

# INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC5618

**Date ISDS Prepared/Updated:** 03-Aug-2014

**Date ISDS Approved/Disclosed:** 28-Aug-2014

## I. BASIC INFORMATION

### A. Basic Project Data

<b>Country:</b>	Central Asia	<b>Project ID:</b>	P145634
<b>Project Name:</b>	Central Asia Road Links - Tajikistan (P145634)		
<b>Task Team Leader:</b>	Cordula Rastogi		
<b>Estimated Appraisal Date:</b>	03-Sep-2014	<b>Estimated Board Date:</b>	25-Feb-2015
<b>Managing Unit:</b>	GTIDR	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Rural and Inter-Urban Roads and Highways (90%), Public administration-Transportation (10%)		
<b>Theme(s):</b>	Trade facilitation and market access (40%), Rural services and infrastructure (40%), Regional integration (20%)		
<b>Financing (In USD Million)</b>			
<b>Total Project Cost:</b>	54.00	<b>Total Bank Financing:</b>	45.00
<b>Financing Gap:</b>	9.00		
<b>Financing Source</b>			<b>Amount</b>
BORROWER/RECIPIENT			0.00
International Bank for Reconstruction and Development			0.00
International Development Association (IDA)			45.00
Total			45.00
<b>Environmental Category:</b>	B - Partial Assessment		
<b>Is this a Repeater project?</b>	Yes		

### B. Project Objectives

The CARs program is the result of a collaborative effort initiated by respective governments in the Central Asia region which has been developed as a regional, multi-phase program considered as a regional transformational project under IDA17. The program has the overall objective to increase transport connectivity between neighboring countries in Central Asia along priority cross-border road

links whilst supporting improvements in road operations and maintenance practices. The road links once rehabilitated will improve access along priority transport connections between major urban agglomerations within the Central Asia region, thereby supporting the creation of an integrated economic region across borders. In addition to each country's capital city, major urban agglomerations include cities such as: (a) Osh city, the second largest city in the Kyrgyz Republic in Osh Oblast, (b) Khujand, the second largest city in Tajikistan within Sugd Oblast, (d) Almaty, the formerly capital of Kazakhstan until 1997 within Almaty Oblast, as well as (e) Andijan (Andijan Oblast), Fergana (Fergana Oblast) and Namangan (Namangan Oblast) in the Ferghana valley.

The project development objective (PDO) of the Second Phase of the Central Asia Road Links Program (CARs-2) is to increase transport connectivity between Tajikistan and its neighboring countries along priority cross-border road links whilst supporting improvements in road operations and maintenance practices. The road sections to be financed under CARs-2 prioritize connectivity between the Sugd Oblast in Tajikistan and the Osh and Batken Oblast as they build lateral spurs from the Osh-Isfana axis to the Tajik border.

### **C. Project Description**

The proposed CARs-2 will consist of three components:

Component 1: Rehabilitation of priority road sections in Sugd Oblast: This component is expected to finance the provision of works and consultants' services for the rehabilitation of up to 85 kilometers of road sections in Sugd oblast. Those road sections will link Tajikistan with its neighboring countries.

Component 2: Improvement of road operations and road asset management: This component is proposed to finance the provision of goods, and consultants' services for the improvement of road operations and road asset management.

Component 3: Project management and implementation: This component is proposed to finance the provision of goods, consultants' services, and training, operating costs, including a financial audit to support project coordination, implementation, and management.

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

Land acquisition is expected to be minimized to the extent possible as rehabilitation will be undertaken mainly within the existing right of way of the road, but with the possibility of a short new bypass at Isfara city.

Project expected locations include:

- \* Kuchkak-Kim-Isfara-Guliston,
- \* Kim-Kanibadam-Kuchkak
- \* Kanibadam-Patar
- \* Dehmoi-Proletarsk –Madaniyat

Rehabilitation will be undertaken mainly within the right of way of the existing road. Around Isfara city, there are two options proposed for the alignment: (i) along the existing road through the city, and (ii) a short bypass around the city through an adjacent agricultural field.

Risks are limited to the typical impacts associated with road construction and rehabilitation projects. The severity of potential impacts is moderate and mostly limited to the construction period: (i) air pollution and noise from trucks and other construction machinery, and asphalt plants, (ii) soil disturbance during earthmoving and material (gravel/sand/soil) extraction, and (iii) tree-cutting and loss of vegetation, (iv) generation and disposal of construction and household (from construction

camps) solid waste, and (v) construction camp management (which will be temporary with only minor and localized negative effects).

### **E. Borrowers Institutional Capacity for Safeguard Policies**

The MOT is responsible for the implementation of all transport and communications related projects. MoT has accumulated substantial knowledge on project management from the implementation of projects financed by other development partners such as the ADB, the European Bank for Reconstruction and Development (EBRD), the Islamic Development Bank (IsDB) as well as Exim Bank of China. An assessment will be undertaken as part of the preparation of the proposed Project to review MOT's capacity to implement this additional Project, in particular the experience of staff working on environmental and social safeguards.

In order to comply with environmental and social safeguards requirements of the World Bank the Client is expected to establish a PIU with safeguards capacity. This capacity will draw on the existing expertise of the PIUs working on investment projects of other IFIs, and/or hire individual experts to supervise implementation of the EMPs and RAPs. It is important that the capacity on safeguards created during implementation of existing IFI financed investment projects is maintained. The team recommends to explore the possibility of engaging the same safeguards specialists of PIUs/ CPIs and experts hired by construction supervision engineers taking into account the similarity of safeguards requirements (e.g. comparable social and environment safeguards policies of Asian Development Bank which have been extensively applied in the Tajikistan road sector).

### **F. Environmental and Social Safeguards Specialists on the Team**

Alexei Slenzak (GENDR)

Asli Gurkan (GURDR)

## **II. SAFEGUARD POLICIES THAT MIGHT APPLY**

<b>Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/ BP 4.01	Yes	OP/BP 4.01 is triggered as the project activities would generate some environmental impact that is typical to road rehabilitation projects. The severity of potential impact is moderate and mostly limited to the construction period: (i) air pollution and noise from trucks and other construction machinery, and asphalt plants, (ii) soil disturbance during earthmoving and material (gravel/sand/soil) extraction, (iii) tree-cutting and loss of vegetation, (iv) generation and disposal of construction and household (from construction camps) solid waster, and (v) construction camp management (which will be temporary with only minor and localized effects). Road rehabilitation will be undertaken mostly within the existing right of way of the road (with the exception of a possible short bypass near Isfara city) and environmental impacts can be mitigated by good construction

		and housekeeping practices. To address potential environmental impacts the client has conducted an EIA and prepared an EMF as part of the preparatory studies for the proposed works. The EIA and EMF will be disclosed by MOT and public hearings will be organized in specific project locations before appraisal.
Natural Habitats OP/BP 4.04	No	Not triggered as the majority of the civil works contains of road rehabilitation within the existing right of way. Based on the site visit by the Project Team, the proposed bypass near Isfara city will be located on areas which do not represent natural habitats.
Forests OP/BP 4.36	No	Not triggered as the project activities will not be conducted in the afforested areas.
Pest Management OP 4.09	No	N/A
Physical Cultural Resources OP/ BP 4.11	No	N/A
Indigenous Peoples OP/BP 4.10	No	N/A
Involuntary Resettlement OP/BP 4.12	Yes	Based on the field visit to proposed Project sites, it is likely that some land acquisition impacts will occur. Sites visits, consultations and discussions with officials indicate that likely impacts could include acquisition of land in agricultural use, displacement of roadside vendors, and removal of non-residential structures within the right of way of proposed roads. Land acquisition is expected to be minimized to the extent possible as rehabilitation will be undertaken mainly within the existing right of way of the road, but with the possibility of a short new bypass at Isfara city. A Resettlement Policy Framework will be prepared and disclosed prior to appraisal. Site-specific RAPs as required will be prepared during implementation.
Safety of Dams OP/BP 4.37	No	N/A
Projects on International Waterways OP/BP 7.50	No	N/A
Projects in Disputed Areas OP/BP 7.60	No	Approximately half of the border between Tajikistan and the Kyrgyz Republic has not been officially demarcated. The Tajik government has informed the Bank that there are two bilateral commissions set up between

	<p>the Republic of Tajikistan and the Kyrgyz Republic to resolve border issues as well as cross-border economic and cultural issues. There is no pending international litigation between the Republic of Tajikistan and the Kyrgyz Republic regarding border issues relevant to the proposed project, nor is there conflicting legislation in the two countries that impacts the proposed project on the issue of borders. Certain road sections proposed to be financed by IDA are in close proximity to the border with the Kyrgyz Republic. For the reasons referenced in the preceding paragraph, the proposed project does not trigger OP/BP7.60.</p>
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### III. SAFEGUARD PREPARATION PLAN

- A. Tentative target date for preparing the PAD Stage ISDS: 05-Sep-2014**
- B. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing<sup>1</sup> should be specified in the PAD-stage ISDS:**

The Environmental Management Framework which also includes the Social Impact Assessment along with the Resettlement Policy Framework (RPF) was prepared by the client. The documents will be disclosed and consulted prior to project appraisal. Site-Specific Environmental Management Plans (EMPs) and Resettlement Action Plans (RAPs) will be prepared following preparation of detailed design of the specific road sections. Public consultations on the EMPs and RAPs in project areas will be organized before works commence.

### IV. APPROVALS

Task Team Leader:	Name: Cordula Rastogi	
<b><i>Approved By:</i></b>		
Regional Safeguards Coordinator:	Name: Agnes I. Kiss (RSA)	Date: 27-Aug-2014
Practice Manager/ Manager:	Name: Juan Gaviria (PMGR)	Date: 28-Aug-2014

<sup>1</sup> 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.