

 Early Warning System

WB-P180801

Transport Corridors for Economic Resilience (TRACER)



Quick Facts

Countries	Tanzania, Zambia
Specific Location	Eastern and Southern Africa (Zambia and Tanzania)
Financial Institutions	World Bank (WB)
Status	Approved
Bank Risk Rating	A
Voting Date	2024-02-20
Borrower	Government of Zambia - The National Road Agency Fund (NRFA)
Sectors	Transport
Investment Type(s)	Grant
Investment Amount (USD)	\$ 270.00 million
Project Cost (USD)	\$ 270.00 million



Project Description

According to the Bank's website, the objective of this project is to improve efficiency, connectivity and climate resilience of key regional transport and trade corridors in Eastern and Southern Africa. The PDO of SOP1 is to improve year-round transport and trade connectivity between Zambia and Tanzania and expand economic activity along the Dar es Salaam Corridor in Zambia.



Early Warning System Project Analysis

The environmental risk rating is High. The high rating is mainly due to RDA's inadequate E&S performance on IRCP. This is the result of (i) lacking enforcement of the Health Safety Management Plan by the contractors and a lack of oversight by the Supervising Consultants; (ii) unfilled OHS/E&S specialist positions within the Consulting Engineers and contractor's organization resulting in selected E&S non-compliance issues at project sites; and (iii) a lack of enforcement using the available range of contractual penalties. The Environmental and Social Risk Classification (ESRC) will be reviewed when RDA and its PIU take positive action and improve their own E&S culture, ensure the Supervising Engineers and Monitoring Consultants on IRCP and TRACER are exercising the full range of their responsibilities to ensure contractor's compliance to the agreed and approved ESCP, E&S and OHS mitigation measures and plans. The PIU should also exercise the appropriate level of contractual remedies to enforce the provisions of the contracts for consultants and contractors under IRCP and the proposed project. Substantial technical capacity support will be required during project implementation to implement the project in a manner which meets the ESF requirements.

The social risk rating has been assessed as High, primarily due to land acquisition, involuntary resettlement impacts (including physical and economic displacement), and restrictions on land use, risks of SEA/SH due to labor influx, and capacity constraints to manage the social risks. The activities under components 1 and 2 will pose most of the social risks. The potential negative effects will be evaluated once the ESIA report is completed.



Investment Description

- World Bank (WB)

The overall project cost is US\$270 million (100 percent financed by an IDA grant), implemented over six years, and structured around the four components described below.

- i. Component 1: Resilient transport and trade facilitation systems along the Dar es Salaam Corridor and preparatory studies for ensuing corridors under the SoP (US\$234 million)
- ii. Component 2: Corridor-oriented development (US\$21 million)
- iii. Component 3: Sectoral capacity development and project management (US\$15 million)
- iv. Component 4: Contingent Emergency Response Component (CERC) – (US\$0.0)



Contact Information

World Bank

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ACCESS TO INFORMATION

To submit an information request for project information, you will have to create an account to access the Access to Information request form. You can learn more about this process at: <https://www.worldbank.org/en/access-to-information/request-submission>

ACCOUNTABILITY MECHANISM OF THE 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. Information on how to file a complaint and a complaint request form are available at: <https://www.inspectionpanel.org/how-to-file-complaint>



Bank Documents

- [Appraisal Environmental and Social Review Summary \(ESRS\) - Transport Corridors for Economic Resilience \(TRACER\)](#) [Original Source]
- [Concept Environmental and Social Review Summary \(ESRS\) - Transport Corridors for Economic Resilience \(TRACER\)](#) [Original Source]
- [Concept Project Information Document \(PID\) - Transport Corridors for Economic Resilience \(TRACER\) - P180801](#) [Original Source]
- [Environmental and Social Commitment Plan \(ESCP\) - Transport Corridors for Economic Resilience \(TRACER\)](#) [Original Source]
- [Environmental and Social Commitment Plan \(ESCP\) Transport Corridors for Economic Resilience \(TRACER\)](#) [Original Source]
- [Environmental and Social Impact Assessment Transport Corridors for Economic Resilience \(TRACER\) \(P180801\)](#) [Original Source]
- [Labor Management Procedures Transport Corridors for Economic Resilience \(TRACER\) \(P180801\)](#) [Original Source]
- [Official Documents- Disbursement and Financial Information Letter for Grant E2930-ZM.pdf](#) [Original Source]
- [Official Documents- Financing Agreement for Grant E2930-ZM.pdf](#) [Original Source]
- [Project Information Document - Transport Corridors for Economic Resilience \(TRACER\) - P180801](#) [Original Source]
- [Stakeholder Engagement Plan \(SEP\) Transport Corridors for Economic Resilience \(TRACER\) \(P180801\)](#) [Original Source]
- [Stakeholder Engagement Plan \(SEP\) Transport Corridors for Economic Resilience \(TRACER\) \(P180801\)](#) [Original Source]
- [TOR Capacity Assessment Transport Corridors for Economic Resilience \(TRACER\) \(P180801\)](#) [Original Source]
- [TOR Capacity Assessment Transport Corridors for Economic Resilience \(TRACER\) \(P180801\)](#) [Original Source]
- [Zambia - Transport Corridors for Economic Resilience Project](#) [Original Source]