

# INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

**Report No.:** ISDSC8632

**Date ISDS Prepared/Updated:** 14-Jan-2015

**Date ISDS Approved/Disclosed:** 15-Jan-2015

## I. BASIC INFORMATION

### A. Basic Project Data

<b>Country:</b>	Ethiopia	<b>Project ID:</b>	P148850
<b>Project Name:</b>	Ethiopia- Expressway Development Support Project (P148850)		
<b>Task Team Leader(s):</b>	Tesfamichael Nahusenay Mitiku		
<b>Estimated Appraisal Date:</b>	13-Jan-2015	<b>Estimated Board Date:</b>	21-May-2015
<b>Managing Unit:</b>	GTIDR	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Rural and Inter-Urban Roads and Highways (75%), General transportation sector (25%)		
<b>Theme(s):</b>	Rural services and infrastructure (75%), Trade facilitation and market access (15%), Infrastructure services for private sector development (10%)		
<b>Financing (In USD Million)</b>			
<b>Total Project Cost:</b>	355.00	<b>Total Bank Financing:</b>	355.00
<b>Financing Gap:</b>	0.00		
<b>Financing Source</b>			<b>Amount</b>
BORROWER/RECIPIENT			0.00
International Development Association (IDA)			355.00
Total			355.00
<b>Environmental Category:</b>	A - Full Assessment		
<b>Is this a Repeater project?</b>	No		

### B. Project Objectives

- The proposed Project Development Objective (PDO) is to facilitate the efficient and safer movement of goods and people along selected heavily-trafficked corridors, whilst building systems to manage and finance high-capacity roads and promote the safety of the core road network.

### C. Project Description

3. The Project has three components with a total investment cost estimated at US\$372 million, of which US\$300 million will be financed by IDA.

4. The project constitutes mainly the construction of a new highway and support to the establishment of the institutional base for expressway development. In due course of preparation, the economic analysis results will be further reviewed and the proposed design standards and contracting approaches be discussed and economically viable options and innovative road contract management methods will be adopted. Capacity, safety and environment related challenges will be analyzed in detail and a common set of objectives to make structural transformation in these areas will be adopted.

5. Based on consultations with the Ethiopian Authorities conducted during the identification mission, the proposed project will encapsulate the following components:

6. Component 1: Construction of High Capacity Highway (US\$352 million) Construction of the Zeway to Arsi Negele section (about 61 km) of the new highway from Modjo to Hawassa, with associated supervision and monitoring services. In addition, Government of Ethiopia (GoE) will undertake prioritized road safety improvement works at potential accident sites.

7. Component 2: Setting out the Framework for Expressways Development and Institutional Strengthening (US\$12 million) - focusing on: (a) preparation of a comprehensive and integrated expressway development master plan, and regulatory and legal framework for financing, operation and maintenance of expressways and high capacity roads; encapsulating road toll strategies, platform for PPP, safety and environment, and framework for monitoring impacts on poverty reduction, shared prosperity and gender aspects; (b) support to institution building for an expressways and high capacity highways management enterprise; (c) preparation of a design manual for expressways; (d) piloting corridor based Road Safety actions along the Addis-Adama and Modjo-Hawassa corridors; (e) provision of international experts to mentor junior staff of ERA and support critical activities related to contract administration, safeguards and construction site safety management, and design review to better control time, cost, scope, quality and safeguards of road construction projects; (f) Technical assistance (TA) to monitor and strengthen governance and transparency in procurement and contract management; and (g) feasibility studies, Environmental and Social Impact Assessments (ESIAs) and concept designs for the priority potential high traffic roads.

8. Component 3: Support to Enhancing Road Safety and Capacity Building of MOT (US\$8 million) - including: (a) strengthening the NRSC secretariat under MOT; (b) programmatic Road Safety capacity building, including: (i) training for safety professionals and provision of Technical Assistance (TA); (ii) sensitization of policy makers and the population; and (iii) building the capacity of the National Road Safety Council and Traffic Police; (c) identification of potential accident sites and prioritization of improvements along key road corridors; and (d) technical support to the policy and planning functions of the Ministry of Transport. This support will complement the Road Safety database establishment supported by European Union and the financial support from the Road Fund.

9. The total cost for the expressway development support project is estimated at US\$372 million. IDA's contribution is estimated at US\$300 million while GoE's counterpart funding is estimated at US\$72 million.

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

10. The proposed Modjo-Hawassa high capacity highway (210 km) is part of the Trans-African Highway, the Cairo-Gaborone-Cape Town highway, which will link Addis Ababa with Kenya and the port of Mombasa. The highway starts at Modjo town located 70 km east of Addis in Oromia National Regional State (ONRS), branching south from the Addis Ababa - Adama - highway, and terminates at the northern entrance to Hawassa town, capital of Southern Nation, Nationalities and People Regional State (SNNPRS). The road corridor traverses five administrative weredas in the ONRS covering about 95 percent of the total road length. The last section of the road starting from Tikure Wuha river to the end of the project falls in Hawassa wereda of SNNPRS. The project road is classified as Trunk and will be constructed on a green field site following an alignment that runs parallel to the existing road. However, due to the significant impact on resettlement of the urban dwellers in Hawassa, it is agreed to end the new highway at Tikurwuha entrance and provide a town section type dual carriageway access road following the existing route.

11. The new Modjo-Hawassa is a dual carriageway road to the DS-1 standard with a length of 210km and 70m right of way (ROW). In future when the need arises, this will enable possible transformation of the highway into an expressway by adding some ancillary works without demolishing and/or replacing initially constructed works.

12. The project road traverses the Modjo, Awash, Meki, Bulbula and Horekelo rivers, requiring construction of major crossing structures. Therefore, a total of 13 bridges will be constructed to accommodate the dual carriageway. It will also be necessary to construct 11 major culverts along main drainage streams. Based on the current design, a total of 43 underpasses (access for vehicles, animals), at an average of every five km will be constructed. At Tikure Wuha entrance of Hawassa, it's planned to provide 7 multiple culverts having a total length of 38m. Environmental and safety impacts will be significant, though the expressway will not affect critical natural habitats.

13. The road passes through the central Rift Valley characterized by flat land and depressions that formed the lakes, with run off from the highlands draining through stream channels. The flat topography from around km 24+000 to 29+000 enables backwater from the Koka Dam & reservoir to form a wide flood plain west and east of the route during the wet season. The streams crossing the road corridor originate from hilly and mountainous areas in the surroundings. The topography in the last section of the road route starting from 198km to 205km is flat plain with seasonal floodplain and the Cheleleka swamp area. The project road passes close (traverses watershed areas) to a number of Rift Valley lakes, namely: lake Koka (man-made), Zeway, Langano, Abjata Shalla and Hawassa, as well as Abjata Shalla National Park. The highway will also provide access road following the existing route. To avoid traversing Hawassa town and reducing the impact on some farm lands and settlements.

14. For the execution of the project a total of 1520 ha will be required for the entire Modjo-Hawassa section. This includes the dual carriageway with a 70m Right-of-Way (ROW) and road links to the various establishments and access to towns along the corridor. In addition, sites for the development of borrow pits and quarries sites will take up about 50ha of land, and the total land for establishing the camp and garages would be 48ha. The total land requirement for the project is therefore calculated to be 1618ha.

15. The initial screening on OP4.12 and task teams visit to the project site identified that the project will involve land take and restriction in economic activities. The tentative estimate of the magnitude of the displacement and resettlement issues associated with the four lots of the highway is

likely to be high -- though the Bank-financed portion will not involve the displacement of large numbers of people. A review of the RAP submitted by the ERA, including categorization of the different types of impacts and losses associated with the proposed footprint, including: numbers of affected people, potential resettlement and expropriation cost, complexity of the social issues associated with the resettlement, which includes potential strong opposition of certain groups, and public controversy. In fact, the RAP report prepared by ERA for AfDB indicates that the Modjo-Hawassa Expressway will affect an estimated 31, 854 PAPs. Preparation of RAP for the sections of road to be financed by the World Bank and China EXIM Bank is ongoing. During the screening it was determined that the potential impacts could be avoided or minimized through design measures. These may include such measures as reducing the design scope and standard at the highest impact areas or location and, reducing fill heights where appropriate. This will significantly reduce the negative impact associated with land take to community/project affected persons. It is also noted that the potential magnitude and complexity of resettlement and the full costs of resettlement activities will be huge and will require a high degree of safeguard management and supervision to meet the international best practice on resettlement.

16. As the project corridor is already defined the ESIA and RAP to be prepared for the project will identify and address potential negative impacts. In addition, the ESIA and RAP for the Modjo – Hawassa road will include environmental and social management as well as resettlement principles and methodology to guide the preparation of any additional RAP and ESMP that might be needed to address any negative impacts identified during the final design preparation and construction. The additional ESMPs and RAPs will be prepared by the contractor, reviewed by an independent consultant to be engaged by ERA and consulted upon and disclosed. The RAPs will be implemented by ERA before any construction will take place. As the project will be financed by four financiers, including China EXIM Bank, ERA should ensure that all contracts will adopt the safeguard instruments prepared for the project. The Government of Ethiopia (GoE) should ensure that the ESIA and RAP prepared for the entire road are acceptable to all the financing partners. GoE should ensure that adequate safeguards monitoring and supervision is in place for all sections, and arrange for joint World Bank and ERA safeguards supervision of the section to be financed by China EXIM Bank, and allow reciprocation.

#### **E. Borrowers Institutional Capacity for Safeguard Policies**

18. ERA will be responsible for supervising the implementation of the RAP, EMP and applications of ESIA and RPF. ERA will develop contract documentation (bidding documents) that will include preparation of Environmental and Social Management Plans (ESMP) that are responsive to the findings of the ESIA and RAPs, and will ensure that all prohibitions and mitigation measures that are identified in the ESIA are complied with.

19. ERA's Environment and Social Management Team (ESMT) will be responsible for setting and implementing ERA's environmental guidelines in support of and in line with the national level requirements, playing the role of advisory, coordination and supervision aspects that are pertinent to the road environmental impacts and implication assessment, and co-ordination with the respective ERA district offices.

20. The ESMT is currently staffed with six professionals: one Environmentalist, one Ecologist, two Sociologists, one Lead Hydrologist (acting Team Leader) and one Geologist. There are also two professionals assigned exclusively for HIV/AIDS prevention and control at ERA workplaces. ESMT has been playing a good role in the implementation of mitigation measures.

## F. Environmental and Social Safeguards Specialists on the Team

Anil H. Somani (GENDR)

Asferachew Abate Abebe (GENDR)

Chukwudi H. Okafor (GSURR)

## II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	This policy is triggered due to the potential environmental and social impacts of the planned construction of Modjo-Hawassa road. Environmental and Social Impact Assessments, and a RAP are under preparation. They will be consulted upon and disclosed before appraisal.  Environmental Management Plans in the ESIA's will be instrumental to avoid and/or mitigate negative environmental and social impacts.
Natural Habitats OP/BP 4.04	Yes	The project road passes close to lakes and a national park endowed with natural habitats, any potential negative impact will be assessed and addressed in the ESIA.
Forests OP/BP 4.36	Yes	The project road passes close to a national park and traverses a large area of woodland dominated by Acacia species. The impacts of the construction on the woodland and forests need to be assessed. The draft ESIA included tree planting as an offset to the potential damage that will occur to the woodlands trees along the periphery of the Right-of Way (ROW) and the ESIA should address how the tree plantation should be managed.
Pest Management OP 4.09	No	The project does not involve pest management.
Physical Cultural Resources OP/BP 4.11	Yes	Some road works and ancillary activities may be located in the area of influence of some sites. The project ESIA's includes procedure for identification and management of chance finds. If existence of physical/cultural resources is confirmed, the ESIA will be updated with the Physical/Cultural management plan. In any case, "Chance Find" procedures will be included in the contract documents.
Indigenous Peoples OP/BP 4.10	No	The social screening to determine vulnerable/underserved groups that meet the criteria in OP 4.10, observed no visible or unique socio-cultural characteristics similar to the OP4.10 requirements

		and notes that the project location in Modjo is within the Oromai region and inhabited by the dominant Oromian ethnic group, while the Hawassa site is a semi urban area and inhabited by the Sidima ethnic group, in SNNPR. Therefore, the task team has concluded that OP 4.10 should not be triggered.
Involuntary Resettlement OP/ BP 4.12	Yes	Since the ROW is defined the project will prepare detailed RAP, which will be consulted upon and disclosed. Potential quarry, borrow material and spoil sites should be pre-identified and encapsulated in the RAP. The RAP should be implemented by ERA before the start of civil works. If the design requires major resettlement, the RAP has to be implemented before project approval. In addition, a Resettlement Action Plan (RAP) will be prepared, consulted upon and disclosed to guide the preparation of any additional RAP and address any negative impacts identified during the final design preparation and construction. The additional RAP will be prepared by the contractor, reviewed by an independent consultant to be engaged by ERA and consulted upon and disclosed. The RAPs will be implemented by ERA before any construction will take place. To minimize the impact on resettlement, ERA should consider alternative sites and route for design optimization.
Safety of Dams OP/BP 4.37	No	The project does not involve dams.
Projects on International Waterways OP/BP 7.50	No	N/A
Projects in Disputed Areas OP/ BP 7.60	No	N/A

### III. SAFEGUARD PREPARATION PLAN

**A. Tentative target date for preparing the PAD Stage ISDS:** 15-Dec-2014

**B. Time frame for launching and completing the safeguard-related studies that may be needed.**

**The specific studies and their timing<sup>1</sup> should be specified in the PAD-stage ISDS:**

December 15, 2014

### IV. APPROVALS

Task Team Leader(s):	Name: Tesfamichael Nahusenay Mitiku	
<b>Approved By:</b>		
Regional Safeguards Coordinator:	Name: Alexandra C. Bezeredi (RSA)	Date: 14-Jan-2015

<sup>1</sup> Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.

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Practice Manager/ Manager:	Name: Fabio Galli (PMGR)	Date: 15-Jan-2015
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