



# Concept Environmental and Social Review Summary

## Concept Stage

### **(ESRS Concept Stage)**

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**BASIC INFORMATION**

**A. Basic Project Data**

Country	Region	Project ID	Parent Project ID (if any)
Eastern Africa	AFRICA EAST	P174485	
Project Name	Horn of Africa Initiative: Regional Economic Corridor Project		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	4/8/2021	6/28/2021
Borrower(s)	Implementing Agency(ies)		
Ministry of Finance	Ministry of Transport, Ethiopian Roads Authority		

Proposed Development Objective

The Project Development Objective (PDO) is to provide safe, smart, resilient trade and logistics connectivity on selected infrastructure along the Addis-Djibouti corridor.

Financing (in USD Million)	Amount
<b>Total Project Cost</b>	<b>600.00</b>

**B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?**

No

**C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]**

The project is a regional integration priority to advance the trade and competitiveness agendas for Ethiopia with the construction of missing sections on the Addis-Djibouti corridor, with a focus on the Mieso-Dire Dawa section as the priority. With over 90 percent of Ethiopia's import – export trade through the port of Djibouti, and road being the most predominant mode of transport, the Addis-Djibouti corridor is the main artery for the country's trade and economic well-being. There are two routes from Addis to Djibouti: the northern one via Galafi (896km long), and the southern one via Dire Dawa and Dewele (776km long). The southern route is 120km shorter but has sections that go through difficult mountainous terrain not suitable for trucks. The Government has identified an alternative section through lowland area that would reduce the total length to 750km total (146km shorter than the Northern route),



and avoid the difficult mountainous complications. This would shave considerable time and distance for the critical Addis-Djibouti traffic. The Addis-Adama (six-lane expressway) and Dire Dawa-Dewele (two-lane single carriageway) sections are completed and in full use with tolls being applied. Adama-Awash Lot 1 is committed for financing by the African Development Bank (AfDB). GoE is in advanced discussions to secure financing for the Adama-Awash Lot 2 section. In Ethiopia, this leaves the Awash-Mieso and Mieso-Dire Dawa sections as unfunded on the corridor, for which WB financing is needed. In Djibouti, an operation is being prepared by a World Bank team for financing sections of the Dewele-Djibouti corridor, emphasizing the importance of the contiguous regional economic corridor. To maximize project benefits, and regional spillover effects, in addition to the construction of a safe, smart, efficient and resilient road corridor, the project will also implement: components for trade facilitation; complementary infrastructure and investments to ensure that the populations in the areas traversed by the road corridor also benefit from the investment; and activities to enhance institutional development of key institutions involved in the delivery of transport and trade infrastructure and services, and to support project monitoring. The following paragraphs outline the details on the individual components.

**Component 1: Safe, Smart, Efficient and Resilient Road Corridor Construction:** Construction of the Mieso – Dire Dawa road section on the Ethiopia – Djibouti regional corridor (estimate of preferred route 134km) as a safe, smart, efficient and resilient corridor is the top priority. The road is being designed as a 4-lane fenced and tolled expressway with a 90m roadway reserve width. The road crosses Oromia, Afar, Amhara, Somali and Dire Dawa Regional States. Pending confirmation of availability of budget, Awash- Mieso road section (estimate of preferred route 72 km) could also be included once preliminary cost estimate of road sections is established as part of Adama- Awash- Mieso – Dire Dawa project feasibility study.

**Component 2: Trade Facilitation and Logistics Enhancement:** Trade facilitation and logistics enhancement including the hard and soft measures and interventions to reduce both tariff and non-tariff barriers in the movement of goods and people not only on the road corridor but on other important trade corridors in the country. The Project will complement existing interventions. The menu of potential activities to be financed under this component could include among others: (a) Construction and refurbishment of one stop border posts, (b) Construction and refurbishment of dry ports (c) Trade policy, procedures, regulations harmonization and implementation between Ethiopia and immediate HoA neighbors; (d) IT systems integration and innovations; (e) Vehicle tracking/ truck monitoring systems and other harmonization; (f) Support to women and youth traders affected by improved efficiency suffering income loss due to the project.

**Component 3: Localized Complementary Infrastructure and Interventions:** As part of an inclusive design to ensure that the people in the areas where the road corridor passes also benefit from the investment, as well as in an effort to maximize the local and wider economic benefits of the project, complementary infrastructures and interventions are proposed. The work in this component will be driven by a deeper understanding of the critical value chain of livestock since this has been identified as a major livelihood activity in the project area of influence. The type and nature of interventions will be selected in close, inclusive consultation with communities, elders, women groups, local authorities, etc. The final interventions will be decided based on needs assessments and a clear prioritization scheme using sound analytical tools, ensuring sustainability and inclusiveness in targeting, subproject selection, subproject implementation, and operations planning; potentially including: (a) Provision of link and access roads to woredas, farms, markets, livestock, abattoir, dairy farms, and important industrial sites in the project corridor area of influence; (b) Provision of simple road-side auxiliary markets with provision of girl/women friendly amenities; (c) Provision of



localized logistics infrastructure in the areas crossed by the road corridor including drying, sorting, , grading, packaging, collection, buying, selling, storage, consolidation centers.

Component 4: Institutional Development and Project Monitoring: Institutional development and capacity building interventions to support the implementing agencies in the achievement of project objectives, and to further corporate agendas like gender, climate change, jobs, inclusion and citizen engagement as well as continue the support to strengthening ERA's environmental and social management, and other transport agendas under the Ministry of Transport e.g. railway sector and road safety reforms. This component will also fund any necessary technical assistance for enhanced project management and monitoring. Details will be refined as project preparation progresses.

Component 5: Contingent Emergency Response Component (CERC): Details on activities that are eligible under this component will be elaborated during detailed project preparation.

#### **D. Environmental and Social Overview**

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

The main component of the project identified at the CN stage is linear, i.e., the planned, greenfield expressway stretches from Awash, a hundred kilometers due east of Addis Ababa, through Mieso to Dire Dawa in the Eastern part of Ethiopia; an estimated 134km from Mieso to Dire Dawa and, if funding available, 72 additional km from Awash to Mieso. The project traverses Oromia, Afar, Amhara, and Somali Regional States as well as Dire Dawa City Administration.

According to the draft route selection report, the proposed project will pass through agricultural land and the outskirts of urban areas, including pastoralist areas and communally used lands. The border areas are also contentious between different communities. Furthermore, several development projects, including sugar plantations and railway construction, have impacted community and environment in the project area. Accordingly, high environmental and social risks and significant impacts must be addressed.

The location of activities under Component 2 on the overall Ethiopia-Djibouti corridor has not yet been identified, with the investment menu on Trade and Logistics encompassing border posts, dry ports, other trade and logistical infrastructure, etc. Due to its nature, they are likely easier placed with more limited impacts due to their non-linear nature.

Finally, locations for Component 3 on Localized Complementary Infrastructure and Interventions are not yet identified, though expected to be close to the expressway corridor. Given the community-based nature of potential interventions (access roads, road-side markets, localized logistics infrastructure), risks are most likely moderate for this component.

In case support under Component 4 would lead to any TA recommendations with potential downstream environment and social risks and impacts, this TA shall be implemented in line with the ESF.



**D. 2. Borrower’s Institutional Capacity**

Ministry of Transport (MoT) and the Ethiopian Roads Authority (ERA) will be the lead implementing agencies for the project, with ERA leading on components 1 and 3, and MoT on component 2, while both will be included in component 4 (Institutional Development and Project Monitoring). As a regional project, further structures may be developed for cross-border interventions of HoA countries.

ERA has established an Environment, Social and Occupational Safety Management Directorate and a Women and Youth Directorate which have qualified and experienced staff for environmental and social risk management of previous projects financed by the World Bank. Road Sector Support Project ( P131118) and Expressway development Support Project (P148850). ERA developed and adopted Social, Environmental and Occupational Health and Safety Policies and Guidelines; and also working on GBV/SEA and conducting baseline assessment on implementation of safeguards actions on all projects, Standard Code of Conduct is developed and signed by all Contractors’ and Consultants’ staff in all projects are some of the measures internalized in ERA’s processes, which apply not only on Bank-financed projects but all other projects in the organization. Furthermore to be included are the Right-of-Way teams. Within MoT, structures are less clear at this point, while the required capacity for this project is also lower.

This is the first Bank-funded transport project in Ethiopia applying the Environmental and Social Framework, despite prior extensive experience implementing Bank-financed road projects. Overall, the last successful Bank-funded project preparation in the sector is more than five years ago, which is both a challenge and an opportunity, allowing to start to plan and implement a project from the beginning, benefiting from the E&S lessons learned and capacity increase in the Ethiopian Road Authority over the last few years. A challenge is the short preparation time envisioned for this project and the need to ensure that any expedited aspect during preparation shall not compromise sustainable and inclusive project implementation. Assessments and planning on E&S risks and impacts are proceeding even prior to the CN, including a two days workshop, provided by the Bank team, with ERA and consultants involved in project preparation.

Close support for the implementing agencies in implementing the project and equally continued capacity development support will be important throughout project implementation and respective commitments will be included in the ESCP. The Bank is already supporting the capacity of the ESH department of ERA with several million under another project (including provision of equipment, coaching by embedded consultants on international best practice, etc.) and this project will enhance this support. Potentially in the menu for component 4 includes preparation of a strategic sectoral environmental and social assessment and preparation of a revised Environmental & Social Design Manual. Trainings and workshops on the ESF already commenced and will continue through project preparation and implementation; including support of the project with international ESS7 experts.

**II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS**

**A. Environmental and Social Risk Classification (ESRC)**

High

**Environmental Risk Rating**

High

Public Disclosure



The expressway road network project will have a number of environmental and social benefits for the communities living along the corridor. Benefits of component 1 and 2 include ease the transportation of goods and passengers, reduced travel times, reduced vehicle operating costs, enhanced safety, etc. Further, local benefits will be derived particularly from Component 3, while Component 4 will have long-term impacts via E&S systems building.

The proposed project involves large scale civil works that entails significant environmental risks and impacts. Depending on the financed route, the feasibility study highlights the risk to affect fragments of wildlife habitats in the Awash National Park which is a habitat for six endemic species, and Aledeghi Wildlife Reserve of grassland plains which are home to a number of wildlife. Further environmental risks and impacts encompass clearance of vegetation cover, depletion and/or contamination of water resources, generation of air pollutants, emission of gases from heavy machinery including an asphalt hot mix plant, hazardous chemicals, noise, dust, traffic accidents, risks to community health and safety, risks to workers' occupational health and safety, etc. Thus, the project's environmental risk rating is high at this stage.

**Social Risk Rating**

High

Social risks and impacts are above all related to land acquisition, given the extent of the road infrastructure planned. It is expected that route selection in this greenfield project will avoid impacts on larger settlements, as well as minimization of impacts on agricultural land, but nonetheless the feasibility study outlines expectations on larger-scale land needs as well as physical relocation. Since, the selected route may pass the outskirts of Awash, Mieso and Dire Dawa, in addition to the impacts on settlement patterns, the project may affect public infrastructure (schools, health facilities, and water supply lines/points) as well as cultural heritage, such as graveyard and traditional/ritual places.

As a large infrastructure project that involves a large number of workers, labor influx related risks and impacts such as conflicts over resources, community tensions, Gender-Based Violence (GBV) or Sexual Exploitation and Abuse and Sexual Harassment (SEA/SH), spread of communicable diseases like COVID-19, HIV/AIDS and other STDs, will need to be addressed. The GBV/SEA risks for the project is rated as substantial as risks of labor influx during construction will be managed with the implementation of a Gender Based Violence Action Plan including requirements for signing of code of conducts, training and awareness, review of GBV reporting and referral mechanisms in the project area, provision of opportunities, and confidential avenues for grievance redress mechanisms.

There is, at this point, a moderate to substantial security risk on the Mieso-Dire Dawa road corrido. Internally, given Ethiopia's ethnic federal administration system, ethnic tensions and conflict prevails between the Afar and Somali pastoral communities, the Keryu in Oromia and the Somali ethnic groups, etc. Further assessment of the project security risks will be conducted in the on-going ESIA process, which shall lead to the preparation of a Security Management Plan.

Experience from other infrastructure projects highlights the need for strong and earlier engagement with local government as well as local communities to avoid delays in project progress; and careful alignment of land acquisition timelines with design and construction timelines. As the project will be implemented in emerging regions with pastoralist and agro-pastoralist communities that have been assessed earlier by the World Bank together with the Government of Ethiopia as falling under OP 4.10 respectively ESS7, ESS7 will be relevant for this project and due to land acquisition and relocation impacts, Free Prior and Informed Consent (FPIC) by local communities will be required. The project envisions to invest not only in the main road line but also in local infrastructure to ensure benefits equally for national development as well as for local development. It will be important to establish as early as possible an



inclusive consultation mechanism with the local communities to plan such benefit sharing approaches, as it will be an essential element in the establishment of FPIC. Early feedback by the ESIA consultants hired by ERA note difficulties on accessing communities due to a) COVID19, b) remoteness, and c) local security issues and communal tensions. Above all, the latter is of concern, not just in the preparation of the project but also during implementation. These potential risks are compounded due to the preexisting communal conflict among the Karayu, Issa, Afar and Amhara over resource access and use, as most are pushed to depend on meagre resources, It shall be noted that at this point the design of the main investment part of the project, component 1, is ahead of the additional components 2 on trade and logistics, as well as component 3 on localized complementary infrastructure and interventions. For the latter, only systemic information is available at this point. However, it is not expected that any interventions in components 2 and 3 would influence the overall risk level.

## **B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered**

### **B.1. General Assessment**

#### **ESS1 Assessment and Management of Environmental and Social Risks and Impacts**

##### ***Overview of the relevance of the Standard for the Project:***

Based on the preliminary environmental and social assessment of the project, it will involve activities that could generate significant environmental and social risks and impacts emanating from activities of components one, two, and three. The environmental and social risks and impacts will mainly be linked to the activities of component one, the construction of the Mieso – Dire Dawa road section, and potentially Awash-Mieso, on the Ethiopia – Djibouti regional corridor. Component 1 of the Project, Construction of the Mieso – Dire Dawa and possibly Awash-Metso Mieso road sections on the Ethiopia – Djibouti regional corridor (estimate of preferred route 134km) as a safe, smart, efficient and resilient corridor is being designed as a 4-lane fenced and tolled expressway with a 90m roadway reserve width.

The specific E&S risks and impacts of component 1 include significant land take to the road construction consequently a permanent alteration land use and land scape on the selected route corridor. These land use and land scape changes will be also from burrow pit and quarry sites development for material sources required for the construction of the road. There are environmental impacts to water resources related to changes in local flow direction of surface runoff, reduction in the rate of ground water recharge, and consequences of water quality. Damages and disruptions caused to the surrounding environment and natural resource base, in particular the land and soil resource, the vegetation cover, and natural drainage network would contribute to the impact on the water resources. The road as a barrier along the flood lines could potentially cause concentration of floods and related impacts. Alterations and impacts could be in terms of alteration of watersheds' physical environment, concentrating and accelerating sediment runoff, water level increases or decreases, increasing sediment loading, and Introducing toxic runoff.

Traffic Safety, Health and Occupational Health & Safety: Workers on hazardous sites are vulnerable to safety and health related concerns, due to the project nature, i.e. physical, chemical and health hazards. Road construction and maintenance personnel, as well as landscaping workers maintaining vegetation in the right of way, can be exposed to a variety of physical hazards. Dust during construction and paving activities will have chemical hazards. Thus, the environmental adverse risks and impacts include clearance of vegetation cover, depletion and/or contamination of



water resources, generation of air pollutants, emission of gases from heavy machinery including an asphalt hot mix plant, hazardous chemicals, noise, dust, traffic accidents, erosion, dust, ecosystem damage, etc. Hence, these negative impacts will be mitigated with adaptation features on drainage, slope stabilization, use of resilient materials, and proper maintenance embedded in project design, implementation, operation and maintenance.

The specific Social risks and impacts of component 1 include: significant land acquisition of private and communal lands and resettlement with consequent impacts on livelihoods, labor influx associated with the project which may cause for risks to community health and safety through the prevalence of sexual exploitation and abuse (SEA) of vulnerable communities, spread of communicable diseases, to rural communities with limited access to health services, risks to workers' occupational health and safety. There are also possible risks of underage employment, conflict, exclusion of vulnerable groups during community consultations, etc. Consequently, the social risk mitigation measures will focus on: (i) prepare a resettlement policy frameworks and respective action plans (RPF/RAP), Labour management procedures (LMP), GBV/SEA Action Plan (ii) prepare a Stakeholder Engagement Plan; (iii) mitigating social tensions through community involvement and engagement as well as establishment of an effective and functional GRM for the community members and project workers; and (iv) addressing gender dimensions of the operation including STDs and HIV/AIDS.

The project will further aggravate the obstruction that has been caused by the Addis-Djibouti Railway project which currently operational. The obstruction will be addressed by proper design the overpass and underpass for livestock and human beings as well as conducting continuous consultation with the affected communities throughout the project life cycle.

Although risks from the site-specific interventions will be moderate as compared to component 1, there will be also potential environmental and social risks and impacts from sub-project activities of components 2 and 3 associated with the construction and refurbishment of one-stop border posts, dry ports, and other logistics infrastructure, as well as construction of complementary infrastructure that include the provision of market and industrial site access roads, and auxiliary market and logistics infrastructure in the areas crossed by the road corridor. The risks and impacts associated with component 2 and 3 include land acquisition, possibility of conflict over access to the constructed complementary infrastructure facilities, market centers, and exclusion of vulnerable groups like women, elderly, people with disabilities, etc. from facilities access, among others. The mitigation measures proposed to address the risks and impacts of component 1 will also applies to component 2 and 3.

A preliminary review of the inception report delivered by ERA's consultant team indicates that out of the 10 ESSs, nine will be relevant for Component 1. For components 2 and 3, at this time only limited information is available. Site-specific interventions will be minor compared to component 1. An assessment of strategic/regional environmental and social impacts is expected to be conducted along with the on-going ESIA. As such, -specific assessments will be conducted during project implementation, with instruments following the general approach outlined for component 1 as well as the ESF overall. Details are outlined along ESS 2-10.

Thus, to address these other potential environmental and social risks and impacts of the project, ERA is expected to: (i) Prepare an Environmental and Social Impact Assessment, the ESIA must also include a cumulative impact assessment as well as focus on indirect impacts, concrete baselines, impacts of road operation and increased traffic and growth, and health and emergency impacts.





- (ii) Given the type, scale and diversity of the project activities associated with Component 1, 2 and 3, we recommend including a strategic/regional impact assessment. This can start with a preliminary assessment of strategic/regional environmental and social impacts in the ESIA a preliminary and a TOR for more in-depth assessment to be conducted during implementation.
- (iii) prepare an Occupational and Community health and safety management plan.
- (iv) prepare labor management procedures including labor and labor-influx related risks and impacts such as conflicts over resource community tensions, GBV/SEA/SH, spread of communicable diseases, and health and emergency impacts etc.;
- (v) prepare traffic safety management plan including the impacts of road operation and increased traffic risks
- (vi) conduct an ESS7 assessment (including FPIC assessment) and historically underserved local communities plan (see ESS7 for details)
- (vii) prepare a Stakeholder Engagement Plan in accordance with the requirements of ESS10;
- (viii) conflict sensitivity analysis
- (ix) security management plan prior to deployment of security persons, if security personnel will be required

Further more, according to the specific assessments, site-specific risks management instruments and plans will be prepared during project implementation, following the requirements of the ESF overall.

**Areas where “Use of Borrower Framework” is being considered:**

Borrower Framework is not being considered for this project due to the high risk rating.

**ESS10 Stakeholder Engagement and Information Disclosure**

ESS 10 is relevant for this operation. The project will establish a structured approach to engagement with the different stakeholders based on meaningful consultation and disclosure of appropriate information prior to commencement of any activities, considering the specific local contexts. ERA will prepare a Stakeholder Engagement Plan (SEP) which will be updated as needed during project implementation. The SEP will outline the characteristics and interests of different stakeholders of the project.

The project involves participation of several stakeholders and ensuring integrated effort. The stakeholders include ERA, MoT, Regional administration offices and Local communities. The SEP will account for the details of relevant stakeholder groups, as well as timing and methods of engagement throughout the life of the project, appropriate to the different groups, vulnerable and disadvantaged groups, consistent with the requirements of ESS10. Project-level functioning Grievance Redress Mechanism, including sensitivity to any risk or incident of gender-based violence, will be established and will allow early identification of issues and correction of project implementation as necessary. The Project will include adequate resources including budget for the implementation of the Stakeholder Engagement Plan. Details will be outlined in a Stakeholder Engagement Plan (SEP) to be developed prior to project appraisal.

**B.2. Specific Risks and Impacts**

**A brief description of the potential environmental and social risks and impacts relevant to the Project.**



### **ESS2 Labor and Working Conditions**

The proposed project will involve direct workers, contracted workers and primary supply workers mainly for the construction works of the road section, quarries and ancillary facilities and logistic infrastructures. A significant number of workers during construction of the road is expected to be employed by contractors and sub-contractors and may also involve day laborers. Following the preliminary feasibility assessment, the potential risks associated with labor and working conditions include poor working conditions in workers' camps, non-payment of wages and benefits, discriminatory employment practices, child labor, forced labor, Occupational Health and Safety (OHS) issues including workplace accidents, grievances related to workers, and GBV/SEA/SH.

Labour influx might occur during project implementation. Labor-management procedures (LMP) will be prepared for the project, covering all types of workers including the management of labour influx issues. At this stage, it is difficult to estimate the labour requirement of the project and the LMP will identify the main labor requirements and labor risks associated with the Project will be prepared in accordance with the requirements of national laws and ESS2 before project appraisal as part of the ESIA. Contractors will be required to prepare and implement Occupational Health & Safety Plans (OHSP) following the World Bank Group Environment, Health and Safety (EHS) Guidelines (for construction activities) and Industry Sector Guidelines for Construction Materials Extraction and Good International Industry Practice during the project implementation. GBV/SEA risks will be assessed in the GBV Action Plan to be included in the ESIA, with outlined requirements for contractors and subcontractors. Moreover, the project will be expected to establish a functioning GRM for project workers by mobilization and its functionality will be monitored throughout the project. Details for components 2 and 3 will be established to the satisfaction of the Bank prior to any physical activities commenced.

### **ESS3 Resource Efficiency and Pollution Prevention and Management**

As a large-scale infrastructure project, resource efficiency and pollution prevention and management is a key dimension for the project. The ESIA will address issues of:

- use of natural resources, including crushed material, fill, bitumen, water, etc., as well as work materials, including gasoline
- address in the ESIA resource efficiency including energy, water and raw materials uses more specifically and consistently.
- environment risks and impacts associated with construction and operation activities in the vicinity of ecological sensitive areas.
- management of hazardous materials, including storage, usage, and waste management of gasoline and bitumen
- management of air pollution, including dust emission from quarries, crushing, construction, and construction traffic
- management of noise pollution
- management of explosives

During construction phase, air emissions will include exhaust from heavy vehicles and machinery, and fugitive dust generated by construction activities. Those most likely to be affected are people living within the proximity of the construction sites and along the main routes and connectors. The implementation of mitigation measures such as dust suppression and vehicle maintenance will be applied to minimize the impact of air emissions during construction, and residual impacts are expected to be limited in scope and duration.



Water requirements will also be significant to meet the construction requirements, and water requirements and use without affecting waterways and water sources, should be included in the ESIA report.

Construction activities will generate solid and liquid waste which will primarily include excavated soil and hazardous waste such as hydrocarbon oils from construction machinery and vehicles. The waste generated by the construction works will largely be disposed of at approved sites according with the national laws and regulations.

The ESIA/ESMPs of the road will manage risks relevant to this standard during construction and operational phases. The ESIA must also include a cumulative impact assessment, and increased traffic and growth, and health and emergency. Respective assessments and management guidelines will be included in the ESIA, while the contractors will be responsible to establish and implement site-specific ESMPs.

#### **ESS4 Community Health and Safety**

Construction activities expose communities to health and safety risks especially those that are close to construction activities and along the corridor and transport routes. The ESIA will provide an assessment of community health and safety risks during construction and operation, taking into account the project context and vulnerable groups. The following aspects need to be included:

- traffic safety
- environmental risks towards communities including dust, noise, etc.
- environmental impacts of the constructed infrastructure, including diverted water flows, etc.
- labor influx and GBV/SEA, but also ecosystem services
- local tensions, conflict analysis including on resource access and use
- security and risks related to eventual security personnel.

The ESIA will also outline risk management approaches for these risks, which will be used to develop site-specific ESMPs as needed; included but not limited to a traffic safety management, community health and safety plan, an GBV/SEA/SH action plan and a security management plan.

#### **ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement**

As a greenfield project, it is expected that the project will acquire a significant amount of land, encompassing agricultural land, grazing areas (private and communal) as well as residential land, mainly in the outskirts of the main towns connected by the expressway. Preliminary satellite analysis has identified approximately 250 structures which require relocation. Due to the linear character of the intervention as well as the land system of the country, willing-buyer-willing-seller will not be an option, nor will voluntary land donation; thus, principles of involuntary resettlement will be applied. A land need overview, resettlement approach and entitlement matrix, as well as organizational and approximate cost analysis will be conducted and disclosed prior to appraisal in form of a Resettlement Framework, which will also be relevant for Components 2 and 3. Based on this document, a RAP which also includes household census and measurements as well as a livelihood restoration plan will be conducted, cleared, and disclosed and compensation and physical resettlement concluded prior to physical activities on the ground.



### **ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources**

Given the land requirements of the project, it is expected that the project will cross different habitats. At the same time it is expected that the route from Awash to Dire Dawa will not cross any natural or critical habitat. A respective assessment will be included in the ESIA. Nonetheless, risks are related to impacts of natural, modified habitat as well as water bodies traversed by the linear construction of component 1 and construction design as well as construction implementation will need to ensure respective processes to follow the mitigation hierarchy, including avoidance of unintentional impact on habitats (see also ESS3) and misuse of resources by the project (water for dust reduction spraying, fishing, hunting, etc.).

The project will finance the Meiso to Dire Dawa section of the corridor, If the project will include the Awash Mieso section, the project has the potential to cause adverse impacts on biodiversity, birds, wildlife as the Awash Mieso Road section will be located along the Awash National Park and close to the Aledoghi Wildlife Reserve of grassland plains. The plains are home to a number of wildlife including Grevy’s Zebra and Wild Ass. For this Awash Mieso Road section, a biodiversity assessment should be conducted for the, which will inform the preparation of a biodiversity management plan (BMP) either as part of the ESIA or as a standalone document. The BMP will inform the conservation and protection measures, including the design and specific locations of the wildlife passages which will be included in the design and implementation of the AWASH Mieso Road.

If any site-specific biodiversity additional study is needed for the Awash - Mieso – Dire Dawa road this will be ascertained during project preparation and included in the ESCP.

### **ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities**

The application of an Indigenous People’s policy (as OP 4.10) was controversial in Ethiopia, until an GoE-WB agreement has been reached that it would be applied in four regions (Afar, Benishangul-Gumuz, Gambella, and Somali) as well as pastoralist areas in other regions; in line with the Ethiopian constitution which notes that “Government shall provide special assistance to Nations, Nationalities, and Peoples least advantaged in economic and social development.” (ET Const. 1995, Art. 89 Para. 4). The Bank continues to apply ESS7 in the same spirit. Given the currently explored route for the intervention, ESS7 is likely to be applied to several villages (Kebeles), requiring a respective assessment and support plan to ensure culturally appropriate stakeholder engagement and benefit sharing. It should be noted that local communities are in general skeptical towards federal development interventions based on experience from earlier projects (railway, sugar plantations, etc.) and the region is marred by social tension, including intercommunal and political violence. In addition, it is expected that FPIC would be required, based on two out of three circumstances noted in ESS7 (land impacts and physical relocation from land and natural resources subject to traditional ownership). Good faith negotiations will be conducted with local communities, based on transparent disclosure of risks and benefits of the project as well as capacity support for local communities and integration of international expertise prior to documenting the targeted FPIC outcome. While the linear character will only allow minor changes to its design, component 3 will be developed in close cooperation with local communities, integrating regional development expertise with local knowledge, skills, needs, and aspirations.

### **ESS8 Cultural Heritage**

ESS8 Cultural Heritage



Based on observation and the preliminary ESIA study made to the project environment, there are no archeological, cultural or historic sites that would be affected or expected to have negative environmental influence.

The detail ESIA will identify any potential cultural heritage, if any . Most likely is the presence of graveyards in the corridor. Community consultations shall identify any other cultural heritage not immediately visible to the experts conducting the ESIA. In case of identified cultural heritage, respective project design adaptations or relocation planning shall be implemented in accordance with this standard (as well as ESS7).

In case , in the course of construction archeological, cultural or historic sites could be found, The ESIA will develop a chance-find procedure, which will be included in contractor and subcontract obligations.

**ESS9 Financial Intermediaries**

This standard is not expected to be relevant.

**C. Legal Operational Policies that Apply**

**OP 7.50 Projects on International Waterways** No

**OP 7.60 Projects in Disputed Areas** No

**III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE**

**A. Is a common approach being considered?** No

**Financing Partners**

No other financing partners are expected to contribute to the project at this time.

**B. Proposed Measures, Actions and Timing (Borrower’s commitments)**

**Actions to be completed prior to Bank Board Approval:**

Expected documents to be prepared before the project appraisal, are:

- the ESIA for component 1 (to be available in draft form) including an
  - \* overview on environmental and social status prior to project commencement
  - \* project cumulative impact that include overview on existing development interventions and positive and adverse consequences in the corridor
    - \* assessment of project alternatives, including a no-project alternative
    - \* overview on environmental and social risks and impacts
    - \* conflict sensitivity analysis

Public Disclosure



- \* environmental and social management procedures
  - \* requirements for environmental offset
  - \* guidance for site-specific ESMPs,
  - \* labor management procedures
- \*occupational and Community health and safety plan including including traffic safety management plan
- \* labor and labor-influx related risks and impacts such as conflicts over resource community tensions, GBV/SEA/SH, spread of communicable diseases, etc.;
- assessment on land needs, resettlement approach and expected costs in form of an RF,
  - a Stakeholder Engagement Plan (SEP),
  - an ESS7 assessment (including FPIC) and development plan,
  - a Security Risk assessment (followed later by a Security Management Plan)
- based on a comprehensive environmental and social assessment process.

The ESMF for components 2 and 3 will include:

- \* overview on environmental and social status prior to project commencement
- \* overview on potential environmental and social risks and impacts
- \* environmental and social management procedures
- \* guidance for site-specific ESMPs and other instruments as required

The ESCP will be prepared and it will outline the consequent requirements for the implementation phase, including the development of the RAP for Component 1 based on a census and a livelihood restoration plan, and any potential future assessments and plans which can be prepared after Bank’s Decision. This will also include any assessments and site-specific management plans relevant for components 2 and 3.

It will also be important to ensure cascading requirements and responsibilities towards contractors and subcontractors and thus inclusion of effective E&S provisions into bidding documents and contracts will be essential.

**Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):**

ESS1: implementation of prepared E&S instruments, assessment of risks related to component 2 and 3 once details are available, finalization of land acquisition planning, contractor-ESMPS, and identification of any other risks and development of management plans as necessary. Requirement to prepare a CERC-ESMF or update the ESMF to add a CERC Annex.

ESS2: labor management procedures to be developed and implemented, including OHS plan and workers GRM, etc.

ESS3: site-specific ESMPs to address different aspects outlined above.

ESS4: traffic safety, community health and safety plan, GBV/SEA, and security measures to be implemented in line with the standard.

ESS5: finalization of main land acquisition and resettlement planning based on the RF into a RAP, including census, land needs, communal land management, resettlement site planning, livelihood restoration planning, etc., process for additional land acquisition (e.g., for borrow sites); assessment of impacts and risks as well as its management for components 2 and 3; requirement implementation of plans; progress and closure monitoring.

ESS6: requirement to avoid critical or natural habitats; following mitigation hierarchy for modified habitat in line with planning outlined in the ESIA.



ESS7: implementation of the outcome of good faith negotiations and the related IPP developed prior to appraisal in terms of benefit sharing, continued culturally-sensitive consultations, etc.

ESS8: implementation of plans to address identified risks on cultural heritage; obligation to follow established chance-find procedures.

ESS10: implementation of the stakeholder engagement plan, including regular exchange with stakeholders such as local communities and households, addressing vulnerable groups, and establishment of a resourced, functioning GRM.

**C. Timing**

**Tentative target date for preparing the Appraisal Stage ESRS**

30-Mar-2021

**IV. CONTACT POINTS**

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**Borrower/Client/Recipient**

Borrower: Ministry of Finance

**Implementing Agency(ies)**

Implementing Agency: Ministry of Transport

Implementing Agency: Ethiopian Roads Authority

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**VI. APPROVAL**

Task Team Leader(s): Stephen Muzira

Practice Manager (ENR/Social) Helene Monika Carlsson Rex Recommended on 09-Feb-2021 at 10:27:44 GMT-05:00

Public Disclosure



Safeguards Advisor ESSA

Peter Leonard (SAESSA) Cleared on 10-Feb-2021 at 19:27:27 GMT-05:00

Public Disclosure