

INTEGRATED SAFEGUARDS DATA SHEET

CONCEPT STAGE

Report No.: ISDSC6773

Date ISDS Prepared/Updated: 11-Feb-2014

Date ISDS Approved/Disclosed: 25-Feb-2014

I. BASIC INFORMATION

A. Basic Project Data

Country:	Tunisia	Project ID:	P146502
Project Name:	TN-Road Transport Corridors (P146502)		
Task Team Leader:	Vickram Cuttaree		
Estimated Appraisal Date:	27-Oct-2014	Estimated Board Date:	17-Mar-2015
Managing Unit:	MNSTI	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 %)		
Financing (In USD Million)			
Total Project Cost:	260.00	Total Bank Financing:	100.00
Financing Gap:	100.00		
Financing Source			Amount
Borrower			60.00
International Bank for Reconstruction and Development			100.00
Total			160.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

B. Project Objectives

9. The proposed Development Objectives is to enhance access to lagging regions to more developed areas through improved and safer road transport corridors.

C. Project Description

2. The proposed project would support a portion of a program of modernization of national and regional road corridors, road safety improvement on these sections and institutional strengthening of

the MET.

3. The proposed loan amount is \$100 million out of a total program of \$260 million. The proposed program would include the following:

a. Road Improvement Component. The proposed program will upgrade about 136 km of existing single-lane national and regional road sections on three road corridors. The improvement of road corridors is expected to support private investment in the concerned lagging regions. This component would include: (i) 49 km of National Road 12 between Sousse and Kairouan, (ii) about 65 km of National Road 4 between El Fahs and Siliana (of which the Bank will only finance 6-10 km), and (iii) 22 km of Regional Road 133 between Zaghuan and Tunis. Civil works will include widening and upgrading of the road sections when necessary, upgrading of bridges and improvement of road intersections, traffic signs and implementation of other safety measures. The cost of the selected section on RN4 to be financed by the Bank loan will be confirmed during preparation.

b. Institutional Development Component. The project will enhance the institutional capacity of MET to better manage the national and regional road network through supporting specific intervention related to its strategy for the sector. Potential areas, to be confirmed during preparation, include: (i) strategy for the management, maintenance and financing of the road network, (ii) methodology for determining the type of road intervention, taking into consideration local conditions, in order to improve the efficiency of road investment ("catalogue de structures"), and (iii) strategy for public sector. The project will also finance the purchase of equipment for quality control and testing of civil works and vehicles for road supervision.

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

4. The project has identified three roads to finance (i) 49 km of National Road 12 between Sousse and Kairouan, (ii) about 6-10 km of National Road 4 between El Fahs and Siliana, and (iii) 22 km of Regional Road 133 between Zaghuan and Tunis. Civil works will include widening and upgrading of the road sections, upgrading of bridges and improvement of road intersections, traffic signs and implementation of other safety measures. Right of way exists 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; no more than ten to fifteen structures were pre-identified as possibly having encroached on the right of way in semi-urban areas and this will be confirmed with a census during preparation. In urban and semi-urban areas, lanes are either already doubled, or will not be doubled thereby avoiding the need for physical resettlement beyond the encroached structures. A land acquisition plan / resettlement action plan will be prepared prior to appraisal for these roads. The review of RN4 by the Bank team concluded that the entire RN4 may not need to be doubled and the project would finance works only on limited section of RN4 where no land acquisition is necessary. A Resettlement Policy Framework will be disclosed prior to appraisal that would regulate the development of land acquisition plans in the event that parallel financing or additional financing will be identified for the National Road 4 sections currently not included during the implementation of the project. In accordance to Bank policies, ESMPs and RAPs would be reviewed, cleared and disclosed, and compensation made before construction can start for those affected segments.

5. The project will follow a programmatic approach. There are no known natural habitats nor forests 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. The ESMF and RPF will be prepared for the broader program, taking into

consideration that additional road sections could be added to the program but will not be financed by the proposed loan. The ESMF will state how environmental and social due diligence and documentation will be coordinated in case other International Financial Institutions co-finance the remaining portion of the program not financed by the proposed project.

E. Borrowers Institutional Capacity for Safeguard Policies

6. The Ministry of Equipment and Environment has had experience working with other IFIs, including the African Development Bank and the European Investment Bank. However, the Ministry of Equipment has not worked with the Bank on projects in the last decades and is not familiar with the Bank's safeguards policies. Technical support and training will be necessary during project preparation and in the first phases of the operation to ensure timely preparation and consultation of safeguards instruments and to minimize risk of poor implementation. The Ministry will assign designated Environmental and social staff and source in technical expertise through consultants. The Government team will also benefit from the expertise provided by the Bank Safeguards team members

F. Environmental and Social Safeguards Specialists on the Team

Ruma Tavorath (SASDI)

Peter F. B. A. Lafere (LCSSO)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

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 construction site waste and debris; slope stability, soil erosion and sediment control; fugitive dust, noise, spills and other emissions; stormwater and wastewater runoffs etc. The environmental impact of the reduction of economic and non-economic trees that line stretches of the roads will need mitigation measures. Occupational health and safety issues associated with road construction workers, pedestrians and traffic safety will also need management, particularly in urban areas. An Environmental and Social Management Plan (ESMP) will be prepared for each of the 3 identified roads. An Environmental and Social Management Framework (ESMF) will also be prepared for the program as it is likely that additional roads could be identified in the subsequent and/or implementation phases. These ESMPs and ESMF will be reviewed,

		approved and disclosed in-country and at the Infoshop prior to appraisal. Strategic consultations with primary and key stakeholders will be held and documented.
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 and ESMF.
Forests OP/BP 4.36	No	There are no registered or known forests in the project area and no adverse impacts are anticipated.
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	TBD	It is not envisaged that the Bank's Policy 4.10 will apply under this project
Involuntary Resettlement OP/BP 4.12	Yes	<p>The policy is triggered because the improvement of the three road corridors will necessitate land acquisition and temporary and permanent involuntary resettlement. Land acquisition will involve primarily agricultural terrains, and only few permanent or semi-permanent structures would be affected. Identification of affected terrains is ongoing and will be confirmed during finalization of the design/alignment, i.e. prior to appraisal.</p> <p>Two Resettlement Action Plans (RAP) will be prepared by appraisal in accordance with OP 4.12 to ensure the application of the appropriate safeguard policies of National Road 12 and Regional Road 133.</p> <p>A Resettlement Policy Framework (RPF) will be prepared in accordance with OP 4.12 to ensure application of the appropriate safeguard policies on the same principles in the event that a programmatic approach will allow for</p>

		additional civil works to be identified during project implementation.
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.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 01-Jul-2014

B. Time frame for launching and completing the safeguard-related studies that may be needed.
The specific studies and their timing¹ should be specified in the PAD-stage ISDS:

The safeguard related studies have started in December 2013 and are expected to be completed by July 2014.

IV. APPROVALS

Task Team Leader:	Name: Vickram Cuttaree	
<i>Approved By:</i>		
Regional Safeguards Coordinator:	Name: Maged Mahmoud Hamed (RSA)	Date: 10-Feb-2014
Sector Manager:	Name: Patricia Veevers-Carter (SM)	Date: 25-Feb-2014

¹ 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.