

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA15334

Date ISDS Prepared/Updated: 01-Mar-2016

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I. BASIC INFORMATION

1. 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%)		
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:	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		

2. Project Development Objective(s)

The proposed Project Development Objective (PDO) is to improve mobility and safety along selected corridors in Addis Ababa and effectiveness and efficiency of vehicle and drivers' license system throughout Ethiopia.

3. Project Description

1. The project will also support in addressing the mounting social and economic pressures on the major urban centers and lay the foundation for developing an efficient urban public and other transport systems in the country that will benefit the poor echelon of the society in Addis Ababa and through establishing transport data bases on vehicle registration and drivers' license systems will improve on road safety. The project will also generate both mitigation and adaptation impacts on climate change as it will improve efficiency and resilience of the urban transport system, promoting the use of public transport, increasing drainage capacity along selected road corridors, preparing a drainage masterplan for the City, strengthening planning of both land-use and transport facilities to better guide development in a manner to reduce, over the longer term, both vulnerability and the need for vehicle travel in Addis Ababa.

2. Thus with the foregoing background, the proposed project will comprise the following components.

Component A: Improve Traffic and Safety Management in the city of Addis Ababa (preliminary cost estimates US\$187.60 million). This component will involve:

Sub-component 1: Improve the Traffic Signal System, Road and Pedestrian Safety, Parking Management, Traffic Enforcement and Institutional Strengthening of the New Traffic Management Agency (TMA) and Addis Ababa Traffic Police. This component will involve support to TMA and Addis Ababa Traffic Police to improvement management of traffic and road safety (cost estimates US\$82.50 million of which US\$62.50 million toward TMA and US\$20.0 million for Addis Ababa Traffic Police) and will involve:

- (a) Preparing an Intelligent Transport System (ITS) for the city of Addis Ababa, expansion of the existing traffic signal system, central control of this system including a Traffic Operations Center, red light enforcement and associated penalty management system, and associated civil works improvements at intersections to improve traffic flow and enhance pedestrian safety; and designing comprehensive traffic management improvements to selected complete streets to improve traffic flow and pedestrian safety;
- (b) 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;
- (c) Undertaking traffic management studies to improve traffic conditions as conditions evolve; and carrying out traffic studies and provision of technical assistance and advisory services;
- (d) Building the capacity of the proposed TMA to carry out its assigned responsibilities, especially in designing and implementing appropriate traffic management measures and training;
- (e) Carrying out traffic studies and provision of technical assistance and advisory services; and
- (f) Enhancing traffic enforcement and traffic safety through provision of appropriate equipment and traffic enforcement training.

Sub-component 2: Improve Conditions of Road Infrastructure and Pedestrians Facilities and Institutional Strengthening of Addis Ababa City Roads Authority (AACRA) (cost estimate US\$65.80 million). This sub-component will involve:

- (a) Implementing comprehensive improvements to selected complete streets using context-sensitive design approaches 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) Developing and implementing a pedestrian safety and community connectivity at selected locations. Locations and specific interventions will be selected through detailed study. Overpasses may be considered where at-grade pedestrian crossings are not appropriate;
- (c) Developing a citywide drainage master plan; and
- (d) 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 improved maintenance funding, (iii) restructuring of AACRA and providing capacity building activities, (iv) developing an improved road design manual and creating a road maintenance manual, (v) improving contract management and design; and (vi) training.

Sub-component 3: Improve Traffic Oversight, and Public Transport Services and Systems and Institutional Strengthening of the New Public and Freight Transport Authority (PFTA) and Anbessa. This component will involve supporting PFTA and Anbessa City Bus to improve public transport (cost estimate US\$30.00 million of which US\$25.50 million toward Anbessa City Bus and US\$4.50 million for PFTA). This sub-component will consist of:

- (a) Support for public transport planning and management as well as advisory assistance in establishing the proposed PFTA;
- (b) Building the capacity of PFTA in public transport planning, management, regulation, and service contract management through advisory assistance and training;
- (c) 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 minibuses-taxi sector;
- (d) Assistance in modernizing Anbessa Bus operations through support in improving management, business and operational information systems for enhancing the operation efficiency and management including designing and implementing an ITS and management systems for electronic fare collection, automatic vehicle location, depot, crew and bus scheduling, inventory and spares and bus network systems;
- (e) Support in rehabilitating and improving operational conditions of Anbessa's vehicle maintenance workshops and depots and control center to all the systems; and
- (f) Institutional strengthening, capacity building and training for Anbessa.

Sub-component 4: Support to AARTB and Transport Programs Management Office to Improve Planning (TPMO, cost estimate US\$9.3 million).

- (a) Building the capacity of AARTB and TPMO to plan and oversee the implementation of urban transport reforms through training and provision of goods, services and technical assistance;
- (b) Strengthening the capacity of TPMO staff to carry out its responsibilities, including monitoring and evaluation of the Project, and steering the preparation of future development initiatives; and
- (c) Providing technical assistance in building project management capability.

Component B: Improve Integrated Urban Planning and Transport; and Institutional strengthening (cost estimate US\$1.8 million). This component will involve supporting the Addis Ababa Land Development and Management Bureau (AALDMB) to develop Land Use and Transport Plans, and will include:

- (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 for strategic TOD areas consistent with the new Structural Plan; and
- (c) Building the capacity of AALDMB in carrying out its functions including enhancing actual implementation and enforcement through provision advisory services, goods and training.

Component C: Develop an Integrated Driver Licensing and Vehicle Registration Systems and Institutional Strengthening of FTA (preliminary cost estimate US\$110.60 million of which US \$108.60 million to support the Federal Transport Authority (FTA) and US\$2.00 million for Ministry of Transport (MoT). This component will include the following activities:

- (a) Setting up a system for re-registration of current drivers with ten fingerprints and replacement of existing driver's licenses with modern security enhanced driver's license documents;
- (b) Setting up a system for re-registration of vehicles with vehicle chassis numbers and replacement of the existing vehicle registry documents by secure unified vehicle registration documents;
- (c) Improving the quality driver training and testing;
- (d) Design and installation of a driving school management solution;
- (e) Development and installation of vehicle inspection management solution;
- (f) Development and installation of driver's penalty management system;
- (g) Installation of police mobile solutions for driver and vehicle verification as well as penalty management and deployment of smartphone or mobile applications for verification of vehicles and managing penalties;
- (h) Establishment of central help desk support solution;
- (i) Power interruption solution;
- (j) Institutional strengthening, capacity building and training of FTA; and
- (k) Support the Federal Ministry of Transport in: (i) development of a long-term program to improve skills for urban transport management through engaging with local universities in developing the corresponding curriculum, and supporting students in these programs on a pilot basis; (ii) developing an urban transport policy and investment program; and (iii) support in the implementation of institutional and policy reform in the provision of public transport.

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

3. The physical infrastructure components under components A of the project will mainly cover Addis Ababa. The activities under Component C will not involve any civil works and will be implemented at regional level. The major activity that will involve civil works are improvement of selected intersections and five corridors in the Addis Ababa have been proposed. It is anticipated that the improvement works will be confined largely within the right way of the existing infrastructure minor disruption to the surrounding environment and no resettlement of people for which a RPF and ESMF have been prepared and will be disclosed before appraisal. The corresponding RAP and ESIA will be prepared once the detail design for the intersections and corridors are complete.

5. Environmental and Social Safeguards Specialists

Asferachew Abate Abebe (GEN01)

Chukwudi H. Okafor (GSU07)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	
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	Yes	
Indigenous Peoples OP/BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	Yes	This OP/BP is triggered on the assumption that implementation of project interventions may potentially involve acquisition of land and/or restriction of access. Alongside the ESMF, a Resettlement Policy Framework (RPF) has been formulated.
Safety of Dams OP/BP 4.37	No	No new construction and/or rehabilitation of large dams is anticipated to be financed under the proposed project.
Projects on International Waterways OP/BP 7.50	No	
Projects in Disputed Areas OP/BP 7.60	No	

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>4. Overall, this is classified as Category B as subproject activities are not expected to lead to any large scale, significant, or irreversible environmental or social impacts.</p> <p>Social impacts</p> <p>5. The project will generate significant social and environmental benefits and also negative impacts requiring mitigation. The social benefits will accrue from opportunities for short-term employment during construction, but there will also be long-term benefits from increases in road safety and time saved. The travel time along selected streets contained in the project is expected to fall and vehicle operating costs are expected to be reduced with the proposed improvements; and the provision of road-side amenities, including pedestrian walkways and crossings, and improvement of junctions and traffic signalling system will enhance road safety and benefit mainly the poor echelon of the society. Meanwhile the time for processing and issuance of driver licences and registration of vehicles will reduced drastically.</p> <p>6. The construction of sidewalk ways, drainages, foot crossings, streetlights and other development activities may negatively affect the health and safety of the community unless</p>

appropriate mitigation measures are taken to address the problem. In some of the corridors street vendors (Informal Traders) using the existing side walkways to sell brewed coffee, tea, readymade clothes and other consumable goods as a means of earning their livelihood particularly on (Umer Semeter street and Arat Killo-Pizza- Abune Petors street) are likely to be affected. In some instances, a few of the road corridors are used as open markets in the late afternoon with a large number of people coming to buy and sell items. Thus the upgrading of side walkways and other physical construction in such areas will affect these people's livelihood activities. Finally, some shops and vendors along the road corridors may be impacted during the construction of proposed activities. Hence appropriate precaution will be taken under the project to minimize non-land based Economic displacement of the people working along the road corridors

7. Road safety issues are a major problem with high death rates recorded on the Ethiopian roads. Nearly 3,000 lives are lost annually. This project will support the efforts by the FTA in addressing these challenges by increasing awareness of road safety through information provision and education. Selected existing streets in Addis Ababa will be widened in critical places to allow for pedestrian sidewalks to enhance safety.

8. The project's anticipated environmental impacts have triggered Bank Operational Policy OP 4.01 (Environmental Assessment), as well as OPs 4.12 (Involuntary Resettlement) and 4.11 (Physical Cultural Resources). The proposed activities, which for the most part involve rehabilitation/expansion of existing roads within the right of way, will have moderate and reversible impacts.

9. Potential environmental impacts may include soil erosion and disturbance of water flows, water pollution, traffic disruption, noise, gaseous and dust pollution and temporary disturbance of flora (mainly during the construction phase). In the case of the improvement of selected streets some mature trees (though not indigenous species) will be lost as a result of widening pedestrians walkways. The magnitude of tree cutting in these urban areas is not sufficient to necessitate the preparation of a Forest Management Plan, or to trigger the Bank's Operational Policy on Forests, OP 4.36. Nevertheless, it is important to undertake replacement tree planting liaising with the department of city administration with responsibility for maintaining roadside verges and vegetation.

Environment impacts

10. The construction and improvements of intersections, corridors, sidewalk ways, drainages, foot bridges, streetlights and other development activities may negatively affect the health and safety of the community unless appropriate mitigation measures are taken to address the problem. In some of the corridors, street vendors (Informal Traders) using the existing side walkways to sell brewed coffee, tea, readymade cloths and other consumable goods as a means of earning their livelihood are likely to be affected. In some instances, a few of the road corridors are used as open markets in the late afternoon with a large number of people coming to buy and sell items. Thus, the upgrading of side walkways and other physical construction in such areas will affect these people's livelihood activities. Finally, some shops and vendors along the road corridors may be impacted during the construction of proposed activities. Hence appropriate precaution will be taken under the project to minimize non-land based economic displacement on the people working along the road corridors.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities

in the project area:
<p>11. The travel time along selected streets contained in the project is expected to fall and vehicle operating costs are expected to be reduced with the proposed improvements; and the provision of road-side amenities, including pedestrian walkways and crossings, and improvement of junctions and traffic signaling system will improve road safety.</p>
<p>12. The reduction in traffic congestion along the selected streets will reduce the current practice of motorists taking shortcuts. Smooth traffic flow also has strong greenhouse gas reduction benefits and reduces local air pollution.</p>
<p>13. However, activities envisaged to be implemented under the project requires mobilization of various actors, particularly large number of young construction workers and heavy duty machineries. As a result, it is expected that during implementation there might be influx of young men in particular, seeking job opportunities, and with disposal income, their sexual activities outside work place might result in spread of HIV/AIDs, the project may also lead to the use of new technologies such as parking meters which could substitute manual labor. Gentrification (outward migration) might result in the long term since enhancing the quality of the respective neighborhood might increase the property value, which might make it expensive for low income workers to stay in the neighborhood, contributing to the social/income segregation of the city. The potential short- term impact includes land acquisition for construction purpose (storage, site office) and change in accessibility to properties that are otherwise blocked by the on-going construction. Land could also be temporarily acquired (which is later reclaimed) to create access to temporarily blocked properties and facilitate the construction process.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p>
<p>Not relevant.</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>14. In managing potential and social risks and impacts arising from the project's investments, Bank Operational Policy (OP) 4.12 is triggered. Accordingly, the Borrower has prepared a Resettlement Policy Framework (RFP) and conducted a Social Impact Assessment (SIA) to explore any potential social consequences. The findings of the SIA have been incorporated in the design of this Project.</p>
<p>15. During and after the implementation of the Project, a social monitoring and evaluation survey will be conducted to evaluate the impact on vulnerable groups among women. The surveys will use gender-disaggregated data to determine and verify citizen's perceptions of the project's activities and will serve as a tool to define gender or social issues. The recommendations will be used to deepen improvements in the transport sector.</p>
<p>16. A Grievance Redress Mechanism (GRM) will be established to provide an opportunity for reporting any complaints or concerns during the execution of the project.</p>
<p>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</p>
<p>17. The key stakeholders of the project will include: businesses, pedestrians, motorists, passengers, mini bus taxi and bus operators and local communities in the project area as well as drivers, and vehicle owners. Pedestrians will be among the key direct beneficiaries with available statistics</p>

from Addis Ababa Road and Transport Bureau (AARTB) indicating that most people in Addis Ababa walk to their places of work constituting about 54 percent of all trips.

18. Stakeholder consultations were conducted for the project affected persons as well as local businesses, farms, and public institutions (schools, care homes, etc) along the corridor while preparing the Social Impact Assessment (SIA). Dates of consultations are provided in SIA. Key concerns were: dust pollution from construction; construction waste disposal; loss of custom due to limited accessibility to shops, petrol stations, and hotels during construction; road safety during construction; and adequate compensation for land acquisition. Monitoring will be undertaken to ensure proper environmental impact mitigation measures are in place (frequent watering of roads; disposal of waste away from residential and market areas; adequate safety signs and safe crossing points; provision of access points to businesses, institutions. Compensation issues will be addressed through the implementation of the RAPs consistent with Bank policy and standards.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	12-Feb-2016
Date of submission to InfoShop	23-Feb-2016
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Ethiopia	24-Feb-2016
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	02-Feb-2016
Date of submission to InfoShop	23-Feb-2016
"In country" Disclosure	
Ethiopia	24-Feb-2016
<i>Comments:</i>	
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 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 type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources	

Does the EA include adequate measures related to cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input type="checkbox"/>] No [<input checked="" 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"/>]
Is physical displacement/relocation expected?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] TBD [<input checked="" type="checkbox"/>]
Provided estimated number of people to be affected	
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] TBD [<input checked="" type="checkbox"/>]
Provided estimated number of people to be affected	
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input type="checkbox"/>] No [<input checked="" 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 type="checkbox"/>] No [<input checked="" 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 type="checkbox"/>] No [<input checked="" 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 type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

III. APPROVALS

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