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)
Egypt, Arab Republic of	MIDDLE EAST AND NORTH AFRICA	P177932	
Project Name	Cairo Alexandria Trade Logistics Development Project		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	4/28/2022	6/15/2022
Borrower(s)	Implementing Agency(ies)		
Ministry of Finance, Egypt, Arab Republic of Egypt-Ministry of International Cooperation	Ministry of Transport, Egypt, Egyptian National Railways - Ministry of Transport		

Proposed Development Objective

To improve the performance and lower the greenhouse gas emissions of the logistics and railway sectors in the Alexandria-6th October-GCA railway corridor, and generate private sector participation in railway transport in Egypt.

Financing (in USD Million)	Amount
Total Project Cost	777.00

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 will build a railway bypass to the congested railway network around greater Cairo. This bypass will improve the efficiency of freight transport between the Alexandria Sea Port and Greater Cairo. Coupled to ongoing improvements to the railway lines between Cairo and Nag Hamadi under the RISE Project, freight trains can reach Upper Egypt. The bypass is constituted by building a greenfield 54 km segment starting at the Al Qatta station on the line connecting Bashteel with Etihad stations) and points at 48 km and 51 km on the Marazeeq-Wahat line. The

bypass is completed by upgrading the signaling on 66 km of the Marazeeq-Wahat line, between Marazeeq (km 0 point) and km 66 point of this line. The project will also improve access by train for container trains to the 6th of October Dry Port (DP6) which manages only containers and lies along the Marazeeq-Wahat railway line. The project will also upgrade the railway signaling on the Bashteel-Etihad (El Manashy segment) and El-Etihad-Tafaroa (El Itigihad) segments that lie between Greater Cairo Area and Alexandria.

The project will increase the capacity of the existing railway corridor between Alexandria and Cairo to manage freight trains. The project will allow for example to increase from 4 trains per day bound to DP6 to more than 30 once all the project is complete. Traffic for other types of freight trains will also increase. Moreover, because of the bypass to the heavily congested area of Greater Cairo, the project will increase the railway connectivity to Upper Egypt allowing to consider an trade and economic corridor to Sudan. Furthermore, the Egyptian railways network is extensive, so this bypass opens up other parts of the network to railway traffic including the Damietta Port and Port Said. Other dry port can also benefit if the built last mile connectivity to the existing ENR network to take advantage of the projects benefits.

The project will also introduce the Infrastructure Access Charge (IAC) regime for railways in Egypt. The IAC allows private railway operators, for example, to run their own train paying a charge to ENR as the owner of the tracks. The railway bypass to the bottleneck in the GCA is needed also to allow more trains, including those eventually operated by the private sector. The project also opens up other private sector participation opportunities in railways.

The project has the following components:

Component 1. Railway Sector Reform, Project Delivery, Institutional and Human Resource Development:

- Subcomponent 1.1. Advancing railway sector reform through technical studies: (a) developing a clear and transparent railway infrastructure access charging (IAC) regime for the Egyptian railway network, determining the specific charges to be paid for access and use of infrastructure by public and private railway operators, and the supporting contractual arrangements; (b) defining the detailed scope and responsibilities of the railway regulator and associated governance framework, including the infrastructure access charge contract; and (c) identifying and developing further rail-friendly policies to increase traffic on the rail network.
- To strengthen the project's support for institutional reform and to specifically motivate the introduction of the IAC regime the project includes a Performance Based Condition (PBC). The PBC will be structured during preparation and will be linked to the GoE achieving an outcome indicator linked to the adoption of the IAC. The PBC will be associated with the payments to the last payments to the contractor/s the ENR will hire for the works in Subcomponents 4.2 and 4.3.
- Subcomponent 1.2. Implementing the following project-delivery activities: (a) owner's System Integrator and Works supervision to manage and integrate the design and construction of industrial works financed by the MoT with own funds and works financed with loan proceeds in Component 4 and (b) financing of a technical audit for the works under Component 4.
- Subcomponent 1.3. (a) Implementing priority activities under the Stakeholder Engagement Plan with a view to strengthening meaningful stakeholder engagement. The project will support the establishment and dissemination of a citizen's charter that will entail citizens' rights and duties and will be informed by the recently issued Ministerial decree on a Code of Conduct for safe transport. The citizen's charter will encapsulate the need for identifying and addressing gender-specific concerns for safety. (b) The project will coordinate its work to advance gender equality with a Gender Taskforce set up in the MoT to coordinate gender activities in various transport agencies incorporated under the ministry. The taskforce is currently being established, with representation from the ENR with the primary objective of operationalizing the issued Code of Conduct for safe transport. Close liaison with the MoT's Gender Taskforce will be important for consolidating and sharing the lessons among different transport agencies and for effectively implementing various gender programs under the ENR (gender-related activities of the project RISE and

the envisaged activities under the CATLDP are just some of them). The Gender Taskforce that is currently being established can also resort to additional members beyond those from the MoT and its affiliate. Options related to engaging civil society representatives who work on gender and transport issues will be explored as potential means for strengthening citizen engagement. Moreover, the project will ensure that the development of the regulatory framework under Subcomponent 1.1 will be conducted through engagement with relevant stakeholders including the AP, DP6, freight forwarders, logistics operators, passenger railway users, and others.

Component 2. Securing private sector participation (PSP) for last mile connectivity railway links, freight terminals and/or acquisition of freight wagons, etc.

- Subcomponent 2.1. Structuring and detailing of private sector participation in the construction of last mile connectivity to the main ENR network, hook-and-haul traction services, leasing/purchase of wagons, operation of dedicated marshaling yards ("transfer points"), and so on.
- Subcomponent 2.2. Identifying and implementing specific opportunities for private sector participation in growing railway traffic, including multimodal transport.

Component 3. Decarbonization and Green Financing

- Subcomponent 3.1 Technical study(US$ [1] million) for developing a decarbonization roadmap for the ENR by (a) assessing Egypt's railway network against its techno-economic suitability to be electrified, to be operated with hydrogen-powered trains, and/or to be operated with battery-powered trains; (b) determining the best decarbonization approach (track electrification, hydrogen, batteries, or hybrid) for each of Egypt's main railway corridors, (c) exploring synergies with parallel decarbonization plans in Egypt's related sectors (for example, power, industry, shipping, aviation, and so on); (d) providing preliminary cost estimates (for example, for new/retrofitted infrastructure and rolling stock) and estimate potential benefits (for example, reduced air pollution and public health); and (e) making recommendations to the ENR on short-term, mid-term, and long-term actions to be considered to achieve full decarbonization over the coming decades.
- Subcomponent 3.2 Technical study (US$1 million) for designing financings that attract green/ESG-linked investors to finance the own funds ENR must contribute to this project. This subcomponent will help the GoE in accessing both (i) local currency and (ii) international green/ESG-linked finance markets. The subcomponent will include an evaluation of green/ESG-linked financing options (loan versus bond, green versus sustainability linked), currency (local versus USD or other), level of credit enhancement (some or none), reporting requirements, and prepare the financing to fit with green bond/loan criteria. It will also involve organizing a Request for Qualification/Request for Proposal (RfQ/RfP) process to determine investor appetite for the various alternatives, pricing and terms and evaluate the need for credit enhancements, if any, to achieve affordable and attractive co-financing for the project on a blended basis.

Component 4: Track extension, railway signaling modernization, and select track upgrades. Note: the GoE share OR the IBRD share can be financed through commercial lending covered by the IBRD guarantee.

- Subcomponent 4.1. Creation of a railway bypass around the GCA to enable a freight corridor to link Alexandria Ports (AP) to the 6th October Dry Port (6DP) and the south of Egypt: (a) construction of 54 km of greenfield single track and signaling works to link Al Qatta Station (on the Bashteel [Imbaba]-Itihad line) with the Marazeeq-Wahat line at km 48 and km 51; (b) upgrade of 66 km of railway signaling and select track upgrades on the Marazeeq-Wahat line to complete access to DP6 (located on km 66 of this line); (c) embedding of a safety management culture and physical safety measures into the upgrade and new works on the tracks, at communities along the tracks, on rolling stock, and at stations and level crossings including but not limited to physical improvements to station platforms, buildings, and their environs; improving surveillance systems along the tracks; ensuring safety for communities along the tracks through fencing, level crossings, and education measures; and upgrading the visibility of rolling stock.

- Subcomponent 4.2. (a) Upgrade of 120 km of the El-Manashy line, consisting of the modernization of the signaling system and track rehabilitation on the existing single line connecting Bashteel (Imbaba) and Itay El Baroud stations to increase railway capacity for operation of mixed passenger and freight traffic on this segment of the rail freight corridor; (b) embedding of a safety management culture and physical safety measures into the upgrade and new works on the tracks, at communities along the tracks, on rolling stock, and at stations and level crossings including but not limited to physical improvements to station platforms, buildings, and their environs; improving surveillance systems along the tracks; ensuring safety for communities along the tracks through fencing, level crossings, and education measures; and upgrading the visibility of rolling stock.
- Subcomponent 4.3. Upgrade of 122 km of the El-Itihad line, consisting of: (a) selection of track upgrades and signaling modernization of the existing single track railway line connecting El-Itihad station and AP (known as El-Itihad segment) to achieve the uniform operational functionality on the entire freight corridor; (b) enhancement of the processing capacity of container trains, by developing a marshalling yard/freight terminal at the railway station closest to AP to create a shuttle service with short freight trains between AP and this station and then assembling larger trains to continue to DP6 and beyond; (c) embedding of a safety management culture and physical safety measures into the upgrade and new works on the tracks, at communities along the tracks, on rolling stock, and at stations and level crossings including but not limited to physical improvements to station platforms, buildings, and their environs; improving surveillance systems along the tracks; ensuring safety for communities along the tracks through fencing, level crossings, and education measures; upgrading the visibility of rolling stock.

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 project will cover 362 km linear segments extending from Giza to Alexandria governorates. The 340 km are divided into:

1- Segment 1 - 54 km greenfield of railway tracks and infrastructure, including siting of the railway right-of-way which is around 50 m total width.

Segment 1 feasibility study concluded that the selected 5th alternative is the most suitable from technical, environmental and social (E&S) point of view. In February, 2022, ENR readjusted the selected alternative to further avoid residential area and to limit the footprint in the pond area as indicated below.

Segment 1 starts from an existing track and crosses the Giza-Wahat highway. The first 15 km of the line passes through the 6th October City Authority project for land reclamation. The Authority sold parcels of lands to individuals for purposes of agriculture and housing. The team's findings suggest that there are some legacy issues in the land ownership between the government and the owners in the area due to recent transaction between the Authority and another company. The initial findings indicates that it seems that landowners now encounter new requirements to be able to maintain ownership for their land. Within the 15 km, around 800 m of the line passes through a shallow water pond that has an irregular shape and dimensions as it appears from the satellite images. The source of water in the pond is mainly the existing tertiary treatment wastewater plant. The plant has been disposing huge quantities of water that created the pond in 2003 as per the satellite images. The observations are suggesting that the disposal of

the treated and untreated wastewater in the pond area created a 20-year-old type of wetland that might be considered a modified habitat.
The following 10 km of the route are located within uninhabited desert land, as per the satellite images. The route then intersects with Dabaa highway and turns northeast towards Cairo-Alex highway. The route is located within the right of way (ROW) of Dabaa and Cairo-Alex highways for around 10 km. However, there are some farms and a few structures located within the same footprint of the route. The route then crosses the Cairo-Alex highway heading east towards the Qatta station for about 19 km, where it will connect to the existing tracks. The last 5 km, before connecting to the existing tracks, the line will pass through farms and structures before crossing a water irrigation canal.

2- Segment 2 - signaling modernization and select track improvements for 66 km.
This existing segment is located in Giza and it is mainly located in the desert parallel to the highway. The last five (05) km are located in a rural area, where the line intersects with the Cairo-Beni Sueif railway line.

3- Existing Segments 3 and 4 - track upgrades and signaling modernization to 120 km and 122 km and developing a marshalling yard/freight terminal at an existing railway station close to Alexandria port.
Segment 3 is extending from Giza in a densely populated area through rural areas in the north and is extending to Beheira Governorate. Segment 4 is extending from Beheira to Alexandria. Both segments cross a number of water irrigations canals. Some parts of segment 3 are fenced, especially in Giza. Many villages are located along both segments. Legal level crossings were observed along the lines as well as 13 illegal crossing points in segment 3 and 38 illegal crossing points in segment 4.

The project associated facilities, which will be further identified during the E&S assessment, may include expansions in existing stations, utility connections, borrow pits, etc.). The already existing DP6, which is financed by the European Bank for Reconstruction and development (EBRD) is not considered an associated facility, as the facility is not expected to expand due to the project. The E&S instruments will assess and address potential cumulative impacts from other projects within the project area of influence.

D. 2. Borrower's Institutional Capacity

The project will be implemented by Ministry of Transport (MoT), Egyptian National Railway (ENR) and General Authority for Roads, Bridges (GARB). ENR and GARB will be responsible for the implementation of component 4. ENR will manage the World Bank (WB) -funded activities. GARB will manage the government's fund through a Proxy Agreement with ENR. MoT will have an overall supervisory role. There will be a collaboration with other entities, including the Egyptian Survey Authority (ESA) which is in charge of applying land expropriation and associated compensation. The coordination between GARB and ENR and the division of labor will be crucial for the project implementation and for managing the E&S risks, and will be clearly set up during project preparation.
ENR has been the implementing agency for the Egypt National Railway Restructuring Project (ENRRP - P101103) for more than 10 years and is currently implementing the Railways Improvement and Safety for Egypt Project (RISE - P175137), declared effective on August 25, 2021. ENR E&S technical and institutional capacity has relatively improved over the long engagement with the WB. The Environment Department (ED) in ENR currently consists of a Director, 2 environmental specialists and 2 social specialists. The Director of ENR's ED is currently formally a seconded member of RISE Program Management Unit (PMU) as an environmental specialist. Health and Safety of ENR's operations are outside ED's purview, though they play a role in overseeing contractor's E&S and occupational health and safety (OHS) performance for the purposes of WB projects in addition to the supervising firm. In general, the OHS supervision responsibility is fragmented within ENR as each department has the responsibility of supervising OHS

aspects related to its own activities and the ENR's central safety department is mainly focusing on operational safety aspects. The ED's capacity to manage E&S risks has improved over the course of the WB's support, specifically in gaining additional staff and benefitting from on-going support from WB E&S specialists and trainings, including on environmental and social framework (ESF). However, recurring performance shortfalls are observed, particularly related to the implementation of the environmental and social commitment plan (ESCP) of RISE. Contributing causes include lack of coordination between the ED, PMU and other departments, lack of enabling environment from ENR to manage E&S risk, including insufficient resource allocation for ED, lack of relevant and dedicated senior social specialist to work independently and the limited capacity of the team members currently assigned as social staff. The implementation of the Bank projects over the past 11 years witnessed five projects related OHS fatalities and other two mass causalities of train incidents within the geographical scope of the project. Moreover, the project is GARB's first experience as an implementing agency with the WB. The WB team will assess GARB capacity during project's preparation.

Proportionate to the scope of the project, the capacity is currently considered limited for managing the project in accordance with the ESF requirements. For this project, it will be very important to address capacity challenges through an appropriate institutional setup. Although ESF will apply to all activities under the project and relevant ESF instruments will be prepared, the risks related to the implementation and supervision of those activities and the associated possible fragmentation of responsibilities still apply. To minimize the project risks, including E&S, component 1 will finance hiring a strong System Integrator that would work with ENR and GARB to deliver the project. Under this approach, the System Integrator would have its own E&S team to integrate the ESF requirements in the bidding documents and supervise their implementation, while building capacity of ENR and GARB teams to be assigned under the PMU.

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

A. Environmental and Social Risk Classification (ESRC) — Substantial

Environmental Risk Rating — Substantial

The project will result in positive impacts in terms of improving safety across its footprint and reduce the number of incidents. Additionally, indirect positive impacts include reducing movement of trucks on roads which will enhance road safety and potentially reduce Greenhouse Gases. The project will include varied activities including a greenfield construction of 54 Km rail tracks and signaling works for existing tracks. The routes of all segments do not overlap with any known important natural habitats or protected areas. The 54 km line will pass through a potentially polluted area for around 800 m. Other works for signaling will be carried out within the same footprint of existing rail infrastructure and will not extend beyond the track corridors. Construction and operation of the project, if improperly managed, will likely result in large adverse impacts on air, soil, communities and workers, most of these adverse impacts are expected to be temporary, predictable and/or reversible. During construction potential large impacts include 1) potential generation of volumes of hazardous wastes in the 800 m within the pond area; 2) potential biodiversity impacts in the pond which may be considered as a modified habitats for unthreatened species; 3) OHS risks for workers including exposure to Physical and Chemical hazards across the project as well as biological hazards in the pond area; 4) Cumulative impacts of sourcing of quantities of borrow materials including sand and ballast for the 54 km; 5) Traffic impacts including disruption of vital highways in Giza (Cairo-Alex and Dabaa roads) including risks of accidents associated with movement of the project vehicles and trucks. During Operation potential large impacts include 1) Noise and vibrations associated with trains movement, in areas where there are sensitive

receptors; 2) OHS risks during maintenance; 3) Community health and safety risks during crossing the tracks, especially with the presence of illegal crossing points; 4) Soil and water contamination and community risks associated with transporting of dangerous goods along the lines, in the event of accidents; 5) Train traffic increase in areas with mixed traffic (passenger and freight) may result in more train accidents; 6) Change of water flow in the pond area to the surrounding lands which might result in soil contamination and community risks. Also, the project activities will entail typical construction impacts which will vary in terms of significance in accordance with the proximity to the sensitive receptor along the lines including, but not limited to: 1) Air and noise emission; 2) Soil and surface water pollution due to leaks or accidental spills of hydrocarbons or mismanagement of wastes (e.g. hazardous material); 3) Community health and safety risks especially in areas that are near communities. Moreover, during construction and operation phases, the project might entail use of pesticides to control vegetation in some areas. Despite the long-standing engagement with the WB, ENR E&S technical and institutional capacity has improved but proportionate to the project's scope the capacity is currently considered limited. Moreover, the implementation of the Bank projects over the past 11 years witnessed five project-related OHS fatalities and two mass causalities train incidents.

Social Risk Rating Substantial

The project is anticipated to benefit the population of Egypt, as safer mobility will encourage more people to use the rail. Moreover, moving goods on rail will help mitigate traffic incidents and road damages. The safety improvement under sub-Component 4.1 are designed to increase mobility of poor and vulnerable people, specifically female commuters and people with reduced mobility. This increase in mobility will potentially be reflected on economic opportunities. The project will specifically focus on some of the gender disproportionate safety concerns of female rail users. The social risk rating is considered Substantial. During pre-construction, the main contributing risk factors are land and livelihoods related impacts. The Project entails the creation of the new rail corridor (Segment 1) and signaling improvements (Segment 3 and 4). For the first activity, land expropriation is likely inevitable. Although the route of the new rail corridor (Segment 1) will pass by mostly desert land, it will also pass-through private properties (uncultivated and cultivated lands, cultivated reclaimed land and residential structures). Risks related to existing encroachment and land uses that will need to be relocated apply. Temporary land related impacts are also anticipated along with potential risk of affecting the fertility of land and subsequently its future usability. The signaling works, which are considered limited in scale are anticipated to consist mainly of impacts on tenants or informal users (farmers) that occupy an area of the ROW, or adjacent government land plots, that will be needed for storage or new project structures. During construction, the main contributing risk factors are: i) Community health and safety risks: the 308 existing km network is not enclosed and pedestrians regularly use the railway tracks as walking paths, passengers regularly open train doors while the train is moving, and train derailments and accidents do occur. Risks related to construction in dense areas will apply for the greenfield construction of railway track for 54 km risks, where construction works are close or within land and structures of local communities, which may result in accidents and potential forms of gender-based violence (sexual exploitation, abuse and sexual harassment) ; ii) Labor and OHS risks: multiple fatalities occurred in ENRRP and RISE. Since the main construction activities for the creation of the rail corridor will be funded by the government's fund and will not be subject to the WB's procurement no objection and although the ESF will still apply, there is a risk that the Government and contractors will have the tendency to do business as usual, disregarding OHS and labor protection; and iii) Numerous social aspects to consider and limited capacity of ENR in managing social risks. During operation, the main contributing risk factors are: i) Community health and safety: depending on what the final rail route of the new 54 km will be and its subsequent impacts, risks could include community health and safety risks, lack of privacy, accessibility to the land/resources/structures, security concerns, devaluation of the structures and/or agriculture lands, etc.; and ii)

Risks related to loss of assets or impacts on livelihoods: In case of any change of the water flow direction in the pond area, the surrounding lands including private lands might get submerged with water leading to a number of potential risks (e.g. soil contamination, risk on the community health (land loss and/or lowering the yield of cultivated land).

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:

ESS1 is relevant to the project and its associated facilities as activities will likely result in significant E&S risks. WB reviewed the feasibility studies shared by ENR and conducted site visits.

Construction activities include clearance of lands, earthworks, civil structures (i.e. viaducts, embankment,...), rail structures, laydown areas, access roads, closure or diversion of existing highways, storage facilities,... Signaling related works entail trenching along the railway to install cables, wayside equipment, block system and interlocking equipment at intervals. Track renewal requires using special equipment to replace the old tracks (rails, sleepers or containment). The project activities will require large number of workers. Signaling towers building (3 story) are required to house controls and interlocking equipment along the segments, and small structures to house equipment are needed at level crossings. The project will use a significant amount of raw materials, in the 54 Km greenfield, including mainly sand and ballast - normally sourced from quarries -, cement and water for concrete. For existing segments, transportation of material and new tracks is normally done through the railway as well as disposal of old ballast and tracks.

Following key risks and impacts are relevant for segment 1 under Component 4, most of these adverse impacts are expected to be temporary, predictable and/or reversible:

1- OHS hazards during construction, maintenance and operation. This may result in a range of injuries from minor to fatal, including physical and chemical hazards during working in the pond area and on or close to live tracks.

2- Generation of large volumes of hazardous wastes in the pond. Site visit findings and history of the pond are suggesting that the water and excavated soil to be generated from earthworks and access roads might be heavily contaminated.

3- The construction of the route in the pond area might result in changes in the direction of the water flow in the pond which could entail shifting of flooding to new areas extending the contamination footprint and water flow in other community land areas posing a community health and safety risks.

4- Disruptions of the water flow in the pond area might also entail loss of nesting sites for some common bird species and disruption of the natural treatment process. The pond might be considered a modified habitat that is dependent on the effluent from the wastewater treatment plant. It is not expected that the area will include any endangered species.

5- Cumulative impacts of sourcing quantities of borrow materials which may require dedicated quarries and borrow pits for the project. Depending on their locations, extraction of materials may have significant cumulative impacts (waste generation, increased dust, noise and vibrations, and increased truck traffic).

6- Traffic impacts: e.g. disruption of vital highways in Giza (and risks of accidents due to movement of project vehicles/trucks). Segment 1 will intersect with three main highways being used by thousands of vehicles and are considered vital to traffic system in greater Cairo area. Other segments are already intersecting with roads in level crossings and illegal points. Construction of all segments will increase traffic.
7- Community health and safety impacts during construction and operation phases. During operations of all segments the impacts include noise and dust emissions, intersected roads and train accidents along the rail corridor and structural integrity. Moreover, segment 1 impacts include lack of privacy, accessibility to farms and/or houses, security concerns. During construction, communities adjacent to the works will potentially be exposed to accidents, general construction hazards and personal safety, including sexual harassment. Also potential risks of community exposure to COVID-19.
8- Typical construction-related impacts such as air and noise emissions, unloading/uploading of ballast and sand, soil, and adjacent water bodies' pollution in case of leakage of fuel and wastewater or wastes mismanagement, generation of wastes and cultural heritage impacts. The project will result in considerable quantities of inert waste, metal and potentially hazardous waste including wooden ties which might be coated by benzopyrene or ballast contaminated with oil and grease.
9- During Operation significant impacts include soil and water contamination and community risks associated with transporting of dangerous goods along the lines. Train traffic increase in areas with mixed traffic (passenger and freight) may result in more train accidents. The project might entail use of pesticides to control vegetation in some project areas, resulting in community health and safety hazards.
10- Permanent and temporary acquisition of private, rented or encroached on land is anticipated for new segment. Signaling works activities take place within ENR ROW, where tenants and informal users may experience impacts from loss of land/assets.
11- Visual impacts, e.g. alteration of landscape during construction and operation.

Component 4 will include civil works and installation of safety equipment in the railway stations within the 362km. This might include construction of footbridges, surface color effects to assets and lighting involved in providing visual alertness. Impacts will include dust, noise, waste generation, OHS, traffic impacts and other standard construction risks/impacts, personal safety, including SH. The E&S risks/impacts are expected to be site-specific, reversible and of low magnitude that can be mitigated following appropriate measures.

Component 1.2 will include supervision to manage and integrate the works financed by MoT with own funds and works financed with loan proceeds. Component 1.3 will include implementation of the stakeholder engagement plan and coordination with a Gender Taskforce set up in MoT. Financing of a technical audit for the works under component 4 and preparation of detailed studies including safeguards, engineering designs, bidding documents for sub-components 4.2 and 4.3. Thus, ESCP will include commitments to undertake technical assistance (TA) according to WB requirements.

ENR will soon start procurement of the civil works for segment 1 which is expected to take around 9-18 months. The bidding documents will include provisions to account for the E&S instruments to be prepared. The environmental and social impacts assessment (ESIA) to be conducted for segment 1 will include a robust alternative analysis consistent with the ESF, which will inform the design or confirm the appropriateness of the current design. As needed changes to design based on the ESIA will be applicable. ENR will not sign the works contracts until the E&S documents are prepared and cleared by WB. ENR confirmed E&S instruments will be included in the contracts of the awarded

contractors. Works under each segment could be divided into sections, so ENR can start construction in sections where land is vacant of any users and owned by the government. For the sections where land has private ownership or uses, the government will start construction in each section after land acquisition is completed as per resettlement plan. ENR will engage with operators of the wastewater treatment plan to minimize the expected impacts in the pond area. ENR will also develop a capacity management plan to enhance capacity during the project lifetime. The E&S instruments will propose a robust institutional set up to ensure full compliance.

To manage the above mentioned risks, ENR hired consultant to prepare
1- ESIA for sub-component 4.1(a), including Waste Management Plan and OHS Plan
2- ESIA for sub-component 4.1(b), 4.2(a) & 4.3(a)
3- Environmental and Social Management Framework (ESMF) for sub-component 4.1(c), 4.2(b), 4.3(b) & (c)

Findings & recommendations of instruments to be in the bidding documents & contracts for all the project activities.

Areas where "Use of Borrower Framework" is being considered:

The use of the Borrower Framework is not being considered. The project entails substantial-risk environmental and social impacts and given the limited capacity of the counterpart, using the borrower's framework is not recommended.

ESS10 Stakeholder Engagement and Information Disclosure

ESS10 is relevant to the project. The project has a variety of project-affected parties. 1) Those who will be negatively impacted by the project, including: i) landowners, land tenants and land users, including land tenants/users within the ROW impacted by work activities, within government owned lands that belong or/and do not belong to ENR; ii) households and owners of residential structures; iii) local communities (including children) in area adjacent to construction sites that may experience adverse E&S impacts from construction (e.g., noise, dust, traffic, community health and safety impacts); iv) train users using Segment 3, who may experience train delays from construction; and v) vendors and service providers, who might be affected in different forms from the project. 2) Those who will be positively impacted by the project, including: i) workers and local communities who will benefit from direct and indirect job opportunities; and ii) the general public, including women, people with disabilities, and children who can benefit from the safety improvements under Component 4. 3) Other stakeholders including other government ministries and local governments across four (04) governorates within the project area, civil society, and media. Vulnerable groups on segment 1 including encroachers, women and/or elderly who will be impacted by the project. On the other segments, vulnerable groups include land tenants/users within the ROW, who are women headed households, and/or poor as their tenancy agreement include a clause to terminate the agreement when ENR need land. The assessments to be conducted will further explore the vulnerable groups related to the project and will examine differentiated measures to avoid and minimize impacts on them. This may include but will not be limited to minimizing land acquisition from the most vulnerable groups who are dependent on land as a source of livelihood.

A Stakeholders Engagement Plan will be developed to set out how the project will engage systematically with its stakeholders in an inclusive and culturally appropriate manner throughout the project life cycle with the aim of supporting effective management of E&S risks. Consultation activities for the preparation of the ESF instruments will be conducted as well as public consultations to present findings of the ESF instruments. The SEP will also introduce a plan for additional consultation activities during the different phases of the project. It will also present plan for

information sharing, including appropriate techniques that should fit with the capabilities of different groups of stakeholders throughout the life cycle of the project.

RISE has a project-level grievance mechanism (GM) that has not registered complaints to date. As per the ESCP of RISE, ENR will conduct an assessment of ENR's grievance mechanism and Railway Safety Campaign against ESS10 and ESS4 and develop and implement corrective actions. Lessons learned will be beneficial for the new project and the GM should be scaled up to cover the scope of this project.

The SEP will consider social distancing requirements imposed in the country under COVID-19 circumstances, and precautionary measures will be taken for as long as the risk exists, to minimize the risk of COVID-19 transmission during any planned stakeholder engagement activities (such as avoidance of public gatherings, public hearings, workshops, and community meetings, use of online communication tools to design virtual workshops).

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

ESS2 is relevant to the project. The large-scale project will require thousands of workers, especially during the construction phase of the different segments. The project will likely entail three (03) categories of workers as stipulated in ESS2, namely: a) direct workers of the PMU; b) contracted workers; and c) primary supply workers.

The project workforce will mainly consist of contracted workers hired by the national and international contractors for the activities to be financed by both the government fund and by the loan. The construction activities to be financed under the government fund include the main civil works including, bridges, viaducts and embankments, and the loan will finance installation of the tracks and signaling system. The project will include local labors as well as international workers. The project workers will be hired in phases according to the progress in each segment. It is expected that most of the workers will be recruited locally by sub-contractors. However, there might be a need for the project to provide accommodations. These workers are expected to be predominantly male and include skilled, semi-skilled and unskilled workers, including sub-contracted workers. Primary suppliers will include suppliers of needed raw materials for the project including sand, ballast, cement, etc. The key identified labor risks include:

- OHS hazards during construction, operation, and maintenance. This potential risk may result in a wide range of injuries from minor to fatal due to exposure to physical, chemical and biological hazards including (1) rotating and moving equipment including working near or on live tracks which pose works to risks of getting struck by trains, (2) noise and vibrations (3), electrical hazard from the project facilities or from intersecting utilities, (4) eye hazards and hot works, (5) heat stress when working outdoors, (6) working at heights, (7) working on or near water and contaminated area, (8) exposure to hazardous material (i.e. fuel and hazardous waste), (9) exposure to biological hazards in the pond area and venomous snakes or scorpions, (10) the project may also include working in confined spaces, (11) possible infection of project workers with COVID-19.
- Child labor for contractors, sub-contractors, and primary suppliers especially during construction which is a common risk in Egypt in relation to the construction sector, particularly for low scale sub-contractors given that underage children accept cheap wages.

- Workers exposure to traffic incidents/accidents during transportation from and to the sites.
- Inadequate labor conditions including inappropriate accommodations, rest areas and sanitary facilities particularly those to be offered for unskilled workers as well as exceeding normal working hours, working during the weekend and lack of insurance coverage for casual workers, especially those hired by sub-contractors.
- Unfair, inconsistent or irregular payments. This risk also applies to the different types of workers but can be more applicable in the case of semi and unskilled workers, particularly for sub-contractors.

The implementation of the Bank projects with ENR in the same sector over the past 11 years witnessed five project-related OHS fatalities. The OHS-related fatalities included one in 2015, three in 2020 and one in 2021. The first fatality occurred when a train passenger who was leaning out of the moving train collided with scaffolding at the contractor's site erected close to the tracks. In February 2020, two workers lost their lives in a highway traffic crash while on their way to patrol the project sites. This incident highlighted weaknesses in one of the contractors' safety management plans and reporting to the Bank. In November 2020, a passengers' train struck and fatally injured a worker undertaking trenching activities beside the tracks. In September 2021, a passengers' train struck and fatally injured another worker undertaking maintenance on the tracks. Root cause analysis for those incidents were prepared and implementation of the correction actions is in progress.

ENR will prepare a Labor Management Procedures to establish and maintain a safe working environment consistent with national laws and ESS2 for all project's workers. The lessons learned from ENRRP and RISE unfortunate fatalities should be incorporated in the LMP to prevent reoccurrence of similar incidents/accidents in the future. Also, the E&S instruments shall propose proportionate mitigation measures to eliminate, control, minimize the OHS hazards, respectively. The E&S instruments will include waste management plans and OHS plans. Additionally, ENR shall integrate the LMP requirements in the contracts and ensure that the LMP relevant requirements are cascaded contractually to contractors, sub-contractors and primary suppliers, especially in the contracts that are not subject to the Bank procurement procedures. ENR should also hire E&S consultants individuals or a firm to oversee of the contractors' E&S performance during the construction works. Although ESF will apply to those activities and relevant ESF instruments will be prepared, the risks related to the implementation and supervision of those activities and the associated possible fragmentation of responsibilities still apply. The ESCP will specify that the LMP will be implemented and incorporated into specifications of all contracts where appropriate and feasible.

ESS3 Resource Efficiency and Pollution Prevention and Management

ESS3 is relevant. The needed works in all the segments will generate different forms of pollution that will vary in their significance depending on the sensitivity of receptors. Some of the anticipated impacts will have remarkable impacts on air, water, soil, and consume resources. The anticipated risks include:
Construction phase:
1- Air emissions will be generated from using equipment and vehicles and will include fugitive emissions of dust as well as noise emissions. Noise and dust will be generated during the different project activities including, moving of vehicles, trenching and especially during laying down ballast for track renewal. In general, the impacts will be temporary but sensitive receptors might be in close proximity in areas along all the lines.
2- Different types of wastes will be generated during construction, including non-hazardous and hazardous wastes from all the activities. Mismanagement of generated waste could cause soil pollution or water bodies' contamination. In addition to typically generated wastes from civil works, including labor camps if any. The project is

expected to generate (i) large volumes of hazardous waste in Segment 1 during the civil works in the pond area, (ii) considerable quantities of inert waste, metal and potentially hazardous waste including wooden ties which might be coated by benzopyrene or ballast contaminated with oil and grease during track renewal activities. It should be highlighted that during implementation of track renewal in Old WB projects, samples from wooden ties were sent to laboratories in Italy and found to be free of carcinogenic contaminants.

3- Accidental spillage and leakage of fuel which will be used during construction, as well as mismanagement of hazardous and non-hazardous waste might cause soil pollution or water bodies' contamination.

4- Cumulative impacts of sourcing of large quantities of borrow materials including sand and ballast which may require dedicated quarries and borrow pits for the project. Depending on their locations, extraction of materials may have significant cumulative impacts (waste generation, increased dust, noise and vibrations, and increased truck traffic). Depending also on the slope of the embankment and the topography, sections of routes will require bringing in earth while others will require earth to be removed (Cut and Fill).

Construction and Operation Phase:

5- The project is expected to reduce greenhouse gas (GHG) emissions during operation since rail transport have the lowest emissions per km and unit transported.

6- The construction of the route in the pond area might result in changes in the direction of the water flow in the pond, which could entail shifting of flooding to new areas and extending the contamination footprint to other areas and the water flow to other community land areas posing a community health and safety risks.

7- Disruptions of the water flow in the pond area might also entail disruption of the natural treatment process in the pond area.

8- Potential use of pesticides to control vegetation in some of the project areas to protect the rails along the tracks, especially during the operation phase.

9- During Operation, significant impacts include also soil and water contamination and community risks associated with transportation of dangerous goods along the lines as well as Air emissions from trains.

10- Noise and Vibration impacts associated with the new line operations as well as the expected increase in the noise level as a result of the number of train trips increase.

The E&S instruments that ENR will prepare shall assess the environmental impacts associated with the project and include appropriate and site-specific mitigation measures following the mitigation hierarchy in the ESF to avoid the impact in the first place. The E&S instrument should refer to the performance and measures specified in the World Bank Group Environmental and Health and Safety Guidelines (EHSGs) as well as the national laws, whichever is most stringent to avoid and minimize the impacts. The instruments should also include measures to assess use of resources and propose technically and financially feasible measures for efficient use of resources as well as for avoiding generation of hazardous and nonhazardous wastes. The mitigation measures will consider the pollution generated during all the project phases including the associated facilities to be identified. Also, the E&S instruments should incorporate the lessons learned from the Bank projects with ENR and investigate if using pesticides is envisaged under the project. The ES instruments will determine if ENR will need to prepare a Pest Management Plan (PMP) as part of the instatements or as a Standalone instrument at a later stage during project implementation. Also the E&S instruments will include the requirement for preparing OHS plans and waste management Plans. Finally, the E&S instruments should assess environmental health and safety risk for the existing conditions in the pond and propose mitigation actions in accordance with national law and Good International Industry Practice (GIIP).

ESS4 Community Health and Safety

ESS4 is relevant to the project. The main risks associated with community health and safety are attributed to the construction activities in Component 4 as well as the operation phase in all segments depending on the proximity to the community. The route of segment 1 is intersecting with three main highways, one main agriculture road, and other narrow roads, in addition to agriculture lands in various parts of the segment. The Cairo- Alex road and Dabaa corridor are used by thousands of vehicles and considered vital to the traffic system in greater Cairo regions. The traffic flow in Cairo-Alex increases significantly in the summer season. The other existing segments are already passing through several villages and densely populated areas where legal level crossings and illegal crossing points are existing. There are around 13 and 38 illegal crossing points for segments 3 and 4, respectively. Safety improvements under component 4 will include civil works to enhance community and pedestrian safety. The existing segments are not fenced except in few areas and pedestrians normally use the railway tracks as walking paths, some trains along the segments are moving with open doors, and train derailments and accidents do occur.

The impacts of construction and operation, if poorly managed, may result in health and safety risks to the nearest communities. The anticipated impacts include:

1- In segment 1, the construction of the route in the pond area might result in changes in the direction of the water flow in the pond which could entail shifting of flooding to new areas and contaminated water flow in other community land areas posing a community health and safety risks.

2- Traffic impacts in all segments, including disruption of vital highways in Giza, including (Cairo-Alex road) and Dabaa Road. During construction of all segments traffic will increase proportionally with the number of project vehicles including trucks transporting materials and workers, especially in densely populated areas. In addition, the likelihood and significance of traffic incidents will increase in all the roads to be used by the project vehicles or intersect with the project's routes.

3- Train traffic increases in areas with mixed traffic (passenger and freight) may result in more train accidents. Also, Segment 1 route is intersecting with an under-construction train line connecting Ain Sokhna to Alamin. Currently, the information on the number of incidents in the existing segments is not known, but the number of train incidents in Egypt is considered high.

4- Air emissions during operations, especially where sensitive receptors are located in close proximity to the tracks.

5- Noise and vibration impacts from construction activities, especially in areas where sensitive receptors are located. During operations of all segments, the train traffic created by Segment 1 and the increase in other segments will entail noise emissions to communities and receptors that are located in close proximity to the routes.

6- Segment 1 impacts include also lack of privacy, accessibility to farms and/or houses, security concerns, etc. During construction, communities adjacent to the worksites will be exposed to potential accidents, general construction hazards, and personal safety, including sexual harassment.

7- During construction, risks of labor influx could be encountered. The construction phase will require mobilization for large number of workers, who are expected to be predominantly male of skilled, semi-skilled and unskilled workers. It is not known at this stage of the project if workers will be from the local communities or will be mobilized from other locations. However, in certain segments (e.g. Segment 1) there will be likely a need for bringing workers from outside the community. In the context of this project, labor influx implications may include but will not be limited to pressure on the local resources and increased risks on communities such as SEA/SH, risks of community exposure to diseases, etc.

8- The COVID-19 pandemic also introduces potential risks of community exposure through contagion pathways such as meetings, stakeholder engagement sessions and construction sites, etc.

9- During Operation significant impacts include community risks associated with transporting of dangerous goods along the lines.
10- Effects of utility cuts on local businesses and communities during construction activities
11- Community risks posed by security arrangements to protect the project during construction and operation. The E&S instruments should assess the impacts and determine the needed additional instruments to be prepared prior to starting the works, such as community health and safety management plans, security management plans and traffic management plans for the different segments based on the phasing of the project. The impact of noise and vibration during operation will be assessed prior to finalization of the design of the new routes as be part of the analysis of alternatives. Access restriction to the project sites should be in place during construction to minimize any potential risks on the the health and safety of the communities. In the meantime, the impact of the operation of the different segments should be also examined and alternative access and secured routes should be designed in consultation with the local communities. The E&S instruments shall propose appropriate mitigation measures with corresponding budget and will propose any additional studies that will be needed.

The instruments shall also examine the associated facilities to the project including if the project will include construction or renovation of railway stations to take into consideration the ESF requirements, such as fire and safety and accessibility as well as other impacts. The ES instruments will provide a good basis for identifying the interventions to be implemented under Component 4.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

ESS5 is relevant to the project. As explained above land impacts are numerous and vary in scale:

Acquisition of private land is anticipated because of the new railway. Activities for signaling works take place within the ENR ROW, where tenants and informal users may experience impacts from loss of land or assets.

1) For segment 2, the existing track Marazeeq-Wahat line for 66 Km, and segment 3, the existing track of 42 km out of 120 km, signaling works are considered limited in scale, consisting mainly of impacts to tenants or informal users (farmers) that occupy an area of the ROW of the railway corridor, owned by the state, or adjacent government land plots, that are needed for storage, or new project structures. Activities consist of building equipment shelters, trenching for cables, main and secondary technical buildings. The most significant land needs for these types of activities are related to the Main Technical Buildings (MTB) that each occupy an area of about 400 m2. The designated MTB land plots are usually vacant, but in limited number of cases, the plot has been rented by ENR to employees or farmers, who pay an annual fee to ENR, or the land is sometimes encroached informally.

2) For segment 1, establishment of a 54 km greenfield of railway tracks and infrastructure, including the siting of the railway ROW, which is around 50 m total width, will entail a rough average of about 15 kilometers of land acquisition of private lands and possible house demolition/relocations. Segment 1 starts from an existing railway track (Marazeeq-Wahat) and crosses the Giza - Wahat highway. Then around 15 km of the line passes through a desert land belonging to a project for reclamation of desert land for agriculture. The initial due diligence of the Bank team revealed that the land in this area is originally owned by the 6th October City Authority, who sold parcels of lands to individuals for a mixed purpose of reclamation and housing with certain criteria and ratio for each. The Bank team also got to know that additional transaction on the land took place when 6th October City Authority sold the land to

another company. The initial findings as part of the conducted due diligence also revealed that landowners now encounter new requirements to be able to maintain ownership for their land. Accordingly, there could be some legacy issues in this area that the Project may encounter. The following 10 km of the route are located within uninhabited desert land, according to the satellite images. The route then intersects with the Dabaa highway and turns north-east towards Cairo-Alex highway. The route is located within the ROW of Al Dabaa highway and Cairo-Alex highway, where there are some farms and a few structures located within the same footprint of the route in this area. The route then crosses the Cairo-Alex highway heading east towards the Qatta station for 15 km, where it will connect with the existing tracks. In the last five (05) km, the line will pass through farms before crossing a water irrigation canal, in some cases passing in the middle of an agriculture land and other very close by some structures observed on google earth. Impacts will range from community health and safety risks, access to the structure/land, lack of privacy, security concerns, devaluation of property/land value, etc.

3) For the different segments and associated works, risk of temporary land acquisition which may lead to range of complications, including but not limited to: 1) negative livelihoods impacts for the owners or users of the land without proper compensation, 2) affect the quality and/or the fertility of land to the extent that affect its future use/market value, 3) risk of giving back the land plots to farmers without providing proper rehabilitation of the land.

In previous railway projects financed by the Bank there have been lack of compliance with project Resettlement Policy Framework. This mainly entailed lack of screening to avoid and mitigate economic displacement impacts before they occur. As explained above, the lack of coordination within ENR has contributed to lack of adherence to the RF and the lack of a qualified and dedicated senior social expertise has contributed to delays in preparation of resettlement plans as per the ESCP of RISE. Compared to ENRRP and RISE land impacts of this project are expected to be more substantial.

The instrument to be prepared under ESS5 at this stage of the project is a RF to cover the impacts of involuntary resettlement, land acquisition and restriction use of land as a result of all the project components. Regarding Segment 1 and although the route of the new track has been initially defined, the rationale for following the framework approach is the fact the alignment that has been initially determined could potentially change. In light of the above, the RF is perceived to be the appropriate instrument at this stage, on the basis of preparing a subsequent resettlement plan (RP) once the plan of the census survey is known and the final alignment is determined. The same RF will also cater for the scope of Segments 2, 3 and 4 and will capitalize on the scope of the RF of RISE given the big similarities. To address the risks related to resettlement non-compliances, the ESCP will include the following language: A RP should be prepared, reviewed and cleared by the Bank, disclosed and implemented before the commencement of any civil works in the sections that will entail land acquisition. If resettlement will take place before the project effectiveness, the same condition should apply and no civil works should commence on the ground before an RP is prepared, reviewed and cleared by the Bank, disclosed and implemented.

Land acquisition is not expected in connection with safety improvements under Component 4. A screening tool will be developed as part of the ESMF and land related issues will be identified at screening stage in the process. If any land will be needed, RPs will be prepared.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

ESS6 is currently relevant. The routes of all the segments do not overlap with any known important natural habitats or protected areas. Most of the project activities for segments 2, 3 and 4 will take place around the footprint of the existing railway corridor and will include major construction activities and crossing of a few water canals. Also, around 800m of Segment 1 passes through a shallow water pond that has an irregular shape and dimensions as it appears from the satellite images. The surface area of the water pond is around 6 km2. According to the preliminary findings of the WB team, the source of the water in the pond is mainly the existing tertiary treatment wastewater plant, which has a capacity of 150,000 m3 per day. The plant was designed to use the treated effluent in cultivating forest trees for timber, such as Eucalyptus and Casuarina in the pond area as well as a green belt around the city. It seems that the treatment plant has been receiving more than its capacity for years, which resulted in the huge water/sewage pond in the area. Currently the government is building a replica of the plant to accommodate the influent, but it is not clear at this stage where the effluent will be disposed or reused and if the water company will stop this practice and take remedial actions. It should be also noted that the WB team observed hoses for tank trucks on the shore of the pond indicating that the pond is being used for illegal dumping of liquids. According to the satellite images, the pond started expanding since 2003. The WB team observed some parts of the pond with dead flora, including Eucalyptus and Casuarina, but other parts of the pond have common Cattails and reeds covering many areas. The team also observed a flock of birds in the pond area which may suggest that the pond is a nesting area for some bird species. The exact footprint of the route was not accessible during the site visit. The observations are suggesting that disposal of the treated and untreated wastewaters in the pond area created an almost 20-year-old type of wetland that became a modified habitat for birds. The E&S instruments shall provide the baseline for the habitats and the biodiversity that they support along the segments as well as assess the anticipated impacts and propose mitigation measures following the mitigation hierarchy. The anticipated impacts include the potential Habitat Alteration and Fragmentation including loss of nesting sites for some bird species and loss of modified habitat in the pond area. It is also worth mentioning that the project will mainly use Cement crossites and using wooded crossites is not expected at this stage.

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

As no indigenous communities, according to ESS7, are present in the targeted geographic locations of the project, the ESS7 is currently not considered relevant to the project.

ESS8 Cultural Heritage

ESS8 is currently relevant. The routes of all the segments do not overlap or pass in close proximity to any known important protected cultural heritage Areas. The project will include major earthworks in the 340 Km footprint and beyond. Egypt is well known for un-discovered archeological sites. Given the project nature, there are chances to find tangible physical cultural resources during excavations, also there might be known cultural heritage assets in the project area of influence. The E&S instruments should assess the existence of tangible or intangible cultural heritage resources which may be impacted by any of the project activities. Also, the E&S instruments shall identify measures for dealing with chance finds.

ESS9 Financial Intermediaries

ESS9 is not currently relevant as it is not envisaged to use this financing modality.

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

NA

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

Actions to be completed prior to Bank Board Approval:

Prepare and disclose the following Environmental and Social instruments before appraisal:

1- Environmental and Social Impacts Assessment (ESIA) for sub-component 4.1 (a), including Waste Management Plan and OHS
2- Environmental and Social Impacts Assessment (ESIA) for sub-component 4.1. (b) 4.2 (a) and 4.3 (a)
3- Environmental and Social Management Framework (ESMF) for sub-component 4.1 (c), 4.2 (b), 4.3 (b) and (c).
4- One Resettlement Framework (RF) for component 4 as well as any other undetermined locations under the rest of the components that may require land acquisition. Although the route of the new track has been initially defined, the alignment might be changed when the actual survey for land acquisition starts. While the RF is perceived to be the appropriate instrument at this stage, the ESCP will clearly include the following language: A RP should be prepared, reviewed and cleared by the Bank, disclosed and implemented before the commencement of any civil works in the sections that will entail land acquisition. If resettlement will take place before the project effectiveness, the same condition should apply and no civil works should commence on the ground before an RP is prepared, reviewed and cleared by the Bank, disclosed and implemented.
5- Environmental and Social Commitment Plan (ESCP)
6- Stakeholder Engagement Plan (SEP)
7- Labor Management Procedures (LMP)

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

1- Prepare and implement and disclose the following Environmental and Social instruments:
- Site-specific E&S instruments, as will be required under ESMF and RF
- Pest Management Plan (PMP), Traffic management plan, community health and safety management plans, in alignment with the phasing of the project

2- Include in all bidding documents and contracts E&S provisions and requirements as per the projects' instruments the implementing agency will not sign the works contracts until the ES documents are prepared and cleared by the Bank.
3 – Hire qualified environmental, social and OHS team on the level of PMU.
4- Hire the System Integrator to implement the project in accordance with the ESF requirements during all the stages while providing E&S capacity building to ENR and GARB.
5- Start construction and mobilization activities where land is vacant of any users and owned by the government.
6- Undertake the TA pursuant to acceptable terms of reference (ToR) by the WB. The ToR will include the requirement of assessing the environmental and social risks associated with the application of the TA in accordance with the relevant ESSs.
7- Prepare an E&S capacity building plan for the project

C. Timing

Tentative target date for preparing the Appraisal Stage ESRS 15-Apr-2022

IV. CONTACT POINTS

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Borrower: Ministry of Finance, Egypt

Borrower: Arab Republic of Egypt- Ministry of International Cooperation

Implementing Agency(ies)

Implementing Agency: Ministry of Transport, Egypt

Implementing Agency: Egyptian National Railways - Ministry of Transport

V. FOR MORE INFORMATION CONTACT

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VI. APPROVAL

Task Team Leader(s):	Arturo Ardila Gomez, Salma Hany Adly Abdelfattah Ibrahim, Hisham Mahmoud Fouad
Practice Manager (ENR/Social)	Lia Carol Sieghart Recommended on 31-Mar-2022 at 11:09:42 GMT-04:00
Safeguards Advisor ESSA	Aki Tsuda (SAESSA) Cleared on 08-Apr-2022 at 17:00:50 GMT-04:00