



# Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

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Concept Stage | Date Prepared/Updated: 19-Oct-2016 | Report No: PIDISDSC19686



**BASIC INFORMATION**

**A. Basic Project Data**

Country Eastern Africa	Project ID P160488	Parent Project ID (if any)	Project Name LAKE VICTORIA TRANSPORT PROGRAM - SOP1, RWANDA (P160488)
Region AFRICA	Estimated Appraisal Date Feb 13, 2017	Estimated Board Date May 25, 2017	Practice Area (Lead) Transport & ICT
Lending Instrument Investment Project Financing	Borrower(s) Ministry of Finance and Economic Planning, Republic of Rwanda	Implementing Agency Ministry of Infrastructure, Rwanda Transport Development Authority (RTDA)	

**Financing (in USD Million)**

Financing Source	Amount
International Development Association (IDA)	160.00
<b>Total Project Cost</b>	<b>160.00</b>

Environmental Assessment Category  
B-Partial Assessment

Concept Review Decision  
Track II-The review did authorize the preparation to  
continue

Other Decision (as needed)

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**B. Introduction and Context**

Country Context

Regional trade can be an important source of growth and poverty reduction. The East Africa region is highly diverse with considerable potential for significant gains from deeper integration. The countries of the region include Kenya, with its manufacturing and service industries, as well as Uganda, Rwanda, Burundi, and Tanzania, all of which have untapped agricultural potential and natural resources, and a labor endowment that is trained, relatively inexpensive and well-positioned to compete globally. Within the region, just the catchment area of Lake Victoria (defined by areas within 100 km from the Lake) holds a population of around 35 million people, and generates an approximate Gross Domestic Product (GDP) of some US\$ 30 billion, or around 40 percent of the total GDP from all the East Africa Community Countries. Agriculture remains crucial for inclusive growth, contributing to 20-30 percent of GDP and



employing 60-70 percent of the total regional workforce. From an agro-climatic point of view, the lake region is estimated to have a theoretical potential maximum of US\$63 billion of agricultural production per annum, assuming no constraints on land use. However, the region currently produces only US\$4.8 billion of agricultural commodities per annum, accounting for a significant share of total agricultural production in Kenya, Tanzania and Uganda. Despite this significant potential, the EAC countries face a number of common problems. They each represent a small disparate market, poorly connected, and collectively remote from both the more mature markets of Europe, America and Japan, and the emerging markets of China, India, Indonesia and Brazil.

Rwanda has achieved remarkable development successes over the last decade, reflected by high growth rates, rapid poverty reduction and, since 2005, reduced inequality, but regional connectivity remains a challenge. Despite impressive economic growth, averaging at 6.9 percent in 2015, the global growth forecast was revised down by 0.4 percent to 2.4 percent for 2015, and by 0.4 percent to 2.9 percent for 2016. Rwanda is still amongst the poorest countries in the World. With the GDP per capita of US\$638 (2016), the national poverty head count was high at 45 percent in 2010. For rural areas, it was higher at 49 percent and lower in urban areas at 22 percent. Considering that 72 percent of population reside in rural areas and rely on subsistence farming, Rwanda is committed to bringing about structural changes in rural areas. Agriculture remains an important sector in Rwanda, employing about three-quarters of the total employment and generating about 33 percent of GDP. The overall decline in poverty can be attributed to subtle diversification of economic activity away from over-reliance on the farm, to nonfarm household enterprises.

In Rwanda, poor infrastructure and trade facilitation costs are often identified as a critical constraint by business operators. For a landlocked country like Rwanda, high transport costs are crucial. About 60 percent of the firms in Rwanda rely on imports for inputs and/or supplies, and they were found to wait for 15 days for their imports to be cleared at customs (BEEP 2011). The current trade and transport costs and time are a significant burden of the economy. It costs US\$4,990 per 20-foot container to import goods, and it takes 27-31 days. Both are unfavorably compared with Tanzania, a regional gateway country (US\$1,615 and 26 days, respectively in 2014).<sup>1</sup> The cost of each additional day of delay is estimated to be as much as US\$200-400, adding to high transport costs.<sup>2</sup> Firms may miss business opportunities because of unanticipated shipment delays, be prepared to bear extra inventory costs as well as additional days of inventory of main inputs, which compares unfavorably to non-landlocked neighboring countries. Improving regional connectivity is thus a key priority for Rwanda. Dar es Salaam is about 1,500 km from Kigali, the transport cost is estimated at US\$96.1 per ton, and it takes 19 hours and half. Passing through Rwanda, Ngoma-Nyanza road is a key import/export gateway and an important section of the Central Corridor, which links the port of Dar Es Salaam in Tanzania with the Eastern and Southern Provinces of Rwanda, Burundi and South Kivu of the Democratic Republic of Congo (DRC) via Kayonza - Rusumo National Road.

The Government of Rwanda (GoR) has shown clear commitment to address development challenges with policies and strategies for economic and social transformation that would promote growth with shared prosperity. In particular, the GoR has assigned fundamental importance to the development of the economic infrastructure of the country, and

<sup>1</sup> Latest available figures in the World Bank Doing Business data are for 2014.

<sup>2</sup> Arvis, et al. (2010). *The Cost of Being Landlocked: Logistics Costs and Supply Chain Reliability*. World Bank.



in particular to road transportation. The Vision 2020 sets out the Government's goal to promote Rwanda to middle income status. In order to achieve the long-term goals, the GoR has formulated a medium term strategy, EDPRS 2, covering the period 2013 to 2018. EDPRS 2 has four strategic themes: (i) economic transformation; (ii) rural development; (iii) productivity and youth employment; and (iv) accountable governance. The development of the road infrastructure constitutes one of the economic development strategies for the reduction of poverty and for stimulating social-economic growth: facilitating access to domestic/international markets and ensuring favorable conditions for provision and distribution of imported products within the country, it increases internal production and, in general, economic welfare.

The proposed Lake Victoria Transport Program (LVTP), SOP1 in Rwanda (Ngoma-Nyanza road section) is among the priority roads identified under the poverty reduction strategy for Rwanda EDPRS II under which the government plans to upgrade about 830km of national roads by 2018. The Ngoma-Nyanza road section, when upgraded, will play a key role in the regional EAC network, by shortening the distance (about 70 km) traversed by all transit traffic from Tanzania (Rusumo border) passing into Burundi and Eastern DRC in the South, and improve the connectivity between Southern Rwanda and the hinterland of Lakev Victoria. It will promote the socio-economic development of the area, by improving the road infrastructure, favoring the public transport, opening a new door to tourism, and, being an import-export corridor, promoting large scale agricultural development. The regional significance of this road section was also underlined by its inclusion as a priority project within the Lake Victoria Transport Program in the final report from the Integrated Corridor Development Initiative in the EAC countries, prepared jointly with the EAC Secretariat, which was endorsed at the 3rd EAC Heads of State Retreat held in Nairobi in November 2014.

### Sectoral and Institutional Context

Transport infrastructure in Rwanda is comprised of: (a) Road transport – with a relatively well developed road network, which remains the main form of passenger and goods transportation, corresponding to a road density of 0.53 km/sq km, (b) Air transport - with one international airport and six aerodromes spread across the country, and (c) water transport - limited mainly to Lake Kivu. Rwanda does not have a rail transportation system at the moment. Compared to its neighbors, Rwanda has the highest transport costs estimated at 40% of value of imports or exports; these costs are about 12% and 36% in Kenya and Uganda respectively.

Rwanda has a well-established road network comprising about 30,000 km of classified and unclassified roads. About 14,400 km is classified, and consists of 2,749 km of National Roads and 3,848 km and about 7,800 km of District Class 1 and 2 Roads, respectively. Out of these, only 1,250 km of national and 58 km of district roads are paved. Intensive road rehabilitation works focused primarily on national roads over the last decade, and Rwanda has achieved a notable success in maintaining the national network.

Rwanda places considerable priority on establishing and strengthening the institutions in the transport sector to ensure that they meet their mandate in an effective and efficient manner. The transport sector is under the responsibility of the Ministry of Infrastructure (MININFRA), which aims to enhance quality, sustainability, efficiency and effectiveness of infrastructure facilities in the country. The Rwanda Transport Development Agency (RTDA) was established as an independent agency to oversee the transport sector infrastructure in 2010. RTDA is currently mandated with management of 6,500km of national and district classified road network with 1,250km paved roads



and rising with approximately USD 100 million government only resource budget. It has a staffing strength of 97 with technical staff at 63. Rwanda has successfully maintained its road network through enacting a functional and independent Road Maintenance Fund (RMF) since 2003 having a current revenue of 35 billion RWF. RMF is covering 100% of the paved roads and 70% of classified unpaved roads using revenue sources that range from fuel levies and transit fees collected from traffic passing through Rwanda's borders.

In addition to the management and upgrading of the physical infrastructure, there are several other initiatives relating to safety and sustainability in the road transport sector. However, road safety, axle load control and integrated border management (IBM) deserve closer attention. There are 8-axle load stations at entry points in Rwanda which are non-operational at this time for various reasons including lack of appropriate computer software. RTDA and the National Police have the mandate of checking and enforcing axle load control, however, do not have sufficient means both in regulation nor operational equipment. RTDA have commissioned a consultant to make recommendations to improve/implement effective axle load regulation, and the draft report was provided to the Bank team. Equally, the faster movement of goods and people at the border crossings can be facilitated by improving border management at the One Stop Border Posts (OSBP). Both reforms are necessary to facilitate trade on the regional transport network.

#### Relationship to CPF

The Lake Victoria Transport Program (LVTP) supports the Bank's twin goals of reducing extreme poverty and enhancing shared prosperity, as it facilitates economic growth, trade facilitation and access to jobs, in the hinterland of Lake Victoria. The revitalization of inland water and road transport on and around Lake Victoria in a sustainable manner will help to reduce transport costs and improve access, both for the communities living around the Lake, and the other Landlocked Developing Countries (LLDC) of the region and the key maritime gateways. The provision of the second access to the sea for many of these LLDCs will not only lead to lower costs, but also improve the resilience of the transport system.

The LVTP and SOP1 in Rwanda are supported by the recommendations of the Africa Infrastructure Country Diagnostic (AICD) and the World Bank's Africa Strategy. AICD highlights that Africa's infrastructure networks increasingly lag behind those of other developing countries and are characterized by missing regional links and limited access. It notes that regional integration can contribute significantly to reducing infrastructure costs, by allowing countries to capture scale economies and manage regional public goods effectively. The Africa Strategy advocates regional integration and regional solutions. It notes that many of Africa's challenges can best be addressed through cooperation and integration at the regional level. Such an approach offers the prospect of larger scale and lower unit costs in the provision of key infrastructure; more efficient risk-sharing mechanisms; bigger and more competitive markets; and enhanced regulatory coherence, effectiveness, and credibility.

The proposed LVTP program and SOP1 project in Rwanda are also consistent with the Regional Integration Assistance Strategy (RIAS) for sub-Saharan Africa. The RIAS focuses on the creation of open, unified, regional economic spaces, as a means of creating an enabling environment to foster a competitive and efficient private sector in Africa. The proposed program and the SOP1 project in Rwanda directly support three pillars of this strategy: (a) development of regional infrastructure to improve cross-border interconnectivity, by developing an integrated, efficient, cost-effective



and adequate transport system for economic growth and trade facilitation; (b) institutional cooperation and economic integration, by focusing on strengthening the corridor management and monitoring institution; and (c) coordinated interventions to provide regional public goods.

The objectives of this project are in line with the country's long term vision articulated in the Rwanda Vision 2020 to become a lower middle income economy by 2020. Improved rural roads condition and connectivity to market centers is aligned with objectives under the new Country Partnership Strategy (CPS: FY14-18) as well as the Country Assistant Strategy (CAS: 2009 to 2013) for Rwanda in which improved access to and quality of infrastructure services is highlighted as one of the key pillars. Improved road access is considered to be a critical factor to raise agriculture production and increase commercialization, which is the core objective of the new CPS, aiming to contribute to EDPRS objectives of raising growth and creating jobs, through promoting commercialization of agriculture by increasing access to markets and improving the delivery of extension services. Improvement of road conditions and road maintenance will also contribute to social protection, by promoting public works. The project is highly relevant and directly linked to the Bank's twin goals of reducing extreme poverty and enhancing shared prosperity.

### C. Proposed Development Objective(s)

The program development objective has been identified as the following: to facilitate the sustainable movement of goods and people across Lake Victoria, whilst strengthening the institutional framework for navigation and maritime safety.

The project development objective for SOP1 has been identified as the following: to contribute to the efficient and safe movement of goods and people along the regional corridor from the border crossing at Rusumo to the border crossing at Nemba, together with improvements to asset management and road safety in Rwanda.

#### Key Results (From PCN)

Progress towards the attainment of the Project Development Objective for SOP1 in Rwanda will be assessed through the following outcome indicators **(which are considered provisional at this stage)**:

- a) X% (to be confirmed) reduction in commercial traffic travel times (on road between Tanzania and DRC).
- b) X% (to be determined) reduction in fatal accidents (growth adjusted) along the corridor.
- c) Border efficiency enhanced (indicators tbd, e.g., measured as reduction in clearance time).
- d) Direct project beneficiaries, of which female.
- e) Road(s) in good and fair condition as a share of total classified roads network.
- f) Share of rural population with all season road access.
- g) Number of agricultural marketing centers connected by all season roads.



- h) Road safety design/measures/audit; **xx number** of fatalities per 10,000 motor vehicles in 2020 for entire country).
- i) Climate resilience (sample of results indicators available on this topic to be consulted on).
- j) Gender policy for MININFRA developed.

#### D. Concept Description

The proposed LVTP, SOP1, Rwanda (Ngoma-Nyanza road) represents the first project(s) to be prepared under the Integrated Corridor Development Initiative (the Intermodal Strategy) in the East Africa Community (EAC) countries, endorsed at the Third EAC Heads of State Retreat held in Nairobi, November 29-30, 2014. The Program will involve a Series of Projects (SOP), one per country, each using a blend of national IDA credit funds, IDA Scale-up financing (SUF), and regional IDA credit funds, depending on the eligibility of the specific components. The discrete projects are to be prepared in parallel, with SOP1 in Rwanda is scheduled for the first phase of the program, reflecting the advanced state of preparation in the country, but also the lengthy process to reach effectiveness. The remaining projects in Tanzania, and Uganda are intended to follow closely in sequence, readiness being the determining factor in which SOP is submitted first for approval to the Board of Executive Directors of the World Bank for their consideration.

The current trade volume of Rwanda through Tanzania is still much less than that via Uganda, despite geospatial advantage of the Central corridor since connectivity with Tanzania is less developed. In addition, all traffic from Tanzania has to go through Kigali, which is aggravating traffic congestion in the city. From the regional transit point of view, the Project is expected to contribute to facilitating efficient freight movements among Tanzania, Rwanda, Burundi and DRC, while mitigating congestion at Kigali. Although much of the passenger traffic from and to Ngoma or Nyanza is associated with Kigali, the inter-city passenger demand among secondary cities in southern Rwanda could also be diverted. The proposed upgrading will largely promote the socio-economic development of the area, by improving the road infrastructure, favoring the public transport, opening a new door to tourism, and, being an import-export corridor, promoting large scale agricultural development. The proposed road will be an Import-Export corridor linking the Central Corridor to the Republic of Burundi and Democratic Republic of Congo through the Eastern and Southern Provinces of Rwanda. The current and future developments in the project zone will include the New Bugesera International Airport (situated approximately 25 km from the Nemba border with Burundi), the Bugesera Industrial Park, irrigation and development of 750Ha of marshland for agricultural activities (production of rice, etc), which will produce a significant amount of export crops.

Government of Rwanda (GoR) therefore intends to construct and upgrade Ngoma-Nyanza road in partnership with the World Bank and Japan International Cooperation Agency (JICA). The proposed Ngoma – Nyanza road sections have a length of 119.2km that starts from the junction in Ngoma District situated on the Kigali-Rusumo main trunk road (National Road NR 3) and crosses Kicukiro-Nemba road (National Road NR 15) ending at the junction with Kigali-Akanyaru road (National Road NR 1) in Nyanza District (Annex 1: Map). The road passes through three districts in the Southern Province and Eastern province of Rwanda namely Nyanza, Bugesera and Ngoma. It also interlinks other parts of Rwanda with DRC and Tanzania through Rusizi and Rusumo borders respectively, and so creating expanded regional connectivity with the transport networks directly serving the Lake Victoria region and the East African sea ports.



The existing road is currently an unpaved gravel/dirt road with variable widths. It is muddy in rainy season and has deep concavities due to steady erosion. Drainage is non-existent and slopes are covered with bushes. The government plans to upgrade the proposed road using the Design and Build Contracting (DBM). The DBM arrangement will be based on the existing engineering design for the entire 119.2km length divided into two lots. The first lot covers a section of about 63 km long and the second about 67 km long. In order to meet the expected (existing, induced and diverted) traffic, the Ngoma – Nyanza road will be upgraded to 50 mm of AC (Asphalt Concrete) with a design speed of 80 km/h on 7.0 m width of carriage way as per National Road Standards.

The proposed components, the constituent activities and provisional costs for SOP1 in Rwanda is provided below:

**Component 1: Improving the physical infrastructure (US\$ 135 million).** The first component comprises the necessary civil works for the upgrading of the of the Ngoma-Nyanza road (119.2km) including drainage structures, and other necessary complementary infrastructure for corridor management such as; road safety, axle load control stations, rest areas, and highway patrol offices to be included as part of the detailed project design and delivered through the Output and Performance-based Road Contracting (OPRC) approach. The detailed breakdown of the activities and cost will be available at Appraisal.

**(i) The improvement of the primary infrastructure**

a. OPRC for civil works of 119.2km road length which would cover the construction period, and a defined period of maintenance (5 years) after construction is completed.

**(ii) The improvement of complementary infrastructure**

- a. Premises for Corridor Management Group through OPRC civil works contract
- b. ICT optic fibre cable – tbd for separate or part of the OPRC for road
- c. Any Others – tbd

**Component 2: Improving the institutional infrastructure and implementation assistance (US\$ 25 million).** This component will provide support to strengthen and harmonize the institutional framework to ensure safe and efficient operation of private and public transport including cargo and transit traffic, and capacity building and assistance to support implementation of the Project:

***(i)The improvement of the institutional framework***

- a. Governance in Transport Sector
  - i. Technical assistance to RTDA to study and build upon the institutional review and sector strategic plans for transport sector in Rwanda viz updating of the Transport Master Plan;
  - ii. Technical assistance for capacity building of the RTDA to improve management of the classified road network using asset management approach including bridge inspection and assessment.
  - iii. Technical assistance to prepare National Crash database and Road Safety Manual and implementation support
  - iv. Technical assistance to review and update of the Axle Load Study; calibration of the existing Axle Load Equipment and operationalization of the existing Axle Load Stations and harmonized EAC Axle load regime.
  - v. Technical Assistance to MININFRA for developing a Gender Mainstreaming strategy for Transport Sector. It will start with the development of a diagnostic of key plans, programs, policies, actions, norms and regulations to identify





gender gaps. From this diagnostic, guidelines will be developed to identify key entry points to mainstream gender in transport, which can be translated into a proper Program to mainstream gender into the transport sector.

b. Sustainability of Road Infrastructure – Technical assistance to the Road Maintenance Fund (RMF) to develop revenue generation strategies and oversight for sustainable maintenance of the physical infrastructure.

c. Integrated Border Management (IBM) - Technical assistance to support the introduction of IBM, together with any related goods/infrastructure. Currently, good progress had been made on shared border facilities, and the concept of integration is well understood, although it still needs to be better internalized at local and national levels.

***(ii) Implementation assistance***

- i. Technical assistance for monitoring (supervision) of the OPRC civil works including review and approval of OPRC Design and ESIA/RAP updates and implementation support to RTDA
- ii. Technical assistance and training to RTDA in planning and design, procurement, project and contract management, project financial management (PFM), and post project evaluation.
- iii. Technical Assistance for baseline surveys and monitoring and evaluation of the project activities.
- iv. Technical assistance to RTDA and Districts on social and environmental safeguards monitoring.
- v. Technical assistance and training to RTDA to build capacity in technical, social, safeguards, and financial audits.
- vi. Support to procurement of necessary goods/ infrastructure in support of the above
- vii. ICT - Technical assistance to support implementation of the ICT activities and related goods/infrastructure

**Financing:** The LVTP will involve the provision of an IDA grant to both of the regional bodies to facilitate the management of the program, and the harmonization of the institutional framework. The total LVTP program is envisaged to amount to some US\$605 million, excluding the IDA grant, split between the three countries in the following manner: (i) Rwanda US\$160 million for a key regional access road (ii) Uganda US\$100 million; and (iii) Tanzania US\$75 million for the lake infrastructure, and US\$270 million for the railway.

The proposed project cost for SOP1 is about US\$180 million of which about US\$160 million would be the contribution from the Bank. The anticipated lending for the first phase will include an IDA Credit of US\$160 million from IDA Scale-Up Facility (SUF). JICA has expressed interest to provide parallel financing of US\$60 million towards the project and will cover the first 60km from Ngoma.

During preparations further discussions will be made with the GoR on their contribution towards the upgrading and maintenance works. The engagement of JICA will also be discussed with both the government and JICA during the preparation mission scheduled for October 2016.

**Citizen Engagement Mechanism:**

In the past two decades, the main lesson that Rwanda has learned as a post conflict country is that sustainable progress can only be built on a strong leadership where leaders and citizens have a shared vision of the upcoming development projects. In particular for the project of upgrading Ngoma–Nyanza (130km) road, RTDA organized from



August 9-11, 2016 a public and stakeholders' consultation to collect their views and concern on the project and hear their proposals to remedy any adverse impact to their socio-economic activities. Participants were briefed on the project Ngoma-Nyanza and opinion leaders were given opportunity to express their views and concerns on the project. All concerns and recommendations were focused on the expropriation, access roads to public places, bypasses in busy areas and ancillary facilities of the road (trucks parking, markets, access roads, water points, etc.). This consultation exercise was conducted in three Districts namely Bugesera, Ngoma, and Nyanza, which are crossed by the road project with the support of local authorities and it was done as part of the Environmental and Social Impact Assessment (ESIA) study including a Resettlement Action Plan (RAP). The same exercises will continue during preparation, implementation and evaluation stage of the projects.

### **Road safety:**

Rwanda is currently implementing the Road Safety Strategy including an Action Plan that was developed in 2014 as part of consulting services to conduct a Road Safety Audit for the Rwanda Road Network that was financed by the World Bank through the Transport Sector Development Project. The action plan includes a package of road safety remedial actions – such as, the application of relatively low-cost engineering solutions and the consultant recommended for Rwanda to set a measurable road safety target in terms of the number of fatalities per 10,000 motor vehicles. This statistic was in 2014 estimated in the range of 50-55 fatalities per 10,000 motor vehicles (including traffic victims dying in hospitals), and a (realistic) strategic target could be to bring this figure down to 25 fatalities per 10,000 motor vehicles in 2025. An intermediate target figure for 2020 could be set at 40 fatalities per 10,000 motor vehicles. The study suggests that the most vulnerable road users are pedestrians and bicyclists (7 out of 10 victims in fatal accidents) and recommends upgrading of the road network by adding pedestrian and cycling spaces where possible. Since 2015, all road-upgrading projects include provision of pedestrian and cycling spaces in urban zones or commercial centers.

### **Gender Equality in Rwanda:**

Rwanda has made great progress in promoting gender equality, largely driven by strong Government commitment. Rwanda was ranked the second in the World according to the 2009 Social Watch Gender Equity Index, with only Sweden having a higher score. There is a Ministry for Gender and Family Promotion, a Gender Monitoring Office under the Office of the Prime Minister, a commitment to gender-based budgeting and in recent years there has been a strong emphasis on fighting gender-based violence. Women have the same rights to inherit land as men. Besides what is stipulated in the laws, it should be noted that every public entity is requested to have a gender budget that details plans of women empowerment precisely in the economic sector. The transport sector policy is inspired by the planning tools available in Rwanda, such as the Vision 2020, the Economic Development and second Poverty Reduction Strategy (EDPRS II), the National Investment Strategy and the Medium Term Expenditure Framework. This also takes into account transverse issues such as gender mainstreaming among others.

### **Climate resilient road transport infrastructure in Rwanda:**



Rwanda will experience increased temperatures and changing rainfall patterns as a result of climate change. In the transport sector, both existing and future infrastructure is susceptible to damage. Increased temperature can increase pavement buckling and changing rainfall patterns can increase landslides, potholes and materials losses to the structures and cause road and bridge failures. To address these problems RTDA, with the financing of Nordic Development Fund (NDF) of €4,4million signed in April 2016, plans to acquire technical assistance to build the knowledge and develop technical and policy tools for the transport sector to integrate climate change as well as other natural disasters into all aspects of the transport life cycle. Opportunities will also be provided to pilot innovative approaches to reduce damages and prevent them from occurring. In addition, increased capacity by the transport sector to contribute to response and recovery efforts when disasters do occur will also improve risk management efforts in the country. Cross-cutting approaches to the component include: environment and social co-benefits and developing human resources through multiple channels. These approaches should ensure the sustainability and scaling-up of the results of the technical assistance. The NDF financing is linked to the Base-Nyagatare road upgrading project Phase I (Base-Rukomo) that is financed by the African Development Bank. Specifically, the outcomes of the Technical Assistance will include: (i) Improved tools and knowledge of road transport sector to integrate climate change adaptation and disaster risk management throughout the transport life-cycle, (ii) Physical works put in place to enhanced landslide protection in right-of-way areas prone to landslides and erosion while providing benefits to local populations and (iii) Increased involvement by transport sector experts in disaster risk management.

## SAFEGUARDS

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

The first in the SOP, it will include the construction of a 130 km road crossing the Eastern and the Southern Provinces of Rwanda – Ngoma-Nyanza road. This is an existing road, which will require upgrading along with other accompanying works, such as drainage and laying of the optic cable. The proposed activities will potentially trigger WB OP 4.01 – Environmental Assessment, OP 4.04 – Natural Habitats and OP 4.11 – Physical Cultural Resources. The policy on Natural Habitats may be relevant to the project, as the road crosses two wetlands which may require specific design and/or mitigation measures.

On social safeguards, the project interventions will trigger World Bank Operation Policy on Involuntary Resettlement OP 4.12 as the project will result to land acquisition and relocation of households. During the project identification mission, it was recommended to RTDA to prepare an ESIA and RAP for the project since the road is already existing and the proposed carriage way is well defined. The Environment and Social Impact Assessment, will also include management of vibration impacts, borrow pit management, as well as road safety training for schools in the road corridor, HIV/AIDS and sexual transmitted diseases, worksite health and safety, environmental management of construction sites, quarry sites and borrow pits, solid waste disposal, traffic management, access, road safety, labor camps/out of area workers, HIV/AIDS & other sexual transmitted diseases, child protection, gender equity, sexual harassment, crime management, labor rights, employment of community members, land, property and livelihood compensation, liability for loss of life and injury or damage to private property will have to be considered in the ESIA, among other mitigation measures.

Lot 1 of the project will be implemented through JICA financing. JICA safeguards policies refer to the World Bank safeguards policies, thus World Bank Safeguards Policies will apply also under Lot 1 throughout the project life



(preparation and implementation). JICA will come with parallel co-financing subject to World Bank safeguards requirements.

**B. Borrower’s Institutional Capacity for Safeguard Policies**

RTDA is the main implementing agency, and is currently implementing the Feeder Roads Project under the World Bank financing. An initial capacity assessment indicate that the agency has limited capacity for implementation of Bank safeguards. However, though the Agency has environmental and social safeguards officers allocated to the project. As part of capacity building, the team also has a benefit of collaborating with MINAGRI safeguards team which provides an opportunity for interagency learning.

The Districts already have positions of Environmental Officers working under the One Stop Centre. They however, do not have position of a social expert and will have to rely on RTDA or consulting services for social assessment and management needs.

LVTP includes an allocation for technical assistance, including safeguards capacity building, under Component 2.

The preparation of ESIA and RAP have integrated the social safeguards key Transport and ICT screening tool developed by the World Bank Transport and ICT GP.

**C. Environmental and Social Safeguards Specialists on the Team**

Svetlana Khvostova, Lilian Wambui Kahindo

**D. Policies that might apply**

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The proposed rating for environmental and social safeguards risk is Substantial and EA Category B is recommended for this project. The activities will include road construction, drainage, optical cable etc.. The anticipated impacts include impacts on natural habitat, poor air quality, increased noise levels at the project sites, soil pollution and erosion, localized flossing, construction camp impacts, impacts related to material sources, road safety concerns, traffic accidents during construction are likely to be significant as well as related health and safety construction related impaction. Social risk will be related to labor camps/out of area workers, HIV/AIDS & other STIs, Child protection, Gender equity, sexual harassment, Crime management, Labor rights, Employment of community members, Land, property and livelihood compensation, Liability for loss of life and injury or damage to private property.



		The project will mitigate these risks by (i) ensuring that all safeguards instruments i.e. the Environment and Social Impact Assessment and the Resettlement Action Plan, are prepared and disclosed and (iii) providing support to the districts through the RTDA team to manage, supervise and implement the safeguards instruments.
Natural Habitats OP/BP 4.04	Yes	The policy on Natural Habitats may be relevant to the project, as the road crosses two wetlands which may require specific design and/or mitigation measures. The exact scope of the project interventions, and environmental risks relevant to the project will be confirmed during preparation stage. Mitigation measures will be incorporated into the ESMP to avoid encroachment, degradation and or long term nuisances on these natural habitats.
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	
Physical Cultural Resources OP/BP 4.11	Yes	There are no known physical cultural resources identified in the vicinity of proposed project sites, however, a chance finds is possible during construction. As a mitigation measure, a chance find procedure shall be incorporated into the project Environment and Social Impact Assessment.
Indigenous Peoples OP/BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	Yes	The anticipated impacts include land-take and involuntary resettlement along the project location. Based on preliminary studies, around 320 household will be physically relocated and 29 households will be economically affected The estimated total number of affected persons will be 1,700. A RAP will be prepared that addresses all the resettlement issues as per the Bank requirements. For Lot 1 which is financed by JICA the policy will apply in the preparation and implementation of the RAP. JICA safeguards policies refer to the World Bank safeguards policies, thus World Bank Safeguards Policies will apply.
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	



### **E. Safeguard Preparation Plan**

Tentative target date for preparing the Appraisal Stage PID/ISDS

Nov 30, 2016

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

July - September 2016

### **CONTACT POINT**

#### **World Bank**

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