



# Concept Environmental and Social Review Summary

## Concept Stage

### **(ESRS Concept Stage)**

Date Prepared/Updated: 03/12/2020 | Report No: ESRSC01186



# The World Bank

Improved Livelihood Opportunities and Accessibility for underserved urban communities in Meru, Kenya (P163035)

## BASIC INFORMATION

### A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Kenya	AFRICA	P163035	
Project Name	Improved Livelihood Opportunities and Accessibility for underserved urban communities in Meru, Kenya		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing		9/25/2020
Borrower(s)	Implementing Agency(ies)		
Community Road Empowerment	Community Road Empowerment		

### Proposed Development Objective(s)

The Project Development Objective is to implement Do-nou technology and create employment opportunities in labor-based road maintenance for underserved urban communities of Majengo, Mjini, and Gitimbine in Meru Town.

Based on community consultations and the baseline survey, the project intends to empower target communities to reduce poverty through improving their access roads by themselves, obtaining skills to establish and operationalize small and medium-sized enterprises in road maintenance. Ultimately, the project will have a positive impact on building labor-based Do-nou road maintenance capacity in Meru. Furthermore, As a result of on-the-job training under the project, selected access roads in the target communities will be improved and become passable all year round.

In total, the direct and indirect beneficiaries of the project are 1,250 people and 13,500 people, respectively. Please see the detailed description in the section of 'Project Beneficiaries'.

The theory of change for the project is outlined in Figure 1 in the Annex.

Financing (in USD Million)	Amount
Total Project Cost	2.75



**B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?**

No

**C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]**

The Project Development Objective is to implement Do-nou technology and create employment opportunities in labor-based road maintenance for underserved urban communities of Majengo, Mjini, and Gitimbine in Meru Town.

This is a Recipient-executed Small-scale Trust Fund project, funded by Japan Social Development Fund and administered by the World Bank. The project will be implemented by the CORE. The Government of Kenya (Ministry of Transport, Infrastructure, Housing, Urban Development, and Public Works, Kenya Urban Roads Authority, Kenya Roads Board, and Meru County Government) will provide technical and advisory support.

This proposal is designed as a pilot project to complement the collaboration between the World Bank, JSDF, and the Government of Kenya by addressing community needs in the transport and urban sectors. Following the broad consultations with communities and stakeholders, two main themes are developed in order to achieve objectives: capacity building and enhancement of livelihood opportunities in target communities. The process will entail the capacity building of target communities in the application of Do-nou technology in road maintenance and empowering them to become SMEs as small contractors. The project will also support project management.

Based on community consultations and the baseline survey, the project intends to empower target communities to reduce poverty through improving their access roads by themselves, obtaining skills to establish and operationalize small and medium-sized enterprises in road maintenance. Ultimately, the project will have a positive impact on building labor-based Do-nou road maintenance capacity in Meru. Furthermore, as a result of on-the-job training under the project, selected access roads in the target communities will be improved and become passable all year round.

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**D. Environmental and Social Overview**

D.1. Project location(s) and salient characteristics relevant to the ES assessment [geographic, environmental, social]

The project will be implemented in Meru County, located on the Eastern part of Kenya. Specifically, the peri-urban areas of Majengo, Mujini, and Gitimbini communities of Meru town. Meru County is approx. 286km from Nairobi. This proposal is designed as a pilot project to complement the collaboration between World Bank, Japanese Social Development Fund (JSDF) and Government of Kenya (GoK) by addressing community needs in the transport and urban sectors. Following consultations with communities and stakeholders, two main themes are developed in order to achieve objectives: capacity building and enhancement of livelihood opportunities of target communities.



The process will entail the capacity building of target communities in the application of 'Do-nou technology' in road maintenance and empowering them to become SMEs as small contractors. The project will also support project management. These communities have been selected through a series of consultations with the Meru County government, considering the following factors related to JSDF criteria:

- a. Potential to enhance the impact of the Eastern and Western Meru Bypass roads on local beneficiaries by improving community access to the newly constructed roads,
- b. Presence of low-income and marginalized/vulnerable groups (specifically, single-headed households and households with unemployed or underemployed adults and youth),
- c. Communities whose livelihoods are affected by limited road access due to reliance on unclassified and poor-condition access roads, which are not supported by any World Bank-financed project or program.

The proposed project duration will be four years. Improvement of access roads and most of the income-generating activities will be completed within 36 months. During the fourth year, the project will focus on (a) the enhancement of skills in road maintenance that will create opportunities under the project to ensure their sustainability; (b) assessment of project impact and identification of lessons learned; and (c) dissemination of knowledge and visibility of Japan as well as JSDF in Meru County and Kenya.

Component 1. Capacity building and sustainability of labour-based road maintenance technology at target communities (US\$ 1.99 million)

1. Mobilization of training resources.
2. Community mobilization and training. Under the Seed Fund program (JSDF has a Seed fund program to help with the upstream development and preparation of JSDF grant proposals.
3. Preselection to SME stage.
4. Institutionalization of road maintenance using Do-nou. With the standardization of 'Do-nou' technology in 2019, the Meru Government has agreed that they will adopt Do-nou

Component 2. Enhancement of livelihood opportunities (US\$ 0.24million)

5. Formalization of SMEs.
6. Technical and financial support to SMEs.

Component 3. Project Management, Monitoring and Evaluation, Knowledge Dissemination (US\$ 0.52million). Project Management, Monitoring and Evaluation.  
Knowledge dissemination.  
Capacity-building support to Meru County.

The repair and maintenance will be done through the use of the 'Do Nou' Technology, a labour based road maintenance technology. The Do Nou involves excavation of an impassable section of the road, filling the gunny bags with soil material, laying them in rows and compacting. The repair and maintenance of selected peri-urban roads through Do Nou technology will involve a limited amount of civil works. Thus, these activities are expected to have site-specific, temporary and /or reversible environmental impacts. Positive social impact will include; strengthened community cohesion, reduction in crime, youth empowerment and job creation for women and youth. The negative social impacts will include; discrimination/exclusion risk of women and vulnerable groups, disruption of business,



disruption of access to homes during constructions and political interference as a result of the selection of the beneficiaries that could lead to conflicts.

#### D. 2. Borrower's Institutional Capacity

The project implementing agency is Community Road Empowerment (CORE). CORE is an international NGO, registered in Japan (2007) and Kenya (2008). CORE is duly registered in Kenya and compliance with the NGO Coordination act of 1990 and the attendance Regulations of 1992. CORE aims at empowering the communities to maintain the rural and urban access roads using "Do-nou" technology from Japan to improve their agricultural production and to conserve the environment for poverty and hunger eradication. They have worked in 15 countries in worldwide. In Kenya, acting as an official partner with Kenya Rural Roads Authority (KeRRA) and KURA, CORE has trained community people to repair their feeder and access roads using "Do-nou" technology. CORE has successfully implemented the grants from International Labor Organization, the Government of Japan, Toyota Foundations, etc. H.E. Mr. Shinzo Abe, Prime Minister of Japan in 2014 has introduced CORE's activity as an excellent illustration of "bringing a bright future to youth" during his follow up missions of fifth Tokyo International Conference on African Development (TICAD V).

While the environmental and social risk of project is considered moderate and no land acquisition is anticipated, the management of safeguards aspects requires strong convening power with authority. Based on the capacity assessment of CORE, it is agreed that CORE will recruit a full-time social and environmental safeguards staff as a requirement. Through the technical support by KURA, CORE will receive capacity building on management of social and environment risks

The Bank will undertake the training and capacity building of all the project implementing Team of the Environment and Social Framework and the Environment and Social Standards. Targetted training will be undertaken to the officers from the Ministry of Environment and National Environmental Management Authority based in Meru County.

The Bank will undertake an assessment of Kenya environment and social systems to determine if its use will meet the requirement of the Environment and Social Framework and the Environment and Social Standards. This will include the Country's environment and social policies, legal and institutional framework, that will include the National and Counties government institutions and applicable laws, regulations, rules and procedures, and implementation capacity that are relevant to the environment and social risks and impacts of the project. These will include the Ministry of Environment, Ministry of Labour and Social Development, National Environmental Management Authority, Ministry of Public Service, Youth and Gender, Gender Commission, Ministry of Transport and Infrastructure, Ministry of Lands, National Land Commission and Ministry of Devolution and Arid and Semi-Arid Land. Laws and regulations will include; The Environmental Management and Co-ordination Act of 1999 and its amendments, Labour Laws, Occupation Safety and Health Act, Gender Laws, Land Acquisition Laws, etc.

The Bank team will work with KURA and County Government of Meru to identify and agree on measures and actions to address gaps and strengthen Kenya's Environment and Social Framework, to the extent that such measures and actions are necessary to meet the requirements of the Environment and Social Framework. The agreed measures and actions, together with the timeframes for completions of such measures and actions, will form part of the Environment and Social Commitment Plan (ESCP). The Borrower's supervision teams will include social and environmental specialists that will monitor the implementation of the environment and social management plans.



## II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

### A. Environmental and Social Risk Classification (ESRC)

Moderate

#### Environmental Risk Rating

Moderate

The project will finance skills training which includes on the job training on labor-based road maintenance of selected urban roads in Majengo, Mujini and Gitimbine informal settlements of Meru Town. The civil works will include excavation activities, filling the 'Do Nou' bags with soil or selected materials, laying the Do Nou bags in rows and compacting. The environmental risk classification for the project is considered moderate under the World Bank ESF, potential negative environmental impacts include noise pollution, dust emission, soil erosion, clearance of vegetation, generation and disposal of waste, occupational health and safety impacts, community health and safety related impacts and potential traffic disruptions. The expected impacts from the project activities are site specific, temporary and can be mitigated with measures readily available.

#### Social Risk Rating

Moderate

Positive social impact will include; strengthened community cohesion, reduction in crime, youth empowerment and job creation for women and youth, the inclusion of vulnerable groups including the disabled as part of the project beneficiaries.

There will be minimal negative social impacts related to the project. The negative social impacts will include risks associated with the inclusion of women and vulnerable groups as project beneficiaries, women and vulnerable groups been left out from the training and job opportunities, elite capture in the targeting of project beneficiaries and job opportunities, political interference of the project by County Government Leadership and local leaders, community conflict from the groups that have been left out, disruption to access of homes during construction of the roads, loss of residential structures and economic loss by businesses.

Detailed social assessment will be undertaken as part of the Environmental and Social Management Plan (ESMP). Data to be collected will include:

- Disadvantage in project area –poverty levels, poverty/unemployment levels of women, youth poverty/unemployment levels, the existence of child-headed households, the prevalence of disability, etc.
- Density. As community members will be working on roads, an indication of the space vis-à-vis safety would be useful – e.g. population density, general road safety, nature of traffic, etc.

The social impacts that will be identified will have mitigation measures coupled with the stakeholder engagement plan and a grievance redress mechanism. Roads to be selected for the project will be screened for displacement impacts and priority will be given to roads that do not have any displacement. Displacement impacts will be handled under ESS1 in Environment and Social Impact Assessment.

### B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered



## B.1. General Assessment

### ESS1 Assessment and Management of Environmental and Social Risks and Impacts

#### ***Overview of the relevance of the Standard for the Project:***

The project proposes to undertake skills training activities which will involve on the job training in labour-based road maintenance of targeted peri-urban roads using the 'Do Nou' technology, with the focus to improve road access for the underserved residents. The works will include excavation roads sections, filling of the Do Nou bags with soils or selected materials, laying of the filled Do Nou bags in rows and compacting. The potential environmental and social risks and impacts from the works will mainly be the generic small construction works associated risks and impacts that include dust emissions, noise emissions, vegetation clearance, soil erosion, occupational health and safety impacts, community health and safety impacts and generation and disposal of solid waste. The preliminary review carried out at this stage, it can be concluded that implementing agencies ESMS and procedures will need to be enhanced to comply with ESS1 requirements. The project will address the gaps through the ESCP which will be based on preparation and implementation of the ESMF. The specific access roads to be supported by the project have not been identified at this stage of project preparation, thus the project will prepare Environmental and Social Management Framework (ESMF) prior to appraisal, the ESMF will set out the principles, rules and procedures, to screen, assess, manage and monitor the mitigation measures for the sub-projects. During implementation, the Borrower will prepare the Environmental and Social Management Plan (ESMP) in the national context a Project Report with clearly defined mitigation measures for construction and operational phases, roles and responsibilities, monitoring plans, cost and implementation procedures each mitigation measures recommended. The findings of the ESMP will be integrated into relevant plans and processes that include (SEP, GRM e.t.c).

The project will result to both positive and negative impacts. Positive social impacts are the drivers of this project, since the project will result to economic empowerment of the local community who have low economic status in Meru Municipality. This will include the creation of job opportunities for the jobless women, youth and vulnerable groups including the disabled. The women and youth are currently involved in daily wage jobs and small enterprise businesses with small profit margins. Others will involve community cohesion, job creation for women and youth through community skills enhancement, job security, rehabilitation of youth under substance abuse, poor households well being and women in leadership.

The negative social impacts will include exacerbated community conflict while competing for job opportunity, risk of nepotism and corruption and higher wages for youth may increase substance abuse that will lead to higher rates of Gender Based Violence (GBV), discrimination/ exclusion risk for women and vulnerable groups including the disabled as project beneficiaries, this will include of women and vulnerable groups been left out from the training and job opportunities, elite capture in the targeting of project beneficiaries and job opportunities, political interference of the project by County Government Leadership and local leaders, community conflict from the groups that have been left out, disruption to access of homes during construction of the roads, loss of residential structures and economic loss by businesses.

Detailed social assessment will be undertaken as part of the Environmental and Social Management Plan (ESMP). Data to be collected will include:

- The disadvantage in the project area –poverty levels, poverty/unemployment levels of women, youth poverty/unemployment levels, the existence of child-headed households, the prevalence of disability, etc.



- **Density.** As community members will be working on roads, an indication of the space vis-à-vis safety would be useful – e.g. population density, general road safety, nature of traffic, etc.

The social impacts that will be identified will have mitigation measures coupled with the stakeholder engagement plan and a grievance redress mechanism.

It is envisaged that the project will prepare the following ESA instruments ESMF, SEP, LMP during preparation and ESIA, GRM, SEP, LMP during implementation.

The roads to be included under the project are not known, however, the total length of the roads will be 20km. During the initial stakeholder engagement process for the project, the Bank Team and the Borrower visited some of the roads to be considered as part of the project.

It was noted that the project will not require land acquisition, however, will result in minimal physical and economic displacement to business and residential structures that have encroached into the road reserve/public land. Possible roads will be screened and the Borrower will prioritize the selection of roads that will have minimal or no physical and economic displacement. All the displacement impacts will be managed under the ESMP. The entitlement matrix will form part of the ESCP.

#### **Areas where “Use of Borrower Framework” is being considered:**

The ESF will apply for the project. Borrower Framework will not be used but that national legislation will be followed. For projects with low environment and social risk environmental and social management plans will be prepared in line with the National Legislation. These plans will have to be reviewed by the World Bank to ensure that they are materially consistent with Bank Environmental and Social standards, prior to implementation.

#### **ESS10 Stakeholder Engagement and Information Disclosure**

The initial stakeholders' engagement and discussions on the project were held in Nairobi at the Ministry of Transport offices as well as at the grassroots level in Meru County and the community consultations and subsequent visits to the project villages and roads.

Preliminary meetings involving the Ministry of Transport, Infrastructure, Housing and Urban Development (MoTIHUD), County Government of Meru and the beneficiaries in Meru, from the three target communities, Majengo, Mujini, and Gitimbine in which the Bank participated.

In total, three community meetings were held with the three target communities of Majengo, Mujini, and Gitimbine. During these meetings, there was participation from local community members women and vulnerable groups including the disabled who will be the main beneficiaries of the project.

The purpose of these meetings was to; explain the concept of JSDF, the process of proposal writing, introduce the project concept and identification of the possible priority roads, identification of project beneficiaries and impacts. The key concerns from these groups were :





1. Will women and the disabled be provided with the same opportunities as the rest of the community members to participate and be beneficiaries of the project?
2. Will the World Bank Group visit their villages after the meeting?
3. Youth in the selected villages are engaged in drug and substance abuse how will they benefit from the project?
4. How to ensure that there is no elite capture for the project.
5. How will the County Government of Meru ensure sustainability after the project closes? Will procurement processes ensure that the groups formed have an opportunity to bid for the available opportunities?
6. What happens if the Proposal to JSDF is not approved and the funds are not secured?

The main concerns from the Ministry, as well as the Meru County Leadership, was on the project timelines and the guarantee of funding.

To manage expectations of all the stakeholders there will be feedback to the local community on the outcome of the proposal stage, feedback provided by JSDF will be communicated to all the stakeholders on a continuous basis.

There were positive feedback and acceptance of the project and the process by the community members including women and the disabled. Stakeholders engagement and information disclosure has been part of the project design and will be carried out throughout the project implementation phase.

Stakeholder engagement minutes and attendance sheets will be kept for ease in follow up on the agreed action or any issues that are raised. Environment and social impact assessment and resettlement instruments will be consulted upon with the project stakeholders and the information will be disclosed.

The project stakeholders includes; the Member of County Assembly for Meru Township Ward, chiefs and deputy chiefs of Majengo, Mjini and Gitimbine communities, community based organizations, religious groups, youth groups from Majengo, Mjini and Gitimbine Communities, women groups from Majengo, Mjini and Gitimbine Communities, Kenya Urban Roads Authority Nairobi and Meru Offices, Ministry of Transport, Infrastructure, housing and Urban development Permanent Secretary and the coordination office, Governor Meru County, CEC Infrastructure and county road's Engineer, social development officer in Meru and Meru county procurement office.

A stakeholders engagement plan will be prepared for the project at appraisal.

## **B.2. Specific Risks and Impacts**

**A brief description of the potential environmental and social risks and impacts relevant to the Project.**

### **ESS2 Labor and Working Conditions**

The project will involve manual labour based methodologies, where the community groups will be involved in the actual works. ESS 2 and the available national standards on labour and working conditions will apply. Under ESS 2 there will be the use of community workers where labor will be provided by the local community for skills transfer as well as providing jobs to the local youths. Equal opportunity for the job opportunities will be provided for men, women and the disabled.



There will be about 1,250 workers from the local communities who will also be the beneficiaries of the project. There will be no risk associated with child labor or forced labor. The main risks will include poor occupational health and safety, poor working conditions, lack of participation of women in the labour force, not meeting the minimum wages and the increase in incidences of GBV in the local community as a result of substance abuse from workers.

Labour management procedures will be prepared at project appraisal. It will provide guidance on working conditions, occupational health and safety, the application of the minimum wages, freedom to association, sanitation facilities, Personal Protective Equipment, workers grievance redress mechanism etc. In preparing the labour-management procedures, the Borrower will clearly identify the terms and conditions on which community labor will be engaged, including amount and method of payment, work duration, times of work, set out roles and responsibilities for monitoring community workers and training will be provided to the community workers tailored to project's risks and impacts of the project.

The project will involve use of manual labour with use of simple construction equipment/tools. The project will put in place mitigation measures proportionate to the potential occupational health and safety risks. This will include: identification of potential hazards to the workers; provision of appropriate and adequate personal protective equipment; and training of workers on OHS related issues and maintaining records.

The labour-management procedures will also specify the way in which community workers will raise grievances in relation to the project.

There is no expectation on any labor influx into the project area because the community beneficiaries will provide labor for the project.

### **ESS3 Resource Efficiency and Pollution Prevention and Management**

Relevance of this ESS will be further assessed during project preparation as part of the ESA process. The proposed project will use the 'Do Nou' technology that employs the use of local materials in repairing and maintaining roads. The repair and maintenance will explore measures to mitigate soil erosion activities, such as grassing and planting of trees along the selected roads. The Do Nou technology will not make use of significant resources such as energy and water during implementation, or generate any pollution materials.

### **ESS4 Community Health and Safety**

The proposed project is not expected to low-moderate risks to community health and safety. The project will employ the use of local tools and equipment that may result minor accidents and injuries during construction works, incidences of increased erosion and runoff; and there will be no influx of workers to the project area, as the works will utilize local labour. There is the risk of an increase in incidences of GBV in the local community as a result of substance abuse from local workers. Road safety measures will include incorporating safe road crossings into the project design, warning signs and safety tapes during the construction phase, temporary access to buildings during



the construction phase, awareness creation of road safety to school-going children, clear signage on-road use during post-construction of the roads etc.

#### **ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement**

The project will have no acquisition for land, however, there will be physical and economical displacement impacts on structures that have encroached on the right of way. Mitigation measures relating to this displacement that will include replacement cost compensation will be guided by ESS5 and will be addressed as part of ESMP.

#### **ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources**

Relevance of this ESS will be further assessed during project preparation as part of the ESA process.

#### **ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities**

There are no Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities group in this project area.

#### **ESS8 Cultural Heritage**

The project will involve minimal manual excavation activities, however, during preparation of ESA measures will be incorporated to include "chance find" procedures which will require workers to stop construction in event cultural property sites are encountered during construction.

#### **ESS9 Financial Intermediaries**

The project will not use Financial Intermediaries.

### **B.3 Other Relevant Project Risks**

The beneficiary selection process has been clear so far, however, there is a high likelihood of political interference or elite capture and this could lead to potential conflicts. To mitigate this risk, the project beneficiaries selection process will involve a community lead transparent process based on agreed criteria that will include; individuals who are actively looking for better livelihood opportunities, willing to commit to the project implementation, and dedicated to making positive changes in their lives. Profiles of target groups will be prepared through one on one interviews to ensure formulation of target groups well suited to the JSDF concept. There will be public disclosure of the names of the selected persons that will benefit from training, jobs and tenders under the project.

## **C. Legal Operational Policies that Apply**

### **OP 7.50 Projects on International Waterways**

No



**OP 7.60 Projects in Disputed Areas**

No

**III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE**

**A. Is a common approach being considered?**

No

**Financing Partners**

None

**B. Proposed Measures, Actions and Timing (Borrower's commitments)**

**Actions to be completed prior to Bank Board Approval:**

Environmental and Social Management Framework (ESMF)  
Preparation, consultation and disclosure of the Stakeholder Engagement Plan (SEP)  
Preparation and Approval of the labour-management Procedure

**Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):**

Preparation and Implementation of the grievance redress mechanism for the project work as well as for the workers.  
Environmental and Social Management Plans (ESMP), including measures to ensure compensation for impact covered by ESS5.

**C. Timing**

**Tentative target date for preparing the Appraisal Stage ESRS**

30-Apr-2020

**IV. CONTACT POINTS**

**World Bank**

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**Borrower/Client/Recipient**



## The World Bank

Improved Livelihood Opportunities and Accessibility for underserved urban communities in Meru, Kenya  
(P163035)

Borrower: Community Road Empowerment

### Implementing Agency(ies)

Implementing Agency: Community Road Empowerment

### V. FOR MORE INFORMATION CONTACT

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### VI. APPROVAL

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Practice Manager (ENR/Social)	Robin Mearns Recommended on 12-Mar-2020 at 13:08:21 EDT