Appraisal Environmental and Social Review Summary

Appraisal Stage

(ESRS Appraisal Stage)

Date Prepared/Updated: 05/30/2024 | Report No: ESRSA03451

I. BASIC INFORMATION

A. Basic Operation Data

Operation ID	Product	Operation Acronym	Approval Fiscal Year
P180640	Investment Project Financing (IPF)	RAAMP-SU	2025
Operation Name	Rural Access and Agricultural Marketing Project - Scale Up		
Country/Region Code	Beneficiary country/countries (borrower, recipient)	Region	Practice Area (Lead)
Nigeria	Nigeria	WESTERN AND CENTRAL AFRICA	Transport
Borrower(s)	Implementing Agency(ies)	Estimated Appraisal Date	Estimated Board Date
Federal Ministry of Finance	Federal Ministry of Agriculture and Food Security	07-Oct-2024	17-Dec-2024
Estimated Decision Review Date	Total Project Cost		
30-Sep-2024	600,000,000.00		

Proposed Development Objective

To improve rural access and climate resilience of communities in targeted rural areas and strengthen institutional capacity for management of the rural road network.

B. Is the operation 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 Activities

The Rural Access and Agricultural Marketing Project (RAAMP) Scale Up (SU) continues and expands support provided under the series of rural road access projects series in Nigeria, leveraging the previously supported rural road asset management and its institutional framework. The project will continue support provided to the rural connectivity agenda in the country through the Rural Access and Mobility Project Phase 1 RAMP-1 (P072644), the Second Rural Access and Mobility programs or RAMP-2 (P095003), and the ongoing Nigeria Rural Access and Agricultural Marketing Project (P163353) financed by the World Bank and the Agence Française de Développement (AFD), as well as the Nigeria Access to Agri Markets project, recently approved by European investment Bank (EIB). The RAAMP SU Project

consists of three mutually reinforcing components to support improvements in Nigeria's rural road network. The first will support direct rehabilitation and upgrades of 3000 km of resilient rural roads, integrating road safety consideration, and building climate resilience. The second will support climate resilient asset management, including supporting operations and maintenance of an additional 3500 km of rural roads and a climate-risk informed road asset management system. Finally, the third component will support institutional strengthening and project management for the project. Project activities also include mechanisms to support road safety management, digitalized outcome monitoring, and skills development for management of rural roads as well as gender-targeted opportunities. All states will be eligible to participate in the RAAMP-SU operation but will be required to meet specific criteria to demonstrate the state's commitment to institutional reforms and sustainable financing. Candidate roads from participating states will be assessed according to economic, social, and climate vulnerability criteria as part of the selection and prioritization process. As with the preceding RAAMP project, the Federal Ministry of Agriculture and Food Security will continue to be the project federal counterpart, ensuring project implementation at the federal level through an Entity to be created within the newly established National Agriculture Development Fund. State rural access road agencies will be responsible for project implementation at the state level.

D. Environmental and Social Overview

D.1 Overview of Environmental and Social Project Settings

The RAAMP Scale-up shall be implemented across the entire 36 States with 19 States as the first mover. The project's targeted areas are expected to be in rural areas, including areas of suspected fragility due to insecurity, endemic poverty, and a high increase in climate change vulnerability. Eight (8) out of ten (10) Environmental and Social Standards (ESSs) of the Environmental and Social Framework (ESF) are determined to be relevant to the RAAMP-SU activities. Each standard's applicability will be determined during the E&S screening and scoping exercises of the project-specific locations. Based on the preliminary assessment conducted at the preparation stage, there are no known indigenous groups in the proposed project intervention areas.

Physical activities of the SU project entailing rehabilitation of rural access roads, strengthening of old bridges and culverts, slope stabilization, and erosion protection improvements have the potential to generate moderate to minor environmental and social risks and impacts. Sub-projects may affect vegetation or aquatic life during clearing before road rehabilitation and when undertaking cross-drainage rehabilitation. However, since no locations are yet determined, it is not possible to ascertain on-the-spot impacts on the environment, persons, or nearby communities. The screening and scoping exercise for this subcomponent will be conducted during implementation when specific location(s) are/is identified, and sufficient information is made available. In rural areas, emission sources are dependent on the location of the communities and the highest exposure of residents to pollutants from road vehicles and dust from earth roads normally occurs at a distance of about 50m-100m to the roadway. Based on currently available information, the interventions under the scale-up do not have any associated facilities. If any associated facility is identified during implementation, the policy provision on the associated facility will be applied and the ESCP will be modified accordingly. To mitigate E&S risks, most road improvement activities, including upgrading impassable tracks, will be restricted to existing corridors or Row to avoid or minimize impacts on the environment and people.

The environmental and social performance of the parent project RAAMP implemented under the Safeguards Policies is rated Moderately Satisfactory. This rating is due to delays experienced in preparing and implementing safeguards instruments, which has also delayed the start of civil works in some states. Currently, five (5) states out of 19 states are implementing civil works with 12 active sites {Niger (7), Akwa-Ibom (1), Ogun (1), Sokoto (2), and Katsina (1)). Learning

from parent project experience, the SU has started preparation of relevant E&S documentation ahead of time. Currently, the draft SEP, LMP, RPF, ESMF, and GBV accountability framework have been reviewed and are being finalized. The Scale Up will continue to benefit from lessons learned from the parent project, in several ways including strategies to reduce or eliminate delays in the preparation and implementation of ESF instruments (ESMPs, RAPs etc.).

D.2 Overview of Borrower's Institutional Capacity for Managing Environmental and Social Risks and Impacts

The implementing agencies are the Federal Ministries of Agriculture and Food Security (FMAFS), with support from State Ministries, Departments, and Agencies (MDAs) such as the Ministry of Works, Ministry of Environment, Ministry of Women's Affairs, Ministry of Land etc. The FMAFS would be the coordinating Ministry for the Project through a dedicated Federal Project Management Unit (FPMU) and would be supported at the Federal level by the Ministry of Finance and Budget and Economic Planning. The FPMU and State Project Implementing Units (SPIU) of RAAMP, the parent project, have functional Environment and Social Safeguards Units with staff deployed from the Federal and State Ministries of Environment, Women's Affairs, Lands, etc., and there are Technical Assistants (TAs), to support the States in the aspects of Environment, Social and Gender Based Violence (GBV) risk management.

The capacity of the FPMU and SPIU E&S teams of the parent Project -RAAMP have improved over time. The E & S Team has been trained by the World Bank E&S Specialists on key areas such as safeguard policies, climate change, GBV risk management, safety & and security risk management, and will be further trained on the ESF/ESSs. The Technical Assistants (TAs) at the Federal Project Management Unit (FPMU) will continue to provide the required support both under the current RAAMP and RAAMP-Scale Up. However, to facilitate practical knowledge of the ESF that will govern the scale-up, the federal and State teams including those from the new States shall be trained in ESF practice and application. Also, the PIUs that require TAs based on capacity needs assessment would engage TAs for environmental, Social and GBV to handhold the State officers as required. Under the Scale-Up, there would be a need for full deployment of environment, social staff providing E&S support in place of the current part-time support. Office space and working tools such as laptops/computers will be provided to all E&S Officers.

The RAAMP-SU shall have the PIUs as part of the Rural Access Road Agency (RARA), established in the participating states with gender inclusion.

II. SUMMARY OF ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC) Moderate

A.1 Environmental Risk Rating Moderate

The environmental risk is rated as Moderate because the project will involve rehabilitation works that will include climate resilience and flood protection measures, such as, repairing, strengthening of bridges and culverts, slope stabilization, erosion protection improvements, road surface repairs or resurfacing and other engineering solutions. The key environmental risks identified during the pre-construction and construction stages are air pollution, dust, vibration, noise pollution, and water and soil, increased levels of dust, impact on air quality, noise/vibration from construction vehicles and machinery; waste management, pollution of surface and groundwater sources due to civil works activities that require earthmoving, trucks, crushing, and the operation of diesel/Premium Motor Spirits

powered equipment. The works could potentially result in the clearing of vegetation along the road corridor during construction, cause vibration and soil contamination if there is oil leakage from the storage containers, or during accidental spills. There could be traffic congestion due to related restrictions during construction. Sand mining from excavation sites/burrow pits could further cause land degradation. There is also the likelihood of nearby water bodies being polluted by the run-offs from the project site. Onsite wastes such as solid and hazardous waste (asphalt, bitumen etc) generated from construction materials, human waste from the site workers, and food waste/garbage among others. These impacts are however expected to be moderately significant, temporary, mostly site-specific, and manageable through well-established mitigation measures and practices. The Environmental risks and impacts have been assessed and rated as Moderate, based on the type of project, the nature and magnitude of the potential environmental risks and impacts, the sensitivities, and the client's capacity on ESF implementation to manage the environmental risks and impacts. The project is a transport project with low volume roads; spot improvement, maintenance and upgrade of rural roads. The potential adverse risks and impacts of the project on human populations and/or the environment are likely to be less significant. The Project does not involve activities that have a high potential to harm people or the environment. Most of the envisaged risks and impacts will be localised and can easily be mitigated considering they are temporary and localized with straightforward and well-established mitigation measures. The client has built technical capacities over the years with a commitment to implement environment and social measures in previous projects. The mitigation of the potential risks and impacts will be addressed in the site-specific Environment and Social Management Plans and other relevant ESF documents/ instruments to be prepared by the client, as captured in the Environment & Social Commitment Plan (ESCP). On the climate and disaster risk exposure of the investment, there is a potential impact of extreme weather events on the road during the construction and operational phases. Storm surge and sea level rise are also expected to cause erosion, land and infrastructure degradation. Climate projections indicate an increase in temperatures, number of hot days, and in precipitation variability, further raising potential climate risks. However, the future impact on the project's physical infrastructure and assets is rated as potentially moderate because the project focuses on the rehabilitation and upgrading of rural roads to climate resilient standards and deploys climate informed spot improvements to reduce climate risks. The project will reduce climate risks further by deploying soft measures to build institutional capacity, integrate climate risk considerations in road asset management systems, develop climate resilience guidelines and technical standards, among others. As a result, the residual climate risk to the project outcome is rated low

Moderate

A.2 Social Risk Rating

The social benefit of the project will be huge as the improvement of rural roads will contribute to the increase in agricultural productivity. It would further help rural farmers, transport operators, and all buyers and sellers have improved and restored year-round access to social, economic, and life-enriching facilities and services as a result of the upgrading and appropriate management of rural road assets. Beyond the improvement of rural roads, RAAMP SU aims to ensure social inclusion and reduce maternal mortality through the provision of Maternal New-born and Child Emergency Transport Services (MANCETS) initiatives in participating states and also ensure gender equality through the establishment of an apprenticeship program within the RARAs to train young men and women engineers, with a particular focus on gender inclusion. However, the project activities will also come with social risks that are envisaged to be localized, specific, and can be mitigated. The social risk will result from component A and component B activities. The potential social risks include minor land acquisition, potential temporary economic displacement, some degree of losses of crops and agricultural products, minor impact on livelihood, temporary restriction of access to land including agricultural activities, temporary disruptions and loss of harvests, potential labor influx with limited negative impact on community resources and interactions, and removal of some worship sites such as shrines as it

has been the case under the parent project. The project's social risk complexity, scale of impacts, location sensitivity, and risk predictability will not pose serious challenges while implementing E&S mitigation measures. These impacts are manageable and are moderate/minor, localized with limited footprints given the intervention will be limited to the rehabilitation of roads within existing ROW as done under the parent project. Other social risks include the possible exclusion of vulnerable people during the consultation process, likely limited access to GM, sexual exploitation and abuse, and sexual harassment (SEA/SH). The occurrences of these potential social risks and impacts in most parts of the project areas may be remote. However, the ability of the country system (policy, legal, and institutional framework e.t.c.) to adequately manage these social risks and impacts in the events that these risks materialize is inadequate. Given the above, the scale-up is classified as a moderate-risk project. This risk will be mitigated as the current RAAMP Coordinating Unit at the federal and state have qualified E&S staff and technical consultants who have benefitted from several Bank capacity-building programs which have enhanced the development and implementation of several safeguards measures under the parent project. This E&S team has successfully implemented the RAMP, RAMP 2, and currently implementing RAAMP.

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

B.1 Relevance of Environmental and Social Standards

ESS1 - Assessment and Management of Environmental and Social Risks and Impacts — Relevant

The E&S impacts and risks are manageable, and with no long-term effects. The RAAMP-SU environmental risks/impacts include increased levels of dust, impact on air quality, noise/vibration from construction vehicles and machinery; waste management, pollution of surface and groundwater sources, vegetation loss, occupational health, and safety (OHS) of workers and community health and safety risks associated with civil works. The main social risks associated with the SU project's activities are related to relevant environmental and social standards, particularly: a) labor and working conditions, b) community health and safety, c) land acquisition and restriction of land use and involuntary resettlement, d) cultural heritage and e) stakeholders' engagement. The Borrower has updated the ESMF of the Parent Project RAAMP, in line with the proposed activities and consistent with the ESF. The ESMF has identified potential environmental and social impacts, and mitigation measures provided to guide the environment and social screening, and preparation of site-specific ESMP during project implementation, as needed. Eight (8) out of ten (10) Environmental and Social Standards (ESSs) of the Environmental and Social Framework (ESF) are determined to be relevant to the RAAMP-SU activities. Other relevant site-specific management plans such as the Contractor's Environmental and Social Management Plan (C-ESMP), Occupational Health and Safety Plan (OHP), Waste Management Plan (WMP), Traffic Management Plan (TMP), Burrow Pit Management Plan etc. would be developed by the contractors before the commencement of civil works.

ESS10 - Stakeholder Engagement and Information Disclosure — Relevant

Considering the nature of the project and challenges in accessing some vulnerable rural stakeholders, beneficiaries, and security challenges could likely lead to the possible exclusion of some stakeholders. In this regard, there will be a need for coordination and inputs from different stakeholder groups including those who will be directly affected as well as those who have interests in the project interventions and local traditional leaders /institutions. The project has prepared and will implement an inclusive Stakeholder Engagement Plan (SEP) proportional to the nature and scale of the project and the associated risks and impacts identified. While efforts will be made to consult stakeholders

from newly selected states, the project will target participating states who benefited from the parent project and will continue to benefit from the new SU intervention as priority stakeholders for consultation. Upon determining the specific locations of new participating states and when sufficient information is made available, similar stakeholders' consultations shall be conducted with those new participating States during the project implementation stage. The borrower will engage in meaningful consultations with all stakeholders throughout the project life cycle considering the different access and communication needs of various groups and individuals particularly the vulnerable and disadvantaged groups including operationalizing a project-wide GM

ESS2 - Labor and Working Conditions Relevant

Under the RAAMP-SU, all the types of workers under ESS2 (direct workers, contracted workers, primary suppliers, and community workers) may likely be engaged by the project. The provisions of ESS 2 will apply to all four types of workers and the project is expected to meet all requirements in the ESS 2 including (i) Terms and conditions of employment; (ii) Non-discrimination and equal opportunity; (iii) The development and adherence to code of conduct by all workers engaged (iv) worker's organizations; (v) avoidance of child labor; (vi) avoidance of forced labor; (vii) establishment and operationalization of workers grievance mechanism; and (viii) adherence to occupational health and safety. A labor grievance management mechanism consistent with ESS2 will have to be designed by the contractor and a labor code of conduct will also be developed. To mitigate the identified risk, the borrower has prepared a labor-management plan/procedure (LMP) to outline the issues related to child labor, forced labor, labor influx, and working conditions as well as an Occupational Health and Safety Plan (OHP) which has been included in the updated ESMF. To protect the health and safety of workers during the construction and operational phases of the project, the subproject ESMP will include an Occupational Health and Safety (OHS) Plan in line with the ESMF and World Bank Group Environment, Health, and Safety Guidelines (EHSGs). The contractors will also prepare and implement the OHS plan as part of the C-ESMP in line with the site-specific ESMP.

ESS3 - Resource Efficiency and Pollution Prevention and Management Relevant

Construction will involve the use of machines and heavy-duty equipment that are dependent on fuel/diesel that may cause harmful gaseous emissions. Solid and hazardous wastes, including construction waste, might be generated. These risks will be assessed and managed as part of the subproject ESMP. Contractors will also be encouraged to engage in sustainable use of material and fuel consumption. Energy use in the health facilities, storage facilities, and market shed will target energy-saving bulbs. Water conservation approaches would be applicable during construction activities that require water usage. Hazardous waste generated on-site will be managed in line with good international industry practice. The ESMP to be prepared shall include measures to minimize and mitigate all identified risks and impacts associated with resource efficiency and pollution management. GHG emissions assessment conducted for activities under the project Subcomponents A.1 and B.1 conducted for the project showed that there will be a decrease in carbon dioxide (CO2) emissions with the project interventions (rehabilitation and maintenance of roads).

ESS4 - Community Health and Safety Relevant

Community health and safety risks associated with the project activities include exposure to health and safety risks on project sites, health issues including potential road accidents for nearby communities, disruptions in movement, traffic, and SEA/SH risks. To mitigate this risk, the Project will evaluate site-specific community health risks and

impacts of the project and will develop a community health and safety plan, proportional to the risks and impacts and include the same in the ESMP. The plan and mitigation measures will be implemented throughout RAAMP-SU's lifetime to address community, health, and safety risks. To address SEA/SH/GBV risk, the project will update the GBV accountability and response framework to respond to the potential risk of SEA/SH with the active involvement of local women leaders and other State institutions. To mitigate potential security risks, the project will update the Security Management Plan (SMP) prepared under the parent project. Similarly, the ESMP to be developed under the project will include traffic management/ road safety measures.

ESS5 - Land Acquisition, Restrictions on Land Use and Involuntary Resettlement Relevant

Activities under components A and B might result in potential minor land acquisition, limited displacement, impact on livelihood, and temporary restriction of access to land. Given the specific locations for these roads are not yet known, the previous RPF prepared under the parent project under the safeguards has been updated to be consistent with the provisions of ESS5 and will guide the process for preparing, reviewing, approving, and implementing site-specific RAPs, where necessary, and before the commencement of any civil works. The updated RPF outlines the guidelines and procedures for compensation, resettlement, and rehabilitation of affected individuals/community's assets which was consulted upon and disclosed. Furthermore, all roads proposed for rehabilitation/intervention under the project will be restricted to existing corridors to avoid and minimize impact on individuals and communities. Any intervention extending beyond the existing RoW will be consulted with host communities and shall be screened for potential economic and physical displacement impacts. If the expansion impacts cannot be avoided, RAPs will be developed accordingly.

ESS6 - Biodiversity Conservation and Sustainable Management of Living Natural Resources Relevant

The potential impact of this activity on the ecosystem may not be severe, as there will not be road expansion beyond the existing right of way. The project will apply the mitigation hierarchy to define measures to protect and reduce the impact on ecosystems and biodiversity. Some of the project activities include the upgrading of existing access roads construction/rehabilitation of cross-drainage structures (culverts/bridges) on rural roads, and site services could have temporary and short-term noise and vibration from machines may have an impact on the natural habitats and could affect Aves, small mammals, while accidental spills of used oils could be washed downstream rivers, floodplains, and other fragile ecological systems. The revised project ESMF will also include a screening mechanism allowing the project to avoid any sensitive ecological areas and provide template to define mitigation measures needed to address and low or moderate temporary site-specific biodiversity impacts Site-specific ESMPs will assess and mitigate risks related to ESS6. The extent of the assessment will be proportionate to the risks and impacts, based on their likelihood, significance, and severity. However, the project may not develop a stand-alone Biodiversity Management Plan (BMP) as the road expansion will not be beyond the right of way. As part of the site-specific ESMP, in accordance with the guidelines of the ESMF prepared for the Project, measure shall be consistent with ESS6.

ESS7 - Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities Not Currently Relevant

This standard is not currently relevant.

ESS8 - Cultural Heritage Relevant

The project will finance civil works, that will involve the excavation of soil and other earth movement during construction, and this could be in areas of cultural importance. There is a likelihood of encountering physical and cultural resources along the project corridors and these could be graves, shrines, etc. Such Physical Cultural Resources will be managed through specific procedures (such as chance finds procedures) that have been included in the ESMF and will be included in subsequent site-specific ESMPs as required. The SEP prepared under this project has also incorporated specific considerations for engaging local communities and traditional authorities on the management of issues associated with known cultural sites and artifacts. Furthermore, the project shall avoid i) project activities or components that will materially impact intangible cultural heritage and, ii) the use of intangible cultural heritage for commercial purposes.

ESS9 - Financial Intermediaries Not Currently Relevant

This standard is not currently relevant.

B.2 Legal Operational Policies that Apply

OP 7.50 Operations on International Waterways	No
OP 7.60 Operations in Disputed Areas	No

B.3 Other Salient Features

Use of Borrower Framework No

The use of borrowers framework is not considered at this stage.

Use of Common Approach No

Common approach is not considered at this stage

C. Overview of Required Environmental and Social Risk Management Activities

C.1 What Borrower environmental and social analyses, instruments, plans and/or frameworks are planned or required by implementation?

A. Actions to be completed prior to Bank Board Approval:

- Stakeholder Engagement Plan (SEP) inclusive of a grievance mechanism and a SEA/SH grievance process
- Revised Environmental and Social Management Framework (ESMF) including Labor Management Procedures (LMP).
- Revised Resettlement Policy Framework (RPF).
- Environmental and Social Commitment Plan (ESCP)

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

- Institutional arrangements for the management of full-time and qualified environmental and social specialists at the Federal and state PMU level.
- Monitoring and reporting of ESF performance of selected States (including contractor/subcontractor management)
- Preparation of RAP, when required before implementation of project activities requiring land.
- Preparation, implementation, and supervision of SEA/SH Action Plan.
- Development and implementation of institutional and PIU ESF capacity strengthening plan.
- Preparation of Environment, Social, Health and Safety (ESHS) Plan as a stand-alone document or part of the ESMP both for construction and operation phases.
- ESMP and LMP provisions to be included in the Bidding documents and contracts.
- Revision of grievance mechanism (GM) and disseminate the structure to all stakeholders before commencement of works.

III. CONTACT POINT

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