

INTEGRATED SAFEGUARDS DATA SHEET APPRAISAL STAGE

Report No.: ISDSA13478

Date ISDS Prepared/Updated: 02-Sep-2015

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I. BASIC INFORMATION

1. Basic Project Data

Country:	Afghanistan	Project ID:	P145347
Project Name:	Trans-Hindukush Road Connectivity Project (P145347)		
Task Team Leader(s):	Andreas Schliessler, Luquan Tian		
Estimated Appraisal Date:	10-Sep-2015	Estimated Board Date:	20-Oct-2015
Managing Unit:	GTI06	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (85%), Telecommunications (10%), Public administration- Transportation (5%)		
Theme(s):	Regional integration (80%), Rural services and infrastructure (20%)		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			No
Financing (In USD Million)			
Total Project Cost:	255.00	Total Bank Financing:	250.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			5.00
IDA Grant			250.00
Total			255.00
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The project development objective is improved road transport connectivity across the Hindukush mountain range.

3. Project Description

The proposed project would achieve the Project Development Objective through the implementation

of the two project components described below. The total project cost is estimated at US\$250 million.

Component 1: Road construction and rehabilitation (US\$240 million). Component 1 will include (i) civil works for the construction of the Baghlan to Bamiyan road and for the rehabilitation of the Salang pass road, (ii) consulting services, for the supervision of works for the same roads and for regular technical audits by an independent international auditor to verify that road works have been executed in compliance with the technical specifications, and (iii) goods, which will include a small number of equipment items which MPW may need to keep the two roads open during construction. The MPW already commissioned and received detailed feasibility and design studies for the two roads, which the World Bank team reviewed and which will be further refined during project preparation. Design of the highway includes all the road safety features typically applied under international good practice. The finalized technical design of the Baghlan to Bamiyan road will include ducts for fiber optic cables. The new cable along this road will therefore also become part of the "data highway" for Afghanistan and provide a backup loop for the existing trans-Hindukush cable along the Salang highway. It is estimated that within the total cost of Component, about US\$ 170 million will be spent on the Baghlan to Bamiyan road, US\$ 55 million will be spent on the Salang highway and tunnel, while the remainder of US\$ 15 million will be spent on goods and services benefitting both roads.

Component 2: Institutional support and project management (US\$ 10 million). This component will be comprised of several subcomponents:

- a) Road Safety. This will include a review of the existing design for the two roads with the specific purpose of detecting and remedying any potential design deficiencies in terms of road safety. This activity will be combined with practical training of engineers at the MPWH on road safety issues.
- b) Definition of asset management arrangements for the trans-Hindukush roads. This subcomponent will include activities to define the most appropriate arrangements for the effective and efficient management, operation and maintenance of the newly upgraded roads, after their completion. This will include a study on the feasibility of introducing tolling and outsourcing the management of the roads to the private sector. The objective is to avoid a repetition of the cycle of quick road deterioration observed in the past due to the lack of enforcement of axle load limits, inadequate management and maintenance, the excessive use of snow chains, and the absence of incentives for good management. The Bank team will work with IFC to develop an appropriate solution involving the private sector. The setup for the management of the trans-Hindukush roads will be also developed with the added objective of generating social benefits for the communities living along the road, such as the use of small and medium-sized local firms whenever this is possible and efficient.
- c) Information and communications campaign. This will include the design and execution of MPW's information and communications campaign for the purpose of building public and stakeholder support for upgrading of the two roads. This is especially important because the construction works will occasionally cause disruptions of the normal traffic patterns. The communications/outreach campaign is expected to include ICT-based citizen feedback mechanisms (including a Grievance Redress Mechanism) and will also promote road safety awareness among road users.

d) Training and capacity building. This subcomponent will include resources to fund various types of training and capacity building for staff of the MPW.

e) Project management support, including the cost of the Project Management Unit (PMU) operation.

4. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

The project will undertake physical works on two separate roads:

- On the Salang highway (87 km length) which is located between Charikar and Pol-e-Khomri in the northern region of Afghanistan. Civil works will be limited to repairs, rehabilitation and maintenance, located entirely within the existing right-of-way of the road, with NO widening which would affect slopes or would require land acquisition or resettlement.
- On the Baghlan to Bamiyan road (152 km), works will upgrade the existing road to paved standard. The works will essentially take place within the existing right-of-way of the road, but widening will be needed at many locations, requiring limited land acquisition and resettlement.

Both roads pass through heavily mountainous terrain typical for much of Northern Afghanistan. It is characterized by steep slopes and undulating hills that are mostly unprotected as there is very little vegetative cover on most of these slopes. During the winter months, the slopes are covered with snow as the mean elevation is about 2500 m above sea level, with the highest point at 3,400 m.

5. Environmental and Social Safeguards Specialists

Asta Olesen (GSURR)

James Orehmie Monday (GENDR)

Mohammad Yasin Noori (GSURR)

Obaidullah Hidayat (GENDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The proposed project is classified as Category A. The mountainous terrain through which the B2B corridor passes will pose significant challenges due to soil erosion and sediment transportation concerns, risks of slides from potentially unstable slopes, storm water drainage concerns, and management of significantly large volumes of spoil. Additional risks include road safety concerns and difficulty with managing offsite construction sites such as borrow pits, aggregate crushing plants and workers camps in difficult mountainous areas. These concerns, if not properly addressed, would have significant environmental impacts that could be irreversible. Therefore, consistent with OP4.01, this project has been assigned an EA Category A. However, no protected areas or forest reserves are traversed by the civil works planned under this project.</p> <p>A thorough EIA was carried out in 2011 by USAID and SIDA which found that potential adverse environmental</p>

		<p>impacts on human populations or environmentally important areas are very limited and site specific.</p> <p>The MPW prepared an Environmental and Social Impact Assessment (ESIA) for Segment 1 of the B2B road upgrading the 2011 EIA with relevant new project information. The ESIA for Segment 1 includes a corresponding site specific Environmental and Social Management Plan (ESMP).</p> <p>Additionally, the MPW has also prepared an Environmental and Social Management Framework (ESMF) to guide preparation of the required documents for the remaining segments of B2B and for the Salang Highway.</p> <p>Appropriate measures to ensure occupational health and safety to workers and safety of the general public will be included in all contracts for civil works.</p> <p>Consultations were held during the preparation of the ESIA for Segment 1 and for the ESMF. The said ESIA was disclosed locally on June 7, 2015 and the ESMF was also disclosed locally on June 1, 2015.</p> <p>The updated ESIA and ESMF has been translated into Pashtun and Dari are now being locally disclosed in the project area.</p>
Natural Habitats OP/BP 4.04	No	No known natural habitats in project area.
Forests OP/BP 4.36	No	No forests in project area.
Pest Management OP 4.09	No	Not applicable due to type of project.
Physical Cultural Resources OP/BP 4.11	Yes	OP 4.11 is triggered. The ESIA identifies that there is a structure presumed to be from Buddhist times that has been observed at KM 134, in the area of the B2B road segment #6. This is the only observed cultural site within the vicinity of the road. The structure is approximately at 50 meters distance from the road. Guidance for the proper handling of chance finds is provided in the ESMF. The site-specific ESMP for the sixth segment of B2B will include appropriate mitigation measures to prevent any interference during project works.
Indigenous Peoples OP/BP 4.10	No	No recognized indigenous people present in project area.

Involuntary Resettlement OP/BP 4.12	Yes	The Bank OP on Involuntary Resettlement (OP 4.12) is triggered in view of the fact that the rehabilitation and upgrading works under component 1 (on the Baghlan to Bamiyan (B2B) road) is expected to require some land acquisition for securing the right-of-way. In order to assess alternatives to avoid acquisition and the financial implications of it, an exhaustive Social Impact Assessment (SIA) has been undertaken. This includes development of the project socio economic baseline study, which was commissioned by the USAID in 2009. A follow up survey was conducted during September-October 2014 to establish the validity and reliability and update of the data in the current context. As per the current assessment estimates, as many as 650-700 affected families will lose a part of their residential, commercial or agricultural properties along the B2B road corridor. A detailed 100 % household census was carried out by the client agency, and RAP for B2B road segment 1 prepared and cleared by WB and locally disclosed on May 17, 2015. A stand-alone Resettlement Policy Framework (RPF) to guide preparation of RAPs of the remaining segments has also been prepared and locally disclosed on June 7, 2015. Government will be responsible for implementing the RAPs prior to commencement of civil works in the vicinity of the affected areas/PAPs.
Safety of Dams OP/BP 4.37	No	Not applicable, since no dams are be built under the project.
Projects on International Waterways OP/BP 7.50	No	Not applicable.
Projects in Disputed Areas OP/BP 7.60	No	Not applicable.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:
<p>The environmental impacts of the project are mainly associated with Component 1 which undertakes the rehabilitation and upgrading of two different roads, which are the Bamiyan to Baghlan road (B2B) and the Salang Highway. Component 2 will mainly involve institutional/ capacity development and project management related tasks which will not have any potential impact.</p> <p>Upgrading of the B2B road may have significant impacts mostly related to the construction activities in the first instance, and then during the operations and maintenance stages when the road is in use. For example, surface hydrology along the alignment may be affected due to the</p>

management and disposal of large volumes of cut material, cleared vegetation and other debris as B2B road has extensive cut and fill requirements. Also, the excavation of borrow pits within parcels of agriculture land alongside the road may cause drainage issues and other impacts on these parcels of land. Technical studies have also indicated the presence of unstable slopes which will pose a high risk of landslides and are similarly a cause for further concern during the construction and operation phases of the road. Blasting of the road side hills for widening of the road at some segments will also add to the negative impact of the project activities. The project activities may also create disruption in the day to day life of the residents of villages along the road stretch and construction activities will also generate noise and air pollution.

The rehabilitation of the Salang highway will only have minimal adverse impacts and these will be mostly associated with noise, air pollution and traffic disruption during the rehabilitation works. Additional impacts are foreseen in case of lack of adequate occupational health and safety measures during the rehabilitation works as Salang road involves activities that include sealing of cracks and leakages in the ceiling of the tunnel, snow avalanche protection, cracks leakage of galleries, back filling and structures repair.

Based on the above, the proposed project triggers the Bank's Operational Policies on Environmental Assessment (OP 4.01) and Physical Cultural Resources (OP 4.11) and consistent with the requirements of OP 4.01 the project has been assigned an EA category A. In compliance with this policy the Government has prepared a full Environmental and Social Impact Assessment (ESIA) and corresponding Environmental and Social Management Plan (ESMP) for segment 1 of the B2B road, for which the detailed engineering design has been finalized. For the remaining five segments of the B2B and also for the Salang Pass road, detailed and finalized engineering designs are not yet available and therefore the Government has prepared an Environmental and Social Management Framework (ESMF) to guide the preparation of the required documents for those road segments.

The client has undertaken an exhaustive Social Impact Assessment (SIA). This includes development of the project socio economic baseline study, which was commissioned by the USAID in 2009. A follow up survey was conducted during September-October 2014 to establish the validity and reliability and to update of the data in the current context. The revised SIA's re-assess any risks to affected communities and consider alternatives to minimize land acquisition impacts. The revised EIA/SIA for the first section of the B2B road has been completed and disclosed. The EIA/SIA revision for the remaining 5 sections will be done after the detailed design for those sections has been updated. There will be a detailed 100% household census of all affected households undertaken to update the Social Management Plan (SMP) prepared by MPW in 2012 and to formulate development strategies in the form of a comprehensive Resettlement Action Plan (RAP) in order to assist in determining project impacts on the social, economic, cultural, and livelihood activities of the affected communities.

A Resettlement Action Plan (RAP) for the first section of the B2B road has also been prepared and disclosed. Once the detailed designs for the other five specific road sections are finalized and if resettlement/land acquisition is foreseen, RAP's for these other sections will be prepared by the client, submitted to the Bank for clearance, and disclosed. The Implementing partner (MPW) and relevant governmental agencies (i.e. ARAZI) will be responsible for implementing the RAP(s) prior to commencement of civil works in the area of the affected people.

A Grievance Redress Mechanism has been developed by MPW to address the project-related

concerns of affected persons and the general public. This system will be put in place immediately after the project is approved by the WB Board of Executive Directors. In the meantime, an intermediate system of GRM has been put in place. Grievance redress committees have been constituted in area of the first segment of the B2B road, along with the Grievance Redress Committees at project level and MPW HQ level.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

The existing Baghlan to Bamiyan road is an unpaved 2-lane road. The planned civil works in the proposed project consist mostly of the construction of a new asphalt concrete pavement along the entire length of the road. Works will also include the improvement of the drainage system, retaining walls, bridges, culverts, etc. The present width of the road is between 8 and 12 meters, with a few pinch points as narrow as 5 meters. The width of the rehabilitated road is expected to 10 m (with two 3.5m lanes with 1.5m road shoulder on either side). The widening of the road at some points will require some land acquisition and limited resettlement.

In terms of environmental impact, the widening of the Baghlan to Bamiyan road at some locations will require significant cutting of slopes and filling of valley areas, albeit mostly within the existing road corridor and alignment. Due to these unprotected slopes, significant erosion and therefore sediment transportation and deposition are expected and need to be mitigated. The landscape is otherwise unremarkable as there are no forests and no known significant natural habitats.

However, long term impacts could include the emergence of spontaneous settlements along the alignment of both corridors is likely, as the improved quality of the road will increase traffic volumes which will present opportunities for commercial activities. These would need to be managed ensure adequate road safety and compliance with local planning requirements.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

Broadly, there are no project alternatives considered due to the nature of the project. However, the detailed design of the Bahgln to Bamiyan Road is being revised to reduce the need for land acquisition and resettlement as much as possible, and to the extent possible to minimize excessive cutting of slope to reduce likelihood of land slides.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

The client is the Ministry of Public Works, and over the past several years the Bank and other donors have implemented several road projects with MPW throughout the country. Additionally, the environmental and social officers in this ministry have benefited from several training events organized by the Bank office in Kabul. Therefore, the ministry staff is familiar with World Bank safeguards policies and has experience with implementing Bank-supported projects. Their capacity over the years has progressively increased but they will still need significant support going forward and the Task Team will continue to provide this support to ensure the safeguards aspects of the proposed project are managed adequately. The client capacity to implement land acquisition and resettlement is good and reliable, since MPW is responsible for implementation of the ongoing WB supported NERAP and ARAP projects. The client's safeguards team will be responsible for the day to day implementation of social safeguards.

The following safeguards documents have been prepared by MPW for the project:

- Environment and Social Impact Assessment (ESIA) for B2B road Segment 1 – English version cleared by World Bank and locally disclosed on June 7, 2015.
- Resettlement Action Plan (RAP) for B2B road Segment 1 - English version cleared by World Bank and locally disclosed on May 17, May 2015.
- Environmental and Social Management Framework (ESMF) for the whole Project – English version cleared by World Bank and locally disclosed on June 1, 2015.
- Resettlement Policy Framework (RPF) for the whole Project - English version cleared by World Bank and locally disclosed on June 7, 2015.
- Environmental and Social Management Plan (ESMP) for B2B Segment 1 – English version cleared by the Bank on August 18, 2015.
- Environmental and Social Management Plan (ESMP) for B2B Segments 2-6 – will be prepared concurrently with the Detailed Engineering Designs for these Segments.
- Environmental and Social Management Plan (ESMP) for Salang Highway – will be prepared by the Civil Works contractor.

A RAP for the Salang Pass will not be necessary since no land acquisition or resettlement is expected. The translation of key Safeguards Documents into local languages (Dari and Pashtun) has been completed on September 1, 2015 and the local disclosure of the translated documents is underway.

The MPW Project Management Office (PMO) will establish an Environmental and Social Safeguard Management Unit (ESMU) which will have overall responsibility for coordinating, implementing and compliance monitoring of the Environmental and Social safeguards commitments and requirements of the Project. The ESMU so far has one qualified and experienced environmental specialist who participated in the mission. A social safeguards specialist will be hired as soon as possible. MPW will also delegate some of its civil service staff to the ESMU so that they work alongside the two experienced specialists and acquire the necessary skills and capacity for such positions. At least one of the staff of the ESMU shall be female to facilitate the consultations and interactions with female project-affected persons. The ESMU will place some of its staff to at the regional office of MPW closest to the site of civil works under the project.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

MPW has conducted a series of consultation meetings with affected families within the first segment of the B2B road. Similarly, there were consultations conducted with stakeholder agencies and local communities to share findings of the ESIA for the first segment. The client will use the same processes for the remaining five road segments. MPW is also advised to conduct a separate consultation with each affected family, including separate consultations with women. For consultations with women, the client is advised to use female staff. MPW confirmed that it will use the services of a third party monitoring agent to conduct monitoring of RAP implementation after such implementation is essentially completed.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	07-Jun-2015
Date of submission to InfoShop	09-Jun-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	02-Sep-2015

"In country" Disclosure	
Afghanistan	01-Jun-2015
<i>Comments:</i> The ESMF was disclosed locally on June 1. The Environment and Social Impact Assessment (ESIA) for B2B road Segment 1 – English version was locally disclosed on June 7, 2015. The Resettlement Action Plan (RAP) for B2B road Segment 1 - English version was locally disclosed on May 17, May 2015. Translation of documents in local languages (Pashtun and Dari) has been completed on September 1 and local disclosure is underway.	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	07-Jun-2015
Date of submission to InfoShop	08-Jun-2015
"In country" Disclosure	
Afghanistan	17-May-2015
<i>Comments:</i> The ESMF was disclosed locally on June 1. The Environment and Social Impact Assessment (ESIA) for B2B road Segment 1 – English version was locally disclosed on June 7, 2015. The Resettlement Action Plan (RAP) for B2B road Segment 1 - English version was locally disclosed on May 17, May 2015. Translation of documents in local languages (Pashtun and Dari) has been completed on September 1 and local disclosure is underway.	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.	
If in-country disclosure of any of the above documents is not expected, please explain why:	

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment			
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources			
Does the EA include adequate measures related to cultural property?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement			
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Is physical displacement/relocation expected?	Yes [<input type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]

Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included in the project cost?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

III. APPROVALS

Task Team Leader(s):	Name: Andreas Schliessler, Luquan Tian	
<i>Approved By</i>		
Safeguards Advisor:	Name: Maged Mahmoud Hamed (SA)	Date: 04-Sep-2015
Practice Manager/ Manager:	Name: Karla Gonzalez Carvajal (PMGR)	Date: 04-Sep-2015