



# Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

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Concept Stage | Date Prepared/Updated: 28-Jun-2018 | Report No: PIDISDSC23477

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

Country Tanzania	Project ID P165660	Parent Project ID (if any)	Project Name Tanzania Development Corridors Transport Project (P165660)
Region AFRICA	Estimated Appraisal Date Nov 21, 2018	Estimated Board Date Apr 18, 2019	Practice Area (Lead) Transport & Digital Development
Financing Instrument Investment Project Financing	Borrower(s) Ministry of Finance and Planning	Implementing Agency Tanzania National Roads Agency (TANROADS)	

**Proposed Development Objective(s)**

The PDOs are to improve (i) transport connectivity in selected development corridors, and (ii) institutional capacity for enhanced management of efficient, resilient, and safe road and airport transport systems.

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

<b>Total Project Cost</b>	550.00
<b>Total Financing</b>	550.00
<b>of which IBRD/IDA</b>	550.00
<b>Financing Gap</b>	0.00

**DETAILS****World Bank Group Financing**

International Development Association (IDA)	550.00
IDA Credit	550.00

Environmental Assessment Category

A - Full Assessment

Concept Review Decision

Track II-The review did authorize the preparation to continue



Have the Safeguards oversight and clearance functions been transferred to the Practice Manager? (Will not be disclosed)

No

## B. Introduction and Context

### Country Context

1. Tanzania is a strategically located, resource rich, politically stable, low income country that has achieved relatively high growth and declining poverty rates over the last decade. It has a population of about 52 million people and covers a total area of about 947,000 sq. km. As a coastal country bordering eight countries, six of which are completely or nearly land-locked, Tanzania is well-situated to exploit its geographical position and develop as a regional hub. Tanzania is endowed with internationally renowned tourist attractions, fertile lands, and has rich deposits of minerals and significant deposit of gas which has the potential to drive its growth for the foreseeable future. Tanzania's political stability forms a solid base for its sustained economic performance.
2. Tanzania's 2015 GDP was US\$44 billion and has grown at an average rate of 6.5 percent since 2002. Tanzania's per capita income is about US\$900.00, while its poverty rate has declined from 34 percent in 2007 to 28 percent in 2012 and extreme poverty has dropped from 11.7 percent to 9.7 percent<sup>1</sup> in the same period. Signs are emerging that growth has been pro-poor, with the incomes of poorer households rising faster than those of richer households. Driving this reduction in poverty have been engagement in commercial agriculture and nonfarm activities, ownership of communication and transport equipment and rural access to roads and markets.
3. Tanzania under Vision 2025<sup>2</sup> plans to attain middle-income country status<sup>3</sup> through attaining sustained growth of 8 percent. Its current focus under Second Five Year Plan, (FYDP II), (2016/17 to 2021/22) is on "Nurturing industrialization for Economic Transformation and Human Development". The Government of Tanzania (GoT) recognizes that extensive and efficient infrastructure is critical to facilitate economic activity. It made significant investments in infrastructure particularly in the road subsector under the First Five Development Plan (FYDP I), including connecting most regional capital with paved roads. However, Tanzania's infrastructure development still lags compared to similar countries<sup>4</sup>, and requires more investment to close current gaps and improve connectivity within the country and with neighboring countries.
4. The FYDP II interventions outlined in the Plan are packaged and aligned along development corridors (DCs), zones and clusters to provide investors with economies of conglomeration. The coordination and sequencing of their implementation is done strategically to spur synergies, complementarities, and high impact. The FYDP II also recognized that most shippers switched from railways to road transportation due to the deterioration of railways operation, causing additional damage to the road network, raising road maintenance costs, and inflating the social and environmental costs of road transport. It provides close attention to efficient multi-modal transport development alongside road infrastructure improvement addressing traffic congestion and regional disparities in the distribution of goods.

### Sectoral and Institutional Context

<sup>1</sup>World Bank Group: United Republic of Tanzania, Systematic Country Diagnostics, February 23, 2017.

<sup>2</sup>The Tanzania Vision 2025 aims at achieving a high-quality livelihood for its people attain good governance through the rule of law and develop a strong and competitive economy.

<sup>3</sup>GNI per capita between \$1,026 and \$4,035, World Bank 2017

<sup>4</sup>World Economic Reform: The Global Competitiveness Report 2014–2015 assessed that Tanzania is ranked 121 out of 144 countries on infrastructure compared to 90<sup>th</sup> for Kenya and 111<sup>th</sup> for Ghana.



5. **Road Transport.** Road transport is the major mode of transport carrying over 90 percent of passengers and over 75 percent of the freight traffic in Tanzania. The road network remains the main in-country transport connectivity between the urban centers of the country as well as with landlocked neighboring countries. The Tanzania National Roads Agency (TANROADS), under the Ministry of Works, Transport and Communication (MoWTC), is responsible for managing the trunk and regional road networks of 35,000 km, including 12,786 km trunk roads of which 43percent are paved; and 22,214 km regional roads of which 4percent are paved roads<sup>5</sup>. There are about 52,241 km of feeder, district and urban roads which are the responsibilities of local government authorities under President's Office of Regional Administration and Local Government (PO-RALG). Road safety and overloading are key issues that require continuous attention. The demand for infrastructure funding to both extend and sustain the road network, currently out strips available resources. There is a need for strengthening the sector institutions to deliver on time and within budget.
6. **Air transport.** Tanzania is served by several international airlines primarily using three International Airports namely Julius Nyerere International Airport (JNIA), Kilimanjaro International Airport (KIA), and Abeid Aman Karume International Airport (AAKIA) in Zanzibar. Three mainline domestic air carriers provide scheduled services from JNIA and considerable number of small third level domestic air carriers provide scheduled and non-scheduled domestic feeder services into the regional centres and the interior of the country. Air passenger traffic volumes have increased rapidly at 10.5percent per annum between 2001 and 2013, while aircraft movement have increased at a lower rate of 5.6 percent annum due to increased aircraft capacity and load factors. The air transport infrastructure comprises over 300 airports and air strips, of which 58 are managed by Tanzania Airports Authority (TAA). JNIA and KIA are managed and operated by TAA, while AAKIA is owned and managed by Zanzibar Government. The state of most airport infrastructure in the country is poor, and except the three international and fifteen other major domestic airports, all other airports have gravel and grass runways. The Tanzania Civil Aviation Master Plan (CAMP) financed under the World Bank supported Transport Sector Support Project (TSSP) has identified the required facilities and physical systems to meet forecasted air travel and transport demands by the year 2033 along with the organizational requirements that will lead to the efficient and sustainable management of the facilities and systems.
7. **Governance in Transport Sector.** Tanzania completed the formation of agencies to provide autonomy in sub-sector programs formulation and implementation in early 2002. The role of the line ministry is primarily focused on policy setting, while regulatory functions were delegated to the autonomous authorities of the Tanzania Civil Aviation Authority (TCAA), and the Surface and Marine Transport Authority (SUMATRA). TANROADS was established in 2000, and has the professional capacity and systems to ensure responsible and efficient project implementation. However, there is a need for further strengthening the organization to improve its management of the ever-increasing work load. The Roads Fund Board (RFB) was established in 1998 to ensure the availability of sufficient funds for maintenance of roads through the levy of a surcharge on fuel. This innovation has resulted in the availability of sustainable funding for roads maintenance, although the funds being collected are not yet fully catering for the maintenance needs. TAA was established in 1999 under the executive agencies act, 1997 and is responsible for the development and management of airports. However recently the management of some aspects of airport development, that involve the procurement and management of major works contracts and associated consultancy services, has been delegated to TANROADS.
8. **Building an Integrated Freight Transport System.** Anticipating a quadrupling of transport demand over a 20 years' period, the GoT, with support of Japanese International Co-operation Agency (JICA) completed in 2013: *The Comprehensive Transport and Trade System Development Master Plan in the United Republic of Tanzania: Building an Integrated Freight Transport System (2013)*. Important elements of the plan considers: (i) the emergence of the Dar es Salaam metropolitan region as the hub of the national economy and the gateway to overseas; (ii) intensive resource-based development, particularly in the Southern Agricultural Corridor and energy/mineral development in the Mtwara region; (iii) Development of the Central Corridor, not only for international access but also as a major chain of domestic

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<sup>5</sup> GoT, National Transport Policy, February, 2016.



distribution and processing; and (iv) Cross-border economic development in specific boarder areas. The proposed project forms part of the important elements of this master Plan.

#### Relationship to CPF

9. The proposed project will address some of the binding constraints identified in World Bank Group's (WBG) Systemic Country Diagnostic (SCD)<sup>6</sup>. The SCD informs the discussion of priorities in the Country Partnership Framework (CPF) which is under preparation. The primary aim of the SCD is to identify the binding constraints in the development of the country and to provide an informed and integrative perspective on what Tanzania can do to foster its progress towards meeting the twin goals of the World Bank Group of eliminating extreme poverty and promoting shared prosperity. The SCD, within an overall framework of Vision 2025, examines the key challenges that need to be addressed to support Tanzania's development goals as articulated in Tanzania's Second Five Year Development Plan (FYDP II), (2016/17 – 2020/21). FYDP II incorporates the main focuses of the two frameworks, namely growth and transformation of FYDP I, and poverty reduction MKUKUTA II, both of which were aligned with the Country Assistance Strategy (CAS) (2012-2015).
10. The SCD has identified three pathways to reach the national development goals by which the country can accelerate growth, make growth more inclusive, and ensure sustainability of growth and poverty reduction. Using the three pathways, the SCD has identified nine specific priority areas that require policy actions through reforms and/or investments. The proposed project will contribute towards four of these priority areas through strengthening rural-urban connectivity, building infrastructure for regional connectivity and reduce bottlenecks in trade across borders, and improved access to boost private sector growth, particularly agribusiness. Given that the country has maintained a low level of public investment in infrastructure, merely between 5 to 6.5 percent from 2003 to 2013, and considering that three DCs along with six countries are to be served by the project activities, the planned investment through the proposed project would go further in addressing one of the key binding constraints towards meeting the twin goals of elimination of extreme poverty and shared prosperity in the beneficiary countries.
11. Moreover, issues associated with the sustainability of investment in transport networks, the need for improved coordination and planning within the transport sector; transport challenges arising from rapid urbanization, and strengthening the working systems and practices with the current and unfolding program implementation challenges and technological advancements must be addressed for the full realization of the objective of the SCD. The proposed project, under the institutional component, will contribute towards addressing these challenges.

#### **C. Proposed Development Objective(s)**

12. The PDO is to improve transport connectivity in selected development corridors and institutional capacity for enhanced management of efficient, resilient, and safe road and airport transport systems.

#### Key Results (From PCN)

13. The key results are reduction in travel time, improved road safety, and reduced vehicle operating costs. The progress towards attainment of the Project Development Objective will be assessed through the following outcome and output indicators (which are provisional at this Project Concept Note stage):

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<sup>6</sup> World Bank Group: United Republic of Tanzania, Systematic Country Diagnostics, February 23, 2017



- a. *Reduced Travel time on road sections improved* (No. of hours per trip on each corridor either way)
- b. *Increased Passenger volume in airports improved* (no. of travelers)
- c. *Road safety improved*: (absolute numbers of accidents: fatalities, serious and slight injuries decreased).
- d. *Direct project beneficiaries by Gender* (No),
- e. *Proportion of roads in good and fair condition as a share of the total classified road network* (percentage).

#### D. Concept Description

14. **Project Components:** The proposed project will consist of three components namely; (i) upgrading and rehabilitation of sections of the national and regional roads to enhance development activities in three DCs, (ii) upgrading and rehabilitation of Regional Airports in to enhance development activities in two DCs, and (iii) Institutional support and capacity building in road and aviation safety and sector management.
- a. **Component 1: Upgrading and Rehabilitation of Trunk and Regional Roads.** This component will finance the upgrading and rehabilitation works of about 606 km of roads, consisting of the Mtwara-Mingoyo-Masasi (201km), Lusahunga-Rusumo (92 km), Lwangu-Songea (209 km) and Iringa-Msembe (104 km) roads. It will also finance road safety improvement activities, and the feasibility studies, detailed design, environmental and social impact studies (for follow on projects preparation) that includes the preparatory activities for the improvement and preservations, through an Out-put and Performance Based Road Contracting (OPRC), of the Morogoro – Dodoma (264km), Dodoma – Singida (244km) and Singida – Shelui – Nzega (220km) roads.
  - b. **Component 2: Upgrading and Rehabilitation of Regional Airports.** This component will finance the upgrading and rehabilitation of Lake Manyara, Tanga, and Iringa Airports. The proposed interventions for the rehabilitation include rehabilitation and upgrading of runway, taxiway and apron. The scope will also include the construction and upgrading of passenger terminal buildings, supply and installation of Airfield Ground Lighting, Navigational aids, particularly Very High Frequency radio communication, weather station, rescue and firefighting services, security fence, access road and car parking facilities. The proposed improvements follow the International Civil Aviation Organization (ICAO) standards, FAA regulations and International Air Transport Association (IATA) recommendations.
  - c. **Component 3: Institutional Support and Capacity Building in the transport sector .** This will finance key institutional support activities that include: (i) Asset Management Systems improvements for airports and roads; (ii) increased Applied Research and Development Activities for the Central Materials Laboratory; (iii) Climate Change Adaptation Approaches studies to the Road Sector; (iv) Social Risks Management services during the implementation of components 1 and 2; (v) Grievance Redress Mechanism (GRM) System and Procedures improvements in TANROADS; (vi) Skill upgrading for Staff from Ministry, TANROADS, Road Fund Board (RFB) & ERB, working with the Dar-es-Salaam



university; (vii) Updating of Contract Management System in TANROADS; (viii) Developing Communication Strategy and Providing Training, Sensitization Program for the Public on Road Safety and Road Asset Protection; (ix) support for the preparation of PPP activities in the transport and aviation sectors; (x) design manuals, standards and technical specifications updating and (xi) operational costs associated with project implementation including the hiring consultants to support project implementation.

## **SAFEGUARDS**

### **A. Project location and salient physical characteristics relevant to the safeguard analysis (if known)**

The proposed Project will address priority investment needs in selected Development Corridors by supporting the upgrading and rehabilitation of national roads, regional roads and regional airports. The proposed roads for financing include upgrading and Rehabilitation of the Mtwara-Mingoyo-Masasi (201km), Lusahunga-Rusumo (92km), Lwangu-Songea (209 km) and the Iringa -Msembe (Ruaha National Park) 104km. These roads are situated in the Mtwara, Central, and Dar es Salaam DCs. The proposed airports for financing include the upgrading and rehabilitation works of three priority regional airports of Lake Manyara, and Tanga (situated in the Tanga DC), and Iringa which is situated in the Dar DC. The proposal also includes the financing of road safety improvement within the DCs, strengthening the road asset management system of TANROADS, and the feasibility studies, detailed design, environmental and social impact studies (for follow up projects preparation). Given the magnitude of likely impacts and the sensitivities in some areas the project is rated Category A. TANROADS prepared Environmental and Social Impact Assessments (ESIAs) and Resettlement Action Plans (RAPs) for the upgrading and rehabilitation works as well as ESMF and RPF. The environmental and social risks posed by the proposed project will be mainly construction related. In addition the numbers for the project affected persons per infrastructure are as follows: Tanga airport – 110 PAPs; Lake Manyara airport – 198 PAPs; Iringa airport – 2 PAPs; Mtwara – Minyingo – Masasi road – 7411 PAPs; Lusahunga – Rusumo road – 1563 PAPs; Makambako – Songea road – 1400 PAPs; and Iringa – Msembe road – 1032 PAPs. There could be some changes in number and composition of Project Affected Persons (PAPs) as well as assets to be lost since the documents were prepared in 2015. This may also vary compensation costs and livelihood restoration needs. Further a design review is being carried out on the Lusahunga – Rusumo road, all the safeguards instruments, particularly RAPs will need to be updated in-line with the revised designs of the road. All ESIAs and ESMPs, will be reviewed and updated as necessary. Implementation of the works will require contractors to mobilize skilled and unskilled labor to project sites. As a result, there could be labor influx into the project areas, particularly in rural settings. Therefore a labor influx management plan will be developed as part of both the ESMP and contract documents.

### **B. Borrower's Institutional Capacity for Safeguard Policies**

The implementing agency both for roads and airports TANROADS have a track record of implementing Development Partners (DPs) supported projects, including a number of ongoing and completed IDA projects. However, with an ever-increasing portfolio and the associated workload of projects financed by DPs and Government coupled with the loss of experienced staff, due to promotions and retirement, TANROADS implementation capacity is overstretched. The capacity for safeguard implementation is also limited to fully handle environmental and social risk management responsibilities related to this project as well as other ongoing projects in the country. Thus, an assessment of capacity to handle the current workload is underway and measures will be put in place to deliberately strengthen the overall implementation capacity of TANROADS in general, and that of the Bank financed projects in particular. Therefore, one of the areas where the project will provide for capacity building is in terms of both number of staff and knowledge and skills for environmental and social risk management.



C. Environmental and Social Safeguards Specialists on the Team

Mary C.K. Bitekerezo, Social Safeguards Specialist  
Jane A. N. Kibbassa, Environmental Safeguards Specialist

D. Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	Potential environmental impacts may include traffic disruption and access restrictions; noise, gaseous and dust pollution, soil erosion and pollution of water sources from borrow pits and quarries; and occupational hazards, mainly during the construction phase. Mitigation measure will be proposed through ESIA's and ESMP's, which are under preparation. Some of the identifies impacts from the already prepared ESIA's include: vibrations; exposure of workers to occupational health and safety risks; pollution of water sources, sanitation issues in worker's camps; aircraft accidents due to birds, and generation of solid waste. Mitigation measure are recommended through the ESMF, ESIA's and ESMP's. The ESIA's which are currently under review contain Health and Safety Management Plans; Emergency Preparedness Plans; Environmental Hazard Management Plans; waste management plans to mitigate the above mentioned impacts and risks. The ESMF, ESIA's and ESMP's will be prepared and disclosed prior to appraisal.
Performance Standards for Private Sector Activities OP/BP 4.03	No	Project activities will be implemented or operated by TANROADS, which is a public entity.
Natural Habitats OP/BP 4.04	Yes	The proposed road does not traverse the national park, but leads to Msembe, a settlement just outside the park. Based on the proximity to Ruaha National Park and most importantly, the proximity to the buffer zone or Wildlife Management Area (WMA) in Tungamalenga village, OP/BP 4.04 (Natural Habitats) is triggered. The on-going ESIA exercise for the proposed Iringa - Msembe road will determine the scope of the likely issues and recommend mitigation measures accordingly.
Forests OP/BP 4.36	TBD	The rehabilitation works of roads and airport will mainly involve existing road, airports and their buffers areas, which have no forests or significant vegetation cover. However, based on the requirement of the proposed infrastructure, construction materials and



		ancillary facilities, confirmation of this policy will be decided at the next stage after the completion of all the ESIA's.
Pest Management OP 4.09	No	Proposed project activities will not involve purchase or utilization of pesticides.
Physical Cultural Resources OP/BP 4.11	Yes	Operational Policy (OP) and Bank Procedure (BP) 4.11 is triggered to put in place procedures for addressing the development of the proposed Mtwara- Mingoyo-Masasi Road passing through Mikindani town which has physical heritage sites. PCR Management Plan will be part of the ESMP and will be incorporated in the works contracts. Chance finds procedures also be included in the ESIA/ESMP. Chance finds will provide guidance in the establishment of procedures for any chance-finds of physical or cultural resource such as burial and archaeological sites. The procedures will be incorporated in the works contracts and, during project implementation; the supervising engineers will ensure that the contractor implements appropriate measures. The measures include informing local authorities and the Antiquities Department; and preparing an appropriate mitigation plan, which will be approved before commencing any works in that area, as provided in the OP/PB 4.11.
Indigenous Peoples OP/BP 4.10	TBD	There are no known IPs groups present in the roads corridors. The Manyara region has a presence of some IPs groups. However the area around Lake Manyara airport is a protected area as a National Park and therefore screening for IPs groups in the airport area will be undertaken to ascertain their presence.
Involuntary Resettlement OP/BP 4.12	Yes	The proposed project will support the upgrade and rehabilitation of existing infrastructure (roads and runways) with expected substantial cumulative land acquisition due to loss of small strips of land and properties on them over the roads' corridors within the existing right of way. In order to address the potential project impacts, RPF and site specific Resettlement Action Plans will be prepared and disclosed prior to appraisal.
Safety of Dams OP/BP 4.37	No	this project will not finance dams or abstract water from any dams in the project areas.
Projects on International Waterways OP/BP 7.50	No	the project area is not on any international waterways.
Projects in Disputed Areas OP/BP 7.60	No	There is no known disputed areas in the project area for the proposed infrastructures.



## **E. Safeguard Preparation Plan**

Tentative target date for preparing the Appraisal Stage PID/ISDS

Oct 19, 2018

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

Existing Environmental and social safeguards instruments for the roads and airports - ESMF, RPF, ESIA, ESMPs, RPF, RAPs have been reviewed by the Bank Team and TANROADS is working on the updating of the documents. All the above will be reviewed and cleared by the Bank and publicly disclosed prior to project appraisal.

## **CONTACT POINT**

### **World Bank**

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### **Borrower/Client/Recipient**

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### **Implementing Agencies**

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**APPROVAL**

Task Team Leader(s):	Negede Lewi
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**Approved By**

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