

**INTEGRATED SAFEGUARDS DATA SHEET  
APPRAISAL STAGE**

**Report No.: ISDSA1113**

**Date ISDS Prepared/Updated:** 28-Apr-2015

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**I. BASIC INFORMATION**

**1. Basic Project Data**

<b>Country:</b>	Africa	<b>Project ID:</b>	P148853
<b>Project Name:</b>	EA Regional Transport , Trade and Development Facilitation Project (Second Phase of Program) (P148853)		
<b>Task Team Leader(s):</b>	Tesfamichael Nahusenay Mitiku		
<b>Estimated Appraisal Date:</b>	23-Mar-2015	<b>Estimated Board Date:</b>	11-Jun-2015
<b>Managing Unit:</b>	GTIDR	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Rural and Inter-Urban Roads and Highways (55%), Public administration-Transportation (20%), General information and communications sector (15%), General industry and trade sector (10%)		
<b>Theme(s):</b>	Trade facilitation and market access (50%), Regional integration (30%), Infrastructure services for private sector development (20%)		
<b>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?</b>			No
<b>Financing (In USD Million)</b>			
Total Project Cost:	676.00	Total Bank Financing:	500.00
Financing Gap:	0.00		
<b>Financing Source</b>			<b>Amount</b>
BORROWER/RECIPIENT			176.00
International Development Association (IDA)			500.00
Total			676.00
<b>Environmental Category:</b>	A - Full Assessment		
<b>Is this a Repeater project?</b>	No		

**2. Project Development Objective(s)**

Project Objective: The objective of the Eastern Africa Regional Transport, Trade and Development Facilitation Project, Second Phase of Program (SOP2) is to improve the movement of goods and

people along Lokichar – Nadapal/Nakodok part of the Eldoret-Nadapal/Nakodok road in the north western part of Kenya, in particular and to enhance connectivity between Kenya and South Sudan, in general.

### 3. Project Description

Component 1: Upgrading Selected Critical Road Infrastructure (US\$594 million of which US\$426 million will be from IDA). This component includes support to KeNHA for upgrading the Lokichar-Nadapal/Nakodok (338 km of which 298 km to be financed by IDA) part of the Eldoret-Nadapal/Nakodok road in Kenya with the associated supervision costs. This will cover the upgrading of the following road sections and construction of associated bridges: (a) Kalobeiyei River - Nadapal (88 km) ; (b) Lokitaung junction and Kalobeiyei River (80 km); (c) Lokitaung junction and Lodwar (80 km); (d) Lodwar and Loichangamatak (about 50 km); (e) Kainuk Bridge at Muruni River. GoK will finance the Loichangamatak-Lokichar junction (40 km) section at an estimated cost of US\$70 million and the implementation of the Resettlement Action Plans (RAPs) related to road works, under parallel financing as part of its counterpart contribution. In addition, all road upgrading contracts will have provisions for road side social amenities and Human Immunodeficiency Virus Infection/Acquired Immune Deficiency Syndrome (HIV/AIDS) prevention tasks, as this will help raise awareness and provide mitigation measures in an effort to protect the local community, drivers and contractors personnel.

The road sections to be upgraded under this operation form part of the key link to South Sudan, as upgrading starts from the border to improve a road ruined to a state of disrepair. The upgrading of these sections covers the segment of the corridor that is impassable during the rainy season and it helps to reestablish connectivity between the two countries, provided the remaining sections are maintained regularly, until the upgrading takes place. To ensure sustainability, the Government will put the upgraded roads under long term Performance Based Maintenance Contracts (PBMC) arrangement to be financed by the Kenya Roads Board (KRB). Kenya has now embraced the PBMC approach for road maintenance, an initiative supported under the Bank financed Northern Corridor Transport Improvement Project. Already some road sections in the country are under PBMC supported by KRB with funding from the Road Maintenance Fund. The performance based maintenance will help ensure the upgraded roads will be regularly maintained to deliver a minimum agreed service level by the contractors, while allowing the contractors to carryout maintenance planning and actual interventions using innovative and cost effective strategies. This project will support building the capacity of KeNHA and MoTI to manage PBMC as the scope of the approach is expanded to cover other roads in the country.

Component 2: Facilitation of Regional Transport, Trade and Development (US\$42.5 million of which IDA will provide US\$38.5 million). This component supports promotion of sound transport, trade and development facilitation measures, to increase the efficiency of the corridor. This includes:

- (a) Sub-component 2(a): Support to KRA to carry out a program of activities designed to implement transport, trade and development facilitation measures (US\$8.0 million), such a program to include such activities as: (i) harmonization of customs and other border management, risk management and control procedures; (ii) designing of a One Stop Border Post (OSBP) at Nadapal/Nakodok; (iii) strengthening of the cross-border management unit of KRA including enhancing its coordination with other border agencies; (iv) support the implementation of an integrated border management system; (v) support to the implementation of the Memorandum of Understanding (MoU) between Kenya Customs and South Sudan Customs Services relative to information exchange and use of common procedures; (vi) support the use of information and communication technology

(ICT) for revenue collection and for facilitating clearance and release of goods to help Kenya Customs comply with new transparency requirement of e-citizen registration, electronic collection of revenue and e-reporting of clearances and release of goods.

(b) Sub component 2 (b): Support to KeNHA to carry out a program of activities designed to implement transport, trade and development facilitation measures, such a program to include such activities as: (i) carrying out a study to enhance social infrastructure and social services delivery, including HIV/AIDS prevention, along the corridor, while implementing the recommendations as part of the road upgrading contracts; (ii) designing the facilities and marketing system for pilot pastoralist road side markets; and (iii) establishing the facilities of pilot pastoralist road side markets, through provision of sites and services, clean water, extending electrification to selected centers, provision of market shades, milk cooler, slaughter houses, veterinary posts, livestock holding area in selected locations, connecting community information centers with fiber optic connection and advisory services in the management of these facilities and services. This subcomponent will also involve activities designed to support engagement with Project stakeholders such as county governments, communities, households (in particular female-headed households) on management and operational modalities of these facilities.

(c) Sub-component 2 (c): Support to MoTI (US\$3.5 million), to carry out a program of activities designed in conjunction with the ministry responsible for commerce, to implement transport, trade and development facilitation measures, such a program to include such activities as: (i) identifying and designing potential sites for providing services to facilitate the development of export processing zones, storage facilities and rest stops; (ii) certifying export products and (iii) simplifying the process for import-export.

### Component 3: Institutional Development and Program Management (US\$10.5 million)

(a) Sub-component 3(a): Strengthen the institutional capacities of entities involved in Project implementation including: (i) strengthening the capacity of KeNHA in road design review as well as contract management, value engineering, road maintenance, safeguards and procurement management; (ii) enhancing project management capacity, maintenance management and engineering capabilities in the transport sector through supporting the Kenyan Roads Board; Engineers Board of Kenya; Ministry of Transport and Infrastructure, Resource Mobilization Department under the National Treasury, and State Law Office; (iii) supporting the MoTI in the monitoring and evaluation of the projects (iv) strengthening project management capacity of ICTA..

(b) Sub-component 3(b): Support to strengthen the capacity of National Transport and Safety Authority to implement the “Safe System”, program to include such activities as: (i) conducting needs assessment, vehicle safety inspection and safety audits; (ii) strengthening enforcement capability of the Authority and post-impact care; and (iii) assessing road safety on Lokichar-Eldoret section of the Eldoret-Nadapal/ Nakodok Corridor as well as developing and carrying out of a pilot road safety action plan along the corridor.

(c) Sub-component 3 (c) Provision of advisory services, Training and Operating Costs to Ministry of Transport and Infrastructure as required to sustain the management and coordination of Project implementation activities, including audits, and the monitoring and evaluation of progress achieved in the execution of the Project.

(d) Sub-component 3(d): Provision of technical assistance to carryout preparatory studies to

support the preparation of the next phase of the Program and develop follow-on regional transport and trade facilitations projects as well as bidding documents for long term performance-based road maintenance contracting.

Component 4: Enhancing Internet Connectivity (US\$29 million). Support to ICTA for (a) the construction of a fiber optic cable network, alongside the part of the Eldoret-Nadapal/ Nakodok Corridor located in the in Kenya, from Nadapal / Nakodok to Eldoret. Fiber spurs and rings will also be constructed and provision made for connecting refugee camps, and selected schools, hospitals and other strategic locations including pastoralist road side markets, export processing zones, rest stops and community and service centers along the corridor in the Kenyan territory, and (b) design, bidding document preparation, and monitoring and supervision services for the installation of fiber optic cables.

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

Considering the sequence of the three projects as described above, the physical characteristics of the proposed project are as follows:

The proposed road segments within Kenya boundary, Eldoret (Lesseru)- Nadapal, to be upgraded under the proposed project is about 601 km and is on the main road corridor linking Tanzania, Kenya and South Sudan. It runs in South-North direction on the Western part of Kenya. The southern part of the general area of the road is densely populated and with high agricultural potential. The road , south bound, starts at Lesseru a junction on the northern corridor linking Mombasa- Nairobi-Eldoret (about 15 km east of Lesseru)- Lesseru- Malaba- kampala, and o passes through a large town Kitale. The road between Lesseru- Kitale – Kapenguria (about 10 km north of Kitale) traverses a flat area. The section between Kapenguria and Marich Pass is mountainous. Kamatira forest is located north of Kapenguria, but the road passes closer to the forest without disturbing the forest proper. The road passes close to the end of south Turkana national park. The section between Marich Pas and Ndapal is mainly flat and semi-arid area. There are three all season roads, Kainuk river, Lodwar river and Nakuru river. The remaining water crossing are dry wades crossed by flood. The northern part, bordering South Sudan is largely sparsely populated and less developed. The rural population between the South Sudan border and Kainuk is pastoralists, mainly Turkanas and further north towards Kapenguria the population is West Pokots (pastoralist communities). The section from Eldoret/Lesseru to Lokichoggio is paved, while the Lokichoggio-Nadapal section is unpaved.

#### **5. Environmental and Social Safeguards Specialists**

Gibwa A. Kajubi (GSURR)

Svetlana Khvostova (GENDR)

<b>6. Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/BP 4.01	Yes	Road rehabilitation works entail a number of potential site-specific impacts including cutting of vegetation, soil erosion, sedimentation of water bodies, temporary realignments of stream channels for bridge construction/ rehabilitation, generation of construction solid wastes, noise and dust pollution, etc. These impacts may result from ground disturbance, operation of equipment, and labor force housing, quarry and borrow site operation and

		<p>various ancillary activities during the construction and rehabilitation works. ESIA's for the project describe potential environmental and social impacts and the respective mitigation and recommended design enhancement measures of the proposed Project. The realignment around Kamatira and the widening of the road in the mountainous area may cause some geo-hazard (landslides) and adequate protection measures have to be adopted.</p> <p>Three ESIA's (together with ESMP and a monitoring plan) for Kenya sections were developed (based on the contract arrangements) in July 2013: (i) Lesseru – Marich Pass, (ii) Marich Pass – Lodwar, and (iii) Lodwar – Nadapal. The ESIA's were updated, consulted upon. The updated ESIA's for the three sections and the RAP for Lodwar – Nadapal were submitted at the Infoshop on February 10, 2015. The ESIA's for Lodwar – Nadapal and Lodwar – Marich Pass were disclosed locally on February 10, 2015. The ESIA for Lesseru – Marich Pass was disclosed locally on February 11, 2015.</p>
Natural Habitats OP/BP 4.04	Yes	Natural habitats is triggered, as the road runs quite close to some natural habitats, and the ESIA's include mitigation measures.
Forests OP/BP 4.36	No	The realignment at Kamatira, which is not expected to impact on forest resources, although the project may involve cutting some trees. In Kenya, the road improvement will follow the existing alignment with some widening in the mountainous area between Kapenguria and Marich Pass. The road will pass near Kamatira forest, however the road upgrading will be on open area and will not require tree cutting within the forest plantation. The 10 km realignment near Kamatira village will not also affect the Kamatira forest, although the project may involve cutting some trees.
Pest Management OP 4.09	No	The proposed road project does not involve activities that require pesticide use. Neither direct purchase of pesticides nor financing activities that use pesticides will be supported by the project. Therefore this policy is not triggered.
Physical Cultural Resources OP/BP 4.11	Yes	Although the draft ESIA for Eldoret/Lesseru – Nadapal sections and the final ESIA for Juba-Nadapal reports identified no Physical Cultural Resources (PCR) along the proposed road, the road works and ancillary activities may encounter some PCR, therefore this policy is triggered. To mitigate or address issues regarding potential impact on

		<p>the PCR, the project ESIA's include procedure for identification and management of chance finds. If existence of physical/cultural resources is confirmed, the ESIA will be updated to include a Physical/Cultural management plan. In any case, "Chance Find" procedures will be included in the contract documents. In Kenya, the project will work with County authorities and National Museums of Kenya in case of such finds during civil works. South Sudan is a newly emerging nation and its cultural heritage resources are not yet known. The project will adopt the Chance Finds procedures of the Environmental and Social Screening and Assessment Framework (ESSAF).</p>
Indigenous Peoples OP/ BP 4.10	Yes	<p>In Kenya, the implementing agency (KeNHA) has carried out a social assessment (SA) to evaluate the project's potential positive and adverse effects on the Vulnerable and Marginalized Groups, and to examine project alternatives to avoid scenarios where adverse effects may be significant. The majority of the project affected people are Turkana and Pokot, and no standalone instrument is required, however, the project design includes culturally appropriate socio-economic activities to address social vulnerability within the project activities. The Kenya assessment was conducted based on the SA TOR disclosed on November 26, 2013, locally and at the infoshop. The SA was disclosed locally on March 4, 2015 and at the InfoShop on March 5, 2015.</p>
Involuntary Resettlement OP/BP 4.12	Yes	<p>In Kenya, the road crosses 4 counties (Uasin Gishu, Trans Nzoia, West Pokot and Turkana). The proposed activities will be implemented within the existing road reserve. The extent of the required compensation and/or resettlement is expected to be moderate (based on the project screening) and will be determined as part of the RAP preparation for this section of the road. The project screening established that the scale of resettlement is not significant and concentrated within townships along the road. Most compensation and resettlement will involve removal of temporary structures, cutting some trees and relocation of a few permanent structures. However, the updated road design has suggested a realignment and interchange in Kitale town, and this may impact some road side businesses.</p> <p>As the detailed design reports for the Eldoret /Lesseru–Nadapal sections were not available at the time of the draft RAP preparation, a Resettlement Policy Framework (RPF) outlines the procedures and policies to be pursued when preparing RAPs, has been prepared and disclosed</p>

		on November 26, 2013. Based on the RPF and the final design the RAPs have been updated by the design consultants, but were reviewed and re-drafted by an independent consultant. They were consulted upon and disclosed locally and at the Infoshop. The updated RAP for Lodwar – Nadapal was submitted at the Infoshop on February 10, 2015. The RAP for Lodwar – Nadapal was locally disclosed on February 11, 2015. The RAP for Lesseru – Marich Pass was disclosed locally on March 2, 2015 and at the Infoshop on March 3, 2015. The RAP for Marich Pass –Lodwar was disclosed locally on March 3, 2015 and at the Infoshop on March 9, 2015.
Safety of Dams OP/BP 4.37	No	The project will not finance construction or rehabilitation of any dams as defined under this policy.
Projects on International Waterways OP/BP 7.50	No	Project does not affect any international waterways, thus the policy is not triggered.
Projects in Disputed Areas OP/BP 7.60	No	The project does not operate in disputed areas, therefore the policy is not triggered.

## II. Key Safeguard Policy Issues and Their Management

### A. Summary of Key Safeguard Issues

<p><b>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</b></p> <p>The road upgrading design in Kenya was sub-divided into three parts and ESIA and RAPs were prepared by the three design consultants. The ESIA and RAPs prepared by the design consultants were reviewed, updated and re-drafted by independent consultants. KeNHA has submitted to the Bank the updated ESIA and RAPs, which have been approved and disclosed locally and at the Bank's infoshop. The review and updates were guided by the ESMF that has been prepared for the Kenyan portion of the project and disclosed in-country and at the InfoShop on November 26, 2013. The potential adverse environmental and social impacts related to the civil works will be related to the road construction and fiber optic installation (Component 4) operations, and include: (a) dust and noise during; (b) soil erosion and pollution, as a result of establishment of base camps, borrow pits and quarries; (c) dumping of construction material and spillage of machine oil, lubricants, etc.; (d) loss of properties; (e) traffic disruptions; and (f) health and safety issues during construction. In addition, widening and realignment in the mountainous area in the section between Kapenguria and Marich Pass, which stretches over 65 km of which about 10 km is realignment in an open area, where there are no houses and forest may increase the risk of instigating geo-hazards (landslides). The interchange (with an overpass) at Lesseru junction will involve tree cutting in an urban (not densely populated area). Another potential impact identified during preparation of the environmental assessment is related to wildlife crossings at the Lodwar – Marich Pass section of the road adjacent to South Turkana National Reserve. At Lodwar and Kainuk towns, next to an existing bridge replacement bridges will be constructed, but such activity will not have new impact on the environment as the sites are already exposed. The section between Nadapal and Lodwar follows the existing alignment except for the minor spot realignments at culvert construction locations to replace the drifts at the seasonal water crossings. This section of the road is sparsely populated with clearly identified lack of water, which will need to be carefully</p>
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considered during construction (as reflected in the ESIA) to avoid pressure on already existing water use.

The updated safeguard instruments have indicated the precaution to be taken during the widening works and realignment, in particular, if the construction method will involve blasting. In addition, adequate slope stabilization measures have to be undertaken to protect from potential future geo-hazard risks. Further, the construction at the South Turkana park animal crossing area has to include animal underpasses and fence. This measure coupled with signage to calm traffic approaching the animal crossing area will minimize the risk. These impact minimization measures are captured in the ESMPs and should be monitored during the construction period. The impacts are not irreversible and not adverse. However, to have a strong monitoring of the environmental risks during construction period the project is assigned an environmental assessment (EA) category A. The updated ESIA for the three sections and the RAP for Lodwar – Nadapal were submitted to the Infoshop on February 10, 2015. The ESIA for Lodwar – Nadapal and Lodwar – Marich Pass were disclosed locally on February 10, 2015, and the ESIA for Lesseru – Marich Pass was disclosed on February 11, 2015. The RAP for Lodwar – Nadapal was submitted to the Infoshop on February 10, 2015, and locally disclosed on February 11, 2015. The RAPs for the remaining two sections, namely: Lesseru - Marich Pass and Marich Pass-Lodwar were also disclosed locally and at the Infoshop on February 24, 2015 and March 9, 2015, respectively.

Under component 4, the proposed program will support the construction of a fiber optic cable alongside the road from Eldoret to Nadapal in Kenya to bring enhanced international internet connectivity into South Sudan for the first time. Given the installation of the proposed Fiber optic cable is within the right of way of the proposed road upgrading work, the anticipated environmental impacts would be encapsulated in the proposed upgrading works. Therefore, any impacts generated from the installation of Fiber optics cable activities would be addressed through implementation of the recommended mitigation measures indicated under project road ESIA and Environmental and Social Management Plan (ESMP) reports.

The project triggers OP/BP 4.01 (Environmental Assessment), Natural Habitats (OP/BP 4.04) and Physical and Cultural Resources (OP/BP 4.11). The project activities will not result in conversion, degradation or restoration of natural habitats or critical natural habitats. However, the project will monitor any temporary impact such as free movement of migrating fishes from and to the Turkana Lake that may arise from the construction operation to replace the Lodwar and Kainuk bridges by providing a safe passage channel in all the construction period. Any impact on natural habitat in the road alignment sections will also be monitored and mitigation measures will be implemented as part of the civil works contract. To monitor any impact on natural habitats the project has triggered OP/BP 4.04 (Natural Habitats). OP/BP 4.11 (Physical and Cultural Resources) has also been triggered, given the possibility that there may be known or unknown cultural assets and/or sites in the project area; the ESIA includes measures for handling cultural assets.

The project triggers the Involuntary Resettlement (OP/BP 4.12). In Kenya, most part of the road upgrading follows the existing alignment. However, the proposed realignment for crossing Kitale town with an interchange in the middle of the town in a business area could be socially sensitive. The design project is sub-divided into three contracts, and Environmental and Social Impact Assessment (ESIA), as well as Resettlement Action Plan (RAP) have been prepared by the three design consultants.

According to the update and reviewed RAPs, in the three sections, in total about 1,808 households



representing 10,067 Project Affected People (PAPs) will be affected by the road rehabilitation and upgrading works, as they will lose business structures, residential buildings, fences, gates and trees. The project will also affect some religious institutions like mosques and churches, administrative building, classrooms, communal water points, graves, communal grazing areas and public toilets. Compensation will be paid to replace the affected structures in the designated resettlement areas identified in proximity to the affected neighborhoods. The total amount of compensation is estimated at Ksh. 2,147,419,945 (equivalent to 23.6 million), to be paid by GoK. The details of the project affected people (PAPs) with the type and extent of the impacts is presented in Annex 3 of this Project Appraisal Document (PAD). All costs associated with compensation and any other expropriation will be borne by the Government and will be paid before the commencement of the works.

The project also triggers OP 4.10 in Kenya (as it also did in South Sudan). As the vast majority of people in the project meet the criteria for OP 4.10, Indigenous Peoples Plans do not need to be prepared, but a Social Assessment (SA) for Kenya has been prepared, consulted upon and disclosed (the Social Assessment for Sudan was disclosed in November 2013). The findings of the Social Assessment, including the process used in fostering free, prior, and informed consultations leading to broad community support of the project; a grievance redress mechanism; addressing adverse impacts and/or providing benefit-sharing; establishing monitoring, evaluation, and reporting during implementation relating to the communities, have all been included in the project as social risk mitigation measures and benefits. The SA for Kenya focused on the pastoralist communities, the Turkanas and Pokots, and assessed the expectations and benefits of the project to the local people. The SA is prepared based on the ToRs for Social Assessment for Kenya have been disclosed in-country and at the InfoShop on November 26, 2013. The SA was approved by the Bank and disclosed locally and in the Infoshop in March 5th and 6th 2015.

Targeting Citizen Engagement in the Project: The project recognizes the importance of community participation, and will carry out Social Monitoring and Evaluation Survey before and after the implementation of the contracts for the upgrading of the Nadapal – Lockichar section and selected trade and development facilitation interventions, including the design of the OSBP, pastoralist road side markets, export processing zones, and fiber optic installation, in order to gauge how road users and communities view the performance of KeNHA in project delivery, and provide data that capture citizen feedbacks and social outcomes. The survey will use gender disaggregated data to measure and explain how these roads are changing women’s lives, particularly in access to schools, health facilities, markets, and enhancing social capital; and the findings will serve as a tool to define road network social issues, and recommendations for further improvements in the sector.

To promote accountability and enhance transparency, the project will partner with CSOs to ensure due diligence, particularly attend monthly site meetings and during bid opening (as observers) to strengthen the process in a participatory manner. The project will also place emphasis on formalizing ways through which CSOs can provide feedback; web based monitoring of RAP implementation; ensure transparent disclosure of project information; and will strengthen grievance redress mechanism for both bidders and other stakeholders.

Gender Issues. The program will benefit women and men, children and the elderly by improving access to markets, and social infrastructure and services. Attention will be given to markets at the border, rest stops (service centers), and export facilitating zones by providing safe and enhanced access to the market places, which will benefit more the rural women who represent the majority

engaged in informal cross-border trade. The project has assessed specific demands of pastoralist women and based on the expressed interest of the women habitants along the corridor the project will develop a pastoralist road side market that provides basic facilities to process and market products of the pastoralist community. The views of the pastoralist women were presented in the beneficiary section.

**HIV/AIDS Prevention.** An HIV/AIDS assessment along the road corridor will be carried out as part of the social infrastructure and services needs assessment, and mitigation measures would be implemented. As this will be a regional transit corridor the HIV/AIDS assessment will focus on the hot spots (rest stops- service, towns and villages). In addition, the civil work contracts will have provision for awareness campaigns for the workers, the community and drivers aiming to address HIV/AIDS risks during construction period.

**Application of Safeguard Instruments consistently across the entire Nadapal – Eldoret road:** The section to be financed by the World Bank (Nadapal to Lodwar) has less environmental impact, except the impact on creating pressure on the water resource in the project area for obtaining water for construction, which will be overcome by drilling new water wells by the contractors. The environmentally sensitive section between Lesseru and Marich Pass is expected to be financed by EU/EIB/KfW and JICA/AfDB. EU/EIB/KfW may also finance the upgrading of the Marich Pass - Lokichar section, which is associated with the impact on animal crossing. The safeguard documents prepared for the project by KeNHA will be applied on all the contracts to be financed by the World Bank and other development partners.

**Association risks:** The uncertainty of application of the safeguard instruments consistently by other development partners involved in the upgrading of the Lesseru- Nadapal section is not significant, as all the potential financiers have robust safeguards requirements. However, the preparation of safeguard instruments for the entire road is financed by the World Bank. The Bank has reviewed the instruments for the entire road and the ESIA's and RAPs meet Bank safeguard requirements. The Implementing Entity (KeNHA) will adopt and implement the instruments in all the sections. The civil works are on existing road and will be carried out on different time schedule, as the financing for the entire stretch is not yet secured. The interdependence of the upgrading works of the different sections along the existing road is limited, although KeNHA should carry out at least periodic maintenance works, which are not environmentally sensitive, on the unfunded sections contemporaneously. Therefore, association risk is considered to be minimal. However, the safeguard instruments prepared for the project by KeNHA will be applied on all the contracts to be financed by the World Bank and other development partners. The consistent application of the safeguard instruments prepared for the entire project is suggested to be jointly supervised within the framework of the coordination arrangement to be established for monitoring the compatibility and consistency of the road upgrading works and implementation of safeguard measures. KeNHA will lead the joint supervision effort across the entire Lesseru – Nadapal road.

The potential adverse environmental and social impacts related to the civil works will include dust and noise due to the road construction operations, as well as: (a) soil erosion and pollution, as a result of establishment of base camps, borrow pits and quarries; (b) dumping of construction material and spillage of machine oil, lubricants, etc.; (c) loss of properties; and (d) traffic, health and safety issues during construction. Besides widening and realignment in mountainous areas may increase the risk of instigating geo-hazards (landslides).

Potential positive indirect impacts include increased employment and income for skilled and

unskilled workers and indirect employment opportunities from provision of services to construction workers such as sale of food and beverages. Also, the reduction of travel time reduces the CO<sub>2</sub> emissions to the atmosphere, and installing fiber optic cable may actually substitute for some physical travel, so this kind of road improvement and communication projects has a positive impact in relation with mitigation of climate change.

These impacts have been captured in the prepared safeguards instruments. To mitigate the anticipated negative impacts, environmental protection and social clauses will be incorporated in the civil works contract documents. Compliance in implementation will be monitored by the supervision consultants. The Environmental and Social Management Plan (ESMPs) will be incorporated in contract documents for packages to be financed by the World Bank and other donors parallel financing the project.

The Juba - Nadapal- Eldoret road traverses the south–eastern part of South Sudan and north-western part of Kenya. The section in South Sudan, the Nadapal to Juba Road is an interstate road that links the Central Equatoria and Eastern Equatoria states. There are numerous villages alongside the road, with a varying population. The total length of the road from Nadapal to Juba (Nesitu Junction) is approximately 340 km of unpaved road, which provides transport connectivity between Juba and the district headquarters, towns and villages of Juba, Torit, Budi and Kapoeta Counties in Central and Eastern Equatoria states. The road also passes through significant townships and trading centers i.e. Nadapal, Narus, Kapoeta, Lobira, Torit, Liriya, Ngangal and Nesitu junction which marks the end point of the project road in South Sudan. The road serves as a regional and international corridor linking the hinterland of South Sudan with markets in Kenya and international markets through the port of Mombasa.

The upgrading of the Juba-Nadapal road in South Sudan territory will follow the existing route and the civil works will be carried out within the existing ROW and the project will not have adverse and irreversible impact. For South Sudan, ESIA and RAP have been prepared, consulted upon, and disclosed in-country and at the InfoShop on November 11, 2013.

In the territory of South Sudan, the project screening identified a number of negative environmental and social impacts; however, all of them can be minimized (or avoided) through implementation of the appropriate mitigation measures. The project involves widening the road within the existing right-of-way: the carriage way is proposed to be maintained at 7m width, with 2m shoulder on each side of the road. New quarry sites are being identified to be developed for material extraction for the road construction. The road upgrading work may require cutting some trees. Some spots of water holding areas may exist alongside the road, in particular this problem gets pronounced during the rainy season. The road upgrading may require temporary expropriation of some farmland (for material sites and diversions). Work camps will require careful siting and supervision to avoid stress on resources for surrounding communities (e.g. water, fuel).

The project, when completed, is expected to have positive environmental and social impacts in the long term, as it will facilitate economic and social development thereby promoting improvement in livelihood of the population in the project influence area. It will also improve drainage and seasonal river crossings, thus reducing runoff from the road.

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

The Project does not entail any potential large scale, significant and/or irreversible negative

impacts. No long term risks or impacts are anticipated with diligent implementation of the mitigation measures proposed in the project safeguards instruments.

There are no significant wildlife habitats reported to exist in the proposed road corridor and no endangered animal species have also been identified that will be affected by construction activities. On the Kenyan territory around West Pokot, between Lokichar and Kapenguria there is a South Turkana National Reserve area crossed by the proposed road and animal passing corridors were observed. At the animal crossing location animal underpass will be provided to allow safe passage to animals crossing the project road to access water. Fencing on both sides and both directions of the underpass will also be provided to guide the animals to the underpass. Adequate signs will also be provided to calm traffic as it approaches the crossing area.

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

Overall, no project alternatives are required for this operation as no significant adverse impacts are foreseen for the proposed project. KeNHA has considered the option of re-aligning about 12 km section of the Lesseru- Marich Pass road. However, as the proposed re-alignment passes through Kamatira forest the improvement of the existing alignment was pursued to avoid impacts on the forest plantation. In the Lodwar-Lokichoggio-Nadapal section, to minimize land acquisition and disturbances, by-passing congested town of Kakuma and Lokichoggio thus avoiding demolition of over 50% of structures in each of these towns has been proposed by KeNHA. On the north bound of the Kamatira forest, to avoid hairpin curves a realignment of 10 km in an open area where there is no settlement and forest, around Kamatira town, before reaching the Kamatira forest.

In South Sudan, a bypass around Torit town was selected as an alternative to avoid demolition of structures within Torit, which would have included a medical center and a prison.

**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.**

On the Kenya side, the Kenya National Highways Authority (KeNHA) is responsible for the implementation of the proposed projects. KeNHA has significant experience with implementation of Bank-supported projects and is well familiar with the WB Safeguards policies, safeguards instruments and relevant project supervision. The Project Implementation Unit is staffed with Senior Environmental Specialist and a Senior Sociologist.

Safeguards management capacity: KeNHA has capacity to lead the preparation of safeguard instruments for World Bank financed projects and follow-up with implementation of mitigation measures. KeNHA has capacity to implement RAPs as well. However, as the number of projects to be administered by KeNHA is increasing, its safeguards management capacity needs strengthening. The project includes a provision for hiring of an additional safeguards specialist for KeNHA.

Environmental and Social Management Framework (ESMF) and Resettlement Policy Framework (RPF): ESMF and RPF have been prepared for the Eldoret-Nadapal road sections and will be the overarching documents that will provide procedures for ensuring minimization of impacts related to environmental, social aspects and involuntary resettlement. The proposed project may adopt the framework documents prepared for Kenya by the Regional Pastoral Livelihood Resilience Project (RPLRP) approved in FY13, for screening and management of the environmental and social impacts of community support activities such as the construction of pastoralist road side markets, to be identified in the course of project implementation. ESIA's and RAPs will also be prepared for

<p>the One Stop Border Post and Export Processing zones upon identification of the location and design of the sites. Any additional ESMPs and RAPs required to address safeguard issues that emerge during the OPRC contracts implementation will be prepared based on the ESMF and RPF disclosed on November 26, 2013 for the Eldoret/Lesseru - Nadapal road. ESIA and RAPs for the social infrastructure and export processing zones to be identified in due course of project implementation will also be prepared based the same ESMF and RPF.</p> <p>The key responsibilities of the Environmental and Social Specialists in the implementing ministries South Sudan and Kenya include: (a) updating the ESIA and RAPs prepared for the proposed road, as further design details are provided; (b) training of the project management team staff (both at the national and local levels) on the project environmental and social safeguards arrangements for the project; (c) leading/providing oversight on the implementation of the RAP (prior to beginning of works) and ESMPs; (d) reviewing of ESMP monitoring reports submitted by the contractors on ESMP implementation; (e) conducting regular visits to project sites to monitor the implementation of ESMP; (f) ensuring the grievance redress mechanism is in place and functioning; and (g) providing guidance and inputs to the project management team and contractor on environment and social management aspects.</p>
<p><b>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</b></p> <p>In Kenya, the stakeholders include the MoTI, KeNHA, KRA, NEMA, Ministry of Lands, KWS and other line ministries, and authorities as well as County Governments for North Rift Valley region. Consultations were undertaken to facilitate stakeholder involvement and raise awareness during preparation of the project ESIA and RAPs. Public consultations will continue throughout project implementation to ensure that the information required for decision-making is available to all interested parties.</p>

### **B. Disclosure Requirements**

<b>Environmental Assessment/Audit/Management Plan/Other</b>	
Date of receipt by the Bank	30-Jan-2015
Date of submission to InfoShop	11-Feb-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	11-Mar-2015
<b>"In country" Disclosure</b>	
Kenya	11-Feb-2015
<i>Comments:</i>	
<b>Resettlement Action Plan/Framework/Policy Process</b>	
Date of receipt by the Bank	30-Jan-2015
Date of submission to InfoShop	11-Feb-2015
<b>"In country" Disclosure</b>	
Kenya	11-Feb-2015
<i>Comments:</i> The RAP for Lesseru – Marich Pass was disclosed locally on March 2, 2015 and at the Infoshop on March 3, 2015. The RAP for Marich Pass –Lodwar was disclosed locally on March 3, 2015 and at the Infoshop on March 9, 2015.	
<b>Indigenous Peoples Development Plan/Framework</b>	
Date of receipt by the Bank	30-Jan-2015

Date of submission to InfoShop	24-Feb-2015
"In country" Disclosure	
Kenya	05-Mar-2015
<i>Comments:</i>	
<b>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.</b>	
<b>If in-country disclosure of any of the above documents is not expected, please explain why:</b>	

### ***C. Compliance Monitoring Indicators at the Corporate Level***

<b>OP/BP/GP 4.01 - Environment Assessment</b>	
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 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 type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.04 - Natural Habitats</b>	
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes [ <input type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?	Yes [ <input type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.11 - Physical Cultural Resources</b>	
Does the EA include adequate measures related to cultural property?	Yes [ <input type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input checked="" 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"/> ]
<b>OP/BP 4.10 - Indigenous Peoples</b>	
Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?	Yes [ <input type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input checked="" type="checkbox"/> ]
<b>OP/BP 4.12 - Involuntary Resettlement</b>	
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"/> ]
<b>The World Bank Policy on Disclosure of Information</b>	
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"/> ]
<b>All Safeguard Policies</b>	
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: Tesfamichael Nahusenay Mitiku	
<b><i>Approved By</i></b>		
Safeguards Advisor:	Name: Alexandra C. Bezeredi (SA)	Date: 29-Apr-2015
Practice Manager/ Manager:	Name: Supee Teravaninthorn (PMGR)	Date: 30-Apr-2015