



Appraisal Environmental and Social Review Summary

Appraisal Stage

(ESRS Appraisal Stage)

Date Prepared/Updated: 03/27/2024 | Report No: ESRSA03394



I. BASIC INFORMATION

A. Basic Operation Data

Operation ID	Product	Operation Acronym	Approval Fiscal Year
P504023	Investment Project Financing (IPF)	RECOR	2024
Operation Name	Rwanda-Emergency Connectivity Restoration Project		
Country/Region Code	Beneficiary country/countries (borrower, recipient)	Region	Practice Area (Lead)
Rwanda	Rwanda	EASTERN AND SOUTHERN AFRICA	Transport
Borrower(s)	Implementing Agency(ies)	Estimated Appraisal Date	Estimated Board Date
Ministry of Finance and Economic Planning (MINECOFIN)	Ministry of Infrastructures, Rwanda Transport Development Agency	05-Mar-2024	25-Apr-2024
Estimated Decision Review Date	Total Project Cost		
12-Mar-2024	93,680,000.00		

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Proposed Development Objective

The Project Development Objective is to restore the connectivity in areas of Rwanda affected by floods and landslides in a climate-resilient manner.

B. Is the operation being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

Yes

C. Summary Description of Proposed Project Activities

[Description imported from the PAD Data Sheet in the Portal providing information about the key aspects and components/sub-components of the project]

The proposed project will rehabilitate sections and spots of 16 national roads (about 253.7 km), 26 district roads (about 129.8 km), and 15 bridges, damaged by flooding occurred in May 2023. The project will implement climate resilient measures to repair the damaged infrastructures and protect them against future climate change effects. The project will



also provide technical assistance to the implementing agency to manage the project, and finance compensation land acquisition cost of the affected persons, mitigating environmental and social risks, and financing community engagement and awareness campaigns for road safety during the works.

D. Environmental and Social Overview

D.1 Overview of Environmental and Social Project Settings

[Description of key features relevant to the operation’s environmental and social risks and opportunities (e.g., whether the project is nationwide or regional in scope, urban/rural, in an FCV context, presence of Indigenous Peoples or other minorities, involves associated facilities, high-biodiversity settings, etc.) – Max. character limit 10,000]

Rwanda, a landlocked country located in East Africa, is divided into four provinces: North, South, East, and West, comprising a total of 26 districts. These districts exhibit diverse rainfall patterns and hydrological characteristics, influencing the varying levels of impact from recent floods across the country. The geographic diversity of the districts and provinces plays a significant role, with mountainous regions such as those in the Northern Province facing heightened risks of landslides and flash floods, while flatland areas like the Eastern Province are more susceptible to riverine flooding during heavy rainfall. The geographic setting of these districts and provinces varies significantly, leading to diverse impacts from recent floods across the country. In the Northern Province, districts such as Musanze and Burera are characterized by mountainous terrain and a high elevation, which may result in localized flooding in valleys and low-lying areas. The Southern Province, including districts like Nyamagabe and Huye, features rolling hills and valleys, with moderate susceptibility to flooding depending on rainfall intensity and soil saturation levels.

The Eastern Province, encompassing districts like Kayonza and Nyagatare, is known for its relatively flat landscapes and riverine ecosystems, making certain areas prone to flooding during heavy rainfall events. Conversely, the Western Province, which includes districts such as Rubavu and Nyabihu, experiences a mix of rugged terrain, lakes, and rivers, leading to varied flood impacts ranging from flash floods in hilly areas to riverine flooding along water bodies. Overall, the recent floods have highlighted the diverse geographic characteristics of Rwanda's districts and provinces, necessitating tailored approaches to mitigate and manage flood risks based on each region's unique landscape and vulnerability factors.

The proposed Rwanda Emergency Connectivity Restoration (RECOR) Project is initiated by the Government of Rwanda with the World Bank, using funds from the Crisis Response Window (CRW) to finance spot maintenance and/or rehabilitation of the flood-damaged road infrastructure consisting of national and districts road sections, and bridges caused by recent heavy rainfall occurred on May 2 and 3, 2023. Overall, the Northern, Western, and Southern Provinces were highly ravaged by this rainfall, where 20 national roads, 21 district roads, and 47 bridges were affected, disconnecting districts and impeding supply transportation, thus disrupting essential services vital for community livelihoods. The project covers 26 Districts and four provinces, in the entire country with various level of impact due to the recent floods.

Among several subproject activities that will be financed under the four components, those activities involve spot rehabilitation and repairing of the damaged national and district roads as well as bridges financed under component 1 have a concern on environmental, social, health and safety (ESHS) risks and impacts management. These activities are expected to result in environmental, social, health, and safety (ESHS) risks and impacts, which will vary based on the



type and location of the subprojects, as well as the scale of rehabilitation and reconstruction efforts, and the extent of recorded damages. The potential risks and impacts associated with civil works include clearance of vegetation, dust and noise disturbances, visual changes to landscapes, pollution (including debris and solid waste generation), contamination of ground and surface water, soil erosion, worker safety risks, road traffic accidents, community safety concerns due to increased traffic, soil and water pollution from oil, fuel, and chemical spills, temporary air quality issues from emissions such as CO₂ and NO_x, noise pollution from vehicles and machinery, and improper transport, disposal, and management of construction and domestic waste. The project will have an impact on vulnerable groups such as elderly people, widows, children, etc.... issues related to SEA/SH and security situation as a result of labor influx.

Rwanda's roadways are lined with a rich display of plant and animal life. The flora is characterized by expansive grasslands, with elephant grass and finger grass being particularly prominent in the savannahs and lower altitudes. Acacia trees are seen along roadsides, with primarily eucalyptus trees planted for timber and fuelwood dominate the roadsides, and acacia trees are seen along roadsides occasionally. The agricultural areas near roads often feature banana and plantain plantations. Wetlands add to the diversity with papyrus, water lilies, and various sedges flourishing in these moist environments, though most wetlands are also converted to an agricultural land. In terms of fauna, Rwanda boasts a rich avian population, with birds like weaverbirds, sunbirds, hornbills, and raptors frequently observed along roadways. Small mammals such as rodents (mice, rats), shrews, and bats are common, while mongooses and small carnivores may also be spotted in certain areas. Reptiles like snakes, frogs, toads, and chameleons are found in suitable habitats near roadsides. The project activities are concentrated in specific sections or spots of the existing damaged infrastructures, leading to minimal modifications in the flora and fauna features along the subproject areas. Considering the project baseline information and the scale and type of proposed RECOR project core and ancillary facility activities, the main environmental risks identified at this stage are related to spot rehabilitation and reconstruction of the flood-damaged road sections and bridges. These activities aim to ensure climate resilience and are funded under subcomponents 1.1, 1.2, and 1.3 of the RECOR project. The specific activities anticipated under these subcomponents include but are not limited to the following: clearing and grubbing, removal of structure and obstructions, topsoil stripping, roadway excavation, embankment preparation and construction, non-bituminous pavement layers construction, bituminous pavement layers construction, bridges extension joints, grouted stone pitching, construction of stone masonry, construction of gabion, construction of pipe culverts/bridges, construction of drainage layers, planting trees and shrubs, gullies and ravines rehabilitation; among others as depicted from the current contract for road maintenance.

D.2 Overview of Borrower's Institutional Capacity for Managing Environmental and Social Risks and Impacts

[Description of Borrower's capacity (i.e., prior performance under the Safeguard Policies or ESF, experience applying E&S policies of IFIs, Environmental and social unit/staff already in place) and willingness to manage risks and impacts and of provisions planned or required to have capabilities in place, along with the needs for enhanced support to the Borrower – Max. character limit 10,000]

The Rwanda Transport Development Agency (RTDA), under the coordination of the Ministry of Infrastructure (MININFRA), is the main implementing agency of the proposed Rwanda Emergency Connectivity Restoration (RECOR) Project and is responsible for the implementation of subproject activities under four components of RECOR project. The Rwanda Transport Development Agency (RTDA) is responsible for the planning, prioritizing, approval, delivery, management, and maintenance of infrastructure, including support to districts as the managing and implementing agencies. The Rwanda Transport Development Agency (RTDA), while the unit in charge of project implementation, will



be the Single Project Implementation Unit (SPIU) within RTDA, which will serve as the direct interlocutor with the World Bank and will report Quarterly on project progress.

The Single Project Implementation Unit (SPIU) has already been established under RTDA and is responsible for the implementation of the project activities.. The SPIU is currently serviced by contractual staff The SPIU will play a supervisory role, offering guidance on project implementation, including technical, procurement, supervision, social and environmental safeguards, health and safety, and financial management aspects. Currently, the SPIU-RTDA has been implementing two World Bank-financed Projects. Feeder Roads Development Project (P126498) and the Lake Victoria Transport Program (LVTP)- SOP1, RWANDA (P160488) with risk rating of High and substantial respectively, with moderately satisfactory latest performance rating, Both projects are under the World Bank’s environmental and social safeguards policies. These two projects have recorded ten fatal incidents and several severe incidents due to insufficient level of enforcement and supervision capacity, an inadequate number of E&S safeguards staff, mainly safety officers, and poorly defined accountabilities among responsible parties, including SPIU, contractors, and districts. The existing capacity of the SPIU has improved with additional staffing of E& S safeguards specialists, ESHS specialists and officers , Currently the SPIU has four, environment safeguards specialists, and four social safeguards specialists at national level, 10 environment and social safeguards officers at district levels, one Gender specialist, one community Development Officer and one safety engineer.

Overall, the main implementing agency(SPIU under RTDA) has limited capacity to monitor and implement Environmental and Social mitigation measures. Although RTDA is involved with projects funded by the World Bank, and has some exposure to managing environmental and social risks; However, to ensure sound implementation of the project's Environmental, Social, Health, and Safety (ESHS) risk management measures, capacity building to it is necessary. A GBV or SEA/SH specialist or consultant is expected to be hired to support the implementation of the project’s SEA/SH action plan.. During implementation period, the existing capacity of RTDA-SPIU to implement the project activities will be further assessed to identify strengths and areas for improvement and will be reinforced by additional staff to be assigned, and provision of the required ESF training, as deemed necessary.

The Rwanda Development Board (RDB) is the delegated authority for reviewing EIA reports and issuing EIA certificates to projects on behalf of the Rwanda Environmental Management Authority (REMA). All government EIA-related services are today housed at RDB, which is legally required to have an in-house team of certified EIA practitioners to conduct EIA reviews. The Rwanda Development Board (RDB)/One Stop Center Environmental Impact Assessment Unit further provides guidance and assistance to teams preparing EIAs and is required to consult REMA in setting any conditions on an EIA certificate to be included in the EMP and REMA is responsible for monitoring EIA implementation compliance.

REMA, as per its mandate, is responsible for the supervision and monitoring of external environmental safeguards and standards on an annual basis. Therefore, to ensure the sound implementation of environmental and social safeguards associated with all the subprojects of the proposed RECOR project, both REMA and RDB will actively engage during the project implementation period.

The Ministry of Local Government is the overall supervising authority of the Local Administrative Entities Development Agency (LODA). LODA has the mission to contribute to the capacity building of the population and decentralized entities by outsourcing funding to finance the socioeconomic development, including road infrastructures of decentralized entities. The district authorities in the project area are the coordinating body for any resettlement activities, as



applicable at the district level. They oversee, coordinate, and facilitate the implementation process of resettlement activities across local governments under their jurisdiction.

II. SUMMARY OF ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)

Substantial

A.1 Environmental Risk Rating

Substantial

[Summary of key factors contributing to risk rating, in accordance with the ES Directive and the Technical Note on Screening and Risk Classification under the ESF – Max. character limit 4,000]

The proposed project interventions will have positive impacts through post-disaster recovery and rehabilitation activities, which will strengthen the capacities and resilience of the government and communities to climate-related disasters. The potential environmental risks anticipated from the project investments are considered substantial; Given the nature of the proposed project investments, which are limited in scale and tailored to specific damaged areas within each infrastructure section, where bridges have not been completely destroyed but are currently impassable. These rehabilitation works are not very complex, with medium environmental impact in magnitude and spatial extent, the project is not in a highly sensitive area. There are also concerns related to the capacity of the client, and If the road rehabilitation involves natural hazards due to climate-related risks such flooding. The design of these investments anticipates that most impacts will be temporary and predictable. To mitigate these impacts, the project will employ best international management practices. However, they still require careful management and mitigation strategies to minimize environment impacts. Component-1 of the project focuses on the rehabilitation and enhancement of infrastructure damaged during the May 2 and 3, 2023 flood, covering 253.7 km of national roads, 129.8 km of district roads, and 20 bridges across six districts. These activities are expected to generate both positive and negative impacts on the biophysical, socioeconomic environment and workers health and safety during its execution. The anticipated environmental risks and impacts associated with these investments will vary based on factors such as the type, location, and scale of rehabilitation efforts required due to flood-induced damages. The spot rehabilitation and repair actions are expected to pose limited scale, site-specific environmental risks, including vegetation clearance, dust and noise disturbances, visual landscape alterations, debris and solid waste generation, groundwater and surface water contamination, soil erosion, sedimentation, occupational health hazards for workers, road traffic accidents, community safety concerns due to increased traffic, and pollution from oil, fuel, and chemical spills affecting river water quantity and downstream users. Moreover, temporary air quality issues may arise from dust emissions, diesel combustion from various sources such as vehicles, hot and batch mix plants, diesel generators, noise pollution from construction activities, machinery, and concrete mixing, along with challenges related to inappropriate disposal and management of solid and liquid waste, posing environmental, health, and safety (EHS) risks attributed to service providers managing waste disposal sites and supplying road materials. Despite specific rehabilitation efforts having limited direct impacts, the cumulative effects of the entire scope, covering national and district roads as well as bridges, may lead to more significant and indirect EHS impacts and risks. The project's impact on the environment and social conditions is anticipated to persist even after construction, during operation and maintenance phases. Some of the identified impacts and risks include vegetation clearance, community health and safety, soil and water pollution, soil erosion, siltation and sedimentation of surrounding surface water bodies, water

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pollution with eroded soil, spills and leaks of oils/chemicals, and the improper disposal of construction waste into nearby water bodies. Additionally, temporary nuisances such as air and noise emissions from vehicles, machinery, concrete mixing, and other construction activities are expected. Thus, It is crucial to implement proper mitigation measures and environmental management plans to minimize these risks and ensure the sustainable development of the proposed RECOR project.

A.2 Social Risk Rating

Substantial

[Summary of key factors contributing to risk rating, in accordance with the ES Directive and the Technical Note on Screening and Risk Classification under the ESF – Max. character limit 4,000]

The social risk rating of the project is substantial. The project is expected to promote positive social benefits for the wider population within the project implementing districts and improvements of the transport conditions through the rehabilitation of flood- damaged national and district roads, including bridges affected by high levels of rainfall in May, 2023. The key social risks of the project are associated with: (i) potential for economic displacement, particularly resulting from the loss of land holdings and assets, as well as impacts on livelihoods associated with restrictions in access to natural resources, temporary physical displacement, and reduced income streams for local businesses, along with the fact that local-level compensation rates for crops might not reflect market rates, and that there may be delays in the compensation processes; (ii) potential exclusion of beneficiaries due to limitations in targeting mechanisms and elite capture, which could affect vulnerable groups in particular (e.g, the elderly and disabled commuters) and others by virtue of gender, age, physical or mental disability, economic disadvantage or social status), as part of a process facilitated by difficulties in carrying out adequate stakeholder engagement activities and limited access to functioning grievance mechanisms, especially given that specific information on exact locations and scale of project investments are not yet adequately known at this stage; labor and labor-related OHS risks, including those associated with labor-relations management, community workers, and expectations for employment among the local population; and (iv) community health and safety risks to communities due to the proposed civil works associated with the rehabilitation of road and bridge activities, including traffic safety risks, the potential spread of infectious diseases, including HIV/AIDs and other STDs, and potential intensification of gender-based violence (GBV)/Sexual Exploitation and Abuse and Sexual Harassment (SEA/SH), including of minors. The project team has committed to handling and improving the social risk management systems of the project, which will involve civil works during spot rehabilitation and repairing of damaged national and district roads and bridges in 26 Districts and four provinces, in the entire country with various level of impact due to recent floods.

[Summary of key factors contributing to risk rating. This attribute is only for the internal version of the download document and not a part of the disclosable version – Max. character limit 8,000]

B. Environment and Social Standards (ESS) that Apply to the Activities Being Considered

B.1 Relevance of Environmental and Social Standards

ESS1 - Assessment and Management of Environmental and Social Risks and Impacts

Relevant

[Explanation - Max. character limit 10,000]

ESS1 is relevant for the project. For High Risk and Substantial Risk projects, the Borrower will provide to the Bank and disclose documentation, as agreed with the Bank, relating to the environmental and social risks and impacts of the

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project prior to project appraisal. The documentation will address, in an adequate manner, the key risks and impacts of the project, and will provide sufficient detail to inform stakeholder engagement and Bank decision making. Overall, the activities funded by the proposed RECOR project will result in adverse environmental and social risks and impacts on the nearby biophysical and socioeconomic environment, particularly subproject activities financed under component 1 of the proposed RECOR project. At this stage, except for the location and type of activities, at this stage, the exact scale and magnitude of these infrastructure activities are not known, but most likely, the project will initiate emergency activities under component-1, including rehabilitation of damaged infrastructure like maintenance and repairing of national and districts roads and bridges. The project covers 26 Districts and four provinces, in the entire country with various level of impact due to recent floods. The implementation of these core project activities and ancillary facilities, such as dumping sites, borrow pits, etc. could result in both Environmental and Social impacts. The infrastructure activities under component 1 can have significant construction related environmental, OHS , CHS risks and impacts, such as the clearance of vegetation, dust, and noise nuisance, visual degradation of landscapes, pollution (debris and other solid waste generation), ground/surface water contamination, soil erosion, and sedimentation of surface water bodies, worker occupational health and safety risks, road traffic accidents, community nuisance, and safety concerns due to traffic increase, soil and water pollution from spills and leaks of oils, fuels, and chemicals have raised concerns regarding impacts on river water quantity and downstream users. Temporary air quality nuisance due to dust emission and other particulates from the combustion of diesel from vehicles, hot batch mix plants, noise pollution from vehicles, machinery, concrete mixing, and other construction activities, along with the risk of inappropriate solid and liquid construction and domestic waste transport, disposal, and management, contribute to environmental, health, and safety (EHS) impacts/risks. While specific rehabilitation work may be limited, there may also be indirect and cumulative EHS impacts/risks due to all the works involved, including 253.7 km of national roads, 129.8 km of district roads, 20 bridges, etc. Furthermore, the anticipated subproject spot-based rehabilitation activities may require a certain level of land acquisition, disrupting the existing environment, causing economic losses for affected individuals and families, and restricting access to natural resources. Other than civil works related impacts, the road rehabilitation activities can also have significant OHS and CHS related impacts due to road safety and traffic management issues. No permanent physical displacement is anticipated under Component 1, but there may be instances where economic and/or physical displacement may occur temporarily. The positive impacts include flood control during the rainy season, and the recharge of groundwater and increase in water supply for irrigation, domestic and livestock use, and it can also help ecosystem restoration and biodiversity of the surrounding areas. Component 2 of the project will support environment and social risk management, Community Engagement, and awareness campaigns. The activities under this component will be focused on cash compensation cost for project affected persons. The project will finance the mitigation measures for impacted persons along the road sections and bridges with IDA funds. The project will finance cash cost related to resettlement and/or livelihood restoration plans during implementation including compensation fees for project affected persons (PAPs). The project will finance small investments to restore deteriorated roadside livelihood means for the local communities. Risk mitigation, community, and stakeholders' engagement. The activity will allow engagement with local communities living along the damaged infrastructures and discuss grievance redress through awareness workshops. Road safety activities will comprise training and awareness campaigns for school children, motorbike and truck drivers, local communities, and other road users in the project area. Safety measures will include enforcing speed limit and the use of personal protection equipment by construction workers to reduce fatalities during the works and along the roads to be repaired and rehabilitated. Component 3 will finance implementation support, monitoring, and capacity building. It is related to the management of the project and salaries of competitively recruited experts fully dedicated to the project, as well as travel expenses and other incremental

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operating costs of the Single Project Implementation Unit (SPIU) at RTDA. Technical Assistance and Institutional support for SPIU-RTDA and other relevant institutions directly or indirectly engaged in the implementation of the proposed RECOR project will be financed under this component. This activity will enable reporting of the project implementation progress and its impacts. Component 4: - finance the contingency Emergency Response. This zero-dollar component will allow for swift reallocation of credit proceeds from the other components to provide immediate emergency recovery support following an eligible crisis or emergency. To assess and mitigate environmental and social risks associated with the anticipated financed activities under the project, an Environmental and Social Management Framework (ESMF) will be conducted by a third party during implementation, prior to commencement of construction works. Meanwhile, the ToR for the preparation of ESMF will be developed by the client and approved by the Bank within one month after board approval. Since the project will be implemented across twenty six project implementation districts, once the exact locations of the activities supported by the project are known, in line with the ESF and the project ESMF, ESIA/s or ESMP/s and Resettlement Plans (RPs and/or LRPs) will be prepared. The client prepares these ESIA/s or ESMP/s with the support from supervision consultant prior to the commencement of civil works, as necessary. It also included, for any future emergency response using Component 4 CERC activities, a CERC ESMF will be prepared and be Annexed on the ESMF, along with other environmental and social (E&S) instruments that may be required in accordance with the CERC Manual which will be prepared as applicable and thereafter implemented. In this regard, all borrower prepared Environmental and Social Assessment and management documents will be reviewed and disclosed by the client and Bank following the timeline indicated in the ESCP. The ESMF, will provide implementation methodology of ES risk management and a framework to screen; and as per the screening process the project will exclude potential High-risk operation, which the list of subprojects are annexed in the project ESMF, determine and manage relevant ES risks of each project component, determine criteria for preparation of site-specific ESIA/s and ESMP/s for design, construction, and operational phases of various subproject investments, provide institutional monitoring and reporting arrangements, and describe the institutional arrangements and staffing requirements. The project implementing agency (RTDA-SPIU) will then prepare and implement site specific instruments (ESMP/s) prior to the procurement of civil works contracts, so that contractors base these documents for the preparation of Contractor ESMP/s (CESMP/s). Consultants will be hired (recommended not critical) by RTDA to prepare these documents and will consult REMA and other associated agencies. An Environmental and Social Commitment Plan (ESCP) has been prepared which sets out the substantive measures and actions required for the Project to meet the bank environmental and social requirements. The ESCP details commitments with timeframes of E&S instrument preparation, adequate organizational structure, and capacity building measures. In addition, to ensure sound stakeholder engagement in the project, a Stakeholder Engagement Plan (SEP) containing the Grievance Redress Mechanism (GRM) has been prepared. Requirements for multiple GRM (project level, labor, GBV) or a single, one-window operation will be ready and disclosed at a later stage during project implementation but prior to commencement of civil works. The project will prepare Labor Management to effectively manage labor issues, ensure compliance with environmental and social standards, utilize national frameworks, and contribute to broader development outcomes. The LMP also serves as a tool for identifying, assessing, and managing the risks of adverse social and environmental impacts associated with labor influx to the project. The ESMF shall capture terms of reference and implementation methodology for consultancies, studies, training and capacity building, knowledge and skills assessment, and other technical assistance activities, with budget, human resources, and other facilities for environmental and social assessments and preparation and implementation of environmental and social instruments. It will also ensure that all outputs from technical assistance activities and

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instruments will be consistent with the applicable ESSs. The Project and its works will comply with WB EHS Guidelines - General, Toll Roads, and for Construction Material Extraction, as applicable.

ESS10 - Stakeholder Engagement and Information Disclosure

Relevant

[Explanation - Max. character limit 10,000]

The Implementing Agency (RTDA) has prepared a draft Stakeholder Engagement Plan (SEP) to provide a framework for effective and inclusive engagement with stakeholders at all stages of the Project lifecycle. The overall objective of SEP is to define a plan or program for stakeholder engagement, including public information disclosure and consultation, throughout the preparation, construction, and operation of the proposed RECOR project. The SEP outlines how RTDA-SPIU will communicate with relevant stakeholders, including MINIFERA, MINEMA, MINICOM, RDB, RSB, REMA, contractors/subcontractors, private sector companies, enterprises, and includes a mechanism by which people can raise concerns, provide feedback, or file complaints about project activities or any other ancillary facility activities related to the project. During the preparation of SEP, the RECOR project undertook consultations with a range of stakeholders, including relevant government institutions, such as RTDA, MoIT, MINIFRA, RSB, RDB, REMA, Local communities, private sectors, non-governmental organizations, Civil society organizations, etc. to develop mechanisms for information sharing, citizen engagement, and beneficiary feedback. Details of the SEP implementation budget have been outlined in this project Stakeholder Engagement Plan (SEP) document. a) Describe the applicable regulatory and/or other requirements for disclosure, consultation, and ongoing engagement with the Project's stakeholders. b) Outline the stakeholder consultation and communication activities throughout each step of the ESMF, and ESIAs/ESMPs as well as project implementation phases. c) Identify and prioritize key stakeholder groups, focusing on project directly affected local communities, d) Provide a transparent and inclusive strategy, action plan and timetable for disclosure of information. e) Ensuring that engagement with each group is undertaken without any form of discrimination. f) Assess the level of stakeholder interest and support for the project and enable stakeholders' views to be taken into account in project design and environmental and social performance. The project will establish a grievance redress mechanism (GRM) that is easily accessed to the aggrieved parties. The GRM will be transparent and accountable in grievance handling as well as responding both effectively and efficiently to the grievances reported by the affected parties. The proposed GRM system should meet the requirements of ESS10. This SEP will be updated during implementation and prior to commencement of civil works and redisclosed. Final SEP will confirm the identification and classification of all Project stakeholders (including vulnerable groups), appropriate modes of communication/disclosure for all identified categories of stakeholders, guidance on disclosure including modes and timeframes, and records of all stakeholder engagements carried out. It will be prepared as a living document, which will be periodically updated and implemented throughout the Project implementation period.

ESS2 - Labor and Working Conditions

Relevant

[Explanation - Max. character limit 10,000]

ESS2 is considered relevant for the project. The proposed project will involve direct workers (workers and staff at the SPIU), workers that will perform the O&M for roads/bridges, contracted workers (contractors, sub-contractors, laborers), and primary supply workers mainly construction works of the main road section and its ancillary facilities. The type and combination of workers will be known at the time when the subproject types and locations, and activities are identified during implementation. A significant number of casual and skilled workers during the

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construction of the road are expected to be employed by contractors and sub-contractors and some of them may involve day laborers. The Labour Management Procedure (LMP) will include provisions against for the assessed , will assess the most important labor risks of the planned activities, including risks of child labor and forced labor, labor influx and GBV, in particular SEA/SH, Occupational Health and Safety (OHS) risks (from operating machinery and moving vehicles but also working at elevation on bridges and overpasses, exposure to noise, work in confined spaces, trenching, falls from machinery or structures, and risk of falling objects, etc.) including Plans for possible accidents or emergencies. The ESMF and Site-specific ESMPs assess the most important labor risks, including indicated above, will include preventive measures as well. In case of incident investigation and reporting, tools and formatters from the Environmental and Social Incident Response Toolkit (ESIRT) and incident investigation report will be included and disclosed as part of the ESMP or LMP. Special attention will be given to Occupational Health and Safety (OHS) risks, which are expected in all components due to health and physical hazards associated with civil works and low awareness/experience amongst employers/workers to identify and manage risks. This will be in addition to the Occupational Health and Safety (OHS) plan, which the client will develop as part of the LMP and used to guide development of subproject ESMPs (as well as the ESMF). Then the Contractor (required by the contract) is required to prepare a C-ESMP which includes OHS Plan. Obligations under the LMP will also apply to all contractors involved in the project. For Community Workers, an addendum/manual will be prepared under the LMP, which will cover all ESS2 requirements and describe a step wise approach towards its implementation. Moreover, management of labor issues with regards to Gender Based Violence/Sexual Exploitation and Abuse/Sexual Harassment (GBV/SEA/SH). For example, codes of conduct, training workers on codes of conduct, Grievance Redress Mechanisms (GRM), and OHS, along with enhancement of implementation and supervision capacity, will be improved during preparation mainly through supervision consultants. This will be assessed in more detail as part of the due diligence and incorporated into the LMP.

ESS3 - Resource Efficiency and Pollution Prevention and Management

Relevant

[Explanation - Max. character limit 10,000]

ESS3 is considered relevant. In the current flood emergency situation, pollution management and prevention are eminent due to excessive debris, sewerage, solid waste, in the flood waters due to washed crops, industrial chemicals, and pollution of water bodies. The construction works under component 1 as well as due to water and energy use will have the potential to cause environmental direct, indirect and cumulative impacts over the various subprojects which include habitat disturbance during construction, soil erosion due to earthmoving activities, and potential water pollution from construction runoff. Indirectly, the increased use of heavy machinery and transportation during rehabilitation can contribute to air and noise pollution, affecting local ecosystems and community. There are also potential impacts from service provider, especially construction materials such as pollution, noise, dust, erosion, vibration, stormwater runoff, and spillage of hazardous materials, including oil, fuel, lubricants, asphalt/bitumen, etc. Managing construction activities and hazardous and nonhazardous waste will be particularly important as part of ESS3. The cumulative environmental impacts are more positive in the long term, as rehabilitated infrastructure can improve drainage systems, reduce flood risks, and enhance overall ecosystem resilience to future extreme weather events. The construction activities of the project will generate a significant amount of solid and liquid waste. This waste includes excavated soil, domestic waste from campsites, scrap metals, wood, and other types of waste from construction sites. Additionally, there will be wastewater from vehicle washing, sewage, and hazardous waste such as hydrocarbon oils from construction machinery and vehicles. All construction waste, including waste from campsites and road reserves, must be safely stored, transported, and disposed of at



approved public disposal sites in accordance with national laws and regulations, as well as the WBG Environmental Health and Safety Guidelines (EHSGs) - both General and Specific - and GIIP. The project activities will result in generation of waste at the construction site, soil erosion and sediment from materials sourcing areas and site preparation activities, emissions such as fugitive dust from vehicle traffic, land clearing activities, and materials stockpiles, noise from heavy equipment and truck traffic, and the risk of hazardous materials and oil spills associated with heavy equipment operation and fueling activities. During the rehabilitation and maintenance of national and district roads as well as bridges activities of the proposed RECOR, there are specific environmental risks related to the handling and disposal of hazardous chemicals associated with batching plant activities and the transportation, storage, and safe disposal of spoil bitumen and/or bitumen contaminated material. To address these issues, the subproject ESIA and ESMPs includes a Waste Management Plan which will be prepared during the implementation period, is anticipated to capture these aspects. These include the use of natural resources such as crushed material, fill, bitumen, and water, as well as work materials like gasoline. The instruments also address resource efficiency, specifically focusing on energy, water, and raw material usage. The proposed project instruments (ESMF, ESIA/ESMPs, etc.) will have stipulated measures to manage risks consistent with the objectives of this standard (ESS3) during construction and operational phases. In order to promote sustainable use of resources, including energy, water, and raw materials, the development of socioeconomic and climate-resilient infrastructures will require the procurement of significant quantities of materials such as gravel, sand, and wood. It is important for the project to effectively manage these resources that helps to minimize their consumption. The ESIA/ESMPs will include procedures and measures to make sure that the contractors will be required to avoid or minimize the release of pollutants and assure compliance with the Environmental, Health, and Safety General Guidelines of the World Bank Group, including Environmental, Health, and Safety Guidelines for Construction Materials Extraction, Environmental, Health, and Safety Guidelines for Toll Roads. Mitigation measures to ensure the appropriate handling, storage, use, and disposal of hazardous and non-hazardous materials and wastes will be identified in the ESMF/ESMPs, WMP, etc. During project implementation, in line with the project ESMF, any additional environmental ESF instruments, including site-specific Environmental and Social Impact Assessments/Environmental and Social Management Plans (ESIAs/ESMPs) under the Contractor ESMP (CESMP), will be prepared by the contractor to guide on how will O&M measures be documented as well as addressing pollution prevention and management measures, as applicable.

ESS4 - Community Health and Safety

Relevant

[Explanation - Max. character limit 10,000]

ESS4 is relevant to the construction activities financed under Component 1. Since the project will be implemented in a post-disaster environment, a number of contextual community health and safety risks already exist, with high chances of increasing in magnitude. Mainly, communities, especially those residing close to the construction activities and along the corridor and transport routes, are potentially exposed to health, safety and GBV/SEA risks in the area of Sexual Exploitation and Abuse; 2) Sexual Harassment; 3) Human Trafficking and; 4) Non-Sexual Exploitation and Abuse and to be managed through a SEA/SH Action Plan. The ESIA/ESMPs, which will be prepared during implementation, will conduct an assessment of community health and safety risks during construction and operation, taking into account the project context and vulnerable groups. The proposed project works may pose risks to the community during the construction and implementation phases. Impacts that are potentially generated from the proposed rehabilitation and repairing activities will be treated by the community health and safety risk management measures stipulated under the ESIA/ESMP, and considering the risk significance level and type of the impact. The contractors will develop Community Health and Safety Management Plans (CHSMPs) under CESMPs during the



implementation period and don't you mean prior to contractor starting work. Each project intervention under Component 1 of the proposed RECOR project will reflect the community needs based on stakeholder consultations and an Environmental and Social Management Plans (ESMPs), which will be prepared for each sub-project during implementation. Road safety: Given the nature of the project, road safety needs to be addressed throughout the design, construction, and operation stages of the proposed project. During construction, the transportation of materials and use of construction vehicles for various construction activities poses traffic risks to communities/populations. Road safety is also expected to improve through the installation of safety devices on roads around the spot rehabilitation sites as well as to and from any other construction activities areas, including ancillary facilities that pass through populated areas, schools, markets, and other social infrastructure during the operation phase. The project shall provide specific attention to road safety during the preparation of relevant ESF instruments. A Contractor Environmental and Social Management Plan (C-ESMP) and relevant Management Strategies Implementation plans (MSIPs) will be required to be prepared by the respective contractors prior to the commencement of civil works with a realized partnership between the project team and the contractor, summarizing the different mitigation measures that are identified during the project environmental and social assessment phase and that will need to be implemented on the ground during the subproject implementation period. The following aspects need to be included in the C-ESMP: traffic safety; environmental risks towards communities including dust, noise ; labor influx and GBV/SEA risks and impacts; local tensions, conflict analysis including on resource access and use; security and risks related to eventual security personnel; etc. The ESIA, ESMPs, and MSIPs to be prepared during implementation period will also outlined risk management approaches for these risks, which will be used to develop site-specific ESMPs as needed, including but not limited to a Traffic Management Plan (TMP), Community Health and Safety Management Plan (CHSMP), Emergency Preparedness and Response Plans (EPRP), Road Safety Management Plan (SMP) during civil works, in line with ESS4.

ESS5 - Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

Relevant

[Explanation - Max. character limit 10,000]

ESS5 is relevant. Permanent land acquisition and resettlement is not anticipated, as rehabilitation and maintenance works are considered for flood damaged existing national and district roads and bridges, that will be financed under component 1 of the RECOR project are expected to be restricted/confined to existing RoWs, etc., and thus will not require new land acquisitions. However, due to the emergency nature of the project and limited knowledge about the exact scale, design, etc. of project investments ESS5 remains relevant, the Project may entail potential economic displacement, particularly through the loss of land holdings and assets, impacts on livelihoods associated with restrictions in accessing natural resources and reduced income for local businesses. Additionally, local compensation rates for crops may not reflect market rates, and there could be delays in the compensation processes. Respective resettlement plans (RPs) and /or livelihood restoration plans (LRPs) will be developed for each subproject activity and will be reviewed, consulted with relevant affected and interested parties, and disclosed both in-country (RTDA website) and the Bank's external website and adopted during implementation prior to the starting of civilworks. The RPs/LRPs should be prepared as soon as there is a definition of the exact project-affected locations and ESS5-related impacts are identified. RP/LRP measures will need to be implemented before project works in the affected areas start. The purpose of developing these RPs is to respond to the anticipated specific subproject activities, risks and impacts related to changes in land use or access, temporary economic and/or physical displacement, guidance on

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corrective actions for any Anti Encroachment Drives/forced evictions (consistent with ESS5) along with relevant corrective, management, and mitigation measures.

ESS6 - Biodiversity Conservation and Sustainable Management of Living Natural Resources

Relevant

[Explanation - Max. character limit 10,000]

Standard ESS6 is relevant , as the proposed RECOR project activities mainly financed under component 1 are expected to be restricted/confined to existing RoWs and no significant impact on biodiversity and natural habitat is expected, The existing/proposed construction sites is not expected to be located in protected areas or areas of important biodiversity. The investments under component I will involve land clearance of areas that might be affected in existing modified habitats. A negative list in the ESMF will specifically exclude physical investments that could have significant adverse impacts on natural and critical habitats. During project preparation, the implementation agencies will identify land restoration activities, including rehabilitation and improvement of project affected areas. There is clearly some flora and fauna in direct area of influence of the project, and would also expect in the indirect area of sources of primary supplies (materials for road construction, disposal of damage road and bridge materials, etc.). The ESMF will include standard and specific mitigation measures related to impacts on some flora and fauna in the direct area of influence. Thus such anticipated impacts on biodiversity will be addressed through measures stated in the ESMF and ESMPs to all anticipated direct, indirect and cumulative biodiversity impacts and risks.

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

Not Currently Relevant

[Explanation - Max. character limit 10,000]

There are no Historically Underserved Traditional Local Communities as defined by ESS7 in the project area.

ESS8 - Cultural Heritage

Relevant

[Explanation - Max. character limit 10,000]

ESS8 is relevant. Given that specific information on the exact design and scale of project investments are not known at this stage, the actual risks and impacts related to cultural heritage sites cannot be adequately assessed. Since project investments include a significant amount of civil work, which includes excavation, the project ESF instruments, including ESIA, ESMPs, etc., will include chance find procedures and a screening checklist, which will guide the handling of cultural heritage discovered during the commencement of Project activities. It is anticipated that activities to be financed under the RECOR project will not have any impacts on cultural heritage sites. However, it will be further confirmed through an E&S assessment conducted during the implementation period.

ESS9 - Financial Intermediaries

Not Currently Relevant

[Explanation - Max. character limit 10,000]

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Not relevant.

B.2 Legal Operational Policies that Apply

OP 7.50 Operations on International Waterways

No

OP 7.60 Operations in Disputed Areas

No

B.3 Other Salient Features

Use of Borrower Framework

No

[Explanation including areas where “Use of Borrower Framework” is being considered - Max. character limit 10,000]

Borrower framework will not be used.

Use of Common Approach

No

[Explanation including list of possible financing partners – Max. character limit 4,000]

None.

B.4 Summary of Assessment of Environmental and Social Risks and Impacts

[Description provided will not be disclosed but will flow as a one time flow to the Appraisal Stage PID and PAD – Max. character limit 10,000]

The proposed project interventions will have overall positive impacts through post disaster recovery and rehabilitation activities and will strengthen the capacities and resilience of the government and communities to climate related disasters.

The proposed Rwanda Emergency Connectivity Restoration (RECOR) Project is initiated by the Government of Rwanda in collaboration with the World Bank through funds from the Crisis Response Window (CRW) to finance spot maintenance and/or rehabilitation of the flood-damaged national and districts road sections, and bridges caused by recent heavy rainfall occurred on May 2 and 3, 2023. Overall, the Northern, Western, and Southern Provinces were highly ravaged by this rainfall, where 20 national roads, 21 district roads, and 47 bridges were affected, disconnecting districts and impeding supply transportation, thus disrupting essential services vital for community livelihoods. Considering the budget available, the project covers 26 Districts and four provinces, in the entire country with various level of impact due to the recent floods. In this context, the proposed Project aims to finance spot rehabilitation, maintenance, and repair activities under Component 1 of the four components, as outlined in the preceding section. Among the various subproject activities to be funded across the four components, particular attention is given to spot rehabilitation and repair work on damaged national and district roads and bridges financed under Component 1, focusing on the management of environmental, social, health, and safety (ESHS) risks and impacts. These activities are expected to result in limited-scale and site-specific ESHS risks and impacts, contingent upon the type, location, scale of spot rehabilitation and reconstruction investments, and the extent of damages recorded. The anticipated environmental risks and impacts associated with the civil works at

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each location encompass several aspects, including the clearance of vegetation, dust and noise nuisances, visual degradation of landscapes, pollution (debris and other solid waste generation), ground/surface water contamination, soil erosion, and sedimentation of surface water bodies, worker occupational health and safety risks, road traffic accidents, community nuisance, and safety concerns due to increased traffic, soil and water pollution resulting from spills and leaks of oils, fuels, and chemicals, temporary air quality issues due to CO₂ and NO_x emissions from diesel combustion in vehicles, hot and batch mix plants, diesel generator sets, noise pollution from vehicles, machinery, concrete mixing, and other construction activities, as well as the risk of inappropriate solid and liquid construction and domestic waste transport, disposal, and management, among others.

The implementation of core project activities and associated ancillary facilities could result in both Environmental and Social impacts. The infrastructure activities under component 1 can have significant construction-related environmental, OHS, CHS risks and impacts such as pollution and nuisance (dust, noise, visual degradation of landscapes), debris, and other solid waste generation, vegetation clearance, potential ground/surface water contamination, SEA/SH, community nuisance and safety concerns due to traffic increase, worker occupational health and safety, and concerns related to the spread of water-borne and infectious diseases post disaster. Other than civil works-related impacts, road rehabilitation activities can also have significant OHS and CHS-related impacts due to road safety and traffic management issues. Many of the project areas with standing flood waters can spread infectious diseases, contain chemical hazards and other pollutants due to flooded crops, cause of falls, slips and injuries. Particularly at risk are infants, children, pregnant and lactating mothers, disabled and the elderly. No resettlement is anticipated under Component 1, but there may be instances where economic and/or physical displacement may occur temporarily. The positive impacts include flood control during the rainy season, and the recharge of groundwater and an increase in water supply for irrigation, domestic and livestock use and can also help ecosystem restoration and biodiversity of the surrounding areas. Component 2 of the project will support environmental and social risk management, Community Engagement, and awareness campaigns. The activities under this component will be focused on land acquisition and cash compensation cost for project affected persons. The project will finance the land acquisition for impacted persons along the road sections and bridges with IDA funds. The project will finance cash cost related to RAP implementation including compensation fees for project affected persons (PAPs). Livelihood restoration for PAPs. The project will finance small investments to restore deteriorated roadside livelihood means for the local communities. Risk mitigation, community, and stakeholders' engagement. The activity will allow engagement with local communities living along the damaged infrastructures and discuss grievance redress through awareness workshops. Road safety measures. Road safety activities will comprise training and awareness campaigns for school children, motorbike and truck drivers, local communities, and other road users in the project area. Safety measures will include enforcing speed limit and the use of personal protection equipment by construction workers to reduce fatalities during the works and along the roads to be repaired and rehabilitated. Component 3 finance implementation support, monitoring, and capacity building. It is related to the management of the project and salaries of competitively recruited experts fully dedicated to the project, as well as travel expenses and other incremental operating costs of the Single Project Implementation Unit (SPIU) at RTDA. Technical Assistance and Institutional support for SPIU-RTDA and other relevant institutions directly or indirectly engaged in the implementation of the proposed RECOR project will be financed under this component. This activity will enable reporting of the project implementation progress and its impacts. Component 4 finances the contingency Emergency Response. This zero-dollar component will allow for swift reallocation of credit proceeds from the other components to provide immediate emergency recovery support following an eligible crisis or emergency. It also included for any future emergency response for which the project ESF instrument will provide necessary guidance for CERC activities, such as environmental and social (E&S) instruments required in accordance with the CERC Manual, which will be prepared as applicable and thereafter implemented. The E



& S specialists of SPIU of RTDA involved in these activities have already been guided in the preparation and implementation of required E & S instruments under ESF.

The key potential social risks and impacts identified in the screening relate to the loss of land holdings, assets, and livelihoods on the land, including restriction access to natural resources informal businesses, resulting in physical and economic displacement; risks of vulnerable/disadvantaged populations or social categories which by virtue of gender, age, physical or mental disability, economic disadvantage or social status may be vulnerable to the changes brought by the project activities, or who may be excluded from their associated benefits; health and safety risks to communities and workers due to the proposed spot rehabilitation of road and bridge activities; risks associated with labor management and demand for employment; spread of infectious diseases, including HIV/AIDs and other STDs, etc. The project intervention activities will potentially affect a wide array of PAPs that would include vulnerable persons, some children/women, persons with disabilities etc.). Project related risks include (i) inadequate assessment, delayed compensation processes, (ii) inadequate stakeholder engagement, (iii) PAPs/workers and other stakeholders' lack of access to functioning Grievance Redress Mechanisms, (iv) social exclusion, and potential Gender Based Violence (GBV)/Sexual Exploitation and Abuse (SEA) of minors). Moreover, some cells, and villages (lowest administrative units), compensation rates for crops might not be adequate, as they do not always reflect market rates. With the e-GRM ongoing system, recording and addressing grievances may be challenging at the lower ground level. The project will mitigate these risks primarily by implementing relevant standards from the ESF. Other social risks of the project are associated with construction activities under Component 1, including OHS risks to community workers and project labor, traffic safety issues, temporary displacement of people, etc. due to flood related damages and associated rehabilitation works, if any.

C. Overview of Required Environmental and Social Risk Management Activities

C.1 What Borrower environmental and social analyses, instruments, plans and/or frameworks are planned or required by implementation?

[Description of expectations in terms of documents to be prepared to assess and manage the project's environmental and social risks and by when (i.e., prior to Effectiveness, or during implementation), highlighted features of ESA documents, other project documents where environmental and social measures are to be included, and the related due diligence process planned to be carried out by the World Bank, including sources of information for the due diligence - Max. character limit 10,000]

Expected documents to be prepared prior to the project appraisal, in draft format are:

- Preparation, consultation, and disclosure of the Stakeholder Engagement Plan (SEP), including GRM. An updated version of the SEP will be expected after project effectiveness.
- Preparation and disclosure of the Environmental and Social Commitment Plan (ESCP).
- Terms of reference (ToR) for the ESMF within one month of appraisal.

Borrower instruments expected during project implementation include:

- Environment and social Management Framework by project effectiveness.
- Environmental and Social Impact Assessment reports and/ Environment and Social management Plans,
- Labor Management Procedures (LMP)



- Sexual Exploitation and Abuse/Sexual Harassment (SEA/SH) Action Plan as part of the ESMF and for specific areas as part of ESMPs as appropriate.
- Resettlement Plans (RPs)/Livelihood Restoration Plans (LRPs), as needed
- CERC ESMF Addendum, as applicable

Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):
 The following instruments and actions will need to be agreed and included in the ESCP, so the government of Rwanda will be responsible for:

1. Environment and social Management Framework.
2. Development and implementation of Site-Specific Plans i.e. Environmental and Social Impact Assessment reports and/ Environment and Social management Plans, Resettlement Plans. as required;
3. RTDA to assign dedicated environment and social staff. This includes assignments of environmental (with OHS knowledge), social, and gender specialists.
4. Stakeholder Engagement Plans, Grievance Redress Mechanisms, and Emergency Response Plans as required per each ESS;
5. Monitoring and reporting requirements on environmental and social risk management, grievances and accidents and incidences as required under the ESS and relevant national legislations.
6. ESF and risk management capacity building plan for the RTDA, MININFERA, and Other relevant stakeholders.
7. Capacity building measures for project staff.

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III. CONTACT POINT

World Bank

Task Team Leader: Aguiratou Savadogo-Tinto Title: Senior Transport Specialist

Email: asavadogotinto@worldbank.org

IV. 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>

V. APPROVAL

Task Team Leader(s): Aguiratou Savadogo-Tinto



V. APPROVAL

ADM Environmental Specialist:

Yacob Wondimkun Endaylalu

ADM Social Specialist:

Chantal Umulinga K

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