

 Early Warning System

WB-P126498

Rwanda Feeder Roads Development Project



## Quick Facts

<b>Countries</b>	Rwanda
<b>Financial Institutions</b>	World Bank (WB)
<b>Bank Risk Rating</b>	A
<b>Voting Date</b>	2014-03-21
<b>Borrower</b>	GOVERNMENT OF RWANDA
<b>Sectors</b>	Agriculture and Forestry, Construction, Transport
<b>Potential Rights Impacts</b>	Cultural Rights, Healthy Environment, Housing & Property, Right to Health, Right to Water
<b>Investment Amount (USD)</b>	\$ 45.00 million
<b>Project Cost (USD)</b>	\$ 49.00 million



## Early Warning System Project Analysis

### CATEGORIZATION

The project is assigned Environmental Assessment (EA) Category A, according to Bank documents, as upgrading of the roads to meet the proposed design standard is expected to have negative environmental and social impacts. Potential adverse impacts include: loss of agricultural land and vegetation due to excavation of land in road expansion and borrow areas; slope instability due to soil, water erosion and operation of machinery; disruption of natural drainage/flow and flooding; pollution of water bodies due to improper disposal of solid waste and spoil; increased noise and air pollution in the vicinity of construction sites. The roads to be widened cross hilly terrain susceptible to land slide and marsh lands which may have fauna and flora. The rehabilitation and upgrading works will involve significant earthwork and construction of slide protection and drainage structures, as well as embankments crossing marshlands.

#### Sources:

\*World Bank Documentation

### APPLICABLE SOCIAL & ENVIRONMENTAL STANDARDS

#### -Environmental Assessment (OP/BP 4.01)

This policy is triggered because, according to Bank documentation, Preliminary findings from the Environmental and Social Impact Assessments (ESIA) for the first package feeder roads in Rwamagana, Gisagara, Nyamasheke, and Karongi districts indicate that rehabilitation and upgrading of roads will have potential adverse impacts. Potential adverse impacts include: loss of agricultural land and vegetation due to excavation of land from right of way and borrow areas; slope instability due to soil, water erosion and operation of machinery; disruption of natural drainage/flow and flooding; pollution of water bodies due to improper disposal of solid waste and spoil; increased noise and air pollution in the vicinity of construction sites.

#### -Natural Habitats (OP/BP 4.04)

Bank documentation states, Marshlands may be traversed by the project roads and, for this reason the Natural Habitats policy is triggered. These wetlands may have ecological value, and provide shelters to populations of birds, insects, and aquatic animal species of fauna and flora. Improper dumping of spoil and solid waste from construction sites into marshlands could lead to degradation and loss of habitat to the aquatic flora and fauna species of the wetlands. The project will strive to ensure that the ecological functions of the wetlands are retained, through mitigation measures as part of the ESMPs [Environmental and Social Management Plans].

#### -Forests (OP/BP 4.36)

This policy is triggered because, according to Bank documentation, initial ESIA's [Environment and Social Impact Assessments] indicate that road widening on some of the selected feeder roads may lead to tree felling and/or re-planting along the roads. A forest management plan may be prepared during project implementation as and when necessary.

#### -Physical Cultural Resources (OP/BP 4.11)

Bank documentation states that, Physical Cultural Resources (PCR) are not yet fully known, but some road works may be located in the influence area of some sites, thus triggering this safeguard policy. Preliminary ESIA's indicate that graves could be located in the right of way. The ESIA's also address impacts on physical cultural resources and provide a physical cultural management plan including 'Chance Finds'.

#### -Involuntary Resettlement (OP/BP 4.12).

This policy is triggered because, as Bank documents state, Civil works will induce land acquisition and the upgrading of the feeder roads to a six meters width and the construction right-of-way width of 12 meters, may induce the expropriation of strips of farm land and the relocation of houses. A Resettlement Policy Framework (RPF) has been prepared, reviewed by the Bank



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**People Affected By This Project**



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## Investment Description

- World Bank (WB)



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**Private Actors Description**



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## Contact Information

### ACCOUNTABILITY MECHANISM OF WORLD BANK

The World Bank Inspection Panel is the independent complaint mechanism and fact-finding body for people who believe they are likely to be, or have been, adversely affected by a World Bank-financed project. If you submit a complaint to the Inspection Panel, they may investigate to assess whether the World Bank is following its own policies and procedures for preventing harm to people or the environment. You can contact the Inspection Panel or submit a complaint by emailing [ipanel@worldbank.org](mailto:ipanel@worldbank.org). You can learn more about the Inspection Panel and how to file a complaint at: <http://ewebapps.worldbank.org/apps/ip/Pages/Home.aspx>.



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### Other Related Projects

- WB-P177489 Rwanda Feeder Roads Development Project - Second Additional Finance