



# Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

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Concept Stage | Date Prepared/Updated: 11-Oct-2016 | Report No: PIDISDSC19793



**BASIC INFORMATION**

**A. Basic Project Data**

Country Kenya	Project ID P161305	Parent Project ID (if any)	Project Name North Eastern Transport Improvement Project (P161305)
Region AFRICA	Estimated Appraisal Date Jul 10, 2017	Estimated Board Date Nov 30, 2017	Practice Area (Lead) Transport & ICT
Lending Instrument Investment Project Financing	Borrower(s) The National Treasury	Implementing Agency Kenya National Highways Authority (KeNHA), Ministry of Transport, Infrastructure, Housing and Urban Development, ICT Authority	

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**Financing (in USD Million)**

Financing Source	Amount
Borrower	0.00
International Development Association (IDA)	502.00
<b>Total Project Cost</b>	<b>502.00</b>

Environmental Assessment Category  
B-Partial Assessment

Concept Review Decision  
Track II-The review did authorize the preparation to continue

Other Decision (as needed)

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**B. Introduction and Context**

Country Context

1. Kenya is the largest and most diversified economy in East Africa, with larger manufacturing and service sectors than its neighbors. Kenya's economic performance remains solid, underpinned by strong infrastructure spending and consumer demand, which are driving economic growth. The World Bank estimates that growth will be 5.7 percent in 2016, a 0.3 percent increase from the estimate in 2015. A stable macroeconomic environment, continued investment in infrastructure, improved business environment, exports, and regional integration will help sustain the growth momentum. Kenya has been ranked the second best destination of Foreign Direct Investments in Africa.



2. Kenya's total area is 581,309km<sup>2</sup> with a population of 44.9 Million<sup>1</sup> in 2014, having increased rapidly over the last 30 years. The country is urbanizing rapidly with about 11.3 million, or 25 percent living in urban areas. Kenya exhibits an extensive, but uneven distribution of infrastructure. The transport system infrastructure consists of a single commercial seaport; a single-track rail network consisting of a mainline and a few branch lines; an oil pipeline connecting the port through Nairobi to Western Kenya towns of Eldoret and Kisumu; and a classified road network of approximately 161,000km. There are four international airports at Nairobi, Mombasa, Eldoret and Kisumu.

3. A standard gauge railway is currently under construction from Mombasa to Nairobi and plans are underway to extend it to the Western Kenya towns of Kisumu and Malaba. The Government also has plans to construct a second port at Lamu with new road links to Ethiopia (A13/14) and South Sudan (A10). The private sector dominates the provision of transport services, though the public sector owns the port, airports, and oil pipeline. The transport activity is concentrated along the Northern Corridor, which connects Mombasa, Nairobi and Uganda border. This corridor is both Kenya's primary transport artery and main sea-access for the landlocked countries of Uganda, Rwanda, Burundi, and South Sudan and Eastern part of Democratic Republic of Congo.

4. The North Eastern part of Kenya is largely a pastoral region comprising among others Isiolo, Wajir, Mandera and Garissa counties, where the livelihood of the population relies on mainly livestock and trading. The region is highly marginalized geographically and historically. Due to poor road condition, during the rainy season the region is cut-off from the rest of the country while in the dry season it takes on average three days to reach Mandera via Isiolo from Nairobi a distance of about 983km. According to the Kenya Integrated Household Budget Survey (KIHBS) 2005/06 Basic Report (currently being updated), 84 percent of the population in Wajir, 63 percent for Isiolo, 55 percent for Garissa, and 87 percent for Mandera live below the absolute poverty line as compared to 47 percent nationally. Similar figures are exhibited for literacy with an average rate of only 28 percent for the region compared to 79 percent of the national average.

5. This regional imbalance is attributable to its remoteness and poor access to services, markets and information, as well as an arid environment over and above the underlying causes of poverty experienced elsewhere in Kenya. Development of roads improves wellbeing of the citizens through increased access to markets and other basic services. Transport and telecommunication systems are critical determinants of the physical costs of accessing markets. Thus, poor infrastructure network restricts the development of input and product markets and region at large.

6. The 2010 Constitution of Kenya emphasizes the development of marginal areas, and through it an Equalization Fund has been established as a deliberate effort to support regions that lagged behind in development compared to the rest of the country over the last 50 years since independence. As a result, Isiolo, Garissa, Wajir and Mandera are among the counties that receive high amounts of revenue in the country from this Fund. The proposed project will complement and enhance development efforts of the Government.

## Sectoral and Institutional Context

### The Kenyan Transport System

<sup>1</sup> <http://wdi.worldbank.org/table/2.1>



7. The public sector owns, maintains and manages the infrastructure and provides a limited range of transport services (port) while the private sector provides most transport services (road passenger transport, road freight transport, urban transport, rail freight and passenger services, air transport services, and some bulk cargo port services). Road transport carries about 93 percent of all freight and passenger traffic in Kenya, but costs are high, while the road transport industry is large and well equipped. There is a wide spectrum of enterprises from large companies through to the individual owner-operators. It is highly competitive and responds to changes in demand, road conditions and regulations. Rates are set by market competition rather than government or syndicates. Traffic is distributed between enterprises by the market on the basis of freight rates, availability, and service rather than queuing or administrative allocation.

8. In the recent past, major policy and institutional reforms have been implemented in the transport sector. These include, among others: (a) separation of policy formulation from execution of programs; (b) creation of oversight and regulatory capability in aviation and maritime sub-sectors while underway for the railway sub-sector; (c) the creation of three new autonomous road authorities by clarifying the ownership of national, rural and urban roads which is currently under review to align it with the 2010 Constitution; (d) provision of greater transparency and accountability in the use of designated resources such as the over US\$300 million generated annually from a fuel levy for road maintenance; (e) enactment of new policies (e.g. a transport policy which did not exist previously); (f) the enhancement and management of the fuel levy funds for road maintenance without interruption and across all parts of the country; (g) provision of financial autonomy to the aviation sub-sector entities; and (h) the development and adoption of a 15-year Road Sector Investment Plan (RSIP). In recognition of the importance of the provision of quality infrastructure to support economic growth prospects, Government of Kenya (GoK) in its RSIP 2010–2024 has allocated significant resources towards improvement of transport infrastructure. For instance, transport sector budgetary allocation as a share of total GoK expenditure has been increasing as presented in **Table 1** attaining about 20 percent of the total budget in FY2015.

**Table 1: Transport Sector Budgetary Allocations by Financial Year (KES billion)**

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Transport	89.5	100.6	120.0	127.7	137.8	322.0
Total budget	725.2	811.8	945.3	1,132.1	1,300.6	1,639.2
% share of transport	12.0	12.0	13.0	11.0	11.0	20.0

9. Equally, a great deal of emphasis has been given in maintaining the existing road infrastructure to ensure that roads are kept in good and ridable condition all-round the year. To this effect, a deducted fund is being collected for road maintenance from fuel levy and other sources.

10. Nairobi remains a transport hub of the Eastern and Central Africa. The Port of Mombasa is the most important port in the region despite a number of challenges such as deficiencies in equipment. Thus the port has been earmarked for major expansion and rehabilitation. In 2013, Kenya Public Private Partnerships (PPP) Act came into effect to increase the country’s ability to attract private sector participation in the financing, management and provision of infrastructure and services. While Kenya’s physical infrastructure is superior to its neighbors, it remains under developed, particularly in semi-arid and arid regions, becoming a key obstacle to economic development.



11. Among other transport modes, the road sub-sector is large (refer **Table 2**) and provides a dense network of roads of approximately 161,000km, most of which are in the highly populated parts of the country, and others provide some level of access throughout the country. However, the road network is less in sparsely populated areas. For instance, the North Eastern counties of Isiolo (25,336km<sup>2</sup>), Wajir (55,840km<sup>2</sup>), Mandera (25,798km<sup>2</sup>) and Garissa (45,720km<sup>2</sup>) covering a total area of approximately 152,694km<sup>2</sup> or 26 percent of Kenya’s land mass has a road network of only 9,386km or 6 percent of the total road network in the country which is predominately unpaved. One of the main targets of the 15-year RSIP1, 2010-2024 includes improving the general road conditions of the country from 11 percent, 33 percent and 56 percent at Good, Fair and Poor conditions in 2009 to 27 percent, 39 percent and 34 percent at Good, Fair, and Poor conditions respectively as of 2015. An assessment is underway to determine whether these targets have been achieved.

**Table 2: Distribution of Kenya’s Road Network by Agency (in km unless specified)**

Agency	Paved	Unpaved	Total	% share
Kenya National Highways Authority (KeNHA)	6,783	6,904	13,687	8.5
Kenya Rural Roads Authority (KeRRA)	2,268	127,799	130,067	80.8
Kenya Urban Roads Authority (KURA)	2,140	10,409	12,549	7.8
Kenya Wildlife Service (KWS)	6	4,577	4,583	2.9
<b>Total</b>	<b>11,197</b>	<b>149,689</b>	<b>160,886</b>	<b>100</b>
Percentage share (%)	7	93	100	

Source: Road Inventory and Condition Survey, Ministry of Roads, 2009

12. **North Eastern Kenya being isolated causes costs of all commodities and services to be high.** There are three main corridors serving this region as follows with details in a Map in **Annex 4**:

- (a) **Nairobi-Thika-Mwingi-Garissa-Liboi (Road A3) border town with Somalia. Nairobi-Garissa is paved and in a fair condition.** Garissa Liboi section is unpaved and is inaccessible during the rainy season.
- (b) **Mombasa-Malindi-Garsen (A7)-Hola-Garissa (B89)-Modogashe-Wajir-Elwak-Mandera (A13) border town with Somalia.** This corridor provides direct access of this region to the port of Mombasa. The Mombasa-Malindi-Garsen-Hola is paved except for a 23km section between Garsen and Hola. However, the Mombasa – Hola road is at the limit of its useful economic life while the Hola – Garissa section has been completely destroyed due to a mismatch between pavement strength and traffic loading combined with a lack of timely intervention. Garissa-Modogashe is currently being paved while Modogashe-Wajir-Elwak-Mandera is unpaved and in poor condition.
- (c) **Nairobi-Isiolo –Modogashe (A2/B84)-Wajir-Elwak-Mandera corridor (A13) border town with Somalia.** Nairobi-Isiolo is paved and is in a fair condition. Isiolo-Modogashe (Road B9) is unpaved and is in a poor state. Similarly, Modogashe-Wajir-Elwak-Mandera (Road A8) is also unpaved and in poor condition.

13. Since the main road corridors traversing this region are in poor condition, even distribution of local produce is

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difficult or impossible due to the time factor and breakage. The effect is that recovery and development costs in all sectors are adversely affected, hindering a rapid development of the region. In addition, failure to improve the road conditions of the transport corridors in this region that provide access to the sea and productive centers would hinder the realization of full benefits from devolution. As observed, the Isiolo-Modogashe-Wajir-Elwak-Mandera road corridor traverses all the capitals of Isiolo, Garissa, Wajir and Mandera Counties (**ref. Map 1**). The GoK has recently reclassified and raised the prominence of a number of road corridors in the region. For instance the existing access road to the sea from this region, was upgraded to Class A that is, Mandera – Elwak – Wajir - Modogashe – Garissa (A13), Garissa – Garsen (remains class B) and Garsen – Malindi - Mombasa-Malindi-Garsen (A7). Also new and virgin road Class A corridors have been established such as the Lamu-Garissa-Isiolo (A10) and Burder (border with Somalia)-Wajir-Moyale (A14) border town with Ethiopia.

14. Due to the isolation of this region, both the national and county governments have embarked on a program to improve accessibility in the region; and a number of emergency interventions are underway. For instance, improvements are underway on some sections in poor state on the Mombasa-Malindi-Garsen-Hola-Garissa-Modogashe-Wajir-Elwak-Mandera road corridor. The National Government recently completed upgrading to bitumen standard of the 12km road section from Garissa (Modika) to Nuno and the recently commenced project is the upgrading of Nuno - Modogashe (135km) with financing from Saudi Fund, Kuwait Fund, and others. The section from Elwak-Rhamu (134km), is currently being upgraded through stage construction.

15. The Kenya’s transport policy requires all Class A roads to be bituminized and this is a top priority of the GoK. A program is underway with support of development partners in bituminizing the outstanding unpaved Class A roads as illustrated in **Table 3**. However, sections of only existing two corridors remain unpaved and unfunded. Incidentally both of them are in North Eastern Kenya as shown in **Table 4**. The Table excludes the recently created Class A road corridor discussed in paragraph 12.

**Table 3: Government Program on Bituminizing Class A road Corridors**

	<b>Name of Corridor</b>	<b>Financier(s)</b>
1	Voi-Taveta (90km), linking Kenya to Moshi, Northern Tanzania along the Mombasa-Voi-Taveta-Moshi corridor	African Development Bank (AfDB)
2	Isiolo-Marsabit-Moyale (528km), linking Kenya to Addis Ababa, Ethiopia along the Mombasa-Nairobi-Isiolo-Marsabit-Moyale-Addis Ababa corridor	AfDB and European Union (EU)
3	Eldoret-Lodwar-Nadapal (613km), linking Kenya to Juba, South Sudan along the Mombasa-Nairobi-Eldoret-Lodwar-Nadapal road corridor (most section originally paved but completely destroyed).	World Bank and German Development Bank (KfW) among others

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**Table 4: Unpaved Class A Road Corridors**

	<b>Name of Corridor</b>	<b>Distance in km</b>
1	Isiolo-Wajir-Mandera, linking to Mogadishu, Somalia	740
2	Garissa-Liboi, linking to Kisimayu, Somalia	184

16. The upgrading of the current condition of any of the main road corridors requires a clear strategy. For instance, travelers to Wajir from Nairobi by road, pass via Garissa-Modogashe rather than Nairobi Isiolo-Modogashe, which is shorter by about 100km due to the poor state of the road section from Isiolo to Modogashe (Road B9). Therefore, in light of inadequate available funds, the Bank will discuss with the GoK, during project preparation, and agree on the sections that IDA funds will be used which would be most beneficial to the people on North Eastern Kenya.

Relationship to CPF

17. The objective of Kenya’s long-term development strategy, Vision 2030, is transforming Kenya into a middle-income country. Under its economic pillar, Gross Domestic Product (GDP) is expected to grow at 10 percent per annum. This requires the removal of bottlenecks for growth through reforms and increased investment in infrastructure, including the promotion and implementation of Information and Communication Technologies with the objectives of unlocking existing potential and productivity, promoting competitiveness, and improving access to public services.

18. Meanwhile, the World Bank’s Country Partnership Strategy (CPS) 2014-2018, Poverty Assessment of 2006, and the Multi-Donor Infrastructure Diagnostic for Kenya (2008-09) point to the need to significantly invest in infrastructure improvement since poverty reduction as well as increase in shared prosperity are closely and directly associated with investments in these areas. The proposed project will support two main pillars of the CPS namely, (i) competitiveness and sustainability – growth to eradicate poverty; and (ii) building consistency and equity.

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**C. Proposed Development Objective(s)**

The proposed project development objectives are to improve the movement of goods and people along Isiolo-Wajir-Mandera part of the Mombasa-Garissa- Wajir- Mandera- Mogadishu road corridor and to enhance connectivity between Kenya and Somalia and Ethiopia.

Key Results (From PCN)

19. The expected results indicators includes improvements in:
- (i) Travel time between Isiolo-Mandera;
  - (ii) Vehicle operating costs;
  - (iii) Internet connection charges;
  - (iv) Transport cost to users;
  - (v) Passenger numbers per day along the Isiolo-Mandera corridor;



- (vi) Direct project beneficiaries along the Isiolo-Mandera corridor (thousands, of which percentage women); and
- (vii) Kilometers of roads (non-rural) rehabilitated (core indicator).

**D. Concept Description**

20. The Isiolo-Mandera corridor is among the very few Class A roads that remain unpaved. It transverses a region with rudimentary road infrastructure, isolated and with high incidence of poverty. Upgrading of the road corridor is one of the top priority of the GoK, and consistent with the transport policy of bituminizing of all Class A roads in the country. Improving of the road will no doubt stimulate the development, integrate, and contribute to improving security and bringing about sharing the prosperity of the country with this region.

21. The strategy for Kenya and its development partners is to support the Government's Vision 2030, which aims for Kenya to achieve Middle Income Status by 2030. The proposed project will support the key pillars of the Vision 2030 including accelerating sustainable growth, reducing inequality, enhancing equity, and managing resource scarcity. The proposed project will complement GoK's efforts in upgrading this transport corridor. Already GoK has committed through its own financing to upgrade 284km of the corridor as indicated in **Table 5** below and with the Bank's proposed financing, potentially only 113km will remain unfunded.

**Table 5: Potential Financing Plan for Upgrading the Isiolo-Wajir-Mandera Road Corridor**

	Road section	Potential Financier
1	Isiolo-Kula Mawe (77km)	Bank
2	Garbatula-Modogashe (113km)	Unfunded
3	Modogashe-Habaswein (51km)	Bank
4	Habaswein-Samatar (41km)	Bank
5	Samatar-Wajir (68km)	GoK
6	Wajir-Elwak (175km)	Bank
7	Elwak-Rhamu (141km)	GoK
8	Rhamu-Mandera (75km)	GoK

**Description**

22. The proposed project will comprise the following preliminary components and activities and costs.

**Component 1: Upgrading Selected Critical Road Infrastructure and associated roadside amenities (US\$455.50 million).** This component includes:

- (a) Support to KeNHA to carry out design review and feasibility and detailed design studies for upgrading 344km of the Isiolo-Wajir-Mandera comprising the following road sections: (i) Isiolo-Kula Mawe (77km) (ii) Modogashe-Habaswein (51km); (iii) Habaswein-Samatar (41km); and (iv) Wajir-Elwak (175km);
- (b) Provisions for road side social amenities and Human Immunodeficiency Virus Infection/Acquired Immune Deficiency Syndrome (HIV/AIDS) prevention measures to help raise awareness and provide mitigation interventions to support efforts to protect the local community, drivers and contractors personnel;

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- (c) Carry out a program of activities designed to implement transport, trade and development facilitation measures, for instance, a program to cover activities such as carrying out a study to enhance social infrastructure and social services delivery along the corridor;
- (d) Designing and establishing facilities and marketing system for pilot pastoralist road side markets;
- (e) Provision of market shades, milk cooler, slaughter houses, veterinary posts, livestock holding area in selected locations;
- (f) Designing and implementing activities to support key Project stakeholders such as county governments, communities, and households on management and operational modalities of these facilities;
- (g) Strengthening the capacity of KeNHA in enhancing the road design manuals and specifications as well as contract management, value engineering, road maintenance, safeguards and procurement management and training; and
- (h) Preparation of future projects.

**Component 2: Institutional Development and Project Monitoring and Management (US\$12.50 million)**

- (a) Support to the State Department of Infrastructure on enhancing project management and oversight capacity, maintenance management and engineering capabilities in the transport sector;
- (b) Support to Materials department in mapping road construction material sites;
- (c) Supporting the State Departments of Infrastructure and Transport in the monitoring and evaluation of the projects;
- (d) Support to strengthen the National Transport and Safety Authority to: (i) conduct needs assessment, vehicle safety inspection and safety audits; (ii) strengthening enforcement capability of the Authority and post-impact care; and (iii) assessing road safety on the Isiolo-Mandera Corridor;
- (e) Strengthening the capacity of the National Construction Authority in overseeing and developing the local construction industry; and
- (f) Training and coordination of Project implementation activities, including audits, and the monitoring and evaluation of progress achieved in the execution of the Project.

**Component 3: Enhancing Internet Connectivity (US\$34.00 million).** Support to Information and Communication Technology Authority (ICTA) for:

- (a) Carrying out feasibility and detailed design and the construction of a fiber optic cable network, alongside the part of the Isiolo-Mandera Corridor;
- (b) Construction of fiber spurs and rings and provision made for connecting selected schools, hospitals and other strategic locations including pastoralist road side markets, rest stops and community and service centers along the corridor;
- (c) Connecting community information centers with fiber optic connection and advisory services in the management of these facilities and services; and
- (d) Institutional strengthening of ICTA and training.

23. The preliminary cost estimate is US\$502.00 million. The details of the cost breakdown are given in **Annex 2**.



**SAFEGUARDS**

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

24. The project will be implemented in Garissa, Wajir and Mandera Counties. These are largely arid areas, and the main livelihood and economic activity of the population is pastoralism. The project will maintain the existing road alignment, but slight modifications to existing alignment may be expected. Road reconstruction material will require constructing borrow and gravel pits and workers’ camps for which land will have to be acquired. Specific sites/locations for other associated infrastructure such as road side social amenities, markets, slaughter houses, veterinary posts, livestock holding areas, etc. are yet to be identified. Implementation of these infrastructure facilities may require acquisition of public and/or communal land, resulting in involuntary displacement of people, loss of assets or access to assets, or loss of income and livelihood sources. Measures will be taken by the project to ensure that these modifications to road alignments and provision of associated infrastructure do not place significant risk or stress on the biophysical and socio-cultural environments.

**B. Borrower’s Institutional Capacity for Safeguard Policies**

25. The Kenya National Highway Authority (KeNHA), the main implementing agency, has been implementing numerous donor-supported road construction and rehabilitation projects, including many financed by the World Bank, across the country. The Authority is conversant with the World Bank’s Operational Policies on Safeguard and has applied these diligently in projects it has implemented. The experience gained will help KeNHA to ensure compliance during implementation of the proposed project. An initial capacity assessment at KeNHA carried out by the World Bank Safeguard Team indicates that the proposed project will put further strain on KeNHA’s Safeguard Team, which currently is overseeing a large portfolio under implementation. Thus, the project will need to boost KeNHA’s institutional capacity to manage environment and social safeguard risks and impacts through reinforcement of its safeguard manpower coupled with structured training and skills upgrade.

**C. Environmental and Social Safeguards Specialists on the Team**

Gibwa A. Kajubi, Edward Felix Dwumfour

**D. Policies that might apply**

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The initial scoping of the project interventions suggests that the potential environmental and social impacts (especially social) will be moderate-substantial due to the nature of proposed activities. The anticipated impacts include impacts on natural habitat, poor air quality, increased noise levels at the project sites, soil pollution and erosion and localized flooding, construction camp impacts, impacts related material sourcing. Road safety concerns (traffic accidents) during construction are likely to be

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significant, as well as related health and safety construction related impacts. The project is likely to result in land acquisition for road reconstruction and other associated infrastructure. These acquisitions could be public and community land to which the new Community Land Act of 2016 will apply. The Environmental Assessment category assigned this project is Category B since anticipated impacts are not expected to be sensitive, irreversible and unprecedented; they are likely to be localized, not cumulative and easily manageable.

Although the proposed road project alignment is known, the specific sites for other ancillary/associated projects such as road side social amenities, markets, slaughter houses, veterinary posts, livestock holding areas, etc. are yet to be defined. Thus, as a start, the project will prepare an Environmental and Social Framework (ESMF) and Resettlement Policy Framework (RPF) to cover those types of activities whose specific locations are unknown. However, for the road sections whose locations are known site-specific ESIA and Resettlement Action Plans (RAPs) will be prepared. In cases, where KeNHA has already prepared safeguard instruments (ESIAs) to cover GoK financing, these will have to be reviewed by the World Bank against consistency and equivalence with the World Bank's Safeguard policy requirement. If found to fall short of WB safeguard requirement, they will have to be updated, consulted upon and disclosed. All applicable safeguard instruments will be prepared by the Borrower in a participatory and consultative manner and publicly disclosed in country and at the Bank's InfoShop before Appraisal.

Natural Habitats OP/BP 4.04	TBD	Further investigations will be undertaken by the WB Safeguard Team during project preparation to cross check whether road alignments and other associated infrastructures may or may not affect critical natural habitats.
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	
Physical Cultural Resources OP/BP 4.11	Yes	During the screening prior to the preparation of ESIA, any likely impacts on physical cultural resources which are protected by law or are of



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		importance to the communities will be identified. Chance find provisions will be incorporated in the ESMF to ensure that the appropriate preventive or mitigation measures are formulated and executed. Applicability of this policy will be cross checked during project preparation.
		The project will be implemented in Garissa, Wajir and Mandera Counties which are geographically and historically marginalized and underserved. The project area is inhabited by pastoralists, and these are regions that exhibit relatively high levels of poverty and social indicators such as access to education, water, mortality rates, etc. that are well below the national average. In this regard, the World Bank Safeguard Policy OP4.10 (Indigenous Peoples) will apply. The project is located in areas where the Government of Kenya considers as vulnerable and marginalized. Given that the majority of the people in these three counties are classified as VMGs, a full Social Assessment (SA) will be prepared, consulted upon and disclosed prior to Appraisal.
Indigenous Peoples OP/BP 4.10	Yes	
		The anticipated impacts include land take and involuntary resettlement at the project sites, potential loss of employment in nearby commercial facilities, disruption of transportation and utility services, etc. A Resettlement Policy Framework (RPF) and site-specific Resettlement Action Plans (RAP) and a stakeholder assessment and engagement plan will be carried out during project preparation for Components 1. The RPF and RAPs will be developed and publicly disclosed before Appraisal and will provide input into the project design.
Involuntary Resettlement OP/BP 4.12	Yes	
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	

**E. Safeguard Preparation Plan**

Tentative target date for preparing the Appraisal Stage PID/ISDS

Jun 30, 2017

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS



The safeguard documents to be prepared are Environmental and Social Impact Assessments (ESIAs) and Environmental Management Plans (EMPs) and Resettlement Action Plans (RAPs) for the road sections that have been identified while Environmental and Social Management Framework (ESMF) and Resettlement Policy Framework (RPF) for the activities yet to be confirmed. A Social Assessment for all VMGs will also be prepared before appraisal. The documents will be prepared and disclosed before appraisal.

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