

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC13446

Date ISDS Prepared/Updated: 23-Jul-2015

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I. BASIC INFORMATION

A. Basic Project Data

Country:	Kenya	Project ID:	P151004
Project Name:	Kenya Rural Roads Project (P151004)		
Task Team Leader(s):	Kavita Sethi		
Estimated Appraisal Date:	13-Apr-2016	Estimated Board Date:	22-Sep-2016
Managing Unit:	GTI01	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (100%)		
Theme(s):	Rural services and infrastructure (100%)		
Financing (In USD Million)			
Total Project Cost:	100.00	Total Bank Financing:	100.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			0.00
International Development Association (IDA)			100.00
Total			100.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

B. Project Objectives

10. The proposed development objective is to enhance mobility in selected rural areas in support of inclusive agriculture and other livelihoods of local communities in the targeted counties.

11. The PDO is proposed to be achieved through (i) providing improved county roads in targeted and prioritized rural areas, (ii) ensuring that road investments are sustainable through the provision of efficient road maintenance and (iii) strengthening the institutional capacity of the local governance system and the technical entities to plan, maintain and manage the county road networks.

C. Project Description

3. Project Components: Based on the outcome of the identification mission, the proposed project would include the following three components:

4. Component 1: Rehabilitation of Rural (Secondary and tertiary) Roads. This component would finance rehabilitation works for secondary and rural roads in each of the selected Counties, as well as the related design studies and supervision activities. Roads would have to be prioritized through a credible prioritization process and favor those roads that can bring the greatest benefits in terms of agricultural productivity. A “network approach” will be preferred and road standards will have to be economically justified (for example, through the use of the Roads Economic Decision (RED) model). The total road length that would be supported under this component including the standards to which they would be improved, the method of implementation, as well as the participating counties will be concluded at preparation stage. Where justifiable, appropriate technology such as low-cost sealed roads could be used. The total length of project roads will depend on the technical standards adopted, which will in turn largely depend on the economics. A predominantly low-cost sealed road approach would lower the length of roads to about 300 km whereas construction to gravel sealed standards could increase the coverage to about 1,500 km. Actual allocations would account for road conditions and project readiness in each county.

5. Component 2: Sustainable Road Maintenance mechanisms. This component would support the review of strategic aspects of road maintenance funding and prioritization mechanisms and explore options to strengthen them. While the exact model remains to be developed, the adoption of multi-year performance based maintenance contracts could encourage more reliable maintenance and sustainability of project interventions. Support for training, technical assistance and supervision of pilot maintenance projects funded by Counties with RF allocations will be provided within this component.

6. Component 3: Capacity building and Project Administration. This component would finance institutional strengthening activities for the Project at the County and national level as well as project administration costs. Capacity building at the national level to improve sector coordination at the national and county level would be resourced under this component. During the stakeholder consultation workshop on May 19, 2015, it was appropriately suggested that a communication strategy and its implementation will be necessary, especially in view of the multi-stakeholder involvement. This aspect will therefore be added to the component. The proposed Roads Bill is expected to place in more definite terms, the burden of managing rural roads on the Counties, which presently do not have the requisite capacity for this function. The Project will therefore make provision for skills development within the Counties. Road safety is an important aspect even for rural roads and this component will include support towards non-infrastructure elements of road safety such as awareness creation.

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

7. The proposed project would coordinate with the Kenya National Agriculture and Inclusive Growth Project, under preparation, on the selection criteria. The selection criteria could include: (i) agricultural and livestock potential areas, (ii) number of poor people living in rural areas, (iii) condition and extent of rural infrastructure, (iv) willingness of County governments to commit to the project’s objectives/principles particularly with regard to sustainable maintenance, (v) presence of other donors in the Count, and (vi) being part of the marginalized counties of the north and north

east. Participation of the County governments and KeRRA in all stages of the process will be essential for ensuring ownership and sustainability of the investments.

8. Environmental and social safeguards: The initial scoping of the project interventions suggests that the potential environmental and social impacts will be moderate and largely reversible and site-specific due to the nature of proposed activities. It is proposed that the project is assigned EA Category B. The Bank team noted that the potential project investments in rural roads are likely to trigger the following policies: (a) Environmental Assessment (OP 4.01); (b) Involuntary Resettlement (OP 4.12); and (c) Indigenous People (OP 4.10). During the project preparation, it will be determined if other safeguards policies are applicable to the proposed activities, such as OP 4.04 – Natural Habitats, OP 4.09 – Pest Management, OP 4.11 - Physical Cultural Property and OP 4.36 – Forests. Given the nature of the proposed intervention, with specific subproject designs, and locations unknown at the time of project preparation, the project will most likely take a framework approach to managing safeguards. In the event when exact locations are already known during project preparation, site specific instruments will be prepared. There are three framework reports that will need to be developed by GoK: (a) Environmental and Social Management Framework (ESMF); (b) Resettlement Policy Framework (RPF); and (c) Vulnerable and Marginalized Group Framework (VMGF). These frameworks will need to cover the types of activities envisioned, identify potential impacts of these activities and propose a screening mechanism and a process of assessment and design of the mitigation measures for investments once they are identified. The scope of these frameworks, the exact implementation arrangements, responsibilities and costs will be identified during project preparation. The ESMF, RPF and the VMGF will require a set of public consultations and disclosure prior to project appraisal. During project implementation, based on the screening, Environmental Assessment (EA), Resettlement Action Plans (RAPs) and VMGP will be developed for individual subprojects. In addition, during preparation, the project will identify the initial investment(s) to be financed in the first year of project implementation. The ESIA and/or RAPs and, if needed, VMGP will be prepared for such investments and publicly disclosed following stakeholder consultations.

E. Borrowers Institutional Capacity for Safeguard Policies

9. KeRRA has prior experience working with World Bank financed projects, however due to the large number of projects implemented by the agency, capacity building will be required to promote successful implementation of safeguards instruments. As part of Component 3, the project will provide technical assistance to develop the government capacity, at both national and county levels, to ensure a sustainable implementation and road maintenance mechanisms are in place. It is envisioned that the implementation team will include an environmental and social development specialists identified within the agency or hired to ensure sufficient coverage of safeguards aspects of the project implementation. In addition, the participating Counties will be requested to identify expertise that could assist implementation of safeguards at the local level.

F. Environmental and Social Safeguards Specialists on the Team

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The policy is triggered for activities under Component 1 and 2, which will include rehabilitation, widening and maintenance of rural

		roads. The environmental impacts are anticipated to be specific to project sites and reversible. As the project locations will be identified during project implementation, the GOK will prepare an ESMF, which will cover the types of activities envisioned, identify potential impacts of these activities and propose a screening mechanism and a process of assessment and design of the mitigation measures for investments once they are identified. The scope of these frameworks, the exact implementation arrangements, responsibilities and costs will be identified during project preparation. The ESMF will be prepared, consulted upon and publicly disclosed prior to project appraisal. If specific investments will be identified during project preparation, ESIA(s) will be prepared and disclosed before appraisal
Natural Habitats OP/BP 4.04	TBD	The impacts on natural habitats will be identified during project preparation.
Forests OP/BP 4.36	TBD	The impacts on forests will be identified during project preparation
Pest Management OP 4.09	No	The project will not include pest management and no pesticides will be purchased under the project.
Physical Cultural Resources OP/BP 4.11	TBD	The impacts on Physical Cultural Resources will be identified during project preparation. The ESMF will include a procedure for management of chance finds during construction phase of the subprojects.
Indigenous Peoples OP/BP 4.10	Yes	The project will be implemented in the areas where Vulnerable and Marginalized Groups are present. The project will therefore prepare a VMG Framework to guide preparation of group specific plans. The Framework will be consulted upon in a culturally appropriate manner and will be publicly disclosed during project appraisal
Involuntary Resettlement OP/BP 4.12	Yes	The project will likely require land acquisition within the right of way of the secondary and tertiary roads. The extent of resettlement is expected to be moderate and will be determined upon identification of the subprojects. The GOK will prepare an RPF, which will guide the preparation of RAPs, where necessary. If specific investments will be identified during project preparation, RAP(s) will be prepared and disclosed before appraisal.
Safety of Dams OP/BP 4.37	No	The project will not construct dams, not rely on dams.

Projects on International Waterways OP/BP 7.50	No	N/A
Projects in Disputed Areas OP/BP 7.60	No	N/A

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 28-Apr-2016

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 ESMF, RPF and VMGF, and any applicable plans (ESMP, RAP, VMGP) will be disclosed by April 2016.

IV. APPROVALS

Task Team Leader(s):	Name: Kavita Sethi	
<i>Approved By:</i>		
Safeguards Advisor:	Name: Glenn S. Morgan (SA)	Date: 25-Aug-2015
Practice Manager/ Manager:	Name: Supee Teravaninthorn (PMGR)	Date: 25-Aug-2015

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.