



Project Information Document (PID)

Concept Stage | Date Prepared/Updated: 11-Feb-2020 | Report No: PIDISDSC28759

**BASIC INFORMATION****A. Basic Project Data**

Country Tanzania	Project ID P164920	Parent Project ID (if any)	Project Name Tanzania Roads to Inclusion and Socioeconomic Opportunities (RISE) Program (P164920)
Region AFRICA	Estimated Appraisal Date Apr 20, 2020	Estimated Board Date May 26, 2020	Practice Area (Lead) Transport
Financing Instrument Investment Project Financing	Borrower(s) United Republic of Tanzania	Implementing Agency Tanzania Rural and Urban Roads Agency (TARURA), Tanzania National Roads Agency (TANROADS)	

Proposed Development Objective(s)

To improve rural road access for population in selected rural areas and build capacity in the sustainable management of rural roads incorporating community engagement approaches

PROJECT FINANCING DATA (US\$, Millions)**SUMMARY**

Total Project Cost	350.00
Total Financing	350.00
of which IBRD/IDA	300.00
Financing Gap	0.00

DETAILS**World Bank Group Financing**

International Development Association (IDA)	300.00
IDA Credit	300.00

Non-World Bank Group Financing



Counterpart Funding	50.00
Borrower/Recipient	50.00

Environmental and Social Risk Classification

Substantial

Concept Review Decision

Track II-The review did authorize the preparation to continue

Other Decision (as needed)

B. Introduction and Context

Country Context

1. Tanzania has experienced sustained economic growth in the past decade, averaging growth rates of 6.3 percent between 2007 and 2017, above the average for Sub-Saharan African (SSA) countries. The solid growth combined with initial signs of economic diversification have contributed to strengthen both private and public investment. Between 2007 and 2018, the country’s national poverty rate declined from 34.4 percent to 26.4 percent. Also, the extreme poverty rate decreased from 12 percent to 8 percent for the same period. However, despite the optimistic economic environment, the GDP per-capita remains low, at \$957 in 2018, below the average of the SSA of \$1,660ⁱ and the latest data show that the absolute number of people living in poverty has increased since 2012 (from 12 to almost 14 million people)ⁱⁱ. Moreover, between 2007 and 2012, on average, poverty declined 1 percentage point each year, but between 2012 and 2018, the reduction has been less than 2 percentage points in total (28.2 to 26.4 percent). Rural areas have reduced the incidence of poverty faster than urban areas, going from 33.4 percent to 31.3 percent for 2012–2018. Also, population keeps growing fast, adding approximately 1.5 million people annuallyⁱⁱⁱ, which poses pressure on the economy, natural resources, transport infrastructure, urban planning, and job creation.
2. Regardless of rapid urbanization, approximately 70 percent of the population of Tanzania lives in rural areas^{iv}, where poverty is deeper when compared to the population in urban areas. It is estimated that about 11.3 million people in the rural areas live in poverty^v. Agriculture is still the main employer in the rural areas. Most people in the poorest households work in agriculture^{vi}, including 56 percent of Tanzanian women aged 15-49^{vii}. Moreover, there is some evidence that poverty is more prevalent among women. For example, women-headed households are more likely to be poor than male-headed households^{viii}, which could be an indication that women engage in low-productivity and low-remuneration jobs and businesses^{ix}. About 64 percent of women working in agriculture do not receive any kind of payment^x. Furthermore, data shows the prevalence of different forms violence against women in Tanzania: The National Demographic and Health Survey reveals concerning statistics regarding women experiencing physical violence with greater incidence in rural areas where almost 42 percent of women age 15-49 have experienced physical violence, compared to 35.5 percent of in urban areas.



3. The agricultural sector accounts for approximately one third of Gross Domestic Product (GDP). Although Tanzania has 44 million hectares of arable land, only 16.5 million are under production, and is dominated by small-holder farmers (holding 88 percent of the land)^{xi}. The sector is also not resilient enough to shifts in rainfalls, making it particularly susceptible to climate change impacts. Climate variability will have impacts in the economy, affecting multiple sectors. Currently, 70 percent of the natural disasters in Tanzania can be related to climate change, and it is estimated that the effects, such as erratic rains, severe storms and floods, and temperature increases are costing Tanzania more than 1 percent of GDP^{xii}. Climate resilient interventions in key economic sectors are required to achieve the Country's vision and desired economic development.

Sectoral and Institutional Context

4. The Government of Tanzania (GoT) 2003 National Transport Policy (NTP) targets developing safe, reliable, effective, efficient and fully integrated transport infrastructure and operations in a manner that supports government strategies for socio-economic development whilst being economically and environmentally sustainable. It also recognizes rural transport as a fundamental requirement for effective transport systems. The GoT is currently in the process of approval for a new NTP (draft from 2016) with a consistent mission to the 2003 NTP, and which recognizes that rural transport performs an important function in connecting local communities to markets and provides access to farming inputs, health, education and other social and business facilities. The other governing document in the roads sector is the Roads Act (2007) that provides guidelines regarding issues such as management of roads, classification and execution of roads works as well as protection of the roads assets. According to the latter, Tanzania's road network is classified in national roads (trunk and regional), and district roads (collector, feeder and community). Two Ministries, with the support of two agencies are responsible for managing roads in mainland Tanzania. While the Ministry of Works, Transport and Communication (MoWTC) is responsible for setting transport sector development policies for road networks, the President Office for Regional and Local Governments (PO-RALG) is responsible for managing tertiary road related policies.
5. Tanzania's total network size of approximately 145,204 km comprises 36,258 km of trunk and regional roads managed by the experienced semi-autonomous Tanzania National Roads Agency (TANROADS), which reports to MoWTC. The rest of the network (approximately 109,000km) is comprised by district roads managed by the recently established (July 2017) Tanzania Rural and Urban Roads Agency (TARURA), which reports to PO-RALG. TARURA is in an emerging state and its present institutional capacity and technical capability differ greatly compared to TANROADS, thus requiring immediate and significant institutional strengthening to be able to deliver on its mandate. Furthermore, currently there is no program in place in the Agency for development or maintenance of the network and the Local Government Transport Program Phase II concluded in 2017. Hence, immediate support to shape the institution and to develop a National Rural Roads Plan is a historic opportunity to shape an agency to implement good policies and practices to ensure sustainable road asset management and social inclusion from the outset.
6. It is estimated that 26 percent of regional and 43 percent of district roads are in poor condition^{xiii}, and that between 20,000 to 30,000 km of the classified tertiary network (totaling 56,000km) are not passable by normal motorized vehicles during the rainy season, and about 15,000 km are accessible only by four-wheel drive vehicles^{xiv}. Furthermore, the Rural Access Index (RAI) for Tanzania, an indicator that measures the fraction of people who have access to an all-season road within a walking distance of 2 km, is low at 24.6 percent^{xv}. This means that approximately 33 million people remain unconnected to an all-weather road. Tanzania's RAI is far lower than its neighbors (e.g. Kenya and Uganda with RAI of 56 percent and 53 percent respectively). This pattern is also true in



another indicator: road density. For instance, road density (length of roads per 100 sq.km of land) is approximately 9 km, while in neighboring Kenya reaches 28 km.

7. Road accessibility is one of the necessary conditions for inclusion and socioeconomic opportunities. Roads connect people to social, education, health and financial services, labor markets and economic opportunities. Furthermore, recent studies demonstrate that road projects, if they incorporate community engagement and gender-balanced approaches, may leverage, especially for women, social inclusion and incorporation of rural population to the political and social decision making while reducing sexual exploitation and abuse (SEA)^{xvi}. Many of the agriculturally-rich areas in Tanzania remain unconnected year-round, owing to missing or unreliable road links, which have been hampering the extraction of full agriculture potentials from those areas due to the high transportation costs. In the draft 2016 NTP, shortfalls of the transport service are identified, including the recognition that the lack of reliable and adequate transport services and infrastructure largely contributes to post-harvest losses, estimated at average of 35 percent of the total production.
8. While improvements in road condition are expected to bring economic and social gains, increases in traffic volumes and speed, if not addresses properly, can lead to a greater number of crashes and road traffic related injuries and deaths. Tanzania is among the countries with highest traffic related fatalities with a rate of 33.4 deaths per 100,000 people, significantly above the average among SSA countries of 27.2 and the global rate of 18.3. In 2013, there were more than 4,000 road traffic fatalities country-wide as reported by the Traffic Police, however given the difficulty with record keeping and reporting, this figure is likely underestimated^{xvii}. The GoT recognizes how critical road safety is for the country to boost economic development and to contribute to achieve the target of cutting global number of deaths and injuries from road traffic crashes in half by 2030 in the context of the Sustainable Development Goals, has included road safety as part of the Country's vision and mission in the draft NTP.
9. The trunk network has benefited from recurrent and capital investment from the GoT and development partners, while the regional network has been historically underfunded. Of the 12,786 km that comprise the total length of the trunk network, 69 percent is paved, and 89 percent is either in good or fair condition. These figures contrast with those for the 22,796 km regional network with 6.1 percent paved, and 74 percent in good or fair condition. Most of the GoT funding and donor support allocated to the road sector has focused on the development and sustainability of the trunk network. For instance, in FY2017/18, TANROADS allocated 81 percent and 4.8 percent of the available resources for trunk network and regional road network respectively. The district network, despite its extension, receives only an estimated 15-17 percent of the national funding allocation to the road sector.
10. Maintenance of the network is a challenge. The Roads Fund Board (RFB) is the funding entity for the maintenance of the roads network. Using a 70/30 formula, provides funds to TANROADS and TARURA respectively, for periodic and routine maintenance. However, the financial gap is a challenge the implementing agencies face with routine maintenance receiving about 72 percent of the required amount, and periodic maintenance less than 36 percent.
11. While employment in the construction sector doubled for men from 2006 to 2014 (from 2.1 to 4 percent), for women it remained the same (0.1 percent)^{xviii}. Through the Women Participation Unit, the MoWTC has created numerous initiatives to enhance the level of representation, participation and development of women in roads works. However, there are still particular challenges to enhance women's participation in the road sector and women still face more barriers in terms the quality and segregation of jobs. Some of the identified challenges by the WPU are: a) current recruitment systems of skilled and unskilled labor which use traditional structures that are male dominated; b) lack of gender disaggregated data collection at all levels in the road construction sector; c) cultural barriers as the existing perception in society that science subjects and construction activities are more suited to men, among others.



12. Many of the agriculturally-rich areas in Tanzania remain inaccessible year-round, owing to missing or unreliable road links, which have been hampering the extraction of full agriculture potentials from those areas due to the high transportation costs. In the draft 2016 NTP, shortfalls of the transport service are identified, including the recognition that the lack of reliable and adequate transport services and infrastructure largely contributes to post-harvest losses, estimated at average of 35 percent of the total production. As most of the rural poor rely on agriculture, improving road access in rural areas can bring economic and social gains.

Relationship to CPF

13. The proposed project supports several focus areas of the FY18-22 Country Partnership Framework (CPF).
14. **Tanzania CPF Focus Area 1: Enhance Productivity and Accelerate Equitable and Sustainable Growth looks into growth the potential, with strong focus in the agri-sector.** A critical factor to achieve this is by improving the infrastructure in the rural areas. The project is aligned with Objective 1.6 that aims to improve connectivity and services in rural areas, with the Bank planning to invest in the development of the roads, and the management of the rural roads network. The proposed project would also directly contribute to Objective 1.1 of Enhancing business environment for job creation, through the strengthening of agricultural value chains and the inclusion of mechanisms to promote social inclusion of vulnerable groups.
15. **CPF Focus Area 2: Boost Human Capital and Social Inclusion.** Under Objective 2.5 and throughout the CPF, the Bank recognizes and exercises the promotion of social inclusion. Through this project, the Bank aims to generate innovative income generating activities for those historically excluded (e.g. rural poor and women) and contribute to reduce the urban-rural divide through improved connectivity. Moreover, through these income-generating activities, the proposed project is also aligned with Objective 2.2 of developing a better-skilled labor force contributing to the diversification of the Tanzanian economy, by supporting development of the road sector institutions, industry and labor-based employment.
16. **CPF Focus Area 3: Modernize and Improve Efficiency of Public Institutions.** The proposed project is aligned with this objective through the support and provision of technical assistance and state-of-the art management of district road network to the newly established TARURA. Working with TARURA in this first inception stage provides a historic opportunity for the Bank to be involved in assisting in shaping an efficient institution that could sustainably implement its mandate.
17. **Gender.** The proposed project is also aligned with the CPF mainstreaming gender addressing four of the five broad groups of gender constraints to poverty reduction and shared prosperity identified by the Systematic Country Diagnostic (SCD). The operation will address (i) constraints to women’s entrepreneurship; (ii) constraints to women’s participation in formal wage employment, (iii) barriers to women’s agricultural productivity; and (iv) constraints to women’s access to quality maternal health care. The project expects to incorporate community engagement and gender-balanced approaches which are expected to support women social inclusion and empowerment to participate in political and social decision making, while reducing.

C. Proposed Development Objective(s)

18. **The Project Development Objective (PDO)** of the proposed operation would be: “to improve rural road access for population in selected rural areas and build capacity in the sustainable management of rural roads”.^{xix}



Key Results (From PCN)

19. Potential key results that could be use include:
 - a. Share of rural population with access to all-season road in the project areas (RAI);
 - b. Road condition (good/fair) in project areas;
20. Potential intermediate outcomes include:
 - c. Kilometers of roads improved;
 - d. Kilometers of roads that received routine/periodic maintenance;
 - e. Employment (medium/long-term) under labor-based civil works contracts (disaggregated, percent women);
 - f. Approval of a National Rural Roads Program;
 - g. Approval of Business plan for the reform of TARURA to undertake its functions, including implementation of a merit-based recruitment and promotion process;
 - h. Grievances registered and resolved within the stipulated services standards;
 - i. Emergency Preparedness and Response Protocols for climate-related hazards and natural disasters implemented in TARURA and TANROADS;
 - j. Road Safety Data Collection System for rural district roads;
 - k. Safe System approach for implemented in rural road project design

D. Concept Description

21. The proposed Project will be financed with a Bank US\$300 million credit. The GoT is considering contributing US\$ 50 million. The project is proposed to be an Investment Project Financing (IPF). The use of a Program-for-Results (PforR) financing instrument was ruled out since technical, fiduciary and social and environmental risks would be too high given that TARURA is a new organization and has negligible institutional capacity and experience of managing a program of such nature and scope.

Potential Project Components:

22. The proposed Project will comprise four components that, as applicable, will be implemented with exploration of community inclusive gender-balanced approaches and careful attention to resilience to climate change and natural disasters.
23. **Component 1: Rural Road Development and Maintenance (US\$ 315 million).** This component would comprise three mutually reinforcing sub-components to tackle with road improvement and sustainability.
24. *Subcomponent 1a. Development of Regional Roads (US\$ 110 million).* This sub-component will support upgrading of Regional Roads. It is estimated that a total of approximately 220 km of Regional Roads could be accommodated. The roads will be upgraded to a paved standard when justified from economic and social viewpoints. There will be consideration for contracting practices that include both the capital investment and the performance-based maintenance in the same contract. This subcomponent will be implemented by TANROADS.
25. *Subcomponent 1b. Development of Rural District Roads (US\$ 143 million).* This sub-component will support rehabilitation and upgrades as well as the spot-improvement of rural district road network. The initial analysis



shows that a total of up to approximately 800km of development/improvement and up to 2,900 km spot improvements would be involved. This subcomponent will be implemented by TARURA.

26. *Subcomponent 1c. Rural Road maintenance* (US\$ 62 million). This sub-component will support routine maintenance activities of rural district roads, while building the capacity of the sector to conduct labor-based routine maintenance. An initial analysis shows that a total of 12,000km of rural district roads could be maintained during the project period. Different employment intensive appropriate technology options would be considered for making cost-effective, employment maximizing and sustainable maintenance interventions that could also accrue social inclusion to the poorest populations and to women. This subcomponent will be implemented by TARURA.
27. **Component 2: Institutional Strengthening, Human Capital and Project Management and monitoring (US\$ 31 million)**. The component would primarily focus on TARURA but would support other institutions with mandate to manage rural roads, such as TANROADS, MOWTC, PO-RALG and RFB.
28. *Subcomponent 2.a. TARURA*. This component will endeavor to strengthen TARURA and build capacity so that the newly created agency quickly gather strength and build up capacity to achieve its objectives and deliver its functions in a sustainable way, while laying out a robust planning and policy framework groundwork for the delivery of its nation-wide mandate in the medium and long term. The support will include the development and implementation of an organization plan and a business plan addressing all functional areas including planning, design, construction, maintenance and social and environmental management of the rural district road network. The component will cover a range of administrative, managerial and fiduciary institutional strengthening activities and purchase of necessary equipment and systems (including vehicles, computers, software, hardware, etc). The component will also include activities to develop TARURA's capacity in managing social and environmental risks, road safety, communications and emergency preparedness and response and resiliency to climate change and natural disasters linked to district roads. This component will develop of a gender policy for TARURA (including dimensions to enhance inclusion and reduce GBV/SEA risks in contracts to be managed by TARURA). The component will also support the development of technical manuals and guidelines that are essential for the planning, development, maintenance and management of rural roads. Training activities (including overseas) will be supported under this component. The project will also support TARURA's incremental operating costs for the implementation, management and monitoring of the project. If feasible, the project will explore road delivery approaches that could be coordinated with the delivery of other infrastructure (e.g. water, energy, ICT, etc.). Finally, this component will also support the development of a National Rural Roads Program.
29. *Subcomponent 2b. Other Rural Road Management Institutions*. The component is expected to support other rural road sector management institutions. Areas of support to TANROADS might include: a) regional road planning; b) developing and updating standards, manuals and specifications related to Regional Roads; c) research activities, if found vital for the sustainable development and management of Regional Roads; and d) capacity to deal with emergency preparedness and response and resiliency to climate change and natural disasters linked to regional roads. This subcomponent will also work with MoWTC, PO-RALG and RFB in selected institutional strengthening activities that are required for their management of rural roads and gender.
30. **Component 3: Community Engagement, Inclusion and Protection (US\$4 million)**. This cross-cutting component will leverage the impacts of other components by proactively engaging communities and implementing approaches that will ensure social inclusion and protection while contributing to reduce violence and increase participation and decision making, especially for women. It is expected that parts of this component will be implemented and scaled



up in collaboration/coordination with other government programs, development partners and/or non-government organizations (NGOs) and/or community-based organizations (CBOs). The component will be managed by TARURA but with involvement of TANROADS, MoWTC or PORALG as applicable, and will focus on two main areas:

31. *Subcomponent 3a. Community Engagement and Inclusion.* This sub-component will design and implement proactive policies to involve communities in the project design and monitoring, targeting women and other vulnerable groups. Activities will include: i) design and implementation support for continuous community-based and gender-inclusive approaches for project design and sustainability; ii) analysis of barriers for and facilitators to participation in the rural road sector for women and other vulnerable populations; iii) design and implementation of a national model for community labor-based routine maintenance, with particular emphasis on the participation of women; iv) a gender and rural roads innovation incubator platform, including actions such as pilot interventions on women's mobility and access to health facilities in rural areas; and v) capacity building for rural road sector institutions in community engagement and gender, scaling up efforts conducted to date by the MoWTC Women Participation Unit, the Engineering Registration Board and other partners.
32. *Subcomponent 3b. Community Protection.* This sub-component will tackle sensitive community and gender issues arising from project activities (e.g. vulnerability of women and girls from influx of non-local laborers at worksites) including SEA and HIV/AIDS. The proposed project will design and monitor prevention and mitigation measures for the potential victims, including: i) detailed analysis of risks; ii) incorporating SEA-related provisions in contract documents (e.g. Code of Conduct) and monitoring provision implementation; iii) mapping of formal services for survivors of SEA (medical, psychosocial, legal/justice, safety/security and employment opportunities), NGOs and CBOs and implementation of partnerships; iv) operationalization of Grievance Redressal Mechanism (GRM), both at Project and District levels, for tracking and responding to project related grievance; v) trainings for implementing agency staff to sensitize on gender and GBV risk prevention and mitigation; and vi) community awareness on SEA, GBV and GRM.
33. **Component 4: Contingency Emergency Response (CERC).** (US\$ 0 million). This contingent emergency response component (CERC) is included under the project in accordance with OP/BP 10.00, paragraphs 12 and 13, for situations of urgent need of assistance, as a project-specific CERC. Rural transport infrastructure is particularly vulnerable to climate disasters, including the CERC under the project will allow for rapid reallocation of project funds in the event of a natural disaster/crisis during the lifespan of the project. Eligible emergency needs and the conditions to trigger this component will be specified in the CERC operations manual. This component will have no funding allocation initially and will draw resources from the unallocated expenditure category in the case of activation. If an Immediate Response Mechanism (IRM) is established, this component will serve as an IRM CERC to allow the reallocation of uncommitted funds from the project portfolio to the IRM Designated Account (DA) to address emergency response and recovery costs, if approved by the Bank

Project area.

34. The proposed project will be implemented widely across mainland Tanzania for spot improvements in subcomponent 1b, subcomponent 1c (maintenance) and components 2, 3 and 4. Due to budget limitations, and to improve the development effectiveness of investments by undertaking a network-level approach (combining investments in the rural district and regional networks for a given community/value chain), while maximizing developmental benefits to agricultural productive areas, road development projects under Subcomponents 1a and 1b will be targeted in the rural districts of Iringa Region: Kilolo, Iringa DC and Mufindi^{xx}. The Project has been relying on both on the Southern Agricultural Growth Corridor for Tanzania Project's prioritization methodology^{xxi} to identify



the highest yield agricultural cluster area and on poverty mapping^{xxii} to prioritize its geographical scope. A diagram of the network level approach and a map with the project area can be found in the Annex.

Leveraging results by coordinating work with other Bank GPs and development partners.

35. **Coordination with other Bank GPs.** The RISE Program is inherently multidisciplinary and was prepared with the cross support of: i) GPAGR, to design the methodology for the prioritization and selection of Component 1 projects to maximize the value to agricultural sector value chains; ii) GPGOV, to scope Component 2; and iii) GSURR, in particular, with the Social Safeguards Team for the scoping of Component 3, and with the Disaster Risk Management Team, to scope Component 4. The project also coordinated activities associated with the preparation of the CBRM model for TARURA with GGH since their “Tanzania Productive Social Safety Net Project phase II (PSSN II)”, through its Public Works/Cash-Transfer scheme implemented by Tanzania Social Action Fund (TASAF), to provide temporary employment and will be supporting community labor-based construction in rural district roads. During implementation, the project will continue fostering the cross collaboration with other GPs to leverage the project’s developmental outcomes and poverty reduction potential, including work with GPGOV for the implementation of Component 2, coordination with GGH for the mutual reinforcement of the PSSN II and RISE Programs, continuation of the work with GSURR mentioned above and, when suitable, work with GENDR to coordinate with the Resilient Natural Resources Management for Tourism and Growth project (REGROW), which focuses on environmental protection and tourism promotion in the country’s Southern Circuit, and which will thus benefit from increased access to the transport network in its larger area of influence.
36. **Stakeholder coordination.** The Bank team conducted meetings and coordination workshops with development partners^{xxiii} involved in the rural road and agricultural sectors during project identification. Other development partners, including USAID, UK’s DFID and European Union (EU) have active programs supporting rural roads in Tanzania that, while in smaller scale, will contribute to the preparation of the proposed project. USAID and EU are collaborating to conduct analytics to identify priority district road interventions in seven districts in the SAGCOT area based on accessibility and selected value chain productivity. DFID is advancing a study to provide recommendations for resiliency of the rural road network in Tanzania. The RFB has also requested DFID and the World Bank to provide a project preparation grant in the amount of US\$3.9 million associated with this proposed project (to be covered by the Corridor for Growth Trust Fund implemented by the World Bank) to support the development of a Road Inventory and Asset Condition Survey for Tanzania—a study that will provide much-needed road data for sectoral planning and decision making. Finally, the International Labor Organization has expressed interest in collaborating with the TARURA and the Bank in exploring options for rural road labor-based routine maintenance and in supporting a greater role for women in the rural roads subsector.

Cross-cutting issues

37. **Resiliency to climate change and natural disasters.** The proposed project will also help address climate related hazards, and emergency preparedness and response. The road sector is particularly susceptible to damage from precipitation and related weather events. Precipitation events cause flooding and landslides that cause damage to the road network and disrupt connectivity. Flooding can have catastrophic effects in populated areas, agricultural assets and economic activities. In Tanzania, the rural road network is particularly vulnerable and, coupled with limited resources, maintenance practices and institutional capacity, the impacts of these phenomena are very damaging to poverty reduction and shared prosperity. The Project will include activities to develop and conduct diagnostics of the existing information, stakeholders, systems and processes used to conduct vulnerability assessments of the rural road network; will explore reviewing of design, construction and maintenance standards with a resiliency focus; will conduct vulnerability assessments at the network and project levels as needed; will incorporate climate change considerations into the decision making for prioritization of development and



maintenance works; and will conduct capacity building and dissemination activities. There will be special focus on developing emergency preparedness and response protocols and procedures for climate-related hazards and natural disasters.

- 38. **Road safety.** The proposed project expects to incorporate road safety considerations across all components by informing design and management of rural roads and strengthening TARURA to implement state-of-the art road safety practices and policies. The project may include, in the targeted areas, public awareness campaigns, identification of accidents blackspots and road safety audits to provide mitigation measures and, through the community engagement component, a space for the exposed communities to express their demands and needs. The project will also support TARURA with developing and implementing its institutional set-up, approaches, manuals and specifications needed to design and manage rural roads. This would include a road safety data collection system for rural district roads and having a safe system approach for in rural road project design.

Legal Operational Policies	Triggered?
Projects on International Waterways OP 7.50	No
Projects in Disputed Areas OP 7.60	No

Summary of Screening of Environmental and Social Risks and Impacts

The proposed Roads to Inclusion and Socioeconomic Opportunities (RISE) Program under sub-component 1a and 1b aims to fund the upgrade of regional and district rural roads, with development works focused on Iringa region (Iringa Rural, Mufindi and Kilolo districts) and sub-component 1c rural road maintenance works implemented country-wide starting with (i) Morogoro; (ii) Njombe; (iii) Mbeya; (iv) Songwe; (v) Katavi; (vi) Rukwa; (vii) Iringa; (viii) Lindi; (ix) Pwani; (x) Ruvuma; (xi) Mtwara; and (xii) Tanga. The program will finance the upgrade of three (3) roads as first generation projects: these include (i) Iringa – Kilolo Regional Road; and (ii) Wenda – Mgama; (iii) Mtili – Mkuta district roads.

The project environmental and social risk classification is Substantial. Due to the nature of the project activities, the following Environmental and Social Standards (ESS) will apply: ESS 1, ESS 2, ESS 3, ESS 4, ESS 5, ESS 6, ESS 7, ESS 8 and ESS 10. According to the initial assessment, the following are the likely impacts of the project: Potential environmental and social impacts may include dust and noise pollution; restrictions of access and traffic disruption; increase in traffic and its related accidents; loss of vegetation, deforestation and charcoal production; community and occupational, health and safety hazards largely during the construction stage of the sub-projects; soil erosion and pollution of water sources; impact on aesthetics as result of extractions from borrow pits and quarries. Under ESS1 an Environmental and Social Management Framework (ESMF) which will guide the preparation of Environmental and Social Impact Assessments (ESIAs) and Environmental and Social Management Plans (ESMPs) for each sub-project. These first generation projects will also prepare site-specific ESIAs. These instruments to be prepared to cover the requirements of ESS 1 and ESS2,3,4,6,8 will be disclosed prior to appraisal of the project.

Sub-components 1 a, b and c are expected to be implemented majorly within the existing wayleaves and thus this will minimize the need for land acquisition but might require the clearing of encroachment on the wayleaves. These will result in both physical and/or economic displacement. Other social impacts and risks may include but not limited to labor influx and associated Gender Based Violence/Sexual Exploitation and Abuse (GBV/SEA); increase in local inflation; pressure on social amenities; increase in prevalence of HIV/AIDs; and exclusion of vulnerable communities and both gender in



participation in prioritization and sub-project activities. These will be addressed by the preparation of a: (i) Resettlement Policy Frameworks (RPFs) and Resettlement Action Plans (RAPs) for the already identified roads as prescribed in ESS5; (iii) ESMPs and C-ESMPs guided by ESMF prepared under ESS1; (iv) LMPs to guide labor management in the program sub-project's will be developed in line with requirements of ESS2; (v) SEPs guiding stakeholder engagement in the program as per ESS10; and (vi) VGPF to guide preparation and implementation of sub-projects in vulnerable groups areas as per requirements of ESS7.

CONTACT POINT

World Bank

Ramon Munoz-Raskin
Senior Transport Specialist

Borrower/Client/Recipient

United Republic of Tanzania
Doto M. James
Permanent Secretary and Paymaster General
ps@mof.go.tz

Implementing Agencies

Tanzania Rural and Urban Roads Agency (TARURA)
Victor Seff
Chief Executive
victor.seff@tarura.go.tz

Humphrey Kanyenye
RISE Project General Coordinator
humphrey.kanyenye@tarura.go.tz

Tanzania National Roads Agency (TANROADS)
Eng. Patrick A.L. Mfugale
Chief Executive
tanroadshq@tanroads.go.tz

Robert Mwita
RISE Coordinator
rmwita52@gmail.com



FOR MORE INFORMATION CONTACT

The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: <http://www.worldbank.org/projects>

APPROVAL

Task Team Leader(s):	Ramon Munoz-Raskin
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Approved By

Environmental and Social Standards Advisor:		
Practice Manager/Manager:		
Country Director:		

ⁱ Data are in constant 2010 U.S. dollars. From World Bank data site: Link [Consulted: January 12, 2020]

ⁱⁱ World Bank. 2019. Tanzania Mainland Poverty Assessment: Executive Summary (English). Washington, DC: World Bank.

ⁱⁱⁱ United Nations DESA/Population Division Data [<https://esa.un.org/unpd/wpp/>]

^{iv} Ministry of Health, Community Development, Gender, Elderly and Children [Tanzania Mainland], Ministry of Health [Zanzibar], National Bureau of Statistics, Office of the Chief Government Statistician, and ICF. 2016. Tanzania Demographic and Health Survey and Malaria Indicator Survey (TDHS-MIS) 2015-16. Dar es Salaam, Tanzania, and Rockville, Maryland, USA. [TDHS-MIS]

^v World Bank. 2019. Tanzania Mainland Poverty Assessment: Executive Summary (English). Washington, DC: World Bank

^{vi} TDHS-MIS

^{vii} TDHS-MIS

^{viii} World Bank. 2019. Tanzania Mainland Poverty Assessment: Executive Summary (English). Washington, DC: World Bank.

^{ix} World Bank. 2015. Tanzania - Mainland poverty assessment (Vol. 2) : Main report (English). Washington, D.C. : World Bank Group.

^x TDHS-MIS

^{xi} Wineman, A., Jayne, T.S., Modamba, E.I., and H. Kray (2019): The Changing Face of Agriculture in Tanzania: Indicators of Transformation

^{xii} World Bank. 2017. Tanzania - Systematic country diagnostic (English). Washington, D.C. : World Bank Group

^{xiii} Information source: TANROADS and TARURA respectively.

^{xiv} Draft National Transport Policy 2016



^{xv} Transport & ICT. 2016. Measuring Rural Access: Using New Technologies. Washington DC: World Bank, License: Creative Commons Attribution CC BY 3.0

^{xvi} Roads to Agency: Effects of Enhancing women's participation in rural roads projects on women's agency, World Bank 2015.

^{xvii} WHO estimated in 2013/14 that Tanzania's actual fatality cases are between 13,000 and 19,000.

^{xviii} Fox, L. Gender (2016). Economic Transformation and Women's Economic Empowerment in Tanzania. London: ODI, p. 5.

^{xix} Project preparation may evaluate the possibility of incorporating road safety, climate change and gender in the PDO.

^{xx} The South-west area of Tanzania is considered the bread-basket for the country and would benefit significantly from improved road accessibility and connectivity. Ironically, while the agriculture potential is tremendous, the region still suffers from medium to high poverty levels and road accessibility challenges are amongst the most important deterrents of agricultural development (Information Source: Southern Agricultural Growth Corridor for Tanzania Project)

^{xxi} Clusters are geographical areas in Tanzania's Southern Agricultural Growth Corridor with relatively high potential due to (i) natural resources, (ii) backbone infrastructure- including roads, water, electricity, communication, (iii) on-going agricultural activities, and (iv) public and private investment opportunities for further growth. There are 6 cluster areas identified and those have been classified in types according to their potential for early wins. Type 1 clusters are Ihemi, Mbarali and Kilombero, present already some modern farming, public irrigation schemes and there is relatively good backbone infrastructure

^{xxii} http://www.fsdt.or.tz/wp-content/uploads/2018/11/Finscope_Iringa.pdf.

^{xxiii} UK Department of International Development (DFID), European Union (EU), United States Agency for International Development (USAID), African Development Bank (AfDB), Japan International Cooperation Agency (JICA), International Labor Organization (ILO)