

**INTEGRATED SAFEGUARDS DATA SHEET  
APPRAISAL STAGE**

Report No.:ISDSA20497

**Date ISDS Prepared/Updated:** 06-Apr-2017

**Date ISDS Approved/Disclosed:** 07-Apr-2017

**I. BASIC INFORMATION**

**1. Basic Project Data**

<b>Country:</b>	Ghana	<b>Project ID:</b>	P151026
<b>Project Name:</b>	Transport Sector Improvement Project (P151026)		
<b>Task Team Leader(s):</b>	Petrus Benjamin Gericke		
<b>Estimated Appraisal Date:</b>	05-Apr-2017	<b>Estimated Board Date:</b>	23-May-2017
<b>Managing Unit:</b>	GTI07	<b>Lending Instrument:</b>	Investment Project Financing
<b>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00(Rapid Response to Crises and Emergencies)?</b>			No
<b>Financing (In USD Million)</b>			
Total Project Cost:	150.00	Total Bank Financing:	150.00
Financing Gap:	0.00		
<b>Financing Source</b>			<b>Amount</b>
International Development Association (IDA)			150.00
Total			150.00
<b>Environmental Category:</b>	B - Partial Assessment		
<b>Is this a Repeater project?</b>	No		

**2. Project Development Objective(s)**

The Project Development Objectives are to: (i) reduce travel time on selected parts of the classified road network in Northern Ghana, (ii) promote road safety, and (iii) strengthen the institutional management of the transport sector.

**3. Project Description**

**A. Project Components**

1. The Project will be structured around three components. These are the following with a description of the major activities included in each Component. Minor activities that will not have an impact on the outcome of the Project are excluded in this description:

Component 1: Road Asset Preservation (Estimated costs US\$125.0 million):

2. This Component aims at improving the sustainable management of the Ghana roads network with support for the establishment of a network-wide Road Asset Management System and the introduction of performance-based contracting (PBC), in the form of long-term asset management roads contracts based on design-build-operate-maintain-transfer principles on rural roads.

3. The PBC- methodology will use World Bank's Bid Document for Output and Performance-based Road Contracts (OPRC) on both paved and unpaved roads. These PBCs will include the initial rehabilitation works and the long-term maintenance services in lump sum contracts where payments are based on achieving performance targets. Based on experience gained elsewhere, the duration of these contracts and associated World Bank Projects would be between 7 and 10 years for the paved roads and about 5 years for the unpaved roads.

4. The Project activities will be spread over two main road networks (trunk and feeder/farm) allowing the two respective responsible Agencies to gain experience with this new contracting arrangement after which Government could repeat and roll-out the methodology with similar, but domestically-funded, contracts.

Sub-Component 1.1: Development of a Road Asset Management System:

5. The Project will continue support, commenced in the ongoing TSP, for the development of a Road Asset Management System (RAMS) to be used by the GHA, DFR and DUR. The support will include expanding the GIS-system already in place to cover all the classified roads and verifying and uploading key road information data.

Sub-Component 1.2: Improved Asset Management on the Trunk Road Network (managed by the GHA):

6. This sub-component aims at improving the weak implementation results, both in terms of delayed completion and cost overruns, that the GHA has experienced in the recent past with the more traditional approach of design-bid-build contracts. The introduction of performance-based contracts based on lump sum payments for providing and maintaining (preserving) the selected road links, will provide the GHA the opportunity to assess the benefits and value for money of this contracting methodology compared to the current Design Bid Build contracts.

7. The selected road link from Tamale to Yendi and Tatale on the eastern border with Togo, is an integral part of the central east-west corridor linking the three North-South corridors in the country. The road link consists of about 118 km of paved and about 62 km of unpaved roads. This sub-component will also provide support to operationalize the Tatale Border Post, currently manned but not operational due to lack of internet connectivity.

8. This sub-component will also provide support to operationalize the Tatale Border Post, currently manned but not operational due to lack of internet connectivity. Government has established north-south running fibre-optic infrastructure along the Central and Eastern Corridors. The Project will support the expansion of this network with an east-west link from the Eastern corridor at Yendi as well as linking the border post at Tatale. This new link will provide internet connection opportunities for all communities along the corridor.

9. This sub-component will finance the following activities;

a. Consulting services to undertake the Assessment Study, and develop the bid documents for the Tamale-Yendi-Tatale road link. The Assessment Study includes the following requirements:

- (i) To develop a concept design for any improvements/rehabilitation works, including the set of road asset performance standards to be used to manage the contractor's performance on the entire road link.
- (ii) To determine the type and extent of the works to be included in the PBCs. These include potential road realignments to improve road safety on the section west of Yendi, a recommendation on the best horizontal

alignment through Yendi either by expanding capacity of the existing urban roads or by constructing a green field bypass.

(iii) To develop, following community consultations, both measures to minimise the potential negative impacts of labour influx associated with the works contracts and guidelines for effective community consultations and engagement for the duration of the contracts. These will include measures to maximize the employment of local labour and focusing on creating employment opportunities for women.

(iv) To identify, after community consultations, the basic local socio-economic infrastructure and improved public transport, and pedestrian access to improve the livelihood of these communities.

(v) To undertake a climate assessment on the selected road corridor.

(vi) To identify and assess the risk of disaster events along the road link. While the Bimbila-Zabzugu-road is currently unfunded, it makes sense to include this link in the Assessment Study, as it will provide both additional access to the border post at Tatale and the Oti river crossing will provide a second crossing of the Oti River. This option will provide network redundancy should the current bridge crossing between Yendi and Zabzugu be compromised in a disaster event. Such an event will cut off the entire part of Ghana east of the Oti River from the rest of the country.

b. The Performance Based Contracts (PBC) and monitoring services for the improvement of the Tamale-Yendi-Tatale road link. While the intention is to both improve and maintain the entire road link to uniform levels of service (e.g. providing a paved surface throughout), the outcome of the assessment study will determine the extent of the works to be financed under the project. The works contract will also include any socio-economic infrastructure agreed with the respective communities and fiber-optic infrastructure.

c. Support to the axle load control program with the procurement of equipment for two permanent weigh stations at Akatsi and Jema stations and four additional portable axle weighing units.

Sub-Component 1.3: Improved Asset Management of the Feeder Road Network (Managed by Department of Feeder Roads (DFR)):

10. The Project will support the improvement/rehabilitation and long-term maintenance, carried out under the PBC principles, of about 200 km of Feeder and Farm Roads in a prioritised geographical area in the Northern part of Ghana. The exact length will be determined following actual works inputs are completed, which includes the following:

11. Firstly, the prioritisation methodology has been determined, for each of the Northern, Brong Ahafo, Upper East and Upper West Regions and the districts with the highest poverty incidence based on the 2014 Household Survey. Given the interest from other donors to provide support for similar Feeder Road activities, the Assessment Study will cover all four Districts with at least one package in each of the four Regions but the Project will finance road rehabilitation for only one package.

12. Secondly, Government has already identified and added the influence areas of all active agricultural value chains to the poverty maps. The Government has several agricultural support programs funded by, among others, International Fund for Agricultural Development (IFAD), EU and World Bank. The IFAD-funded Ghana Agriculture Sector Investment Program (GASIP) is developing support programs for these existing active value chains. These active value chains include areas where farmers have agreements with specific producers to purchase their produce. While other interventions will deliver on-farm support, the Project will provide the much needed road network connectivity and mechanisms to sustain it over the long-term.

13. The MRH will undertake a comprehensive Socio-economic Impact Assessment (SEIA) to determine the long-term impact of using PBCs on rural development initiatives like the GASIP-activities. This SEIA study will include the development of an initial baseline, prior to the works contracts commencing and two community surveys, one about one year and the second survey about three-four years after the initial rehabilitation works have been completed.

#### Subcomponent 1.4: Improved Asset Management of the Urban Road Network (Managed by the DUR)

14. Although the project currently does not target urban road network, should other project Components and Sub-components generate sufficient savings on the already agreed activities during implementation, the project will support the improvement and supervision of 3-7 km of lower order urban roads and associated socio-economic infrastructure in poor areas of Tamale and Bolgatanga in Northern Ghana. The concept design study will prioritize such proposed improvements and the final length of road will be determined based on the ability to achieve the desired impact and the availability of funds. The implementation of this Subcomponent will not require project restructuring since the targeted urban roads will be implemented by utilizing budget savings.

15. The works contracts will introduce Design-Build contracting methodology for urban road infrastructure to test this contracting methodology against the current DBB contracting practices.

16. Under this Sub-component, if implemented, the project will reflect Ghana's Decentralization Policy and the findings of the road reclassification study. These findings will most likely result in the transfer of the lower order urban roads to the respective District Assemblies. The project will incorporate such changes and will support the respective Assemblies with institutional strengthening to manage these contracts, if required.

#### Component 2: Improved Road Safety (Estimated cost US\$8 million):

17. This Component will support the activities to be implemented by both the National Road Safety Commission (NRSC) and the Driver and Vehicle Licensing Authority (DVLA).

#### Sub-Component 2.1: Supporting the National Road Safety Commission (NRSC)

18. This sub-component will comprise the following set of activities approximately half of which will directly support NRSC and the remainder will be linked to the road safety activities of the roads agency components in the project:

(a) Road Accident Database Management System (RADMS): An important recent investment by NRSC is the purchase of RADMS (Road Accident Data Management System), a state of the art suite of crash database, analysis and reporting software, using police crash reports as input. It is not in active use yet. The project will support the implementation of the system, including upgrading of the software for the use of Smartphone apps and GIS for reporting, the purchase of equipment such as computers and data entry devices for the traffic police, training on the system, and processing and analysis of crash data in real-time. The implementation is planned in phases, starting with the centres with larger vehicle populations, eventually linking all traffic police stations with internet connectivity with the system.

(b) Lollipop-program at about 500 schools (making pedestrian road crossings safer): The Project will support the wider deployment of the 'Lollipop' program, targeting road crossing by children attending primary and junior secondary schools. Initially piloted in Volta region by NRSC and expanded to some schools in greater Accra, the Project will support its further expansion based on already identified national demand. This program provides roadside stands containing hand-held 'stop' signs that children wishing to cross the road hold out to encourage drivers to stop. The Project support will focus on complementary measures like painted and raised pedestrian crossings, and other traffic calming measures in the vicinity of the targeted crossings. Combined with the planned volunteer wardens and supportive teachers who train the children in proper use, the approach provides a comprehensive solution. The funding would be used for awareness building among all stakeholders, printing and distributing materials and the design and implementation of the associated traffic calming measures on the pedestrian crossings serving the respective schools. The Project will support schools interested in implementing this program throughout Ghana with a focus on project roads, urban areas and schools in settlements divided by major roads.

(c) Training Needs Assessment: Under the ongoing TSP, the NRSC received support to enhance its capacity. The Project will continue to support the strengthening of the NRSC with a focus on professional development and training programs for NRSC and other agency staff engaged in road safety, starting with a training needs assessment and thereafter supporting some of the identified actions.

(d) Other Activities agreed for support: In addition to its coordination role, NRSC is directly responsible for raising awareness of road safety issues amongst road agencies, road users and preparing public education campaigns and materials for use in schools. As part of the project, NRSC will receive support for (i) Pedestrian and child safety activities closely coordinated with traffic police enforcement programs that will be directed at 116 Districts, including those containing the roads to be improved under other project components. Specific actions will include printing and distributing posters, handbills and road safety stickers; and printing and distributing road safety textbooks and teachers' guides (this activity is to extend the cover on an existing program).

(ii) Providing additional enforcement equipment to the Traffic Police, in particular to increase activities targeting drinking & driving, and speeding;

(iii) Road safety research activities as well as strengthening monitoring and evaluation of progress made with the implementation of the NRSC-Action Plan.

#### Sub-Component 2.2: Supporting the Driver and Vehicle Licensing Authority (DVLA)

19. The sub-component will finance the following activities;

a. Rollout of vehicle inspections to Private Garages: The DVLA commenced with a program to transfer the responsibility of vehicle inspections to the private sector. This decision follows an assessment that the in-house testing facilities lack resources to undertake vehicle inspections as required. The DVLA-program focused on the larger population centres first and used a PPP-model where the developer would provide the financing to establish and operate the Private Vehicle Test Stations (PVTS). Cost recovery would come from the inspection fees paid by vehicle owners. The application of the PVTS-model is limited to centres with large vehicle populations.

b. The Project will support the development and rollout a system to utilize private garages for vehicle inspections in smaller towns. The support will include the feasibility study that will review the current capacity and willingness of the private garages to take on this responsibility, including developing a robust quality monitoring system for the DVLA, and support with the initial rollout of the system.

c. Establishing an Integrated software Driver and Vehicle Licensing System: The DVLA plans to replace its current freestanding software systems for Vehicle Registration, Drivers' Licensing and Education, Authorized Test Center Databases, etc., with an integrated software system open for online use by others, like the Traffic Police, the Ghana Revenue Authority and the Road Fund. The Project will finance the feasibility study and, if funds permit, will support the initial implementation activities.

d. Institutional Strengthening: The project will support training and capacity building of the driver testing and PVTS-oversight responsibilities of the DVLA through a combination of international and on-the-job training of DVLA-staff.

#### Component 3: Institutional Strengthening and Capacity Building (Estimated cost: US\$ 17 million):

20. Government has a general vision to modernise the transport sector in general and the Road Sub-sector in particular to improve the management efficiency of the respective Road Agencies in response to the increasing demands for reliable road infrastructure. The MOT and MRH will coordinate the agreed activities to assess the current status of transport sector management in Ghana. These findings will be used to identify opportunities to improve the management of the road sub-sector through internal reforms and potential restructuring of the current agencies and ministries.

21. The project will support the implementation of the several updated sector policies, the most important being

the updated NTP and Tolling Policy. A central part of the institutional strengthening will be the efficiency assessment of the Road Sub-sector Agencies and the implementation of the initial restructuring and recommended reform activities.

22. The Government is completing a Public Expenditure and Institutional Review (PEIR) of the Transport Sector. The PEIR reviewed and analyzed the performance of 14 Departments and Agencies under MOT and 4 under MRH against their mandate and responsibilities and assessed the efficiency of the sector in its planning and implementation of planned programs. The initial outcomes of the PEIR point to weak policy formulation and oversight function and inadequate financial reporting capacity while there is a tendency to overcommit funds. The final analysis of the institutional and financial efficiency will be a building block for the review of the National Transport Policy, the Road Sub-sector Institutional Review, and the development of the National Multimodal Transport Master Plan as described below.

### Sub-Component 3.1: Institutional Strengthening

23. The Project will support the following activities:

(a) Institutional Review the Road Sub-Sector Agencies: This study will review the current functions and responsibilities of the MRH and its two Departments, the DUR and DFR, the Local Government Agencies managing the urban and farm road networks, respectively; GHA; and, the Road Fund. The core function of the Road Fund is to manage the revenues of the Road Fund and to allocate such funding for both road maintenance and improvement. Funding allocations for road maintenance has been irregular and inadequate, as about the half of the road fund is spent in road development, construction and rehabilitation. Related to its core function, there is a need to reassess its mandate to improve its efficiency and effectiveness in road financing. The initial findings of the PEIR show that all Road Agencies require improvement of their planning and execution capacity and strengthening their operational functions. The outcome of this study will define the restructuring options and implementation actions required to improve and modernise the road sub-sector. These actions would include amendments to current legislation, to develop a more sustainable funding system and to limit the cost of managing and implementing works. Future Bank support will build on the outcome of this study and will further support Government to operationalize the recommended improvements.

(b) Support Road sub-sector Reform: Following Government's approval of the recommendations of the Institutional Review of the Road Sub-sector, the Project will support some of the initial restructuring and its implementation activities, the extent to be agreed once the accepted study recommendations are known. Follow-on Transport Projects will focus on supporting the remaining reform implementation activities.

(c) Review the National Transport Policy of 2008: The Project will support the dissemination and implementation of the NTP, currently being updated under the ongoing TSP. The updated NTP will include, for the first time, the impact of climate change, regional integration and decentralisation, regulation of transport services and improved management by and oversight of the respective agencies. First order priorities would be to strengthen the respective Agencies to implement the new requirements of the NTP.

(d) Develop a National Multi-Modal Transport Master Plan for Ghana (NMMTMP). This study will build on the recommendations of the National Transport Policy review. The outcome of this study will provide Ghana with a comprehensive, integrated multimodal Master Plan that could be, with regular updates, the basis for sustainable long-term investment decisions, incorporating their environmental and social implications, in the transport sector and in response to future transportation demand.

(e) Assist the MOT to implement and operationalize a comprehensive, nationwide Transport Sector Monitoring and Data Management System. The MOT/MRH already designed a sector-wide Monitoring and Evaluation System. The Project will support the implementation of this system on a software platform, inclusive of the cost of the software development, supporting hardware, training and the first data collection activities. The project will finance a review of the System two years after implementation and will, subject to agreement with the MOT, provide support for the implementation of some of the recommendations.

(f) Implement the Ghana Tolling Policy. Government is currently reviewing an earlier draft Tolling Policy with the aim to develop and submit a Tolling Policy to Cabinet for approval. The new Tolling Policy will address and modernize general toll collection methods for national roads, as well as providing policy guidance to introduce PPP-concessions, currently planned for the Accra-Tema and Accra-Takoradi road links and other future PPP roads. Following approval of the Policy by Government, the Project will support the dissemination and implementation of the Policy.

#### Sub-Component 3.2: Supporting Capacity Building

24. Capacity Building: The project will support limited capacity building across the different Agencies benefitting from the program. This will include a mix of short-term international and local courses as well as specific, agreed post-graduate training programs, if considered essential. The agreed approach will be for the MRH/MOT to prepare an Annual Training Program for review and agreement by World Bank. Once agreed, the respective Agencies will implement the program. Government will provide regular feedback through the agreed project reporting on the status of implementation and impacts of the training.

#### Sub-Component 3.3: Supporting Project Implementation

25. This Component will provide for technical assistance, equipment, training and operating costs for:

- a. Project management and implementation oversight;
- b. Project monitoring and evaluation; and
- c. Operating costs of the Project Office including the three AITs.

26. Capacity Building: Project implementation support will specifically include implementation of citizen engagement (CE) mechanisms, HIV/AIDS, and gender- targeted activities as following:

- a. Behavior change and awareness raising interventions on HIV/AIDS and STD-prevention among beneficiary communities to both increase awareness and knowledge of HIV/AIDS and STD, and to reduce HIV-affected people's discrimination and stigma;
- b. Awareness raising and behavior change interventions on GBV among female and male beneficiaries to minimise GBV. This will include trainings on GBV prevention, care and report mechanisms to community health workers;
- c. Increase the use of community monitoring committees in each beneficiary community to bring back citizens' ownership on project development and implementation as well as to promote a constant dialogue and collaboration between communities, Government and campsite workers; and
- d. Ad hoc mechanisms allowing beneficiaries to report any questions and concerns associated with project's development and including these in the grievance redress system.

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

27. The Tamale-Yendi-Tatale corridor and the regions where the feeder roads projects are planned falls within the general woodland Savanna ecosystem type in Ghana. The topography is gently rolling with average height of the plain ranging between 180m and 300m above sea level. Small rounded hills composed mainly of granite are scattered on this plain. The generally flat terrain is characterized by subsurface hard pans. Vegetation is mainly woodland savannah. This comprises of a mixture of trees, shrub and tall grass species. The trees and shrub matrix may form a light canopy often less than 15 m high. There is intermittent riparian vegetation or fringing forest along water courses.

28. With respect to the Tamale-Yendi-Tatale road, there are three forest reserves along the corridor. These are the Sinsablegbini, Gunkwibi and Biligu forest reserves. The reserves were established primarily to protect the headwaters of various tributaries, prevent soil erosion as well as ensure the provision of thatch and poles for

local housing needs. Other uses include plantations for fuel wood, fire protection, prevention and control. Typical of the forest reserves found in the area is the conversion into plantation of various exotic species, notably Teak and Eucalyptus. Recurrent wild fire is prevalent in the general landscape and occurs annually.

29. The reserves are completely surrounded by predominantly farming communities most of which are situated right at the boundaries with high dependence of the surrounding communities on the reserves for firewood. Hunting pressure and human activities in the reserves are high. Besides hunting and collection of fire wood, local communities also graze their cattle in the reserves.

### 5. Environmental and Social Safeguards Specialists on the Team

Anil H. Somani( GSURR )

Asferachew Abate Abebe( GEN01 )

Demba Balde( GSU01 )

Gloria Malia Mahama( GSU01 )

### 6. Safeguard Policies That Might Apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	This is a Category B project which includes maintenance and rehabilitation of the existing Tamale-Yendi-Tatale and feeder / farm roads. The potential adverse environmental and social impacts are expected to be minor, site specific and largely reversible and manageable. The mitigation measures will be identified in the project Environmental and Social Impact Assessment.
Natural Habitats OP/BP 4.04	Yes	The policy is triggered because some of the feeder / farm roads (yet to be identified) may pass through or near natural habitats or protected areas. However, there are no natural or sensitive or protected natural habitats in the vicinity of the main Tamale-Yendi-Tatale road to be rehabilitated / maintained. Much of the area is already settled and cleared for subsistence farming.
Forests OP/BP 4.36	Yes	In the Tamale-Yendi-Tatale road trunk, there are three forest reserves along the corridor. However, the forests are all degraded and heavily used by communities living around for fire wood and grazing. Measures to avoid any further impacts on the reserve forests as a result of constructions at the Tamale and Tatale road are included in the project's Environment and Social Assessment.
Pest Management OP 4.09	No	The policy is not triggered because the project is not expected to procure or lead to increased use of pesticides.
Physical Cultural Resources OP/BP 4.11	Yes	The policy is triggered due to potential for chance finds during earth works on Tamale and Tatale and feeder roads yet to be identified . The policy



		requirements will be incorporated in the project Environmental and Social Management Plans to include a procedure for dealing with cases of chance finds.
Indigenous Peoples OP/BP 4.10	No	The policy is not triggered because there are no indigenous people (as per definition) in the project area.
Involuntary Resettlement OP/BP 4.12	Yes	<p>OP 4. 12 is triggered because this project involves rehabilitation of the Tamale-Yendi-Tatale and about 150-250 km of Feeder/Farm roads location of which is yet to be identified. Specific activities include surface paving, drainage, provision for sidewalks, roadside furniture, etc. These activities may result in loss of residential housing and other assets, relocation or obstruction of small business and possible destruction of crops.</p> <p>Given that location of the feeder roads are not known and the concept design of the trunk road is not also confirmed, an RPF has been prepared, reviewed, cleared and disclosed in-country and at Infoshop. In line with OP4.12, follow up Resettlement Action Plan (RAP) or ARAP will be prepared when the exact road sections, designs and alignment are known. This will be submitted with the designs for review and approval. The action plan will be cleared, disclosed in-country and at Infoshop, and fully implemented before civil works commence.</p>
Safety of Dams OP/BP 4.37	No	The Project does not involve construction or rehabilitation / maintenance of dams.
Projects on International Waterways OP/BP 7.50	No	The Project does not involve International Waterways.
Projects in Disputed Areas OP/BP 7.60	No	The Project does not involve Disputed Areas.

## II. Key Safeguard Policy Issues and Their Management

### A. Summary of Key Safeguard Issues

#### 1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

The project is classified as Category B as the project and sub project activities are not expected to lead to any large scale, significant, or irreversible environmental or social impacts.

The improvement of roads in villages would include the provision for an adequate road prism that includes the pavement surface, drainage and provision for sidewalks. In some cases, smaller works may be included to improve the basic access to local markets. Any potential environmental safeguard concerns related to the project are minimal to moderate, given that the project is largely confined to rehabilitation / maintenance of the existing roads. Most impacts will be related to dust, noise, soil erosion, safety, drainage, quarry and borrow area

management. Bridge construction and repairs will require a more extensive environmental assessment and mitigation / monitoring measures to minimize and ensure minimal water pollution and impacts on aquatic life. Other environmental issues include water abstraction, erosion control during construction, adequate drainage (given the flat terrain), etc. from the social side, residential houses, small businesses, crops and other assets may be impacted during these works. These activities will be carefully reviewed following the procedures set out in the project ESA and RPF to ensure compliance with the Bank's safeguards policies and Government regulations.

There will be an Assessment Study to complete the concept design for all the road works and will develop an Environmental and Social Impact Assessment (ESIA)/ESMP and a RAP based on the concept designs. These ESIA's and RAPs will be developed by the Government and will be approved and disclosed by the Government and the World Bank.

In 1999, the Government of Ghana by an Act of Parliament, gave high priority to pedestrian safety as well as bus and heavy goods vehicle safety interventions, reflecting the high numbers of deaths and serious injuries associated with these road users. In 2014 there were 1,836 deaths on the roads in Ghana, some 40% being pedestrians and 23% of the total deaths were children under 16. The project will support Road Accident Database Management System (RADMS), support wider deployment of Lollipop Program at about 500 schools, support training needs and pedestrian education and other safety programs.

**2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:**

Given that the project does not open new routes and is largely limited to rehabilitation maintenance of the existing roads, no indirect or long term adverse environmental or social impacts are expected. On the other hand, the rehabilitation of the Tamale-Yendi-Tatale road and installation of fiber optic cable could open up the border post with Togo bringing positive growth to the area. The construction of a potential new bridge over Oti River would provide second crossing to access Tatale and minimize the potential for isolation of the area if the existing bridge is damaged or closed. Through consultation, the project will identify and improve other basic socio-economic infrastructure along the road corridor for improved livelihoods.

**3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.**

For the feeder roads, the project is expected to consider alternatives, following the suggestion provided in the ESA, to avoid and minimize adverse impacts. Similarly, design for the Tamale and Tatale road would consider alternatives to avoid and minimize adverse impacts.

**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.**

The Ministry of Roads and Highways has an established record in implementing AfDB and World Bank projects under the Bank's safeguard policies. They have a number of professional Environmental Officers in each agency responsible for infrastructure projects and who have experience in implementing Bank financed transport projects, but may require skill upgrade, resources and in some cases additional staff. Under TSIP, full time Monitoring Consultant will be engaged who will monitor the performance of the contractor to deliver the promised product in terms of safety, riding surface, maintenance, environment, etc. An amount of USD 2.1M has also been allocated to build sufficient capacity within MRH by hiring safeguards specialists and by providing logistical support for improved government oversight of the project.

The contractor's team will also be staffed by Environmental and Social specialist to effectively implement the ESMP and RAP.

**5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.**

The key project stakeholders will include local communities along the roads, businesses, pedestrians, motorists, passengers, mini bus drivers, bus operators, farmers, truckers, etc. The key stakeholders have been consulted during the preparation of the ESA and RPF and further consultations will be carried out during the preparation of ESIA and RAP. An NGO will also be hired to facilitate consultations guided by a consultation plan throughout the project implementation periods. The safeguards instruments will be disclosed at the national, regional, district and local levels. Places of disclosure include print media, various institutions including Ministry of Roads and Highways, Ministry of Local Government and Rural Development, Ministry of Lands and Natural Resources, EPA, Lands Commission, Highway Authority, Feeder Roads and also Urban Roads as relevant, LUSPA, District Assemblies within the affected areas and in the affected local communities.

Copies of the documents will be left with the local authorities and at the Chief's palace and with the interested CSOs and CBOs and the affected communities will be informed appropriately.

### ***B. Disclosure Requirements***

<b>Environmental Assessment/Audit/Management Plan/Other</b>	
Date of receipt by the Bank	05-Apr-2017
Date of submission to InfoShop	05-Apr-2017
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
<b>"In country" Disclosure</b>	
Ghana	05-Apr-2017
<i>Comments:</i>	
<b>Resettlement Action Plan/Framework/Policy Process</b>	
Date of receipt by the Bank	05-Apr-2017
Date of submission to InfoShop	05-Apr-2017
<b>"In country" Disclosure</b>	
Ghana	05-Apr-2017
<i>Comments:</i>	
<b>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.</b>	
<b>If in-country disclosure of any of the above documents is not expected, please explain why::</b>	

### ***C. Compliance Monitoring Indicators at the Corporate Level***

<b>OP/BP/GP 4.01 - Environment Assessment</b>						
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 checked="" 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 checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
<b>OP/BP 4.04 - Natural Habitats</b>						
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA	<input checked="" type="checkbox"/>

<b>OP/BP 4.11 - Physical Cultural Resources</b>					
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 type="checkbox"/>	NA <input checked="" type="checkbox"/>
<b>OP/BP 4.12 - Involuntary Resettlement</b>					
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 type="checkbox"/>	No	<input type="checkbox"/>	NA <input checked="" type="checkbox"/>
Is physical displacement/relocation expected?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	TBD <input checked="" type="checkbox"/>
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"/>
<b>OP/BP 4.36 - Forests</b>					
Has the sector-wide analysis of policy and institutional issues and constraints been carried out?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA <input type="checkbox"/>
Does the project design include satisfactory measures to overcome these constraints?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA <input checked="" type="checkbox"/>
Does the project finance commercial harvesting, and if so, does it include provisions for certification system?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA <input type="checkbox"/>
<b>The World Bank Policy on Disclosure of Information</b>					
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes	<input checked="" type="checkbox"/>	No	<input 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 checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA <input type="checkbox"/>
<b>All Safeguard Policies</b>					
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 checked="" type="checkbox"/>	No	<input 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 checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA <input type="checkbox"/>

### III. Approval

Task Team Leader(s):	Name: Petrus Benjamin Gericke	
<i>Approved By:</i>		
Safeguards Advisor:	Name: Maman-Sani Issa (SA)	Date: 07-Apr-2017
Practice Manager/Manager:	Name: Richard Martin Humphreys (PMGR)	Date: 07-Apr-2017

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