

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC1045

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I. BASIC INFORMATION

A. Basic Project Data

Country:	Ethiopia	Project ID:	P151819
Project Name:	Ethiopia: Transport Systems Improvement Project (TRANSIP) (P151819)		
Task Team Leader(s):	Josphat O. Sasia, Haileyesus Adamtei		
Estimated Appraisal Date:	25-Feb-2016	Estimated Board Date:	26-May-2016
Managing Unit:	GTI01	Lending Instrument:	Investment Project Financing
Sector(s):	Urban Transport (60%), Wastewater Collection and Transportation (10%), Public administration- Transportation (30%)		
Theme(s):	City-wide Infrastructure and Service Delivery (50%), Urban planning and housing policy (35%), Urban Economic Development (15%)		
Financing (In USD Million)			
Total Project Cost:	300.00	Total Bank Financing:	300.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			0.00
International Development Association (IDA)			300.00
Total			300.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

B. Project Objectives

15. The proposed PDOs are to: (a) improve transport efficiency on the urban arterial system and selected road corridors in Addis Ababa; (b) improve pedestrian safety and mobility; and (c) improve institutional capacity in the urban transport sub-sector.

16. Objectives (a) and (b) would be achieved by financing a major expansion of the traffic signal

system and provision of a traffic control center, comprehensive improvements of selected road corridors including walkways, the construction of foot-bridges, and other measures that will improve traffic movements.

17. Objective (c) would be achieved by helping to establish and build the capacity of public transport institutions including the new Traffic Management Agency (TMA); the Public Transport and Freight Authority (PTFA); and strengthening the capacity of AACRA, Anbessa, TPMO, Land Management and Development Bureau and Road Transport Bureau to effectively coordinate, manage and regulate public transport and traffic flow in the city of Addis Ababa.

C. Project Description

4. Given the foregoing it is evident that the urban development and transport challenges facing Addis Ababa require a holistic and strategic approach. This approach would involve a mixture of institutional change and strengthening the capacities of the existing entities, new ways of perceiving and addressing well known challenges, reassessment of expenditure priorities, mainstreaming communications and Information Communications and Technology (ICT) functions as an integral part of the institutional arrangements for transport and priority investments.

5. The proposed project will support Ethiopia's economic development strategy and address the mounting transport pressures and related transport infrastructure and services on the city of Addis Ababa and surrounding areas. The project will help to: (a) increase the capacity of selected urban road network by addressing traffic congestion and improve the facilities for pedestrians; (b) reducing traffic accidents along the key road arteries; (c) promote the development of Addis Ababa's economy focusing on satisfying the transportation demands within the city; (d) connect efficiently with the other urban transport systems currently under construction (Light rail and BRT); (d) provide a model to improve the public transport services in urban areas; and (e) build the operational capacity and efficiency of urban transport agencies and land use management in the city.

6. Accordingly, the preliminary components of the project are:

7. Component A: Support to the Traffic Management Authority (TMA) to Improve the Traffic Signal System, Road and Pedestrian Safety, Parking Management, Traffic Enforcement and Institutional Strengthening. This component will involve:

- (a) Expanding the existing traffic signal system, establishing central control of this system, and associated civil works improvements at intersections to improve traffic flow and enhance pedestrian safety;
- (b) Constructing a building to accommodate the traffic control center;
- (c) Designing comprehensive traffic management improvements along selected transportation corridors to improve traffic flow and pedestrian safety;
- (d) Development of a city-wide parking strategy and implementation of a targeted paid on-street and off-street parking program to better manage current poor parking conditions;
- (e) Development of a comprehensive plan for improving pedestrian walkways, parking, motor vehicle circulation and public transport access in the Merkato market area;
- (f) Undertaking traffic management studies to improve traffic conditions as conditions evolve;
- (g) Enhancing traffic enforcement and traffic safety through provision of appropriate equipment and traffic enforcement training;
- (h) Building the capacity of the new Traffic Management Agency to carry out its assigned responsibilities, especially in designing and implementing appropriate traffic management measures

and training; and

- (i) Carrying out traffic studies and provision of technical assistance and advisory services.

8. Component B: Support to Addis Ababa City Roads Authority (AACRA) to Improve Traffic Conditions, Pedestrian and Road Safety and Institutional Strengthening. This component will involve:

- (a) Implementing comprehensive improvements to selected road corridors to enhance traffic conditions and pedestrian amenities and safety. This will be done through a range of measures including, inter-alia, pavement improvements, drainage improvements, traffic management measures, sidewalk provision or upgrading, street lighting, provision of bus stops and bus bays, and parking management measures within the Right of Way (RoW);
- (b) Implementing pedestrian overpasses at selected locations to enhance pedestrian safety and community connectivity. These overpasses will be provided along high speed roadways where at-grade pedestrian crossings are not appropriate; and
- (c) Institutional strengthening through a range of measures including advisory assistance on the following: (i) implementing improved asset management and pavement management systems, (ii) developing an improved maintenance strategy and increased maintenance funding, (iii) restructuring of AACRA and capacity building, (iv) developing an improved road design manual and creating a road maintenance manual, (v) improving contract management and introducing quality assurance system; and (vi) capacity building and associated training.

9. Component C: Support to the new Public and Freight Transport Authority (PFTA) to Improve Public Transport and Institutional Strengthening. This component will consist of:

- (a) Support for public transport planning and management as well as advisory assistance in establishing the new PFTA;
- (b) Assistance in planning and establishing an integrated public transport system including implementing regulatory reforms to rationalize the provision of public transport services, strengthen the management of public transport operations and support in streamlining the operations of the minibus-taxi sector;
- (c) Assistance in modernizing Anbessa bus operations through support in improving management, business and operational information systems to increase the operation efficiency and management, including designing and implementing an ITS and fare collection and bus network systems;
- (d) Support in rehabilitating and improving operational conditions of the Anbessa's vehicle maintenance workshops and depots; and
- (e) Building the capacity of PFTA in public transport planning, management, regulation, and service contract management through advisory assistance and training.

10. Component D: Support to Addis Ababa Land Management and Development Bureau (AALMDB) to Develop Land Use and Transport Plans, and Institutional Strengthening. This component will involve:

- (a) Carrying out studies on Transit-Oriented Developments (TOD) and preparing detailed plans for selected strategic TOD(s) as well as formulating the operation and management strategies and implementation plan for these TOD(s);
- (b) Provision of advisory and technical assistance in enhancing the capacity in Metro area master planning, including preparing selected Local Development Plans;

(c) Building the capacity of AALMDB in carrying out its functions, including enhancing actual implementation and enforcement through provision advisory services, goods and training.

11. Component E: Support to Addis Ababa Road Transport Bureau and Programs Management Office. This components will include:

- (a) Building the capacity of AARTB to oversee the implementation of urban transport reforms through training and provision of goods, services and technical assistance;
- (b) Strengthening the capacity of AARTB staff to carry out its responsibilities, including monitoring and evaluation of the Project, and steering the preparation of future development initiatives;
- (c) Building the capacity of and supporting AARTB staff to manage the transport master planning cycle, including development of a transport model; and
- (d) Building the capacity of the TPMO to: (i) manage the development of skills for the transport sector through engaging with the local universities in developing the corresponding curriculum; and (ii) provision of technical assistance in building project management capability.

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

Mainly in Addis Ababa

E. Borrowers Institutional Capacity for Safeguard Policies

The Borrower capacity will be assessed. The proposed implementing agencies have not implemented a Bank-financed operation before.

F. Environmental and Social Safeguards Specialists on the Team

Asferachew Abate Abebe (GEN01)

Chukwudi H. Okafor (GSU07)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	TBD	The proposed project activities will focus mainly on building the capacity and enhancing the operational, business and management systems of the transport entities; improving pedestrian infrastructure, such as walkways and provision of footbridges; installing traffic signaling and communication intelligent systems; and where necessary, repairing and rehabilitation of selected road corridors that are heavily used by pedestrians. Most of the anticipated civil works activities will be within the Right of Way.
Natural Habitats OP/BP 4.04	No	
Forests OP/BP 4.36	No	

Pest Management OP 4.09	No	
Physical Cultural Resources OP/BP 4.11	TBD	
Indigenous Peoples OP/BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	TBD	
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: 20-Apr-2015

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:

Time frame for launching and completing the safeguard relate studies to be determined.

IV. APPROVALS

Task Team Leader(s):	Name: Josphat O. Sasia,Haileyesus Adamtei	
<i>Approved By:</i>		
Safeguards Advisor:	Name: Johanna van Tilburg (SA)	Date: 18-Mar-2016
Practice Manager/ Manager:	Name: Richard Martin Humphreys (PMGR)	Date: 21-Mar-2016

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.