



# Concept Environmental and Social Review Summary

## Concept Stage

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

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**BASIC INFORMATION**

**A. Basic Project Data**

Country	Region	Project ID	Parent Project ID (if any)
Egypt, Arab Republic of	MIDDLE EAST AND NORTH AFRICA	P175137	
Project Name	Railway Improvement and Safety for Egypt		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	11/9/2020	1/29/2021
Borrower(s)	Implementing Agency(ies)		
Arab Republic of Egypt	EGYPTIAN NATIONAL RAILWAYS		

Proposed Development Objective

The PDO is to improve the safety and the operational efficiency of the railway services along the Alexandria-Cairo-Nag Hammadi corridor.

Financing (in USD Million)	Amount
<b>Total Project Cost</b>	<b>641.63</b>

**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 has three components. Component 1. Safe System Signaling Modernization: Modernizing the signaling system along the railway corridor Alexandria - Nag Hammadi consisting of: (a) an automatic block signaling system (on an open line); (b) electronic interlocking systems (in stations); (c) a level-crossing protection system, (d) installation of additional automatic train control wayside equipment as needed, and execution of track upgrades necessary for achieving the safe functionality of new signaling system. Component 2: Safe System Asset Management Improvement: Implementation at the ENR of a Safety and Asset Management System builds upon the existing systems at ENR. The Safety Management System (SMS) aims to create a data collection and analysis system that will



enable statistics and reports to inform management of areas that need attention because safety is compromised if action is not taken to maintain or replace assets. Component 3: Project Delivery, Institutional and Human Resource Development: Project Management and Supervision support for the section Giza – Beni Suef. Building upon the challenges and “lessons learned” obtained from the ENRRP signaling upgrades; Human Resources development: The railway reform would need to be supported by suitably qualified human capital. Institutional Development of the railway sector through Introduction of Public Sector Obligations and Multi Annual Infrastructure Contracts, and Introduction of private sector.

#### **D. Environmental and Social Overview**

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

Geographically Railway Improvement and Safety for Egypt project (RISE) covers a 760 km linear segment of Egypt National Railways (ENR) existing 5,000 km railway network. The 760 Km is divided into the following 5 sub-segments extending from Alexandria in the North, to Nag Hammadi in the South:

- 1- 165 Km Alexandria – Arab El Raml
- 2- 45 Km Cairo - Benha
- 3- 120 Km Cairo - Giza – Beni Suef
- 4- 250 Km Beni Suef – Asyut
- 5- 180 Km Asyut – Nag Hammadi

Segments 1 and 2 crosses Rosseta Branch of the Nile river and major irrigation channels at several points, while the other segments are crossing the Nile river in Cairo and running parallel to the Nile river and major irrigation channels to the South. The five segments are located mostly in rural areas, as well as in dense urban and peri-urban areas in 11 governorates starting from Alexandria in the North, Beheira and Gharbia in the Delta region, Qalyoubia, Cairo and Giza in Greater Cairo Area (GTA), Beni-Sueif, Menia, Assiut, Sohag and Qena in Upper Egypt region. Generally, most of the 5 segments are located in rural settings and the socioeconomic features varies considerably along the 760 Km.

The proposed project will complete unfinished works under the Bank-financed railway project (Egypt National Railways Restructuring Project (ENRRP), P101103) that will be closed by Dec 2020. ENRRP was focused on modernization of the signaling system. It began in 2009, completed necessary track upgrades in segments 4 and 5, and is currently supporting the signaling modernization works in segments 1, 2, 4 and 5. The unfinished works will be financed under the proposed project (RISE) Component 1. The works will continue to be implemented by ENR through the same international contractors. A new international contractor will be procured for Segment 3. ENR is contemporaneously undertaking necessary track upgrades (with its own funds) in some sections, in segments 1, 2, 4 and 5. These ENR works are considered associated facilities, as they are not funded by the project, are significantly related, and are necessary for the project to be completed.

Other associated facilities include ancillary sites for the track upgrades such as waste disposal and quarry sites for Ballast. Where signaling works at any level-crossings are contemporaneous with access road upgrades, road works would also be considered associated facilities.



The African Development Bank (AFDB) is considering support to a project to install the European Train Control System Level 1 (ETCS-1) to strengthen safety and reliability of the national railway on the 5 segments under RISE. The signal modernization in the 5 segments is a precondition for installation of the ETCS-1 and not vice versa.

Component 2 of RISE, is considered added scope compared to the predecessor ENRRP, and comprises initiatives aimed at enhancing the safety systems of ENR. At the center, is the addition of modules and features to ENR's existing asset management database. Component 2 will also finance a set of discrete, minor works at multiple stations, aimed at improving safety for users, and in particular addressing safety concerns for women (e.g. painting rail cars to improve visual alertness, improved lighting, rehabilitation of toilets, visual surveillance). These works have not all been identified but will take place within the same geographical scope of the project. A rapid gender assessment may be conducted under this component to inform the sub-project selection.

Component 3 will include Project Management and Technical Assistances TA (3.3, 3.4 and 3.5). TA will focus on capacity building to enable institutional reforms in ENR and enhance staff capacity to deliver safety and operational efficiency. TA under component 3.5 include supporting the government in preparing future investments in the Transport sector. The TA include preparing detailed feasibility studies along with the Environmental and social instruments in accordance with the ESF

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

The implementation will be shared between Egypt National Rail (ENR) and Ministry of Transport (MoT). ENR has been the implementing agency for the ENRRP for more than 10 years.. The PMU for ENRRP will transition to manage the new project components and the MoT will have a supervisory role with the PMU only in Component 3. The Director of ENR's Environment Department (ED) is formally a seconded member of the PMU.

The capacity of the Environment Department (ED), currently consists of the Director, 5 environmental specialists and 2 social specialists. Created under ENRRP, the department also interacts with other international donors financing ENR. Health and Safety of ENR's operations are generally outside ED's purview, though they play a role in overseeing contractor environmental, social and health and safety performance for the purposes of World Bank projects. The ED's capacity to manage E&S risks has improved over the course of the Bank's support to the current ENRRP project, specifically in gaining additional staff and benefitting from on-going support from World Bank E&S specialists and trainings, including ESF training. For the last 3 years, ENR performance in applying OP4.01 was moderately satisfactory to satisfactory. However, recurring shortfalls in applying OP4.12 were observed, related to implementation of the project's Resettlement Policy Framework (see ESS5). Contributing causes include lack of coordination between the ED, PMU and other departments, and insufficient resource allocation for ED to perform monitoring and follow up activities. On the ground, roll-over works under ENRRP will continue to be implemented by international contractors, with dedicated Environment, Health and Safety personnel and good capacity to implement the project's ESMPs, their own occupational health and safety management plans, and good practices. As an example, after the COVID-19 Pandemic, the contractors proactively adapted and implemented preventive measures to protect safety of workers and communities.

On Occupational Health and Safety performance of ENRRP, one fatality occurred in 2015, and more recently, two off-site fatalities occurred on February 2020 in a traffic crash. The latter incident highlighted weaknesses in one of the contractors' safety management plans and reporting to the bank. The contractor prepared a Root Cause Analysis and Safeguard Corrective Action Plan (SCAP). Currently, most of the corrective actions have been completed and the remaining actions were scheduled for June and July 2020. The Bank team will be verifying the implementation of the corrective action during appraisal.



The technical capacity of the new PMU will need enhancements to ensure smooth carrying out of the key E&S functions in accordance with the ESSs. The proposed E&S instruments should further assess the capacity of the PMU and proposed clear measures to ensure smooth implementation of the project. The Project POM will include clear internal procedures for managing E&S risks to address coordination issues.

Under Component 3 of the project, activities will be subject to a Project Implementation Audit that will encompass environmental and social requirements. This will support compliance with ESF commitments.

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

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

Substantial

#### Environmental Risk Rating

Substantial

The environmental risk rating of the project is substantial. The civil works under component 1 and 2 as well as the associated facilities are extending over 760 Km linear segments. Despite the large scale of the project, the civil works and activities will take place within the same footprint of existing Railway infrastructure and will not extend beyond the track corridors except for sourcing materials and new tracks. While the objective of the project is to improve the safety and the operational efficiency of the railway services, construction phase of the project will entail (1) Occupational health and Safety (OHS) risks for workers including Physical and Chemical hazards, (2) Hazardous material management and hazardous waste disposal including potential use of pesticides to control vegetation along the cables (3) Traffic impacts associates with level crossing upgrades (4) Community health and safety risks and (5) waste and wastewater disposal. Most of the identified impacts are site-specific, short term (i.e. limited to construction) and mechanisms are available to prevent and mitigate those impacts, however there is still medium probability of OHS risks due to accidents. During the implementation of ENRRP, three fatalities occurred, one fatality in 2015, and two off-site fatalities in February 2020 in a traffic crash. Additionally, activities under the TA in Component 3 include Type 1 TA which is assisting in preparing future infrastructure investments in the transport sector that are not identified at this stage. The outcomes of the TA Type 1 may result also in physical interventions or activities that are associated with environmental and social implications.

#### Social Risk Rating

Substantial

The social risk rating is considered Substantial. The main contributing risk factors are: i) the poor track record of client in screening and managing land related risks over large geographical area of Component 1 of the project. The land impacts themselves are considered limited in scale, consisting mainly of impacts to tenants or informal users (farmers) that occupy an area of the ROW, or adjacent government land plots, that are needed for storage, or new project structures. ii) Community health and safety risks since the project takes place within the context of the entire 760 Km railway network infrastructure and operations (and which the project will contribute to modernize certain aspects): the network is not enclosed and pedestrians regularly use the railway tracks as walking paths, passengers regularly open train doors while the train is moving, and train derailments and accidents do occur. There are also labor risks during construction, though contractors have good capacity and project works and workers themselves, are generally adjacent to, or even isolated from the tracks themselves. Component 2 of the project is designed to improve overall safety performance of ENR, with resulting benefits for public safety, and measures specifically



designed for safety of women and people disabilities. Additionally, activities under the TA in Component 3 include Technical Assistance for the purposes of assisting in preparing future infrastructure investments in the transport sector that are not identified at this stage. The outcomes of the TA may result in physical interventions or activities that are associated with environmental and social implications.

## 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:**

ESS1 is relevant to Project and Associated Facilities. Most of the environmental and social risks and impacts of the project have already been assessed based on World Bank's involvement in the predecessor ENRRP, whose remaining physical works will be completed under Component 1 of this project. ENRRP was implemented according to the triggered operational policies: (OP) 4.01 Environmental Assessment; and OP 4.12 Involuntary Resettlement. To prepare the concept stage ESRS, the team reviewed the following ENRRP safeguard documents namely: ESIA covering Alexandria - Arab el Raml and Beni Suef- Assiut segments (2008), ESIA of the Assuit – Nag' Hammadi segment (2017), Resettlement Policy Framework (2017); , and other World Bank documents reporting performance. An ESIA prepared for the African Development Bank (July 2020), who are financing a project taking place in the same the same railway corridors as RISE., was also reviewed.

Linear works under component 1 entail trenching along the railway to install new cables; and installation of wayside equipment; block system; and interlocking equipment at intervals. . At level-crossings, level-crossing protection systems are installed consisting of visual and audio signaling gate where the track intersects with crossing streets. Track renewal requires using special equipment to replace the old tracks (rails, sleepers or containment) which are usually made of wood or concrete to replace it with the new ones. The process require sourcing ballast from quarries, transportation of material and new tracks, normally through the railway as well as disposal of old Ballast and tracks. A signaling tower building (3 story structure) is required to house the controls and interlocking equipment in several locations along the track, and a small structure to house equipment is also needed at level crossings. Current progress under ENRRP is 75% completion on segments 1 and 2; 42% on Segment 4; and 62% on Segment 5 All buildings are already finished or in advance status of execution. The works under Component 1 will take place within ENR's existing Right of Way.

Similar to ENRRP, the following issues are considered salient to be consider for RISE Component 1 and associated facilities, :

- 1- Occupational Health and Safety risks (OHS) associated with using equipment, electricity, workforce, fuel, moving of vehicles, and trenching may result in accidents and incidents. Additional environmental and occupational health and safety impacts may arise during construction if the project will use herbicides in the 5 segments. Therefore, E&S instruments to be prepared shall investigate if using herbicide is envisaged under RISE project and proposed proportionate measures in accordance with ESS 1 and ESS 3.
- 2-Environmental impacts include typical construction-related impacts such as air and noise emissions from using equipment, soil and adjacent water bodies' pollution in case of leakage of fuel and wastewater generated from



workforce or wastes mismanagement, generation of wastes, as well as traffic impacts due to the movement of the project vehicles, trucks and construction equipment to/from the site (See ESS3).

3- Community health and safety impacts during operations include noise and dust, road and train accidents along the railway corridor. During construction, communities adjacent to the works may be exposed to risks of noise and dust, traffic disruptions, accidents, general construction hazards, and personal safety, including sexual harassment. The COVID-19 pandemic also introduces potential risks of community exposure through contagion pathways such as meetings, stakeholder engagement sessions and construction sites, and from train travel in general (see ESS4).

4- Land acquisition impacts are limited to those within the ROW or state-owned land, and involuntary land acquisition is not anticipated. However, tenants and informal users present on these lands, and who may be vulnerable, may experience impacts from loss of land or assets, that is needed for project activities.

5. Additional social risks derive from potential vulnerabilities of female rail users and people with disabilities; and general labor risks (e.g terms and conditions of employment, child labor) that may arise within the contracted labor force and other project workers (See ESS2)

Component 2.2 will include minor civil works and installation of safety equipment in the stations within the 760 Km under RISE project. This might include surface color effects to assets that are involved in providing visual alertness, providing segregating lines/space for ticketing queues and waiting areas, rehabilitation of toilets in the stations and providing surveillance systems. The impact associate with Component 2.2 implementation will include dust, noise, waste generation as well as occupational health and safety and other standard risks and impacts of construction. The environmental risks and impacts are expected to be site-specific, reversible and of low magnitude that can be mitigated following appropriate measures.

Component 3 will include Project Management and Technical Assistance TA (3.4 and 3.5). At this stage, the type and scale of the projects, which the TA 3.5 will support developing their feasibility studies and E&S instruments, are not identified. The application of the outcomes of the TA will entail environmental and social implications depending on the scale, type and location of the future projects. Therefore, the Environmental and Social Commitment Plan (ESCP) will include a commitment to undertake the TA pursuant to acceptable terms of reference (ToR) by the Bank. The ToR will include the requirement of assessing the environmental and social risks associated with the application of the TA in accordance with the relevant ESSs.

The project is anticipated to benefit the population of Egypt at large, as safer mobility will encourage more people to use the rail line. Vulnerable and disadvantaged groups are those that are potentially not able to access these benefits, if barriers exist. Component 2 is designed to increase mobility of poor and vulnerable people, specifically female commuters as well as people with reduced mobility. This increase in mobility will potentially be reflected on economic opportunities. With regards to female commuters, the project will specifically focus on some of the gender-disproportionate safety concerns of female rail users.

Building on knowledge of environmental and social risks and impacts from ENRRP, which are well understood, ENR will prepare and publicly disclose an updated Environmental and Social Assessment (ESA) for the project prior to appraisal in accordance with WBG EHSGs (General EHS Guidelines, EHS Guidelines for Railways. The Assessment will comprise (i) an accurate description of the project and delineation of the project and associated facilities (ii) a review and analysis of all completed ESIA studies and propose measures to bridge identified gaps vis a vis the ESF (iii) confirmation of the availability of baseline data at an appropriate level of detail to inform characterization of risks and impacts and mitigation measures (iv) evaluation of the environmental and social performance of the existing





project activities under component 1 and make recommendations for improved performance, including ENR’s environmental and social management systems, capacity and implementation arrangements (v) Environmental and Social Management Framework (ESMF) for Component 2. Given the project’s substantial rating and borrower capacity, the borrower is required to retain independent specialists to carry out the environmental and social assessment. Prior to appraisal, ENR will also prepare a Stakeholder Engagement Plan (SEP), an Environment and Social Commitment Plan (ESCP), Updated Resettlement Policy Framework (RPF), and Labor Management Procedures (LMP) conforming to ESF requirements.

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

Use of Borrower Framework is not being considered.

**ESS10 Stakeholder Engagement and Information Disclosure**

The main external stakeholders of the project are: train users; local communities in area adjacent to construction sites; users of level crossings; land tenants/users within the ROW; other government ministries; and local development Units.

Recently, as part of the ESIA prepared for the project of the African Development Bank along the same corridor a virtual consultation was conducted in March 2020 and interviews with 9 residents close to the railroad corridor/Level crossings frequent users and 32 Trains users/commuters. In the meantime, as part of the restructuring and the introduction of the Assuit – Nag’ Hammadi segment in 2017, a third public consultation was conducted in Sohag, to introduce the project components and activities, and to present the findings of the ESIA updated. Finally, at the beginning of the ENRRP, in 2008, as part of the project scoping, 1166 individuals were interviewed to receive feedback from train users, users of level crossings, and residents in area adjacent to construction sites, and two public consultations were held, in Menia City and in Cairo.

ENR engages with project affected people on an as needed basis. For example, discussions with tenants, PAPs, line ministries at the markazs-level, are involved in land screening.

ENRRP has a project level GRM in place, with site specific focal points from the contractor side as well as a contact from ED team at the central level. Information on those channels are disseminated at each construction site. The GRM is not considered to be functional as it is not processing any complaints. In the meantime, ENR as a whole has multiple channels for receiving and processing complaints from the public regarding its operations.

The RISE project will include a Stakeholders Engagement Plan (SEP), which is planned to be systematic and process-oriented and will help in enhancing trust and in establishing a constructive relationship between different groups of stakeholders. The SEP will follow an inclusive and culturally appropriate approach, which, will provide a space for different stakeholders to engage and to provide design related input. Due to the current COVID-19 crisis, no consultations have been carried out for preparation of this new project to date. The SEP will consider social distancing requirements imposed in the country under COVID-19 circumstances, and precautionary measures will be taken for as long as the risk exists, to minimize the risk of COVID-19 transmission during any planned stakeholder engagement activities (such as avoidance of public gatherings, public hearings, workshops and community meetings, use of online communication tools to design virtual workshops). Potential engagement activities include activities related to the preparation of the ESF instruments, as well as sharing information with train users/commuters about





delays and works in general. Moreover, as part of component 2 on safety, there could be public awareness campaigns for illegal crossers and neighboring communities. The SEP will also consider ways to enhance the effectiveness of the project GRM.

As per preliminary assessments, vulnerable groups include land tenants/users, female rail users and people with disabilities. The SEP will include differentiated measures to meaningfully engage such groups, including focus group discussions and interviews.

## **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 develop and implement Labor Management Procedures (LMP) to establish and maintain a safe working environment consistent with national law and ESS2 for all project workers. The project will likely entail 3 categories of workers as stipulated in the ESS2, namely: a) direct workers of the PMU; b) contracted workers; and c) primary supply workers. A separate grievance mechanism will be set up for project workers to raise and resolve workplace-related concerns and will be part of the LMP.

The project workforce mainly consists of contracted workers hired by the international contractors working on separate segments of the railway, to complete the remaining signaling modernization works rolled over from ENRRP, as well as one Supervision Consultant. These workers are predominantly male and include skilled, semi-skilled and unskilled workers, including sub-contracted workers. ENRRP had an estimated contracted workforce of 1500, however will be reduced under RISE, as the major civil works are at an advanced state. There are no worker accommodations. Skilled workers reside in local apartments or hotels, or in Cairo, and labor is hired locally around the various work sites. Site observations from various World Bank implementation support missions indicate that contractor labor and health and safety performance is adequate (e.g. availability of drinking water and sanitation, emergency response equipment, good signage and housekeeping; workers wearing PPE; requisite social insurance coverage, no child labor). Subcontractors as well have to comply with the contractor's health and safety and labor protection measures. Contractors proactively implemented additional measures to protect workers from COVID-19. These contracts are being renegotiated and extended for the new project, subject to World Bank Standard Procurement procedures. A new contract is in bidding stages for the additional Cairo-Giza-Beni Suef segment (signal modernization and track renewal) using World Bank Standard Procurement processes. At the same time, ENR has four track upgrade contractors to complete works on various segments (Not funded by project; Associated Facilities).

For RISE project, proportionate mitigation measures shall put in place to eliminate, control, minimize the OHS hazards respectively as well as providing proper personal protective equipment to the workforce. It should be highlighted, that lessons learned from ENRRP unfortunate fatalities shall be incorporated in the Contractor's OHS plan to be prepared such as including patrolling of the site as part of the safety hazard analysis. The OHS identified hazards associated with component 1 will include, but not limited, Physical hazards (i.e. Noise, using equipment, electrical, hot work, traffic, working at height), Chemical hazards (i.e. fire, exposure to hazardous material), possible infection of project workers with COVID-19 and might also include working in confined spaces during trenching. To ensure health



and safety of workers during the project lifetime, the LMP shall include OHS policies, procedure and training and monitoring requirements for the different project's components. Finally, the LMP will review potential OHS risks for civil servants that are working in connection with the project.

Primary supply workers will include suppliers' workers who ,on ongoing basis, will provide goods or materials such as ballast, new tracks, etc that are essential for the functions of the project. Depending on where the material will be sourced, the LMP and other instruments to be prepared under the project will further define the project primary supply workers and propose measures to protect the work force cosistent with ESS2 requirments.

Direct workers are mainly the workers of the PMU engaged in tasks such as project management and some supervision field activities. Contractual arrangements and labor risks for these workers will be assessed as part of the LMP.

The ESCP will specify that the LMP will be drafted, reviewed and approved by the Bank, prior to finalization of the renegotiated works contracts, such that relevant LMP requirements can inform such negotiations, and be incorporated into specifications where appropriate and feasible.

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

ESS3 is relevant. The works along the 760 Km under component 1 and 2 will generate pollution in different forms. Air emissions will include fugitive emissions generated by fueled equipment and dust as well as noise emissions. Also, different types of wastes will be generated during construction, including non-hazardous and hazardous waste from signaling modernization and track renewal. Spillage and leakage of fuel which will be used during construction, as well as mismanagement of hazardous and non-hazardous waste might cause soil pollution or water bodies' contamination. In ENRRP, ENR and the international contractors satisfactory implemented the Environmental and Social Management Plans ESMPs for the different project segments which included similar impacts during the project. Relatively few non compliances and non-conformities were reported and observed during the bank team site visits. ENR and the international contractors were always committed to rectify the identified non compliances.

The E&S instruments that ENR will prepare for RISE shall include appropriate and site-specific mitigation measures following the mitigation hierarchy in the ESF. The mitigation measures will consider the pollution generated during signaling modernization and track renewal and an y identified ancillary facility. Scrap generated from replacing the old system and track renewal will needs to be managed according to the ESF requirements. At early stages during ENRRP project, ENR used to sell wooden sleepers generated from track renewal in auctions to be reused. It was realized during ENRRP implementation that the wooden sleepers might be contaminated and need to be tested to determine their possible uses before being sold to the community. The conducted tests in Europe at that time, confirmed that the old crossties were free from carcinogenic and hazardous chemicals. Therefore, the RISE E&S instruments will incorporate the lessons learned from ENRRP project. Old Crossties or tracks made of wood might be



contaminated with copper arsenate, hence disposal or reuse of old crossties shall consider their chemical properties and comply with the WBG EHS guidelines for Railways.

Noise and dust will be generated during the different project activities including, moving of vehicles, trenching and specially during laying down ballast for track renewal. In general, the impacts will be temporary but sensitive receptors might be in close proximity in the sections to be upgraded. The E&S instruments shall further assess the noise and dust impacts associated with the project different components and propose adequate mitigation measures.

Additionally, the updated environmental and social assessment will investigate if using herbicide is envisaged under RISE project to protect the underground wire pipes from roots of plants along the track. The updated environmental and social assessment will determine if ENR will need to prepare a Pest Management Plan (PMP) as part of the ESA or as a Standalone instrument at a later stage during project implementation.

The ESA will investigate and proposed technically and financially feasible measures for improving efficient consumption of energy, water, and raw materials.

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

ESS4 is relevant to the project. The project takes place within the context of the entire 760km railway network infrastructure and operations (and which the project will contribute to modernize certain aspects): the network is not enclosed and pedestrians regularly use the railway tracks as walking paths, passengers regularly open train doors while the train is moving, and train derailments and accidents do occur. Component 2 of the project are designed to improve overall safety performance of ENR, with resulting benefits for public safety, and measures specifically designed for safety of women and people disabilities. A rapid gender assessment will be conducted to inform the initiatives selected, building on previous studies in the railways sector. The European Bank for Reconstruction and Development (EBRD)'s gender assessment (Safe Transport for All, 2016), indicates that 69% of women surveyed "are dissuaded from using the train to commute to work because of security concerns". Findings of the rapid gender assessment to be conducted and proposed mitigation measures will be incorporated into the E&S instruments.

Where the project includes new buildings and structures, the concept of universal access will be applied, where technically and financially feasible. Sub-projects under Component 2 may be geared to improve accessibility for persons with disability and the elderly, through pilot initiatives at selected stations.

During construction, communities adjacent to the works may be exposed to risks of noise and dust, traffic, road safety, disruptions, accidents, and general construction hazards. Community interactions with work crews and resulting risks of inappropriate conduct or sexual harassment, are limited, as work crews are from the local area. However, given the diffuse geographic activities, including hard to supervise areas, mitigation measures against sexual exploitation and abuse and sexual harassment are required. The existing contractors have codes of conduct in place for their workers. The COVID-19 pandemic also introduces potential risks of community exposure through contagion pathways such as meetings, stakeholder engagement sessions and construction sites, and from train travel in general. The ESA will evaluate community health and safety risks and recommend further enhancements.



Use of security personnel on the project is very limited and is not considered a significant risk, subject to further due diligence. Contractors employ unarmed security personnel to patrol equipment and sites.

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

ESS5 is relevant to the project. The project activities under component 1 (i.e. building equipment shelters, installing cables, building technical buildings) mainly take place within the right of way (ROW) of the railway corridor. Land plots are usually vacant state-owned land (i.e. owned by ENR) but in some limited cases, the land that is needed has been rented to farmers by ENR (farmers pay an annual fee to ENR) or is encroached informally. In a few other cases, for level crossings upgrades, road alignments are shifted, and land acquisition is needed (considered as Associated Facilities). A Resettlement Policy Framework (RPF) (2017) was prepared and disclosed for ENRRP to ensure compliance with World Bank Operational Safeguard Policies (OP 4.12).

Though land-impacts are limited in scale, and while ENR Environment Department, with World Bank support, has put in place internal systems to complete land surveys along the corridor and screen and mitigate for land-related risks at work sites; there remains a lack of adherence to the RPF, mainly in lack of screening to avoid and mitigate economic displacement impacts, before they occur. As explained above, the lack of coordination within ENR has contributed to lack of adherence to the RPF. Outstanding land issues under ENRRP that require resolution are as follows:

Retroactive documentation, and corrective actions where necessary, for 7 sites, for the economic displacement of approximately 65 land tenants who partially lost rented plots without adequate prior assessment and documentation of the livelihood impact in accordance with the RPF.

The RPF will be updated according to the ESF and to include the additional geographic scope and continue to apply to the project. The updated internal procedures for addressing procedural deficiencies for screening of impacts will be included in the updated RF, and Project Operations Manual (POM). The RF will also include additional due diligence of the new Segment 3 to better understand recent and future land related impacts for signaling towers and shelters at level crossings. Moreover, temporary land usage for the storage of the tracks, as part of the track upgrading are anticipated.

Land Acquisition is not expected in connection with Component 2, subject to further due diligence.

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

ESS6 is not currently relevant. The project's physical interventions will be limited to the existing footprint of the railway corridor and will not include major construction activities except for sourcing materials and new tracks. The E&S to be prepared should further assess the relevancy of ESS6 after due consideration of the project ancillary activities.

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



As no indigenous communities, according to ESS7, are present in the targeted geographic locations of the project, the ESS7 is currently not considered relevant to the project.

**ESS8 Cultural Heritage**

ESS8 is currently relevant. World Bank Operational Policy on Cultural Heritage (OP 4.11) was not triggered in ENRRP project given that the excavation works is relatively shallow (1-1.5 m) and limited to the footprint of the railway corridors. The prepared ESIA's included chance findings procedures as a precautionary measure. This practice shall continue for RISE project to be included in the E&S instruments.

**ESS9 Financial Intermediaries**

ESS9 is not currently relevant as it is not envisaged to use this financing modality.

**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**

Not at this stage

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

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

Prepare and disclose the following Environmental and Social instruments before appraisal:

- Updated Environmental and Social Assessment (ESA) including Environmental and Social Management Framework (ESMF) for Component 2 .
- Stakeholder Engagement Plan (SEP)
- Updated Resettlement Policy Framework (RPF)
- Labor Management Procedures (LMP)

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

Prepare, disclose and implement the following Environmental and Social instruments:

- Site-specific E&S instruments, as may be required under ESMF or RPF,
- Pest Management Plan (PMP) to be determined.

Public Disclosure



Undertake the TA pursuant to acceptable terms of reference (ToR) by the Bank. The TOR will include the requirement of assessing the Environmental and social risks associated with the application of the TA in accordance with the relevant ESSs.

If applicable, ensure that eligible retroactive financing of expenditures meet the specified and environmental and social requirements.

**C. Timing**

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

05-Nov-2020

**IV. CONTACT POINTS**

**World Bank**

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Contact: Nargis Ryskulova Title: Senior Transport Specialist

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**Borrower/Client/Recipient**

Borrower: Arab Republic of Egypt

**Implementing Agency(ies)**

Implementing Agency: EGYPTIAN NATIONAL RAILWAYS

**V. FOR MORE INFORMATION CONTACT**

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**VI. APPROVAL**

Task Team Leader(s): Arturo Ardila Gomez, Nargis Ryskulova

Practice Manager (ENR/Social) Lia Carol Sieghart Recommended on 16-Sep-2020 at 15:49:55 EDT

Public Disclosure



Safeguards Advisor ESSA

Gael Gregoire (SAESSA) Cleared on 17-Sep-2020 at 16:01:47 EDT

Public Disclosure