The DGPC has prepared a Resettlement Policy Framework (RPF) to ensure application of the appropriate</p>

safeguard policies and to guide the preparation of the Resettlement Action Plans (RAPs) .

The RPF and ESMF were consulted with policy level stakeholders and disclosed on Borrower website and on Infoshop in December 2014. The site-specific ESMP for RN4 will be prepared when the road alignment is finalized and the process of consultations and disclosure will be followed. The Environment and Social Management Plans (ESMPs) for RN 12 and RN 133 have been completed in coordination with the road design team. In addition to the environmental mitigation measures, the ESMPs include institutional arrangements for supervision, reporting and monitoring and training and coordination requirements between the multiple stakeholders. Screening tools for chance finds procedures have been included to safeguard any cultural resources that may be discovered. Resettlement Action Plans for RN12 and RR133 have also been completed in accordance with OP 4.12. The DGPC has hosted site-specific consultations on draft documents (ESMPs and Resettlement Action Plans (RAPs)) with all relevant and impacted stakeholders (including communities, land owners and land users, other relevant agencies at national and local levels etc.) and the comments and feedback have been incorporated in project design and ESMPs/RAPs. The final ESMPs/RAPs have been disclosed on Borrower website and on project specific areas for easy access by all stakeholders prior to Appraisal. The Bank has also disclosed the two ESMPs and RAPs on Infoshop. The ESMPs will be incorporated in designs and bidding documents of contractors and implementation documents and will be supervised to ensure due diligence measures are being strictly followed. Implementation of RAPs form an integral part of the overall project monitoring and an independent evaluation will be undertaken after compensations have been paid to ensure there are no outstanding payments or concerns.

A rigorous Grievance system has been put in place for ongoing feedback from project affected persons, including issues related to involuntary resettlement. The GRM is described in the ESMF/ RPF, as well as ESMP/RAPs for the project. Brochures detailing the GRM process were distributed during the public consultations.

The MET has had experience working with other IFIs, including the African Development Bank and the European Investment Bank, but has less familiarity with World Bank safeguards requirements in recent years. Extensive support has therefore been offered by the Bank during the preparation of the necessary safeguards documents. The MET has demonstrated strong ownership in responding to Bank requirements, which is evidenced by them preparing the Resettlement Policy Framework (RPF) in-house, actively participating in briefing and training sessions and having nominated social and environmental focal points to prepare and implement the social and environmental safeguards instruments.

The MET will hire full-time environmental and social expertise to support the project team during implementation and supervision to ensure compliance with ESMPs and RAPs. Budgetary provision is included in the ESMPs for technical training of the Borrower's project team at both national level and local levels in environmental aspects of road design, implementation, monitoring, reporting and maintenance. These measures will build the capacity of the MET to manage environmental and social impacts in adherence with international best practice in the future. The DGPC's main staff specialists for environmental and social/resettlement issues during project preparation have been assigned to the PIU to handle those issues, and a grievance mechanism is in place providing citizens affected by the project with multiple points of contact for their concerns.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

The key project stakeholders are the DGPC, local municipalities, and other Government bodies. Their respective roles and responsibilities are clearly spelt out in the ESMF and RPF. Local communities and road users are direct beneficiaries of the Project. A wider range of the population of Tunisia will benefit in a longer term from the expected increased access to economic and social opportunities as well as improved road safety.

Consultations on the ESMF and RPF were held on December 26 in Tunis. The key stakeholders identified in the ESMF and RPF were invited, though the consultation was also open to members of the public and included representatives of environmental NGOs. The questions and comments raised, as well as the answers given are included as an annex in the ESMF. The RPF was disclosed in-country on December 1 and the ESMF is expected to be disclosed in February on the website of the MET . During the preparation of the RAPs, consultations have been held with Project Affected People, representatives of Civil Society as well as NGOs operating in the area. The DGPC has hosted formal site-specific consultations of draft ESMPs and RAPs in March 2015 with all relevant and impacted stakeholders (including communities, land owners and land users, other relevant agencies at national and local levels etc). The comments and feedback have been incorporated in the documents and have been disclosed in country nd in Infoshop in French .

The GRM has been designed to handle the social and environmental questions, concerns and complaints related to the project. DGPC is responsible for setting up, maintaining and for monitoring the system. A variety of channels will be available to project affected people and other stakeholders (in person, via phone, mail and/or email at the local and/or central level). A brochure detailing the mechanism has been produced and was made available to project affected people during the public consultations.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	24-Mar-2015
Date of submission to InfoShop	23-Apr-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	////
"In country" Disclosure	
Tunisia	23-Apr-2015
<i>Comments:</i> Published on website of the Ministry of Equipment, Habitat, and Land Planning: http://www.mehat.gov.tn/	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	24-Mar-2015
Date of submission to InfoShop	23-Apr-2015
"In country" Disclosure	
Tunisia	23-Apr-2015
<i>Comments:</i> Published on website of the Ministry of Equipment, Habitat, and Land Planning: http://www.mehat.gov.tn/	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the	

respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.
If in-country disclosure of any of the above documents is not expected, please explain why:

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment			
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement			
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
OP/BP 4.36 - Forests			
Has the sector-wide analysis of policy and institutional issues and constraints been carried out?	Yes [<input type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input checked="" type="checkbox"/>]
Does the project design include satisfactory measures to overcome these constraints?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Does the project finance commercial harvesting, and if so, does it include provisions for certification system?	Yes [<input type="checkbox"/>]	No [<input checked="" type="checkbox"/>]	NA [<input type="checkbox"/>]
The World Bank Policy on Disclosure of Information			
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
All Safeguard Policies			
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included in the project cost?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]

III. APPROVALS

Task Team Leader(s):	Name: Vickram Cuttaree, Andrew Michael Losos	
<i>Approved By</i>		
Safeguards Advisor:	Name: Maged Mahmoud Hamed (SA)	Date: 24-Apr-2015
Practice Manager/ Manager:	Name: Olivier P. Le Ber (PMGR)	Date: 28-Apr-2015