



# Concept Environmental and Social Review Summary

## Concept Stage

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

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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 Rural Development	16-Jul-2024	28-Nov-2024
Estimated Concept Review Date	Total Project Cost		
22-Feb-2024	550,000,000.00		

Proposed Development Objective

To improve rural access and agricultural marketing in participating states while strengthening the financing and institutional base for effective development, maintenance and 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

[Description imported from the Concept Data Sheet in the Portal providing information about the key aspects and components/sub-components of the project]

RAAMP-SC will focus on rural connectivity, rural transport and institutional strengthening. RAAMP-SU would connect rural communities to local agricultural markets such as roadside agro-logistics hubs, social amenities such as schools and hospitals, as well as promote social cohesion at rural level. The RAAMP-SC will provide fund to complete activities in participating States in original project (RAAMP, P163353), which could not be done due to inflation and currency fluctuation, including other States that meet criteria to join the project. The scale-up would emphasis institutional



strengthening such as operational Rural Access Road Agency (RARA) and State Road Fund (SRF), Road Asset Management System, road safety management, digitalized outcome monitoring, skill development for management of rural roads as well as gender-targeted opportunities.

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

### **D.1 Overview of Environmental and Social Project Settings**

*[Description of key features relevant to the operation’s environmental and social risks and opportunities (e.g., whether the project is nationwide or regional in scope, urban/rural, in an FCV context, presence of Indigenous Peoples or other minorities, involves associated facilities, high-biodiversity settings, etc.) – Max. character limit 2,000]*

The RAAMP Scale-up shall be implemented across the entire 36 States (with 19 States as the first mover) of the federation subject to States meeting pre-defined eligibility criteria. The Scale-up project would support activities in the current RAAMP participating States, and new activities in all other potential States that would join RAAMP-SU. The parent project shall continue to run its course in the current 19 participating states until completion, alongside the Scale-Up. Overall, the project area of coverage would be the entire nation although at present, no specific states have been selected for intervention under the scale-up. Majorly, 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.

The environmental and social performance of the parent project RAAMP implemented under the Safeguards Policies have been Satisfactory. Although there have been some delays in the project take off, RAAMP has recorded several environmental and social milestones; Abia, Akwa Ibom, Bauchi, Ogun, Katsina, and Sokoto States have prepared and disclosed the ESMPs and RAPs for demonstration roads and civil works have commenced in Katsina and Sokoto. The Scale Up shall benefit from lessons learnt from the parent project, in several ways including strategies to reduce or eliminate delays in the preparation of safeguards instruments (ESMPs and RAPs).

In terms of Environmental and social risk, the physical activities—rehabilitation of rural access roads and repairing, and strengthening of old bridges and culverts, slope stabilization, erosion protection improvements will be implemented. To mitigate E&S risks, the majority of road improvement activities, including upgrading impassable tracks, will be restricted to existing corridors with minimum effect on the environment and people.

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

*[Description of Borrower’s capacity (i.e., prior performance under the Safeguard Policies or ESF, experience applying E&S policies of IFIs, Environmental and social unit/staff already in place) and willingness to manage risks and impacts and of provisions planned or required to have capabilities in place, along with the needs for enhanced support to the Borrower – Max. character limit 2,000]*

The implementing agencies are the Federal Ministries of Agriculture and Rural Development (FMARD), with support from State Ministries, Departments, and Agencies (MDAs) such as the Ministry of Works, Ministry of Environment, Ministry of Women’s Affairs, State Rural Access Roads Agency (RARA) etc.

The FMARD would be the coordinating Ministry for the Project and would be supported at the Federal level by the Ministry of Finance and Budget and Economic Planning. The Federal Project Management Unit (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, and Social and Gender Based Violence (GBV). Aspects of institutional coordination and collaboration are yet to be improved.

The capacities of the FPMU and SPIU E&S teams of the parent Project -RAAMP have improved over time having been trained by the World Bank E&S Specialists on courses such as safeguards policies, climate change, safety & and security risk management. 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, the teams do not yet have practical knowledge of the ESF that will govern the scale-up. So, the federal and State teams including those from the new States would be trained on ESF practice and application. Also, 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 staff providing E&S support in place of the current part-time support. Office spaces and working tools such as laptops/computers will be provided to all E&S Officers

**II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL RISKS AND IMPACTS**

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

Moderate

**A.1 Environmental Risk Rating**

Moderate

*[Summary of key factors contributing to risk rating, in accordance with the ES Directive and the Technical Note on Screening and Risk Classification under the ESF – Max. character limit 2,000]*

The environmental risk is rated as Moderate because the project will focus on civil works including the upgrading of rural roads and the construction of short-span cross-drainage structures (culverts/bridges) on rural roads, Rehabilitation works will include climate resilience and flood protection measures, such as, repairing, and strengthening of old bridges and culverts, slope stabilization. The key potential environmental risk identified during the construction and rehabilitation stages are air, dust, vibration and noise pollution, impacts on water, and soil. Pollutants could be released into the environment during construction activities that require earthmoving, trucks, crushing, and the operation of diesel/Premium Motor Spirits (PMS)-powered equipment. The works could potentially result to 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 if the road is not accessible while it is under construction, Sand mining from excavation sites/burrow pits could further cause land degradation. There is the likelihood of nearby water bodies being polluted by the run-offs from the project site. Onsite wastes may include hazardous waste (asphalt, bitument etc) generated from construction materials, human waste from the site workers, and food waste/garbage among others. There is the likely potential impact of extreme weather events on the road during the operational phase.

**A.2 Social Risk Rating**

Moderate

*[Summary of key factors contributing to risk rating, in accordance with the ES Directive and the Technical Note on Screening and Risk Classification under the ESF – Max. character limit 2,000]*

The social benefit of the project will be huge as the improvement of rural roads will contribute to the increase in agricultural productivity as it will help rural farmers, transport operators and all buyers and sellers have improved and

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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. 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 components A and B activities. The potential social risks include, land acquisition, potential economic displacement, losses of crops and agricultural products, impact on livelihood, restriction of access to land including agricultural activities disruptions and loss of harvests, labor influx, and removal of worship sites such as shrines. These impacts will be moderate, localized with limited footprints given the intervention will be limited to the rehabilitation of roads within existing ROW as obtained under the parent project. Other social risks include the exclusion of vulnerable people in the consultation process, 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 weak. 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 RAMP 1, RAMP 2, and RAAMP.

*[Summary of key factors contributing to risk rating. This attribute is only for the internal version of the download document and not a part of the disclosable version – Max. character limit 2,000]*

**B. Relevance of Standards and Policies at Concept Stage**

**B.1 Relevance of Environmental and Social Standards**

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

*[Optional Explanation - Max. character limit 1,000]*

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, occupational health and safety (OHS) of workers and community health and safety risks associated with the civil works. The main social risk associated with these activities relates to the impact on land acquisition, potential displacement, impact on livelihood, restriction of access to land, Labour influx, risk of SEA/SH, including community health and safety, etc. To mitigate these risks, the project intervention will be restricted to existing corridors with minimal impact on land acquisition, restriction of access, and displacement. The Borrower will revise the ESMF and RPF prepared under the Parent Project RAAMP, which is consistent with the ESF by project appraisal.

**ESS10 - Stakeholder Engagement and Information Disclosure** Relevant

*[Optional Explanation - Max. character limit 1,000]*

Considering the nature of the project and challenges in accessing some vulnerable rural stakeholders and beneficiaries, security challenges, and possible exclusion of some key beneficiaries/stakeholders, there will be the

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need for coordination and inputs from different stakeholder groups including those who will be directly affected as well as those who have other interests in the project interventions and local traditional leaders /institutions. The project will prepare and implement an inclusive Stakeholder Engagement Plan (SEP) proportional to the nature and scale of the project and the associated risks and impacts identified before appraisal. 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

*[Optional Explanation - Max. character limit 1,000]*

Under the RAAMP-SU, all the types of workers under ESS2 (viz; direct workers, contracted workers, primary suppliers, and community workers) will be engaged by the project. The requirements of ESS 2 will apply to the direct workers of the Federal and State level PIUs and will need to meet requirements for the following: (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) child labor; (vi) forced labor; (vii) a grievance mechanism; and, (viii) occupational health and safety. A labor grievance management mechanism consistent with ESS2 will have to be designed by the contractor and a labour code of conduct will also be developed. To mitigate the identified risk, the borrower will prepare a labor-management plan/procedure (LMP) to outline the issues related to child labor, forced labor, labor influx, and working conditions before appraisal.

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

Relevant

*[Optional Explanation - Max. character limit 1,000]*

Construction will involve the use of machines and heavy-duty equipment that are dependent on fuel/diesel causing cause harmful gaseous emissions. Contractors will also be encouraged to engage in sustainable use of material and fuel consumption. Water conservation approaches would be applicable during construction activities that require water usage. The project aims to integrate the innovative approach of “Green Roads for Water” into the project design to enhance the resilience of the project. This approach consists of smart integration of water management and road design to yield several benefits including managing water beneficially. 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

**ESS4 - Community Health and Safety**

Relevant

*[Optional Explanation - Max. character limit 1,000]*

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

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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.

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

Relevant

*[Optional Explanation - Max. character limit 1,000]*

Activities under components A and B might result in potential land acquisition, displacement, impact on livelihood, and 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 policy will be updated before appraisal to guide the process for preparing, reviewing, approving, and implementing RAPs, where necessary before the commencement of civil works. The updated RPF will outline 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 with minimum effect on the environment and humans. Any intervention extending beyond the existing RoW will be screened for potential economic impacts and physical displacement, and RAPs will be developed accordingly.

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

Relevant

*[Optional Explanation - Max. character limit 1,000]*

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 which include the upgrading of existing access roads construction/rehabilitation of cross-drainage structures (culverts/bridges) on rural roads, and site services that could result from 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 guidance for the development of sub-project ESMPs. Site-specific ESMPs will assess and mitigate risks related to ESS6.

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

Not Currently Relevant

*[Optional Explanation - Max. character limit 1,000]*

This standard is not currently relevant.

**ESS8 - Cultural Heritage**

Relevant

*[Optional Explanation - Max. character limit 1,000]*

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

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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) which will be in the ESMF and will be included in subsequent site-specific ESMPs as required. The SEP to be prepared under this project is expected to incorporate specific considerations for engaging local communities and traditional authorities on the management of issues associated with known cultural sites and artifacts. The revised ESMF would also include chance finds procedures and other procedures for protecting cultural values and assets.

**ESS9 - Financial Intermediaries**

Not Currently Relevant

*[Optional Explanation - Max. character limit 1,000]*

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

*[Optional explanation – Max. character limit 1,000]*

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

**Use of Common Approach**

No

*[Optional Explanation including list of possible financing partners – Max. character limit 1,000]*

Common approach is not considered at this stage

**B.4 Summary of Assessment of Environmental and Social Risks and Impacts**

*[Description provided will not be disclosed but will flow as a one time flow to the Concept Stage PID – Max. character limit 5,000]*

Social risks and impacts on the project relate to land acquisition/ economic displacement/ losses of crops and agricultural products and impact on livelihood. There could also be risks of Labor influx, restriction of access to livelihood sources, and cultural resources (worship sites/shrines and ecosystem services). Other social risks may include the exclusion of vulnerable groups including people with disabilities in the consultation process, inaccessibility of GM, sexual exploitation and abuse and sexual harassment (SEA/SH), and transmission of STDs.

Environment risks and impacts include impacts on air quality such as emissions, noise, and vibration from the movement of construction vehicles and machinery; waste management, risk of pollution to nearby surface and groundwater sources,

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and vegetation, occupational health and safety (OHS) of workers and community health and safety risks associated with the civil works (rehabilitation of rural access roads and construction of river crossings.), excavated soil, and construction debris. Other potential impacts are loss of biodiversity and impact on fragile ecosystems.

**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 Appraisal?**

*[Description of expectations in terms of documents to be prepared to assess and manage the project’s environmental and social risks and by when (i.e., prior to Effectiveness, or during implementation), highlighted features of ESA documents, other project documents where environmental and social measures are to be included, and the related due diligence process planned to be carried out by the World Bank, including sources of information for the due diligence - Max. character limit 3,000]*

The following actions are expected to be completed by the borrower before appraisal;

- 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)

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**III. CONTACT POINT**

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**IV. FOR MORE INFORMATION CONTACT**



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**V. APPROVAL**

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