

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA1008

Date ISDS Prepared/Updated: 14-Oct-2014

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I. BASIC INFORMATION

1. Basic Project Data

Country:	Central Asia	Project ID:	P145634
Project Name:	Central Asia Road Links - Tajikistan (P145634)		
Task Team Leader:	Cordula Rastogi		
Estimated Appraisal Date:	01-Oct-2014	Estimated Board Date:	25-Feb-2015
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (90%), Public administration-Transportation (10%)		
Theme(s):	Trade facilitation and market access (40%), Rural services and infrastructure (40%), Regional integration (20%)		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			No
Financing (In USD Million)			
Total Project Cost:	54.00	Total Bank Financing:	45.00
Financing Gap:	9.00		
Financing Source			Amount
BORROWER/RECIPIENT			0.00
International Bank for Reconstruction and Development			0.00
International Development Association (IDA)			45.00
Total			45.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	Yes		

2. Project Development Objective(s)

The Central Asia Road Links (CARs) program has the overall development objective to increase transport connectivity between neighboring countries in Central Asia along priority cross-border road

links and to support improvements in road operations and asset management practices. The 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 IDA16 and IDA 17.

The project development objective (PDO) of the Second Phase of the Central Asia Road Links Program (CARs-2) is to increase transport connectivity between the Republic of Tajikistan and the Kyrgyz Republic along priority cross-border road links in Sugd Oblast and to support improvements in road operations and asset management practices. The road sections to be financed under CARs-2 prioritize connectivity between the Sugd Oblast in Tajikistan and the Osh and Batken Oblasts in the Kyrgyz Republic as they build lateral spurs from the Khujand-Osh axis to the Kyrgyz border.

3. Project Description

CARs-2 will consist of the following components:

Component 1: Rehabilitation of Priority Road Sections in Sugd Oblast (estimated total cost US \$51.00 million, out of which IDA financing US\$42 million): The component is expected to finance the provision of works and consultants' services for the rehabilitation of about 85 kilometers of road sections in Sugd Oblast. Those sections will link the Republic of Tajikistan with its neighboring countries and subject to the conclusions and prioritizations of the feasibility studies, potential project road sections include the following: (1) Kuckkak-Kim-Isfara-Guliston (BCP), (2) Kim-Kanibadam-Patar (BCP) and (3) Dehmoi-Proletarsk-Madaniyat (BCP), including a link to the intermodal rail terminal in Proletarsk. The proposed road sections are expected to be built based on SNIP design standards of road category III, with carriage-way width up to 12 m, respectively. Provisional cost estimates include consultant services for construction supervision, as well as physical and price contingency. The rehabilitation and construction works of the priority sections would include: strengthening of road base course in particular/distressed sections, leveling and profiling of the existing layers with binder, including a new asphalt wearing course, drainage rehabilitation, re-pairs/replacement of bridges and structures, and installation of road safety equipment/signs. A road safety audit will be undertaken as part of the design work for the road sections. The project's preparatory studies included investigation of different alternative options as well as the integration with border crossing facilities.

Component 2: Improvement of Road Operations and Asset Management Practices (estimated total cost US\$2.00 million, financed by IDA). This component is proposed to finance the provision of goods, and consultants' services for the improvement of road operations and asset management practices. The improvement of road operations will include a review of technical standards, norms and parameters on vehicle (truck) weight and axle load limits and tariffication as well as the development of Government's strategic plan for the location and operation of axle load control systems (weight in motion). It is envisaged to finance and install weight in motion equipment in several (2-3) strategic locations along the road network. To improve asset management practices in the road sector, the component will provide financing towards the purchase of survey equipment (including geo-references) as well as support towards the final deployment of a road asset management system within the Economic Forecast Department of the MoT.

Component 3: Project Management and Implementation (estimated total cost US\$1.00 million, financed by IDA). This component is expected to finance the provision of goods, consultants' services, and training, operating costs, including a financial audit to support project co-ordination, implementation, and management. The overall responsibility for the implementation of all activities under the project will lay with the MoT, including fiduciary responsibility for project execution. To

support the MoT in all aspects of project implementation, a Project Implementation Group has been established which consists of a team of MoT staff assigned to the project and additional individual consultants.

4. 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,
- * Dehmoi-Proletarsk-Madaniyat,
- * Kanibadam-Patar.

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).

5. Environmental and Social Safeguards Specialists

Alexei Slenzak (GENDR)

Asli Gurkan (GSURR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
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 waste, 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 prepared an EIA and EMP as part of the preparatory studies for the proposed works. The EMF was disclosed by MOT and public hearings were 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 is prepared and will be 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	N/A. The proposed project does not trigger OP/ BP 7.60. Certain road sections to be financed by

	<p>IDA are in close proximity to the border with the Kyrgyz Republic. Nevertheless, to ensure close coordination between the Government of the Republic of Tajikistan and the Government of the Kyrgyz Republic, the Government of the Republic of Tajikistan provided the proposed alignment to the Government of the Kyrgyz Republic.</p>
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II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p>
<p>Standard impacts associated with road rehabilitation are expected. No potential large-scale, significant or irreversible impacts were identified.</p> <p>Given the project area's relative proximity to the border between the Republic of Tajikistan and the Kyrgyz Republic, where recent social tensions occurred, the project design will document all measures proposed by the team and the Government to mitigate such risk, including a communications strategy to be agreed upon during appraisal.</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p>
<p>No potential indirect and/or long term impacts due to future activities in the project area are expected.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p>
<p>The project road provides national and regional access to the neighbouring Central Asian republics Kyrgyzstan and Uzbekistan. Poor maintenance has been cited as one of the main factors which had resulted in the present deterioration of some road sections with the resulting extra costs to both regional and national economies. Improved roads and access, therefore, require more emphasis on a sustainable road network maintenance program, as well as road maintenance capacities and skills to achieve and sustain the benefits from the investment. A program must be put in place to ensure that the regional road network does not deteriorate further. Maintenance equipment should therefore be kept functional regardless of circumstances.</p> <p>In view of the above, a “do nothing” or “without project” option is not feasible since economic growth of Tajikistan depends on good road networks. Basically rehabilitation of existing alignments in the ROW improves environmental conditions through reduction of dust emissions. Impacts on the environment from upgrading of existing roads and from construction of new road sections can be mitigated.</p>
<p>4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.</p>
<p>MoT will have overall responsibility for the implementation of all activities under the project, including fiduciary responsibility for project execution. The PIG within the MOTC will be responsible for day-to-day administration of project activities which include, inter alia: (a) the management of designated accounts; (b) financial management and reporting on the overall project; (c) ensuring the execution of the audit of the project; (d) preparation of quarterly financial and</p>

<p>bi-annual progress reports; (e) the management of the environmental and social safeguards aspects; and (f) undertaking all procurement and contract management activities for all components.</p> <p>The PIG has been established at the MoT. Other donor-financed projects are being implemented through established PIUs, such as ADB, IsDB, and the EximBank of China. Based on extensive discussions with the government, it was decided that the implementation arrangement chosen for CARs-2 are fully integrated with the existing structure of the MoT.</p>
<p>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</p>
<p>MoT, general population, small business, agriculture and trade sectors of the economy.</p>

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	08-Sep-2014
Date of submission to InfoShop	06-Oct-2014
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Tajikistan	03-Oct-2014
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	08-Sep-2014
Date of submission to InfoShop	06-Oct-2014
"In country" Disclosure	
Tajikistan	03-Oct-2014
<i>Comments:</i>	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.	
If in-country disclosure of any of the above documents is not expected, please explain why:	

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment	
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input 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"/>]
OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
The World Bank Policy on Disclosure of Information	
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"/>]
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included in the project cost?	Yes [<input 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. APPROVALS

Task Team Leader:	Name: Cordula Rastogi	
Approved By		
Practice Manager/ Manager:	Name: Juan Gaviria (PMGR)	Date: 14-Oct-2014