

# INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

**Report No.:** ISDSC1011

**Date ISDS Prepared/Updated:** 13-Apr-2015

**Date ISDS Approved/Disclosed:** 18-Apr-2015

## I. BASIC INFORMATION

### A. Basic Project Data

<b>Country:</b>	Moldova	<b>Project ID:</b>	P150357
<b>Project Name:</b>	Local Roads Improvement Project (P150357)		
<b>Task Team Leader(s):</b>	Maria Claudia Pachon, Simon David Ellis		
<b>Estimated Appraisal Date:</b>	26-May-2015	<b>Estimated Board Date:</b>	10-Sep-2015
<b>Managing Unit:</b>	GTIDR	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Rural and Inter-Urban Roads and Highways (100%)		
<b>Theme(s):</b>	Rural services and infrastructure (80%), Decentralization (10%), Micro, Small and Medium Enterprise support (10%)		
<b>Financing (In USD Million)</b>			
<b>Total Project Cost:</b>	60.00	<b>Total Bank Financing:</b>	55.00
<b>Financing Gap:</b>	0.00		
<b>Financing Source</b>			<b>Amount</b>
BORROWER/RECIPIENT			5.00
International Bank for Reconstruction and Development			30.00
International Development Association (IDA)			25.00
Total			60.00
<b>Environmental Category:</b>	B - Partial Assessment		
<b>Is this a Repeater project?</b>	No		

### B. Project Objectives

19. The Project Development Objective (PDO) is to improve accessibility to education, health and market facilities by provision of a safe and sustainable local roads network in selected areas of Moldova.

### C. Project Description

This local roads program will put more emphasis on building the management capacity of local roads both at the central and local levels. The proposed project would consist of two components totaling US\$ 25 million.

**Component A: Local roads financing (US\$25 million):** This component will finance a mixed program of physical works comprising basic access improvements, periodic maintenance and local road improvements. These will be carried out across the regional road network and in the local road network in the selected raion(s) using a new and improved system of selection and prioritization of road works. This system will be developed as part of the project and, initially, will focus improvements on sections of local roads through settlements and on school bus routes. The component will include training targeted to the selected raions on (micro-enterprise) contract management. This component will finance the detailed design and supervision activities for all road rehabilitation and maintenance works as well as independent technical audits of the civil works. An important part of the component will be road safety works in the proximity of schools and on road sections within communities. A key objective will be to provide safe access to schools for children who have been affected by the school consolidation program. This includes transportation to/from schools, and safe access to schools and bus stops.

**Component B: Institutional strengthening (US\$5 million):** This component will finance a program of institutional strengthening to build capacity within the sector for efficiently and effectively maintaining and improving the regional and local road networks. The support to government institutions will be focused on building capacity for road network management in SRA and raions (LPA 2) although there could be some minor support to communal level (LPA 1). As part of this component, the previous condition survey carried out by the SRA on the core local road network will be consolidated and integrated into a database as part of the process of establishing an asset management system. This component will also promote the development of capacity in the local private sector to implement the maintenance and improvement of regional and local roads. This will mainly be by improving the enabling environment within which local consultants and contractors operate. In addition, the component will finance baseline survey and impact studies on project beneficiaries. Through the collection of quantitative and qualitative data (practical surveys instruments before and after project completion), the proposed assessments will document potential income and social impacts.

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

Project location is still under consideration and will be defined during the project preparation phase. The project will finance approximately 150 kms (to be confirmed during preparation) of local roads in Moldova.

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

The proposed Project will be implemented mainly by State Road Administration (SRA), which has been implementing several donor funded projects, including the WB “Moldova road sector program support project”, implemented in 2007-2011. Based on previous WB team assessment the SRA has good capacities for implementing environmental safeguards. During the project design the WB will review the current status of SRA EA institutional capacities and, if needed the EMF will specify necessary capacity building activities.

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

Arcadii Capcelea (GENDR)

**II. SAFEGUARD POLICIES THAT MIGHT APPLY**

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<b>Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/BP 4.01	Yes	<p>The project will not finance construction of new roads or their major upgrading - the proposed activities are essentially road rehabilitation and maintenance within the “Right of Way” areas. Thus expected environmental impacts related to air and water pollution, solid and hazardous wastes, labor security etc., are expected to be low, site specific and mostly temporarily. The impact on natural vegetation associated with operating the quarry and borrow areas, and constructing detour and access road to the borrow material pits and quarry sites, will not be applicable here – as there will be used the existing borrow/quarry sites. The potential impacts of the project activities upon cultural, religious and historical sites will be assessed during the design stage and it is expected no such sites will be directly impacted by road rehabilitation and/or maintenance works. With regard to social issues, since all works will be conducted on the existing roads, there will be no temporary or permanent loss of agricultural or grazing lands. In addition, the project activities will not trigger involuntary resettlement or land-taking.</p> <p>As during this stage of project design the road segments to be rehabilitated are not known, to address potential environmental impacts the borrower will prepare an Environmental Management Framework (EMF) that would guide the EA process. The EMF would include an assessment of policy, legal and administrative framework; and, if needed - an EA institutional strengthening plan. The EMF would also describe the screening process for identifying subprojects having potentially significant issues that would need to be addressed in a site specific sub-project EIA. The document will contain also Environmental Guidelines that would provide a general assessment of potential impacts associated with the road rehabilitation activities along with the proposed generic mitigation measures to be undertaken for identified sub-projects while designing site specific Environmental Management Plans. It will include also a generic monitoring plan and institutional</p>

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		<p>responsibilities with regard to EMPs implementation. Environmental Impact Assessments (EIAs) and/or Environmental Management Plans (EMPs) will be prepared for all individual road sub-projects before works start. The EMF will be based on the Sector Environmental Assessment (SEA) which represents the EA framework document that was prepared for the previous WB road rehabilitation project in Moldova. The SEA will be updated accordingly, taking into account the peculiarities of the current project and last developments of the country's EA policy, legal and institutional framework.</p> <p>The draft EMF will be publicly disclosed and consulted in the country. It will be disclosed in the World Bank's Infoshop prior to appraisal.</p>
Natural Habitats OP/BP 4.04	Yes	OP 4.04 is being triggered on a precautionary basis, given that the specific location of roads to be rehabilitated are not yet defined. At this stage of project design it is not known if there will be important wildlife and wildlife habitats in the sub-project areas, although it is not excluded that proposed activities may possibly trigger this OP. For this reason, the EMF will also cover the safeguard procedures to be applied for road works in Natural Habitats, should they occur.
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	
Physical Cultural Resources OP/BP 4.11	Yes	OP 4.11 is being triggered on a precautionary basis, given that the specific location of roads to be rehabilitated are not yet defined. At this stage of project design it is not known if there will be important PhCR in the sub-project areas, although it is not excluded that proposed activities may possibly trigger this OP. For this reason, the EMF will also cover the safeguard procedures to be applied for road works in the case of PhCR, should they occur.
Indigenous Peoples OP/BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	TBD	OP 4.12 is TBD as all works will be conducted on the existing roads, and no need for land taking is expected. The works are not expected to trigger any involuntary issues, including no temporary or permanent loss of agricultural or grazing lands. A

		Resettlement Policy Framework (RPF) will be prepared, consulted and disclosed prior to appraisal. The framework will set the procedures in case future works trigger OP/B.P. 4.12.
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	

### III. SAFEGUARD PREPARATION PLAN

**A. Tentative target date for preparing the PAD Stage ISDS:** 15-May-2015

**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:**

The draft EMP has been disclosed at the State Road Administration website and a public consultation organized. After finalizing it, the document will be disclosed on SRA website and in the WB Infoshop prior to Appraisal. The RPF will also be prepared, consulted and disclosed before appraisal. The site specific EIA's, EMP's and RAP's (as required) for individual road sections will be prepared as part of the feasibility and design studies during the project implementation, and as well will be disclosed and consulted on the SRA website and in the participating communities.

### IV. APPROVALS

Task Team Leader(s):	Name: Maria Claudia Pachon, Simon David Ellis	
<b>Approved By:</b>		
Safeguards Advisor:	Name: Agnes I. Kiss (SA)	Date: 14-Apr-2015
Practice Manager/ Manager:	Name: Juan Gaviria (PMGR)	Date: 18-Apr-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.