

**INTEGRATED SAFEGUARDS DATASHEET  
APPRAISAL STAGE**

**I. Basic Information**

Date prepared/updated: 12/10/2007

Report No.: AC2854

**1. Basic Project Data**

Country: Tanzania	Project ID: P103633	
Project Name: Second Central Transport Corridor Project		
Task Team Leader: Dieter E. Schelling		
Estimated Appraisal Date: November 26, 2007	Estimated Board Date: April 8, 2008	
Managing Unit: AFTTR	Lending Instrument: Specific Investment Loan	
Sector: General transportation sector (47%);Roads and highways (38%);Aviation (15%)		
Theme: Regulation and competition policy (P);State enterprise/bank restructuring and privatization (P);Trade facilitation and market access (P);Infrastructure services for private sector development (P);Export development and competitiveness (S)		
IBRD Amount (US\$m.):	0.00	
IDA Amount (US\$m.):	130.00	
GEF Amount (US\$m.):	0.00	
PCF Amount (US\$m.):	0.00	
Other financing amounts by source:		
BORROWER/RECIPIENT		10.00
Foreign Private Commercial Sources (unidentified)		32.00
		42.00
Environmental Category: A - Full Assessment		
Simplified Processing	Simple <input type="checkbox"/>	Repeater <input type="checkbox"/>
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

**2. Project Objectives**

The project development objective (PDO) is to support Tanzania's economic growth by providing enhanced transport facilities which are reliable and cost effective, in line with MKUKUTA and the National Transport Policy and Strategy. Following are the key monitoring indicators for the achievement of the PDO: (i) reduction of rush hour travel time of public transport users between Ubungo and the Central Business District (CBD) in Dar es Salaam; (ii) reduced average vehicle operating cost on the Korogwe to Same trunk road; and (iii) satisfactory rating of Zanzibar airport facilities by both airlines and passengers.

**3. Project Description**

The Second Central Transport Corridor Project (CTCP2) has three components: (A) the Dar es Salaam Urban Transport component; (B) the Korogwe-Mkumbara-Same Trunk Road component; and (C) the Zanzibar airport component. It is a follow-on to the Central Transport Corridor Project under which components A and B have been prepared.

Component C commenced under the Second Integrated Roads Project (IRP2), however, the contractor charged with the works failed to perform and his contract was cancelled. The IRP2 credit closed on December 31, 2006, and it was decided to finance this component under CTCP2.

(A) Dar es Salaam urban transport component: A concept study for the entire Dar Rapid Transit (DART) system was financed under CTCP and it included the detailed design of phase one of the system, including the preparation of bidding documents for 20.9 kilometers of separate bus-ways, 5 terminals, 29 stations, 6 feeder stations, two bus depots, as well as the improvement of the upcountry bus station at Ubungo which will be integrated with the DART system. The entire trunk system of 20.9 kilometers will be provided with tree shaded bicycle and pedestrian ways on both sides of the road. The average distance between bus stops will be 500 meters and system users will be encouraged to either walk or bicycle to the bus stops (privately operated bicycle parking facilities are planned at each bus stop). The system provides for integration with other public transport services such as daladalas, the Kivukoni ferry and the up-country buses at terminal stations. Articulated trunk buses with a capacity of 140 passengers will provide both normal (stopping at all stations) and express services (stopping only at connector stations). A system of feeder buses with a capacity of 50 passengers will transport passengers to the trunk system through feeder stations. Trunk buses will be accessed at level which will enhance system capacity and comfort. It is proposed to finance the infrastructure of phase one of DART under CTCP2.

(B) Korogwe-Mkumbara-Same trunk road rehabilitation/upgrading component: The Korogwe-Mkumbara-Same trunk road (172 kilometers) forms part of the North-East Corridor of the Tanzanian trunk road network that connects the main commercial centre of the country, Dar es Salaam, with the major tourist destinations in northern Tanzania. The road is also part of the main link between Dar es Salaam and Nairobi, the major trade center of Tanzania and Kenya respectively. The road currently is in fair to poor condition and its width is not commensurate with trunk road standards. TANROADS therefore plans to rehabilitate the road, provide it with a 50 mm AC (asphalt concrete) surface and to widen it to trunk road standards from the current six meters carriageway and one meter shoulders to 6.5 meters carriageway width and 1.5 meter shoulders. Furthermore, for safety reasons, it is necessary to eliminate some at-grade crossings with the Tanga railway, some sections prone to flooding need to be elevated and some bridge decks need replacement/widening. The design has been submitted to a road safety audit and appropriate speed reducing measures within villages and town, including rumble strips, speed pumps and raised pedestrian crossings are part of the design. Design and bidding documents for this road section were prepared under CTCP, and it is proposed to finance these works under CTCP2.

(C) Zanzibar Airport component: the Zanzibar airport has experienced spectacular growth with more than two-fold increase of passenger traffic between 2001 and 2005, namely from 198,000 to 415,000, and aircraft movements grew from 16,800 to 27,800. The runway of the airport is 2462 meters long and 45 meters wide. Its surface is in poor condition and needs urgent rehabilitation/strengthening. Additionally, the runway is

relatively short and does not provide an adequate security margin for large airplanes (such as Boeing 767). Furthermore, the airport security fence is not encompassing the entire airport and needs extension. Hence, the project finances the rehabilitation/strengthening of the runway, its extension by 560 meters to about 3 kilometres length and the completion of the security fence.

#### **4. Project Location and salient physical characteristics relevant to the safeguard analysis**

Dar es Salaam, Tanga and Kilimanjaro Regions and Zanzibar.

#### **5. Environmental and Social Safeguards Specialists**

Mr Colin P. Rees (AFTTR)

Ms Nina Chee (AFTEN)

Mr Serigne Omar Fye (AFTEN)

Ms Yvette Laure Djachechi (AFTCS)

<b>6. Safeguard Policies Triggered</b>	<b>Yes</b>	<b>No</b>
<b>Environmental Assessment (OP/BP 4.01)</b>	<b>X</b>	
<b>Natural Habitats (OP/BP 4.04)</b>		<b>X</b>
<b>Forests (OP/BP 4.36)</b>		<b>X</b>
<b>Pest Management (OP 4.09)</b>		<b>X</b>
<b>Physical Cultural Resources (OP/BP 4.11)</b>		<b>X</b>
<b>Indigenous Peoples (OP/BP 4.10)</b>		<b>X</b>
<b>Involuntary Resettlement (OP/BP 4.12)</b>	<b>X</b>	
<b>Safety of Dams (OP/BP 4.37)</b>		<b>X</b>
<b>Projects on International Waterways (OP/BP 7.50)</b>		<b>X</b>
<b>Projects in Disputed Areas (OP/BP 7.60)</b>		<b>X</b>

## **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 details on alternative designs are described in the EAs. The following environmental and social impacts were identified:

#### Component A

- General increase in traffic congestion during construction
- Loss of employment in adjacent commercial activity during construction
- Risk of construction related accidents
- Increased noise and vibration levels along construction fronts and routes to support areas
- Public utility service interruption during construction
- Expropriation
- Disturbance of architectural land marks and other cultural property

- Reduction in the availability of external parking spaces
- Re-routing and rationalization of daladala lines

### Component B

- Dust/air pollution from operation of vehicles and construction equipment along the road and borrow pits
- Noise and vibrations from operation of vehicles/equipments/machinery along the road and borrow pits
- Soil and water pollution from accumulation of solid wastes and uncontrolled discharge of liquid wastes in construction camp site may cause contamination of both ground and surface water sources.
- Destruction of /river banks vegetation due to the movement of heavy machinery and trucks close to the river bank this could lead to a increased river bank erosion and sedimentation of river bed
- Destruction of adjacent land use and properties from changes in drainage patterns which may result into concentration of water flow leading to flooding and soil erosion.
- Increased traffic related road accidents from over speeding due to improved road pavement causing increased risk to livestock and pedestrians.
- Increased incidence of HIV/AIDS and STI from interaction between the construction workers and the local causing transmission of the diseases from one party to another.
- Creation of breeding sites for mosquitoes and other water borne vectors from accumulated water in the borrow pits.
- Disruption of traffic flow during construction due to movement of heavy machinery and construction vehicles resulting in traffic congestion during construction.

### Component C

- Loss of vegetation and landscape effects due to required substantial amount of excavated construction materials like sand, gravels and aggregates for earth fill, sub grade, gravel surfacing and drainage structures. In the process of excavating these construction materials, the contractor will affect the landscape of the sites where these materials area taken from.
- Disease (HIV/AIDS, STI) infection and transmission due consistently association and interaction of construction workers with the local people.
- Abandoned pits filled with rainwater harbor disease vectors responsible for malaria, schistosomiasis, cholera, dysentery etc which may bring threats to the communities.
- Waste Production at the campsite and batch plant
- Threats of encroachment due to human settlements near the airport
- Occupational health and safety during construction phase
- Increased noise and vibration during construction.

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

### Component A

Positive Impacts: Reliable and comfortable public transport provided, reduced green house gas emissions, reduced accidents and air pollution-related illnesses, increase civic pride and sense of community, reduced noise levels, enhancement of non motorized transport, more sustainable urban form and city beautification.

Negative Impacts: Jobs will be lost in the current daladala system, while a similar amount (about 3000) will be created by the DART system. There will, however, not be an automatic transfer and skill needs in the new system will be somehow more demanding. There will also be loss of employment in adjacent commercial activities.

#### Component B

The potential positive indirect and/or long-term impacts are: decreased vehicle operating cost, increased economic activities in the area including increased tourism in the Usambara mountains.

The potential indirect and/or long term impacts due to anticipated future activities in the project area are: increase road accidents due to higher vehicle speed (mitigated against through speed reduction measures such as speed bumps at village entries and protected pedestrian crossings), and increased agricultural activities using unsustainable methods.

#### Component C

The potential positive indirect and/or long-term impacts anticipated are: increased use of larger and more modern (less polluting) planes, increased tourism and related economic activities, increase air cargo that could reduce the congestion at the seaport, and increased attractiveness of the airport for future public-private partnership arrangements.

Identified negative potential indirect and/or long term impacts are increased air traffic noise, and negative impact on the island's value systems due to excessive tourism.

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

#### Component A

The design alternative chosen for DART minimizes the need for resettlement, that is system cross-sections were, as far as possible, adjusted to fit with the available space.

Buses operating with natural gas with potentially lower emissions were considered for DART but not chosen due to operational issues (heavy gas tanks and need for frequent refill). The chosen alternative is diesel engines that fulfill Euro II emission standards.

#### Component B

A bypass was considered at Mombo town since the existing cross-section can not be expanded. The realignment option was not chosen due to high cost involving compensation and building of a new bridge over the Mombo river.

## Component C

There were no project alternatives considered for the Zanzibar Airport runway rehabilitation/extension.

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. Environmental Assessments were prepared for each of the project components to identify, assess and mitigate the potential environmental and social impacts. The Government has also prepared a Sectoral Environmental Assessment for the Transport Sector as well as EA Guidelines. The EAs were prepared on the basis of these guidelines.

The design and bidding documents for the works under this project have taken the recommendations of the EA into account including, soil erosion control measures, requirements for the handling of waste materials, mandatory HIV awareness campaigns, road safety measures, etc.

A Resettlement Policy Framework (RPF) was prepared for the urban transport component and was cleared in February 2007. A Resettlement Action Plan (RAP) for the urban transport component was prepared in two stages. Phase 1a was cleared and disclosed on July 30, 2007, and phase 1b was disclosed on December 5, 2007. No RAPs were required for components B and C.

The RAP includes compensation for the loss of employment in adjacent commercial activities through indirectly affected commercial relocation assistance, relocation assistance for informal users of the right of way and income restoration assistance as per RPF requirements.

Besides the measures taken under the RAP for project affected people there will be a special program, once operations of the system commences (planned for July 2010, for the compensation of people involved in daladala operations with the objective of providing affected daladala owners, drivers and conductors with opportunities in the new system once it commences to operate. Owners will be given preferential access to shares that will be made available by the future bus company (as mandated in the operator's contract agreement). Also, affected daladalas will be allocated to new routes in hitherto underserved areas. Daladala drivers and conductors that are affected by the DART system will be given training opportunities for the enhancement of their skills which would increase their chances to be engaged by the new bus operator. The mitigation measures for the daladala operators are described in detail in the RAP and the ESIA prepared for this component.

For the Zanzibar airport component, in order to address safety and security concerns, it was agreed that the completion of the airport fencing will be accelerated during

construction and the contractor will be required to finalize the enclosure after 7 months of works (after 50% of the total contract duration).

Under the proposed additional financing to this credit it is planned to construct an additional bus depot at the Jangwani area. For this a special EA is currently being conducted. This area was not among the areas proposed for depot location in the original ESIA prepared.

The borrower has shown to have adequate capacity to plan and implement the measures described in the Environmental and Social Impact Assessments of the Project. Institutional arrangements for environmental and social management are included in relevant safeguards documentation. Each of the executing agencies under this project has an environmental and social unit (the one of the DART agency is only in the process of being created and once created its capacity will be assessed and necessary action will be taken to develop its capacity).

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

Extensive consultations were conducted during ESIA preparation. This included a wide variety of stakeholders, including public entities with direct or indirect involvement with the project, as well as residents and businesses located along the corridor, and also those that will be directly affected by expropriation.

The main public entities / public officers consulted during ESIA preparation include:

- Vice President's Office (VPO)
- Prime Minister's Office (PMO)
- National Environment Management Council (NEMC)
- Tanzania Electricity Supply Company (TANESCO)
- Dar Es Salaam Water and Sewage Corporation (DAWASCO)
- Tanzania Telephone Communication Limited (TTCL)
- Tanzania Railways Corporation (TRC)
- Dar Es Salaam City Council (DCC)
- The Municipalities of Temeke, Kinondoni and Ilala
- Ward Executive Officers along the alignment

Further to public entity consultation, several local experts and university professors specialized on transportation planning, urban planning, environmental management and other pertinent skills were contacted and contributed with their views toward adjustment of the DART project to better meet local needs. Similarly, a representative sample of project affected peoples (PAP) including Daladala operators was interviewed in order to obtain an idea of expectations on the project and other information useful for planning of future project disclosure. Also add after this sentence: Consultation of all PAPs and all relevant stakeholders is an interactive process and will continue during project implementation, per the RAP consultation/participation framework.

## Component B

The consultation process involved various stakeholders at national, regional, district and community levels during the Environmental and Social Impact Assessment (ESIA) studies. The important stakeholders include professionals from relevant institutions such as NEMC, TANROADS Regional Managers, District Councils (DED, District Land Use Planners) and Ward Executives Officers and Local Community members from several Wards. Other consultation was carried out with existing local Non-Governmental Organization NGOs such as the Same Agricultural Improvement Programme (SAIPRO) and the Same - Mwangi Environmental Conservation Advisory Office (SMECAO).

## Component C

Relevant local authorities in Zanzibar were consulted during the assessment exercise.

The reports for all the three components were disclosed by advertising in news papers informing the public where they can find the reports. The reports can be accessed in at least one location and stakeholders, including the community at large have been encouraged to access the report as the disclosure enhances transparency and accountability in the implementation of the project. The reports for all the three components were disclosed by advertising in news papers informing the public where they can find the reports: TANROADS HQ offices, DART Agency Office, Konondoni Municipal council, Illala Municipal council.

During preparation, the EAs and RPF and RAPs were advertised on July 30, 2007 in the local papers and were available for review in various locations. During appraisal, public meetings were held on October 18, 24, 29, 30 2007, and on November 3, 2007 to present the final reports. Other meetings will be held during implementation as needs arise. Through the meetings and media coverage, the Project expects that the general public and the PAPs in particular will understand their rights and the applicable procedures.

---

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

---

#### **Environmental Assessment/Audit/Management Plan/Other:**

Was the document disclosed <b>prior to appraisal?</b>	Yes
Date of receipt by the Bank	02/21/2007
Date of "in-country" disclosure	07/30/2007
Date of submission to InfoShop	07/30/2007
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	12/05/2007

---

#### **Resettlement Action Plan/Framework/Policy Process:**

Was the document disclosed <b>prior to appraisal?</b>	Yes
Date of receipt by the Bank	08/28/2007
Date of "in-country" disclosure	12/05/2007



Date of submission to InfoShop

12/05/2007

---

**\* If the project triggers the Pest Management and/or Physical Cultural Resources, 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 (to be filled in when the ISDS is finalized by the project decision meeting)*

---

**OP/BP/GP 4.01 - Environment Assessment**

Does the project require a stand-alone EA (including EMP) report?	Yes
If yes, then did the Regional Environment Unit or Sector Manager (SM) review and approve the EA report?	Yes
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes

---

**OP/BP 4.12 - Involuntary Resettlement**

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes
If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?	Yes

---

**The World Bank Policy on Disclosure of Information**

Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes
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

---

**All Safeguard Policies**

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes
Have costs related to safeguard policy measures been included in the project cost?	Yes
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes

---

***D. Approvals***

<b><i>Signed and submitted by:</i></b>	<b><i>Name</i></b>	<b><i>Date</i></b>
Task Team Leader:	Mr Dieter E. Schelling	12/05/2007
Environmental Specialist:	Ms Nina Chee	12/05/2007
Social Development Specialist	Ms Yvette Laure Djachechi	12/05/2007
Additional Environmental and/or Social Development Specialist(s):		
<b><i>Approved by:</i></b>		
Regional Safeguards Coordinator:	Mr Warren Waters	12/05/2007
Comments:		
Sector Manager:	Mr C. Sanjivi Rajasingham	
Comments:		