

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC17552

Date ISDS Prepared/Updated: 03-Jun-2016

Date ISDS Approved/Disclosed: 06-Sep-2016

I. BASIC INFORMATION

A. Basic Project Data

Country:	Lesotho	Project ID:	P155229
Project Name:	Lesotho Transport Infrastructure and Connectivity Project (LTIC) (P155229)		
Task Team Leader(s):	Sevara Melibaeva		
Estimated Appraisal Date:	15-Mar-2017	Estimated Board Date:	11-Jul-2017
Managing Unit:	GTI07	Lending Instrument:	Investment Project Financing
Financing (In USD Million)			
Total Project Cost:	30.00	Total Bank Financing:	30.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			0.00
International Development Association (IDA)			30.00
Total			30.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

B. Project Objectives

The proposed development objective of the Transport Infrastructure and Connectivity Project is to improve access to markets and promote job creation in targeted areas of Lesotho, whilst supporting improvements in road safety. This is to be realized by: (a) improving road access through application of output and performance based contracts (OPRC) and construction of footbridges; (b) improving road safety management capacity and mitigating road safety risks; and (c) building capacity and strengthening institutions in the transport sector.

C. Project Description

Component 1: Improving the road infrastructure access. The first component will comprise the physical works for road rehabilitation and maintenance to improve road connections of population to

social services and markets and to ensure sustainability of road assets:

- a) Component 1(a): The introduction of output and performance based contracts (OPRC) for rehabilitation and maintenance on the small network of priority secondary gravel roads in high agricultural production and tourism growth areas. The project envisions supporting the Road Directorate to implement OPRC approach for road maintenance for the first time in the country, taking into account international best practice, as well as regulatory and competitive concerns, and to set the stage for rolling out this approach across the country. This is a new concept for Lesotho, which would make road maintenance a more attractive business for private sector contractors and provide an opportunity for a more cost-efficient use of public spending in road sector by shifting some of the risks and responsibility for the quality of infrastructure provision to the private sector. This sub-component is intended to promote both short-term (during rehabilitation) and longer-term (during maintenance phase) employment opportunities in road construction industry. The bidding documents and contracts will be designed to include specifications for the contractor to employ the local population in the road works, specifically encouraging women to apply, and provide sufficient training to allow those that are unskilled to have an equal chance;
- b) Component 1(b): The construction of footbridges to provide the needed all-weather connection over a river or challenging terrain access to education, health services and markets, to the settlements, currently cut off from the nearest road connections, women in particular. The component provisionally proposes to construct 19 footbridges; and
- c) Component 1(c): Treatment of accident blackspots on selected priority locations with highest road accident risk. This sub-component will be included if funding permits.

This component also includes the cost of the following studies and services:

- a) Consulting services for an assessment study for introduction of Output and Performance-based contracting on a selected number of secondary road networks;
- b) Consulting services to prepare design and Environmental and Social Impact Assessment of the selected footbridges (including the preparation of Resettlement Action Plan if required);
- c) Consulting Services for monitoring/supervision of the OPRC-contracts; and
- d) Consulting services to carry out identification and design of accident blackspots.

Component 2: Improving road safety. This component will address road safety in a more integrated manner in order to achieve the Government's objective to meet the global decade of road safety aim of halving road deaths between 2010 and 2020. The following activities will be supported under this component:

- a) Component 2(a): Support for capacity building and institutional strengthening of the Road Safety Department of MoPWT and operationalization of NRSC. The Road Safety Department is effectively the lead agency for road safety in Lesotho, and provides equipment and support to the traffic police and other government departments. Following the planned launch of the National Road Safety Council (NRSC), establishment of which was recommended under the ITP, this Department will become its secretariat. This sub-component will potentially support the RSD and NRSC, contingent on the full operationalization of the latter and completion of road safety reforms initiated under ITP. It will also support establishment of GIS-enabled system for road accident reporting across the road network;

b) Component 2(b): Establishment of an integrated system for licensing drivers and vehicles, including enforcement records. Whilst principally offering improvement to the management and revenue collection procedures for these services, there will also be road safety benefits from improved driver licensing and vehicle inspection. This sub-component will include support with the implementation of the new Integrated Vehicle Registration and Drivers' Licensing System together with a Traffic Management Information System entitled the Lesotho Integrated Transport Information System (LITIS), under which vehicle inspections are expected to be contracted out to the private sector. Currently, this responsibility lies with the Ministry of Public Works and Transport through its Department of Traffic and Transport (DTT). Under the ITP, an assessment of vehicle inspection and driver licensing system recommended that the process be privatized (SweRoad, 2014), however, no progress has been made since towards it. The proposed project will address this issue, should the government decide to move forward with this recommendation.

This component also includes the cost of the following studies and services:

(a) Needs assessment and system specification for establishing LITIS.

Component 3: Implementation support and capacity building. This component will include the necessary project implementation support, including implementation of citizen engagement mechanisms, HIV/AIDs and gender targeted activities, and capacity building support to the RD and MoPWT to effectively roll out, administer and monitor OPRC contracts and mitigate road safety risks:

- a) Consulting services to prepare the Environmental and Social Management Framework (ESMF) and Resettlement Policy Framework (RPF) for the project;
- b) Consulting services to assist the MoPWT in preparation of the National Transport Master Plan (NTMP);
- c) Project implementation support to the MoPWT and Roads Directorate, including implementation of citizen engagement mechanisms and HIV/AIDS and gender targeted activities;
- d) Independent technical audits of the civil works implemented under the project; and
- e) Capacity building and training to the staff of RD, RF, and MoPWT in OPRC contract management and road safety measures, including accident blackspots.

Component 4: Contingency Emergency Response Component (CERC) (with an initial zero dollar allocation. In case this component is activated, it will be completed financed with IDA funds). This component is being proposed for incorporation into the project with zero allocation, given that Lesotho remains vulnerable to climate change with rising temperatures and rain deficits. Lesotho has declared a National Emergency as a result of prolonged drought experienced during the 2015/2016 planting season induced by the impact of El Nino. This component allows for the possibility to access resources for eligible expenditures in cases of emergency.

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

The proposed project is likely to be assigned Environmental Assessment (EA) Category B - Partial Assessment; considering the potential environmental and social impacts of project activities, which are, road rehabilitation and maintenance, and construction of foot bridges. Anticipated project investments (road rehabilitation and maintenance) are expected to induce land acquisition and trigger

the following policies: i) Environmental Assessment OP/BP 4.01; ii) Physical Cultural Resources OP/BP 4.11; and iii) Involuntary Resettlement OP/BP 4.12. The civil works to be financed by the project (secondary gravel roads and access roads as well as the footbridges) will be located in areas with high agricultural production and tourism potential so as to facilitate access to social services (schools and hospitals) and markets. Currently, the Mokhotlong District located in the mountainous northeastern part of Lesotho is being considered by the Borrower as the potential project area, subject to confirmation. The district boasts the highest terrain in the Maloti Range and forms the source of the Senqu River, Lesotho's largest river and primary watershed. The area is known to be mostly rural with a population of approximately 7,000. With regards to the road sections to be financed through parallel financing by the OPEC International Fund for International Development (OFID), the respective assessment studies and safeguards instruments will be supported under the TICP and therefore the Bank's policies will be followed accordingly.

Site-specific safeguard instruments will be prepared once the site locations and detailed designs for the physical works are identified. In the interim period, an Environmental and Social Management Framework (ESMF) and a Resettlement Policy Framework (RPF) will be prepared, consulted upon, endorsed by the Ministry of Environment and disclosed prior to appraisal, in line with OP 4.11/BP and OP/BP 4.12. Project road selection process will also include consultations with all stakeholders; at national at local administration level; at local community level, as well as at civil society level. These environmental and social safeguards instruments related to footbridges and the removal of road accident blackspots will be confirmed during the preliminary assessment to be developed in the respective design and feasibility studies.

The preparation of the site-specific Environmental and Social Impact Assessment (ESIA), the Environmental and Social Management Plan (ESMP) and Resettlement Action Plan (RAP), if required, for the secondary road rehabilitation and maintenance works will be included as part of the OPRC's design/build package. The OPRC contractor will be responsible for the preparation of detailed design and once it is completed, will also carry out the ESIA and RAP (if required). The site-specific safeguard instruments for the construction of footbridges and removal of accident blackspots will be prepared after confirmation of exact site locations and completion of respective detailed designs.

E. Borrowers Institutional Capacity for Safeguard Policies

The Lesotho Roads Directorate (RD) will be responsible for preparing, implementing and monitoring of all the safeguard instruments for the project. The RD has an Environmental Unit comprising of an environment and social development specialist with sufficient capacity to oversee the environmental and social performance of the project. During the preparation of the ESMF and the RPF, a thorough assessment on the capacity of the RD to implement, monitor and report on the prescribed mitigation measures will be carried out and appropriate capacity building plan will be recommended to strengthen further the environmental and social management capacity of the RD.

F. Environmental and Social Safeguards Specialists on the Team

Kisa Mfalila (GEN01)

Majbritt Fiil-Flynn (GSU07)

Paula F. Lytle (GSU07)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>OP 4.01 is triggered as the project under component 1 will finance civil works which entail rehabilitation and maintenance of approximately 200 km of secondary gravel roads, access roads and construction of nineteen (19) footbridges. Based on the initial screening of the proposed project activities and a preliminary assessment of the baseline characteristics of potential project sites, the project is classified as an Environmental Risk Category B. The rehabilitation and maintenance of the roads and the construction of the footbridges will likely generate construction related adverse environmental and social risks that are site-specific, largely reversible, can be readily addressed through mitigation measures and, therefore, the project would require a partial environmental and social assessment.</p> <p>The environmental assessment for the project will be carried out at four (4) different levels of analysis as follows:</p> <p>(i) At the overall project level, the Borrower is currently preparing an Environmental and Social Framework (ESMF) which will, (i) describe the physical, biological and social baseline characteristics of the Project Area of Influence and its surroundings, (ii) define the eligibility criteria for the civil works, (iii) describe procedures for screening and scoping potential positive and adverse impacts for all proposed investments, and where appropriate, develop mitigation and monitoring measures. An ESMF is also being prepared because the specific location of the gravel secondary roads and access roads as well as the associated nature and scope of the civil works are yet to be confirmed. It is, therefore, not possible to ascertain with absolute certainty the nature and degree of environmental risks at this stage to recommend the appropriate level of environmental assessment and its associated safeguard instruments for mitigating the site-specific risks.</p> <p>(ii) The site-specific environmental and social assessment for the secondary gravel and access roads under the Output- and Performance-based Road Contracts (OPRC) will be carried out by the OPRC</p>

		<p>contractor during project implementation as part of the detailed design based on the findings from the screening described in the overall project ESMF;</p> <p>(iii) The project will support the construction of nineteen (19) footbridges. Seventeen (17) out of the 19 will be constructed using standard design drawings which were prepared based on the existing knowledge of the Lesotho river morphology and lessons learned from implementing similar footbridges. Once the locations for the footbridges are confirmed, the consultant preparing the ESMF will screen the footbridges for environmental impacts according to the screening procedures described in the ESMF and recommend appropriate environmental assessment in line with the level of risks identified and also recommend the appropriate safeguard instruments to be prepared (which could either be site-specific ESIA or ESMP depending on the level of risks identified); and</p> <p>(iv) The two (2) bridges crossing the Hlotse and Senqu Rivers will be footbridges: Because of the width of the two rivers, the two footbridges will require special design that conforms to the river morphology and its associated baseline characteristics. Currently, the design of the two bridges is ongoing and once completed, screening for environmental impacts will be carried out and appropriate environmental assessment in line with the level of risks identified as well as the appropriate safeguard instruments to be prepared (either site-specific ESIA or ESMP depending on the level of risks identified).</p>
Natural Habitats OP/BP 4.04	TBD	<p>Given that the specific geographical location and the scope of the roads and footbridges are yet to be confirmed, the environmental assessment that is currently being carried out in preparation of the ESMF, will guide the project activities to ensure that they do not alter or cause destruction of any critical or sensitive natural habitats especially wetlands. A preliminary baseline assessment which was carried out during the preparation of the project, confirmed that the existing wetlands in Lesotho occupy a relatively small footprint and are not classified as critical or sensitive ecosystems. The Lesotho Roads Directorate confirmed that engineering methods such</p>

		as the use of gabions, etc. are normally applied by contractors to mitigate against destruction of wetlands during construction of roads and ensure the effective functioning of the hydrological system. The environmental risk for OP 4.04 is therefore minimal and should there be a chance of encountering a wetland during the construction of roads and footbridges, the risk is manageable through the application of known mitigation measures. In addition, the sub-project screening process and site-specific environmental assessment to be undertaken for specific roads and footbridges will provide further confirmation. The project team will also consider potential opportunities to generate positive impacts on natural habitats especially wetlands through project activities.
Forests OP/BP 4.36	No	The project will not support civil works located within forested areas or plantations as defined under OP 4.36. Therefore, the policy is not triggered.
Pest Management OP 4.09	No	The project will not involve procurement of pesticides or fertilizers and does not have the potential to lead to increased use of pesticides or fertilizers. Therefore, OP 4.09 is not triggered.
Physical Cultural Resources OP/BP 4.11	Yes	OP 4.11 is triggered given the likelihood of chance finds in conjunction with earth works and excavations, or the encounter of graveyard sites, in the right of way, as was the case in the previous Integrated Transport Project. The ESMF will include Chance Find Procedures (CFP) as well as measures to screen for and manage potential impacts on cultural heritage or property that could be affected by neighborhood development plans.
Indigenous Peoples OP/BP 4.10	No	OP 4.10 is not triggered as there are no indigenous people within the project area of influence.
Involuntary Resettlement OP/BP 4.12	Yes	Component 1 Civil works in road rehabilitation and maintenance may induce limited land acquisition in the form of strips of land in the right of way, which will include rocks, grass, trees and farmland. No physical displacement is expected. A RAP, if required, will be prepared during project implementation by the OPRC contractor responsible for design/build, once the road sites are known and the detailed design is completed. An RPF will be prepared during project preparation

		as the roads to be rehabilitated and the foot bridges are yet to be confirmed.
Safety of Dams OP/BP 4.37	No	OP 4.37 is not triggered as the project will not finance construction or rehabilitation of dams, nor will it rely on the performance of an existing dam or a dam under construction, as defined in the policy.
Projects on International Waterways OP/BP 7.50	No	The project is not expected to affect international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project will not finance any activities located in any known areas under territorial dispute as defined in OP 7.60. Therefore, the policy is not triggered.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 28-Feb-2017

B. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing¹ should be specified in the PAD-stage ISDS:

The procurement for the consultancy services to prepare the Environmental and Social Framework (ESMF) and the Resettlement Policy Framework (RPF) have been launched and the reports are expected to be completed, consulted upon and disclosed before project appraisal. The site-specific ESIA and RAP (if required) for the road rehabilitation and maintenance sub-component will be prepared during implementation as part of the design-build contract under OPRC approach. The site-specific safeguard instruments for the construction of footbridges will be prepared after completion of respective detailed designs.

IV. APPROVALS

Task Team Leader(s):	Name: Sevara Melibaeva	
Approved By:		
Safeguards Advisor:	Name: Nathalie S. Munzberg (SA)	Date: 04-Jun-2016
Practice Manager/ Manager:	Name: Aurelio Menendez (PMGR)	Date: 06-Sep-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.