

**INTEGRATED SAFEGUARDS DATA SHEET
ADDITIONAL FINANCING**

Report No.: ISDSA1179

Date ISDS Prepared/Updated: 12-Feb-2015

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I. BASIC INFORMATION

1. Basic Project Data

Country:	Mozambique	Project ID:	P150956
		Parent Project ID:	P083325
Project Name:	MZ-Additional Financing for Roads and Bridges Management and Maintenance Program - Ph-2 (AF3) (P150956)		
Parent Project Name:	Mozambique -Roads and Bridges Management and Maintenance Program - Phase II (P083325)		
Task Team Leader(s):	Kulwinder Singh Rao		
Estimated Appraisal Date:	20-Jan-2015	Estimated Board Date:	22-Apr-2015
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (100%)		
Theme(s):	Rural services and infrastructure (70%), Infrastructure services for private sector development (30%)		
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:	76.10	Total Bank Financing:	73.60
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			2.50
International Development Association (IDA)			73.60
Total			76.10
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

A. Original Project Development Objectives – Parent

The primary objective of the overall Roads and Bridges Management and Maintenance Program (RBMMP), is to stimulate growth and contribute to poverty reduction through improved road infrastructure, better sector policies, and enhanced roads sector management. More specifically by (i) improving the coverage and conditions of roads and bridges in the territory of the Recipient; (ii) strengthening the Recipient's institutional capacity to manage and administer the road sector; (iii) establishing financing mechanisms for road maintenance; (iv) promoting the use of local resources in roads construction and management; and (v) improving road transport safety. The project development objective of this phase of the APL is to improve access of the population to all-season roads through maintenance, rehabilitation and upgrading of the classified road network. The indicators to assess the achievement of the PDO are (i) the percentage of classified roads in good and fair condition, and (ii) the percentage of the rural population within 2 km of an all season road. Intermediate outcomes have been defined as follows: (a) improved road sector management capacity; (b) enhanced execution of the road maintenance program; and (c) timely and cost-effective implementation of the IDA financed rehabilitation and upgrading of sections of the National Road N1.

B. Proposed Project Development Objectives – Additional Financing (AF)

The project development objective of this phase of the APL is to improve access of the population to all-season roads through maintenance, rehabilitation and upgrading of the classified road network.

3. Project Description

There are no changes in the Project Development Objective (PDO) and its design/scope.

The proposed additional financing to the Phase 2 of the Road and Bridges Management and Maintenance Project (RBMMP2) fills the financing gap associated with the implementation of medium and long-term technical solutions for restoration and rehabilitation of the regionally and nationally important disrupted road sections affected by Limpopo River basin floods in January 2013.

RBMMP2 has the following six parts:

Part A, Overheads: This component supports the Project Implementing Entity, Fundo de Estradas (Road Fund, or RF), and the Administração Nacional de Estradas (National Road Administration, or ANE), at national and provincial level through the provision of goods, technical assistance, and operating costs. The following activities were covered under this component: (i) outsourcing of the services of ANE at the provincial level during its transformation to a road agency; (ii) axle load control measures; (iii) road safety measures; (iv) the preparation of local government policy and strategy; (v) TA, training and equipment for ANE, RF, Flood Response Team, and the planning unit at Ministry of Transport and Communications (MOTC); (vi) Road Safety program (vii) preparation of design and bidding documents for the outer years of the program; (viii) various studies needed for the continuation of the program. Estimated allocation is: US\$23.30 million. This component is 100 percent IDA financed.

Part B, Maintenance: The road maintenance program on paved and unpaved classified road network. Estimated allocation is about US\$36.83 million. This component is 100 percent IDA financed. All these works are complete.

Part C, Investments: This component includes costs of upgrading works on the national network. The rehabilitation and upgrading works on N1 from Maputo to Maxixe (Jardim Benefica and Xai-Xai to Chissibuca sections) that were not financed under phase one of the APL due to cost increases, are covered in this sub-component. Estimated allocation is US\$86.94 million. This component is 100 percent IDA financed. All the planned works are complete.

Part D, Emergency related works in Limpopo River Basin: The 2013 floods had severely damaged about 18 stretches of road and bridges, including three on the main national road (EN1). To repair the damaged road network in Gaza province, the emergency works are categorized into two major groups.

- i. The first category involves the relatively smaller urgent works planned to restore a modicum of connectivity over the network. Estimated allocation is US\$15.0 million. This component is financed by the UK Department for International Development (DFID) via the Global Facility for Disaster Risk Reduction (GFDRR), which is administered by IDA. These works are substantially complete.
- ii. The second category involves more complicated and intensive works related to substantive medium- and long-term technical solutions that will be more resilient to future floods and minimize the adverse consequences of flooding on the road network. These are being prepared under design and build methodology using an Output and Performance Based (OPRC) type of contract that transfers the majority of the risks to the contracting party. Estimated allocation is US\$149.0 million, of which US\$106.5 million is IDA financing.

Part E, Pilot Program for Climate Resilient Road Infrastructure: The Pilot Program for Climate Resilience (PPCR), part of the Climate Investment Funds, supported two AF2 activities at a cost of US\$ 15.75 million. This component is funded by the Climate Investment Funds which are administered by IDA.

- i. Preparation of National Design and Construction Standards for classified paved and unpaved road network. New standards are intended to ensure that future design, construction and maintenance standards enhance the climate resilience of road investments country-wide.
- ii. Piloting of improved road designs for unclassified roads and development of improved local arrangements for their maintenance with the objective of building longer-term resilience to climatic risks. Currently, procurement of services for these two activities is ongoing, albeit at a slower pace than planned.

Part F, Immediate Response Contingency Fund: This component establishes an immediate response mechanism to facilitate access to rapid financing for disaster response in the aftermath of a natural disaster. It establishes a zero-budget Immediate Response Contingency Fund that could be triggered in the event of a natural disaster through formal declaration of a national or regional state of emergency, or upon a formal request from the Government in the wake of a disaster. No costs are currently allocated to this component.

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

The Limpopo flood plane in Gaza Province, Mozambique.

5. Environmental and Social Safeguards Specialists

Cheikh A. T. Sagna (GSURR)

Eden Gabriel Vieira Dava (GSURR)

John Bryant Collier (GENDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	Just as its parent-project, AF3 is a category B project because of the specific low impact nature of its foreseen civil works, which are likely to have a low impact on the biophysical environment for selected road sections and bridges. The Borrower updated the Environmental and Social Impact Assessment (ESIA)/ Environmental and Social Management Plan (ESMP) of the parent project for the earlier AF2 in order to better capture specificities of the targeted roads and bridges. The ESIA/ESMP was recently updated, and since this AF will add no new activity and no additional negative impact is foreseen, the latter will remain viable and will require no public re-disclosure.
Natural Habitats OP/BP 4.04	No	
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	
Physical Cultural Resources OP/BP 4.11	Yes	The ESIA/ESMP has already included appropriate "Chance-find" mechanisms to ensure mitigation of any new discovery of Physical Cultural Resources during project implementation.
Indigenous Peoples OP/BP 4.10	No	
Involuntary Resettlement OP/ BP 4.12	No	The proposed restoration works (reconstruction/ rehabilitation) are not expected to require the physical resettlement of Project Affected Persons (PAP), nor will they result in massive loss of crops, assets, or livelihoods. Though unlikely, there might be insignificant encroachment in portions of surrounding farmlands, the width of the existing right-of-way is sufficient enough (by law, 15 m on each side of the road) to allow the easy movement of machineries during the construction/ rehabilitation activities. An RPF has been prepared for the parent project and will guide the preparation of any RAPs, should they be required.
Safety of Dams OP/BP 4.37	No	
Projects on International Waterways OP/BP 7.50	No	

Projects in Disputed Areas OP/ BP 7.60	No	
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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:

The proposed project (AF) has triggered three safeguards policies, namely OP/BP 4.01 (Environmental Assessment), OP/BP 4.11 (Physical Cultural Resources) and OP/BP 4.12 (Involuntary Resettlement); however, as the proposed investment entails only rehabilitation of existing roads, no large scale or irreversible impacts are anticipated. The proposed investment is typical of Category B projects, just like its parent-project. The impacts of the proposed major restoration works are spread throughout the Limpopo flood plane in the Gaza province and are estimated to have low negative impacts and be site specific, both in the construction/rehabilitation phase and over the life of the roads' and bridges' operational phases, but these impacts can be reduced by the application of appropriate mitigation and support measures. Overall, these negative impacts are far outweighed by the positive social impacts of restoring the road network and facilitating easy and affordable movement for local communities and businesses.

The environmental and social management measures proposed in the updated Environmental and Social Management Plan (ESMP) are generally straightforward. The majority of the measures relate directly to sound operating practices both during the construction/rehabilitation phase and subsequently over the operational life of the roads and bridges.

There may be cases where encroachment on the wayleave requires compensation and resettlement, though this is to be confirmed.

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

No significant negative environmental or social impacts are expected to result as a consequence of the road works; rather, the medium and long term social and environmental impacts of the restoration works are positive, since the implementation of the project will result in the improvement of the living conditions of the population settled along the roads and the entire

district in general, thus contributing to poverty reduction.

Moreover, travel time to trading centers and basic socioeconomic services will be shortened, and there will be improved access to markets to sell agricultural products. The upgrading of the road will result in efficient traffic flow with savings in both time and cost, resulting in improved communication.

Restored road works will increase/ease access to schools and colleges, as well as other basic social and economic services. Restoration of the road works will result in reduction in accidents along the road and minimize the use of unsafe off-road routes. Women play an important role in agriculture throughout the country. However, the lack of a functioning road network makes it harder for women to access markets for their products. This is anticipated to change tangibly with the rehabilitation of the road networks, allowing women to free more time that could be further devoted to improve the livelihood and conditions of households and, ultimately, the targeted communities.

Despite the above benefits resulting from road rehabilitation, certain negative impacts that must be safeguarded both in the construction phase / rehabilitation, as well as the operation phase of the road.

With the improvement of the road conditions, travel time can be reduced by increasing the traffic speeds potentially resulting in increased numbers of road accidents in neighboring communities, particularly in nearby schools, markets, community centers and hospitals.

Thus, it becomes necessary to minimize the increase in the number of road accidents, not only through road signs, but also throughout community involvement through awareness raising campaigns on road safety.

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

Without the restoration of this vital transport network, the social impacts on the PAP will be immense, restricting their ability to undertake commercial and agricultural practices, as well as limiting access to schools, hospitals, commercial centers, police stations, government offices, and other institutions. In addition, the impassability of the roads is leading to increased mortality and morbidity due to increased road accidents, and the necessity to utilize off-road routes.

There is therefore no alternative to the project that would fulfill the immediate need to provide access to transport networks to the local affected populations.

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.

Environmental and social management for all road works will be undertaken through the implementation of a consolidated Environmental and Social Management Plan (ESMP), which will follow World Bank Operational Policies and guidelines, the ESMF/ESIA prepared for RBMMP1 in 2006 and updated for the last AF in 2013, and the environmental and social management requirements delineated in the Environmental and Social Guidelines for Road Works in Mozambique, prepared for ANE in September 2006. This document contains the Environmental and Social Management requirements for road rehabilitation and periodic maintenance projects in Mozambique. The guidelines are also compliant with the requirements of the World Bank Operational Policy OP/BP 4.01 (Environmental Assessment).

The consolidated ESMP covers all necessary steps to mitigate negative impacts. These include but

are not restricted measures during construction to: a) mitigate risks of erosion and sedimentation around watercourses; b) restrict water and soil contamination on work sites and around work camps (including littering and waste disposal); c) restrict generation of dust during construction; d) reduce risk of fire, cutting of trees for firewood, and trapping by construction workers; e) implement HIV/AIDS awareness programs f) ensure sustainable water management at worksites and construction camps; g) ensure use of “chance find” procedures under OP/BP 4.11 (Physical Cultural Resources); and h) minimize risks of accidents and ensure occupational safety and security of workers on construction sites. The borrower, ANE, has successfully completed environmental and social safeguards implementation on both RBMMP 1 and 2, and has in-house staff that are well versed in Bank operational safeguards policies with proven experience on Bank financed operations. Provision has been made under this AF to further support the capacity building of the team on Safeguards.

This AF3 will cover two basic types of civil works that will encompass two approaches to safeguards mitigation:

- 1) For the regular maintenance, implementation of the Environment and Social Clauses (ESC) contained in the ESMP will be systematically included as a requirement in each civil works contract. Additionally, supervision and reporting on the adequate implementation of the ESCs, and thus of the ESMP, will be required of the Resident Engineer contracted to supervise the works.
- 2) For the more complicated “build back better” works and the proposed climate resilient roads infrastructure (both of which will be undertaken on existing roads and will not involve new construction), the design contractor will also prepare a site specific Environmental and Social Impacts Assessment (ESIA) that would include an ESMP, based on the initial ESMF/ESMP, for implementation as the works are being carried out. Supervision and reporting on the implementation of the ESMPs will be required of the Resident Engineer contracted to supervise the works.

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

Key stakeholders are the communities living along the road, in close vicinity to the road, as well as other potential road users. The former as well as some of the latter have been consulted about the proposed road works and are strongly vociferous in their wish that civil works commence as soon as possible, in order to resume normal life and restore their livelihoods. A grievance redress mechanism is detailed in the consolidated ESMP which will be/has been disclosed in country and in the InfoShop, prior to appraisal. The framework document (ESMF) was initially disclosed, in 2006 last re-disclosed in 2013 at the time of the most recent AF for RBMMP2. Since the new AF brings no changes whatsoever and further negative impacts are not anticipated, therefore the latest ESIA/ESMP will remain viable and no further public re-disclosure will be necessary.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	09-Jan-2014
Date of submission to InfoShop	09-Jan-2014
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Mozambique	06-Dec-2013
<i>Comments:</i>	
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"/>]
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: Kulwinder Singh Rao
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Approved By		
Regional Safeguards Advisor:	Name: Alexandra C. Bezeredi (Date: 12-Feb-2015
Practice Manager/ Manager:	Name: Supee Teravaninthorn (PMGR)	Date: 12-Feb-2015