

Integrated Safeguards Data Sheet (Initial)

Report No: AC164

Section I - Basic Information

Date ISDS Prepared/Updated: 07/23/2003

A. Basic Project Data (from PDS)

I.A.1. Project Statistics

Country: TANZANIA	Project ID: P078387
Project: Central Transport Corridor Project	Task Team Leader: Yitzhak A. Kamhi
Authorized to Appraise Date: January 15, 2004	IBRD Amount (\$m):
Bank Approval: May 15, 2004	IDA Amount (\$m): 61.00
Managing Unit: AFTTR	Sector: Roads and highways (100%)
Lending Instrument: Specific Investment Loan (SIL)	Theme: Infrastructure services for private sector development (P)
Status: Lending	

I.A.2. Project Objectives (From PDS):

The project supports Government's 10-year Road Sector Development Program (RSDP) by focusing on rehabilitation of the most priority link within the Central Transport Corridor area and improving institutional capacity to manage road program, assets and services on a more commercial basis. The primary objective of the proposed project is to: (a) improve access to economically productive Central Transport Corridor area; (b) support actions aimed at further strengthening management and financing systems for sustainable maintenance of the road network; and (c) reduce poverty and promote awareness of HIV/AIDS program.

The Central Transport Corridor is one of the nine transport corridors identified in the strategic plan, which interconnects most parts of the country and is critical to promoting trade and investment by opening up areas of main economic activities, such as mining, tourism, agriculture and manufacturing. The Corridor serves Western and North-Western parts of the country as well as the neighboring land locked countries of Rwanda, Burundi, Uganda and Democratic Republic of Congo. The Government accords high priority to the rehabilitation and upgrading of the sections along the Central Corridor.

In addition to upgrading section of the Central Transport Corridor, the project focuses on: (a) preparing feasibility studies and detailed designs of trunk roads located within the Central Transport Corridor area; (b) improving maintenance management by setting up performance based contracts; (c) providing technical assistance for road sector management capacity building; and (e) conducting poverty impact baseline studies and HIV/AIDS awareness program.

I.A.3. Project Description (From PDS):

Tentative components have been identified and are specified below. (A map showing road components of CTCRP is attached.)

- (a) Civil works and Supervision of upgrading to bitumen standard of Singida-Shelui Road. Singida-Shelui road (110 km) leads from the region's headquarters to the border of Tabora region, serving a number of intermediate administrative and trade centers as Iguguno, Misigiri and Shelui. It belongs to the central corridor of the national trunk road system. The existing roadway is gravel surfaced (7 to 10 m wide, including shoulders). Design features are poor and road safety is below standard. The components include:
 - (b) Feasibility study and detailed design for upgrading of Singida-Babati-Minjingu road (220km).
 - (c) Institutional capacity building to TANROADS/MCT/MOCT Zanzibar

- (d) HIV/AIDS components.
- (e) Study to establish baseline and Monitoring Indicators for alleviation of poverty as related to development of the transport sector.
- (f) Development of Project Document and Specification for Performance Oriented Maintenance Project for Tanzania Mainland.
- (g) Development of Project Document and Specification for Performance Oriented Maintenance Project for Zanzibar.
- (h) External audit services (over 6 years).
- (j) Feasibility Study and Detailed Design for Dodoma-Babati Road (263 km).

I.A.4. Project Location: (Geographic location, information about the key environmental and social characteristics of the area and population likely to be affected, and proximity to any protected areas, or sites or critical natural habitats, or any other culturally or socially sensitive areas.)

Civil works will only be financed for the Singida-Shelui road. Feasibility studies and other design studies will be financed for various roads both on the mainland and Zanzibar.

B. Check Environmental Classification: B (Partial Assessment)

Comments: Civil works and services for upgrading to bitumen standard will be financed for only the Singida-Shelui road. An EA, EMP and RAP have been prepared for this road. Environmental clauses will be included in civil works contracts as recommended in the *Guidelines for Environmental Management, Design and Implementation of Transport Projects (September 2001)*.

The project is financing the feasibility and detailed design studies for the following two roads segments: Singida-Babati-Minjingu (220 km) and Dodoma-Babati (263 km) whose safeguards documents (EA and RAP) will be modeled after the Singida-Shelui road.

C. Safeguard Policies Triggered (from PDS)

(click on  for a detailed description *or* click on the policy number for a brief description)

	Policy	Triggered		
	Environmental Assessment (OP 4.01, BP 4.01, GP 4.01)	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> TBD
	Natural Habitats (OP 4.04, BP 4.04, GP 4.04)	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD
	Forestry (OP 4.36, GP 4.36)	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD
	Pest Management (OP 4.09)	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD
	Cultural Property (OPN 11.03)	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD
	Indigenous Peoples (OD 4.20)	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD
	Involuntary Resettlement (OP/BP 4.12)	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> TBD
	Safety of Dams (OP 4.37, BP 4.37)	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD
	Projects in International Waters (OP 7.50, BP 7.50, GP 7.50)	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD
	Projects in Disputed Areas (OP 7.60, BP 7.60, GP 7.60)*	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD

Section II - Key Safeguard Issues and Their Management

D. Summary of Key Safeguard Issues. Please fill in all relevant questions. If information is not available, describe steps to be taken to obtain necessary data.

II.D.1a. Describe any safeguard issues and impacts associated with the proposed project. Identify and

describe any potential large scale, significant and/or irreversible impacts.

The following direct and indirect negative environmental impacts can arise from road rehabilitation and maintenance works: land take, dust and noise, generation of sediment, river pollution and scour damage (river damage extraction), safety hazards (quarry faces, blasting, etc.), health hazards, visual impacts.

The following socioeconomic impacts can arise from road rehabilitation and maintenance works: permanent and temporary land take resulting in involuntary resettlement and/or compensation, land tenure impacts, public health impacts, cultural impacts, and changes in local population's way of life and/or exploitation of natural resources, etc. These were determined and assessed during preparation of road specific EAs and RAP, which is currently underway for the Singida-Shelui road.

II.D.1b. Describe any potential cumulative impacts due to application of more than one safeguard policy or due to multiple project component.

n/a

II.D.1c Describe any potential long term impacts due to anticipated future activities in the project area.

n/a

II.D.2. In light of 1, describe the proposed treatment of alternatives (if required)

n/a

II.D.3. Describe arrangement for the borrower to address safeguard issues

The environmental assessment and resettlement action plan for the Singida-Shelui road has been prepared. The EA has been reviewed and cleared by ASPEN. A RAP was prepared and submitted for review by ASPEN and is currently under revision by the Government. They will both be submitted for approval and disclosed prior to Project appraisal.

Safeguards issues will be included in the tender documents and TOR for consultants for all feasibility and design studies. An environmental specialist from TANROADS will monitor the implementation of the EMP and RAP. Safeguards compliance will be a condition for interim and final approval of payments.

The Ministry of Transport and Communications has already prepared *Guidelines for Environmental Management, Design and Implementation of Transport Projects (September 2001)*, which will provide the overall framework for preparing road specific EAs.

For the Singida-Babati-Minjingu (220km) and Dodoma-Babati (263 km) segments, which are to be studied at the feasibility level and then designed in detail under the credit, environmental and resettlement work (and any other safeguards work) will be done as the road designs evolve. The description of the studies for these roads will incorporate the environmental and social impact planning as tasks to be undertaken, as well as the capacities to be included in the study teams. The impact planning will be done following the safeguards policies of the Bank, and to the same standards that are used and approved for the Singida-Shelui Road, whose RAP will, serve as a template. Should it be found that any safeguard policies are triggered as the road designs evolve, the appropriate safeguard instrument will be prepared and sent for review, comment and approval to the Africa Region's Safeguards team (ASPEN). Once approved, said document(s) will be disclosed in country and at the InfoShop, World Bank headquarters. The DCA will also make this reference.

II.D.4. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

During preparation of the Project, initial drafts of the proposed Project have been discussed in meetings

with representatives of various sector ministries, including the MOW, MCT and PORALG. MOW has organized and will organize the required consultations with the key stakeholders. MOW and MCT will also play a pro-active role in interacting directly with law makers and users associations, as well as any dissemination and public opinion to be referred through the media. A comprehensive process of information sharing, consultation and collaboration will be taking place during preparation and implementation.

A series of workshops and seminars have been proposed by MOW during the course of preparing associated studies. The participatory process will play an important role in the formulation and implementation of proposed institutional reform measures, and definition of program priorities. MOW is already applying this participatory process in presenting consultants' report on the Urgent Road Rehabilitation Program and 10-Year Road Sector Development Program in Dar es Salaam in March, 2000 and May 2002. For disclosure see Section II.D.3.

For the environmental and social safeguards issues within the Program, participation and consultation will be a core element in the formulation and implementation of any assessment prepared. For the *Guidelines* document, participation and consultation of various stakeholders within the sector and environmental community culminated in a validation workshop in December 2000 to discuss and provide feedback on the *Guidelines*. The *Guidelines* also make strong recommendations on the participatory process within the EAs and SAs to be prepared for each individual road segment

E. Safeguards Classification (*select in SAP*). Category is determined by the highest impact in any policy. Or on basis of cumulative impacts from multiple safeguards. Whenever an individual safeguard policy is triggered the provisions of that policy apply.

- [] S1. – Significant, cumulative and/or irreversible impacts; or significant technical and institutional risks in management of one or more safeguard areas
- [X] S2. – One or more safeguard policies are triggered, but effects are limited in their impact and are technically and institutionally manageable
- [] S3. – No safeguard issues
- [] SF. – Financial intermediary projects, social development funds, community driven development or similar projects which require a safeguard framework or programmatic approach to address safeguard issues.

F. Disclosure Requirements

<i>Environmental Assessment/Analysis/Management Plan:</i>	<u>Expected</u>	<u>Actual</u>
Date of receipt by the Bank	12/4/2002	5/28/2003
Date of “in-country” disclosure	8/15/2003	
Date of submission to InfoShop	8/28/2003	
Date of distributing the Exec. Summary of the EA to the Executive Directors (<i>For category A projects</i>)		
<i>Resettlement Action Plan/Framework:</i>	<u>Expected</u>	<u>Actual</u>
Date of receipt by the Bank	12/4/2002	5/28/2003
Date of “in-country” disclosure	8/15/2003	
Date of submission to InfoShop	8/28/2003	7/1/2003
<i>Indigenous Peoples Development Plan/Framework:</i>	<u>Expected</u>	<u>Actual</u>
Date of receipt by the Bank	Not Applicable	Not Applicable

Date of “in-country” disclosure	Not Applicable	Not Applicable
Date of submission to InfoShop	Not Applicable	Not Applicable
<i>Pest Management Plan:</i>	<i><u>Expected</u></i>	<i><u>Actual</u></i>
Date of receipt by the Bank	Not Applicable	Not Applicable
Date of “in-country” disclosure	Not Applicable	Not Applicable
Date of submission to InfoShop	Not Applicable	Not Applicable
<i>Dam Safety Management Plan:</i>	<i><u>Expected</u></i>	<i><u>Actual</u></i>
Date of receipt by the Bank	Not Applicable	Not Applicable
Date of “in-country” disclosure	Not Applicable	Not Applicable
Date of submission to InfoShop	Not Applicable	Not Applicable

If in-country disclosure of any of the above documents is not expected, please explain why.

Signed and submitted by

Task Team Leader:

Project Safeguards Specialists 1:

Project Safeguards Specialists 2:

Project Safeguards Specialists 3:

Name

Yitzhak A. Kamhi

Nina Chee

Kristine M. Ivarsdotter/Person/World Bank

Gordon Appleby

Date

07/17/2003

07/17/2003

Approved by:

Regional Safeguards Coordinator:

Sector Manager/Director

Name

Charlotte S. Bingham

Maryvonne Plessis-Fraissard

Date

07/17/2003

07/17/2003