

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA5333

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I. BASIC INFORMATION

1. Basic Project Data

Country:	Africa	Project ID:	P131426
Project Name:	South Sudan- Eastern Africa Regional Transport , Trade and Development Facilitation Program (Phase One) (P131426)		
Task Team Leader:	Tesfamichael Nahusenay Mi		
Estimated Appraisal Date:	23-Sep-2013	Estimated Board Date:	30-Jan-2014
Managing Unit:	AFTTR	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (55%), Public administration-Transportation (20%), General information and communications sector (15%), General industry and trade sector (10%)		
Theme(s):	Trade facilitation and market access (50%), Regional integration (30%), Infrastructure services for private sector development (20%)		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			No
Financing (In USD Million)			
Total Project Cost:	255.00	Total Bank Financing:	80.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			25.00
International Development Association (IDA)			80.00
China Export Import Bank			150.00
Total			255.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

1. The proposed Program Development Objective (PDO) of the South Sudan – East Africa Regional Transport, Trade and Development Facilitation Program is to enhance regional connectivity of South Sudan with its Eastern Africa neighboring countries and access to sea ports. This will be achieved through increasing transport efficiency along the Juba – Nadapal – Eldoret corridor connecting South Sudan to Mombasa port, facilitating trade and development, connecting Juba with fiber optics, and linking the new landlocked country, South Sudan, to an alternative sea port of Djibouti.

2. The proposed program helps the eastern part of South Sudan and the north western part of Kenya to boost export oriented agricultural development by facilitating increased agricultural production along the Juba-Eldoret corridor, endowed with abundant natural resources, through improved transport, trade facilitation ICT access, as well as development of export processing zones. The proposed program contributes to the overarching goal of facilitating and lowering the cost of intra-regional trade to support regional cooperation and integration of economies in the sub-region. The program helps South Sudan compete in the regional and global market. The program will also contribute to the reduction of transport cost that will help lower the cost of economic development, service delivery to the poor, and doing business in the program influence area.

3. The program will be implemented in a series of three projects (SOP). Phase 1 is defined herein after as the “first project”. The imminent Development Objective for Phase 1-the first project- is focusing on enhancing connectivity to Mombasa Port through one of the shortest route, in terms of time and cost, through Kenya, as well as improving customs, trade facilitation and export processing zone development along the Juba-Nadapal-Eldoret corridor.

4. The second project- Phase 2- will focus on the improvement of the road infrastructure not covered under the first project and support priority trade and development facilitation along the Juba-Nadapal-Eldoret corridor. The third project- Phase 3- will focus on enhanced support to trade facilitation measures along the priority corridors linking South Sudan to Mombasa and Djibouti ports, concentrating on interventions to be implemented within the territory of South Sudan and Kenya. The third project will also include completing the rehabilitation of the remaining sections of the road infrastructure not covered under the previous phases on the Kenyan side. All the three projects support the overarching program objective.

5. The principal factors for focusing on the Juba-Nadapal-Eldoret corridor, include: (a) the corridor opens the massive agricultural, livestock, and mineral resources rich area in the eastern part of South Sudan, an area closer to the regional and global market, and the less developed Turkana region of Kenya; (b) the corridor crosses only one transit regime and will be the cost effective and shortest connection to Mombasa, in terms of truck turnaround time; (c) the project crosses flatter terrain, which will reduce vehicle operating cost and improve driving safety; (d) the corridor opens access to an alternative sea port - Djibouti; and (e) the corridor offers the quickest route to the offshore submarine cables off the East African coast.

3. Project Description

1. The program will be implemented in three phases and have the following components:
2. The First Project will include:

SOUTH SUDAN

3. Component 1: Upgrading of priority road infrastructure (US\$221 million): This

component consists of:

Sub-component 1 (a): Upgrading of approximately 125 km of the Juba-Torit section of the Juba-Nadapal-Eldoret corridor (about US\$166 million) to be financed by the China EXIM Bank and Government of the Republic of South Sudan (GRSS):

Sub-component 1 (b): Construction/reconstruction of bridges between Kapoeta and Nadapal, and upgrading of approximately 40 km of the Kapoeta-Narus section of the Juba-Nadapal-Eldoret corridor to a gravel sub-base level through a design and build (DB) arrangement (about US\$49 million). This will focus on constructing bridges (reconstruction and replacement of old bridges and drifts) starting about 10 km before entering into Kapoeta and up to Nadapal, which are critical to ensure all season passability of trucks, and upgrading of the road to a gravel sub-base level, to be paved under the second project.

Sub-component 1 (c): Road repair of approximately 190 km sections between Torit and Kapoeta, and between Narus and Nadapal (US\$2.0 million) to be financed by GRSS. In addition, GRSS will provide about US\$2.5 million for compensations to be paid for land acquisition for the Juba-Nadapal section.

Sub-component 1 (d): Support to preparatory activities and capacity strengthening, planned to be carried out through a Project Preparation Advance (PPA), in the amount of US\$1.5 million.

4. Component 2: Facilitation of Regional Transport, Trade and Development (US\$10 million): This component supports promotion of sound transport, trade and development facilitation measures, increasing the efficiency of the corridors. This includes:

Sub-component 2(a): Support to MoFCIEP/SSCS for establishing the institutional base and legal framework for trade and development facilitation (US\$5 million), including: (i) customs procedures harmonization and setting the legal and institutional arrangements for the establishment of One Stop Border Post (OSBP) at Nadapal; (ii) provision of advisory services for the modernization of SSCS; (iii) support to integrated border management through rationalizing and streamlining the number of formalities, number of agencies at the border post, and user fee structures; and (iv) provision of advisory services and equipment for the establishment of a Trade Information Platform/Portal within MoFCIEP.

Sub-component 2 (b): Support to MTRB for the facilitation of transport, trade and development (US \$5 million), including: (i) carrying out a study on key regional corridors related to trade and development facilitation as well as transport review; (ii) preparation/implementation of transit transport agreement and protocol, and support to the national corridor management committee; (iii) preparing agreements on establishing a networked vehicle overloading control system between the two countries and preparation of the vehicle overloading control bill; (iv) introduction of corridor performance monitoring system (CPMS); (v) carrying out a study of social infrastructures and social services delivery needs assessment, (vi) providing technical assistance for developing legal framework on traffic and safety, and conducting Road Safety audit along the Juba-Nadapal road; and (vii) carrying out studies and ESIA for services at rest stops, axle load control station at Nadapal, export processing zones (site and services, including access road, electricity, water, customs bonded warehouses, products certification office, etc), and storage facilities, as well as certification of export products and simplifying the process of import-export, including through electronic document handling and online customs processing.

5. Component 3: Institutional Development and Program Management (US\$5 million):

Sub-component 3(a): Strengthening of MTRB's institutional capacity through the provision of advisory services and training as well as preparation of sectoral governance and anti-corruption strategy to enhancing good governance in the transport sector.

Sub-component 3(b): Strengthening MTRB's safeguards management capacity through engaging an independent safeguards management firm to help the ministry through the process of the resettlement and monitoring of implementation of safeguard measures for the entire Juba-Nadapal road while strengthening the in-house safeguards capacity.

Sub-component 3(c): Provision of advisory services, training and logistical support (including office equipment, materials, supplies), and operating costs required to sustain management and coordination of Project implementation activities, including audits and monitoring and evaluation of progress achieved in the execution of the Project. This will include support to institutions providing technical support to the project implementation.

6. Component 4: Connecting Juba with Fiber Optics (US\$15 million): This component will support: sub-component 4 (a)- the construction of a fiber optic cable alongside the road from Juba into Kenya (Lokichoggio) to bring high speed broadband internet connectivity into South Sudan for the first time. The construction of the road into Kenya offers a one-time opportunity to create a high-capacity, reliable terrestrial fiber link. On the Kenyan side of the border, fiber reaches as far as Lokichoggio, and from there connects to submarine cables off the coast at Mombasa. Constructing the fiber cable at the same time as the road will reduce costs and will avoid disruption that would occur if it was built at a later date than the road. The fiber will be installed within the right-of way of the road, adjacent to the side drains in rural areas and under the pedestrian walkway in urban areas. Sub-component 4(b): A PPA to undertake technical study, establishment of an internet exchange point and recruitment of telecom experts (US\$0.5 million).

KENYA

7. Component 1: Facilitation of Regional Transport, Trade and Development (US\$3.5 million)- to be implemented under the PPA for Kenya

Sub-component 1 (a): Support to KeNHA for facilitation of transport and trade (US\$1 million), including: (i) Carrying out a study on social infrastructure and social services delivery needs assessment, and (ii) conducting Road Safety audit along the Nadapal-Eldoret road.

Sub-component 1(b): Support to KRA for facilitation of trade (US\$1.2 million), including Capacity building and technical assistance for Strengthening the Customs Department, focusing on training of KRA staff in valuation, risk management, etc.; and strengthening the border management unit of KRA.

Sub-component 1 (c): Support to MoTI for development of export processing zones and tourism (US \$1.3 million), including: (i) Introduction of CPMS; (ii) carrying out of studies and ESIA for site and services for the export processing zones and tourism sites, certification of export products and simplifying the process of import-export; and (iii) Support to national corridor management committee.

8. Component 2: Institutional Development and Program Management (US\$2.5million), to be implemented under the PPA for Kenya, including: Sub-component 2 (a): Institutional development and project implementation support to KeNHA (US\$2 million), through the provision of advisory services, training and logistical support (including office equipment, materials, supplies) and operating costs, focusing on preparation of OPRC bidding documents for the Nadapal –Eldoret road, and training and systems development needs assessment.

Sub-component 2 (b): Support to MoTI (US\$0.5 million), through the provision of advisory services, training and logistical support (including office equipment, materials, supplies) and operating costs, for program coordination and implementation.

9. The second and third projects will support the overarching program objective and will have the following components:

10. The preliminary scope of the second project includes :

11. Component 1: Support to MTRB and KeNHA for upgrading of road infrastructure (Investment requirement to be determined depending on the resources to be leveraged for the first phase-up to US \$780 million): This includes:

(a) Upgrading of the Juba-Nadapal corridor in South Sudan - Upgrading of the remaining section between Torit and Nadapal road from the first phase. The African Development Bank (AfDB) is expected to support the upgrading of Torit - Lobira (about 70 km - US\$100 million), while the European Investment Bank (EIB) may provide support to the upgrading of part of the Kapoeta-Nadapal section.

(b) Asset management contract to maintain the sections upgraded under design and build arrangement in South Sudan.

(c) Support to KeNHA for the Upgrading of the Nadapal-Eldoret corridor in Kenya -

Support to the upgrading of approximately 300 km of the Nadapal-Marich Pass section of the Juba-Nadapal-Eldoret corridor through design and build arrangement (US\$330 million). Part of the Nadapal –Eldoret road which will not be under upgrading contract under the second project will be maintained by KeNHA to ensure all season passability. The section between Marich Pass and Eldoret estimated at US\$200 million is expected to be financed by Japan International Cooperation Agency (JICA). Both the European Union and the African Development Bank have also expressed interest and could provide support to part of the road between Lodwar and Marich Pass that will not be financed by the World Bank.

12. Component 2: Support to MoFCEP/SSCS, MTRB-SS, KRA, KeNHA and MoTI for Facilitation of Regional Transport, Trade and Development (US\$50 million)- Support to the implementation of the recommendations of transport, trade and development facilitation studies to be conducted under the first project along the Juba- Nadapal- Eldoret corridor, and building on the interventions initiated in the first project, including (i) Corridor performance monitoring; (ii) Support to national corridor management committees; (iii) Strengthening the South Sudan Customs Services; (iv) Establishing OSBP at South Sudan and Kenya side of Nadapal, through a design and build

(DB) arrangement; (v) Enhancing social infrastructure and social services delivery, including HIV/AIDS prevention, and Road Safety along the corridor; (vi) Establishing overloading control weigh bridge at Nadapal on the South Sudan side; (vii) Support to provision of site and services to rest stops, export processing zones and storage facilities, as well as certification of export products and simplifying the process for import-export; and (viii) connecting export processing zones, rest stops and community centers and service centers along the corridor with ICT.

13. Component 3: Support to MTRB, SSCS, KeNHA, KRA and MoTI for Program Implementation and preparation of follow-on operations (US\$10 million), including institutional development support to the program implementation entities, as well as other institutions involved in trade and development facilitation and private sector stakeholders, such as freight forwarders and transporters association, and studies and design to provide access along Lobira-Kitgum and Gulu (Uganda).

14. The third project, primarily will focus on enhanced support to trade facilitation measures along the priority corridors linking South Sudan to Mombasa and Djibouti ports through Ethiopia, and other countries of the East and Southern Africa. The third project will also finance the rehabilitation of the remaining sections of the Nadapal –Eldoret road not financed under the first and second projects. The activities under the third project are estimated to cost about US\$175 million.

15. The Provisional Scale of the overall Program is estimated at about US\$1.3 billion.

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

1. Considering the sequence of the three projects as described above, the physical characteristics of the proposed project are as follows:

2. The Juba - Nadapal- Eldoret road traverses the south–eastern part of South Sudan and north-western part of Kenya. The section in South Sudan, the Nadapal to Juba Road is an interstate road that links the Central Equatoria and Eastern Equatoria states. There are numerous villages alongside the road, with a varying population. The total length of the road from Nadapal to Juba (Nesitu Junction) is approximately 340 km of unpaved road, which provides transport connectivity between Juba and the district headquarters, towns and villages of Juba, Torit, Budi and Kapoeta Counties in Central and Eastern Equatoria states. The road also passes through significant townships and trading centers i.e. Nadapal, Narus, Kapoeta, Lobira, Torit, Liriya, Ngangal and Nesitu junction which marks the end point of the project road in South Sudan. The road serves as a regional and international corridor linking the hinterland of South Sudan with markets in Kenya and international markets through the port of Mombasa.

3. The topography of the project area can be described as undulating at Nadapal (from Kenyan border) and the hills surrounding Mineral Springs. The next section is mainly flat plain. From Longario, there are high volcanic outcrops up to Liriya and Luluba. In the next section, from Torit to Ngagalala, the road crosses numerous seasonal streams and rivers and follows a gently sloping ridge through the subsequent section to Juba. The altitudes vary from an elevation of 741 m at the border with Kenya to 800 m at Mineral Springs, 620 m at Torit and with gentle variations in slope down to an elevation of 460 m near Juba.

4. The proposed road segments within Kenya boundary, Eldoret- Nadapal, to be upgraded under the proposed program is about 595 km and is on the main road corridor linking Tanzania,

Kenya and South Sudan. It runs in South-North direction on the Western part of Kenya. The southern part of the general area of the road is densely populated and with high agricultural potential. The road also passes through two large towns Eldoret and Kitale. The northern part, bordering South Sudan is largely sparsely populated and less developed. The section from Eldoret to Lokichoggio is paved, while the Lokichoggio-Nadapal section is unpaved. The improvement will be carried out within the existing right of way. Part of the Nadapal – Marich –Eldoret road is expected to be financed by the World Bank and other development partners in the second project and the remaining part will be upgraded in the third project. A meeting with potential financiers was held on January 29, 2013, in Nairobi and a preliminary road map for the implementation of the program has been set.

5. The project screening identified a number of negative environmental and social impacts; however, all of them will be minimized (or avoided) through implementation of the appropriate mitigation measures. The project involves widening the road within the existing right-of-way: the carriage way is proposed to be maintained at 7m width, with 2m shoulder on each side of the road. New quarry sites are being identified to be developed for material extraction for the road construction. The road upgrading work may require cutting of some trees. Some spots of swampy areas may exist alongside the road, in particular this problem gets pronounced during the rainy season, as along some parts of the road standing water creates ponds. It will also require temporary expropriation of some farm land (for material sites and diversions). Work camps will require careful siting and supervision to avoid stress on resources for surrounding communities (e.g. water, fuel).

6. The project, when completed, is expected to have positive environmental and social impacts in the long term, as it will facilitate economic and social development thereby promoting improvement in livelihood of the population in the project influence area. It will also improve drainage and seasonal river crossings, thus reducing runoff from the road.

5. Environmental and Social Safeguards Specialists

Gibwa A. Kajubi (AFTCS)

Yasmin Tayyab (AFTCS)

Svetlana Khvostova (AFTSG)

Bedilu Amare Reta (AFTHE)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	Road rehabilitation works entail a number of potential site-specific impacts including cutting of vegetation, soil erosion, sedimentation of water bodies, temporary realignments of stream channels for bridge construction/rehabilitation, generation of construction solid wastes, noise and dust pollution, etc. These impacts may result from ground disturbance, operation of equipment, and labor force housing, quarry and borrow site operation and various ancillary activities during the construction and rehabilitation works. ESIA's for the project describe potential environmental and social impacts and the respective mitigation and recommended design enhancement measures

		<p>of the proposed Project.</p> <p>For South Sudan: An Environmental and Social Impact Assessment (together with ESMP) will also be an instrument guide the implementation team to minimize/avoid the anticipated impacts. It also serves as a guide for monitoring of the implementation of these mitigation measures.</p> <p>A draft ESIA for South Sudan was prepared in May 2010. It was updated, consulted upon, and disclosed on November 11, 2013.</p> <p>In addition, as the detailed design of the project was not available at the time of project appraisal, an Environmental and Social Management Framework (ESMF) has been prepared by KeNHA for the Eldoret-Nadapal road section in Kenya to provide an overall framework for policies and procedures to follow in ensuring environmental safeguards during project implementation. It has been consulted upon and disclosed in country on December 4, 2013 and at the Infoshop on December 9, 2013.</p>
Natural Habitats OP/BP 4.04	Yes	<p>The project activities will not result in conversion, degradation or restoration of natural habitats or critical natural habitats.</p> <p>The draft ESIA studies prepared for both countries concluded that there will be no major negative impacts resulting from the proposed project activities.</p> <p>However, this policy is triggered as the proposed road will pass through two wildlife corridors: (i) Kidepo in South Sudan - a seasonal migratory route where animal crosses to find food and water depending on the yearly season), and (ii) South Turkana National Reserve in Kenya - a migratory route for elephants and buffalos. The project is expected to create a temporary impediment on existing seasonal wildlife movements. There is also a risk of introduction of invasive alien species along the road corridor. This section of the road requires appropriate design measures and interventions to be implemented together with robust monitoring program both during project</p>

		construction and operation phases. Such monitoring program will be designed, based on the consultations with relevant stakeholders: South Sudan Ministry of Interior and Wildlife and Kenya Wildlife Service. The potential impacts of the proposed operation on natural habitats are addressed in the ESIA for South Sudan and ESMF for Kenya. Detailed mitigation measures will be included in the contractor bid document to be implemented during construction and operation phases.
Forests OP/BP 4.36	No	The road improvement will follow the existing alignment with some widening, which is not expected to impact on forest resources, although the project may involve cutting some trees. In Kenya, the road will pass near Kamatira forest; however, the road upgrade will follow the existing right-of-way and will not require tree cutting within the forest plantation.
Pest Management OP 4.09	No	The proposed road project does not involve activities that require pesticide use. Neither direct purchase of pesticides nor financing activities that use pesticides will be supported by the project. Therefore this policy is not triggered.
Physical Cultural Resources OP/ BP 4.11	Yes	Although the ESIA reports identified no PCR along the proposed road, the road works and ancillary activities may encounter and/or affect some PCR, therefore this policy is triggered. To mitigate or address issues regarding potential impact on the PCR, the project environmental safeguards instruments include procedures for identification and management of chance finds. If existence of physical/cultural resources is confirmed, the ESIA will be updated to include a Physical/Cultural management plan. In any case, "Chance Find" procedures will be included in the contract documents. South Sudan is a newly emerging nation and its cultural heritage resources are not yet known. In Kenya, the project will work with County authorities and National Museums of Kenya in case of such finds during civil works.
Indigenous Peoples OP/BP 4.10	Yes	In South Sudan, the vast majority of ethnic groups in the project area meet the OP 4.10 criteria; the project design and the RAP will assure that the socio-economic activities are

		<p>responsive to the socio-cultural norms of the ethnic groups. In addition, a draft Social Assessment has been prepared, addressing the impacts on Indigenous Peoples within the project area, providing applicable mitigation measures for minimizing adverse impacts, ensuring a process of free, prior, and informed consultation leading to broad community support of the project, establishing a grievance redress system, and ensuring effective monitoring and evaluation of the project outcomes on IP communities. The draft Social Assessment has been consulted upon and disclosed on November 25, 2013.</p> <p>In Kenya, the implementing agency (KeNHA) is in the process of conducting a social screening and assessment to evaluate the project's potential positive and adverse effects on the Vulnerable and Marginalized Groups, and to examine project alternatives to avoid scenarios where adverse effects may be significant.</p>
Involuntary Resettlement OP/BP 4.12	Yes	<p>In South Sudan, the project involves road widening, within the existing right-of-way. The road upgrading will require relocating (basically moving back the properties within the existing open land) of about 180 households and 154 small road side businesses, this will require expropriation of 375 ha of land and 517 land segments with different land use characteristics (predominantly farm lands) will be partially affected, along the Juba-Nadapal section. A RAP has been prepared, consulted upon. And disclosed on November 11~~ 2013 for the PAPs in South Sudan.</p> <p>In Kenya, the road crosses 4 counties (Uasin Gishu, Trans Nzoia, West Pokot and Turkana). The proposed activities will be implemented within the existing road reserve. The extent of the required compensation and/or resettlement is expected to be moderate (based on the project screening) and will be determined as part of the RAP preparation for this section of the road. As the detailed design of the project is not yet available, a Resettlement Policy Framework (RPF) has been prepared for the Eldoret-Nadapal road and outlines the procedures and policies to</p>

		be pursued when preparing RAPs. The RPF was disclosed in country on December 4, 2013 and at the Infoshop on December 9, 2013.
Safety of Dams OP/BP 4.37	No	The project will not finance construction or rehabilitation of any dams as defined under this policy.
Projects on International Waterways OP/BP 7.50	No	The project does not affect any international waterways, thus the policy is not triggered.
Projects in Disputed Areas OP/BP 7.60	No	The project does not operate in any disputed areas, therefore the policy is not triggered.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

As the project risks were determined to be reversible and site specific, which can be reduced with implementation of the mitigation measures, the project was assigned an Environmental Category B. Bank safeguard policies applicable to this project, include: Environmental Assessment (OP 4.01), Natural Habitats (OP 4.04), Physical Cultural Resources (4.11), Indigenous People (OP 4.10) and Involuntary Resettlement (OP 4.12). No significant or irreversible adverse environmental and social impacts were identified, as the proposed project activities involve road upgrading, minor widening and raising the level of the road within the existing right-of-way. The possible negative impacts identified, are attributed to ground disturbance, operation of equipment, labor force housing, quarry and borrow site operation and various ancillary activities during the project implementation.

The ESMPs prepared as part of the ESIA/ESMP and RAP for the road upgrading project, and these instruments will be provided to all financiers for adoption. A draft Social Assessment has been prepared, addressing the impacts on Indigenous Peoples within the project area, providing applicable mitigation measures for minimizing adverse impacts, ensuring a process of free, prior, and informed consultation leading to broad community support of the project, establishing a grievance

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During implementation of the project, the Bank's safeguards team will work closely with the governments of Kenya and South Sudan to ensure the availability of technical assistance and capacity building required at central, state and local government levels for effective follow up on the safeguards instruments and timely implementation of the ESMPs, RAPs, and any other safeguards instruments. It is also critical that the Implementation Units both in South Sudan and Kenya commit to the regular monitoring program and partners with the local authorities to ensure the mitigation measures defined in ESMPs are implemented on a regular basis.

Safeguards considerations for South Sudan:

GRSS has prepared ESIA/ESMP and RAP for the road upgrading project, and these instruments will be provided to all financiers for adoption. A draft Social Assessment has been prepared, addressing the impacts on Indigenous Peoples within the project area, providing applicable mitigation measures for minimizing adverse impacts, ensuring a process of free, prior, and informed consultation leading to broad community support of the project, establishing a grievance

redress system, and ensuring effective monitoring and evaluation of the project outcomes on IP communities.

An Environmental and Social Impact Assessment (ESIA) study and Resettlement Action Plan (RAP) for the road section in South Sudan (Juba-Nadapal) was completed in May 2010 and December 2010, respectively. The Ministry of Transport, Roads and Bridges (MTRB) of South Sudan, based on the Bank review, has updated the reports with the support of a Technical Assistance. The updated ESIA and RAP have been reviewed and cleared by the Bank and disclosed in country and at the Infoshop.

OP 4.01: majority of negative environmental and social impacts along the entire road length (340 km) in South Sudan are likely to include soil erosion during earthworks and construction of structures, dust pollution, removal of light vegetation, disposal of solid wastes, impact on occupational safety to construction workers and the nearby communities. The ESIA indicated that some unexploded landmines on either side of the road may exist, and this could potentially pose security and safety issues. The ESIA indicated that due to the presence of unexploded landmines on either side of the existing road, the option of constructing new road along the existing one is excluded, and this could also be a potential high security and safety issue during construction. Thus, before the commencement of construction activities and RAP implementation, the Government will ensure the clearance of landmines along the entire proposed road section where the landmine impact is expected. The Government will also provide a map showing demined areas by UN mines action, to be used in case the project will involve resettlement in new locations. The ESIA will be shared with all co-financiers and contractors and this will help to make all stakeholders aware of the landmines issue. The ESIA also confirmed that the indicated potential impacts could be easily mitigated through the sound implementation mitigation measures recommended in the report.

Under component 4, the proposed program will support the construction of a fiber optic cable alongside the road from Juba into Kenya to bring enhanced international internet connectivity into South Sudan for the first time. The construction of the road into Kenya offers a one-time opportunity to create a high-capacity, reliable terrestrial fiber link. Constructing the fiber cable at the same time as the road will reduce costs and will avoid disruption if it is built at a later date. Given the installation of the proposed Fiber optic cable is within the right of way of the proposed road upgrading work which is adjacent to the side drains in rural areas and under the pedestrian walkway in urban areas, the nature and scale of the possible anticipated environmental impacts would be encapsulated in the proposed upgrading works framework. Therefore, any anticipated impacts generated due to the installation of fiber optics cable from Juba to Kenya boarder, will be addressed and managed through implementation of the recommended mitigation measures indicated in the Juba-Nadapal ESIA and ESMP report.

OP 4.12: As per the RAP and ESIA prepared for the South Sudan (Juba-Nadapal) section, over the entire Juba – Nadapal road 218 household structures (consisting of 171 permanent and temporary residential houses; 5 animal sheds; and 42 cooking sheds) and 145 household road side business structures located within the road Right of Way will be affected. The estimated number of people who live in the affected families is 1,218. The relocation of the houses will be within the respective community (moving back the properties within the existing open land back from the RoW within the community where the Project Affected People (PAPs) currently live). The GRSS will compensate the PAPs for the lost property. In addition, 28 trees will be replaced. Segments of farmlands totaling 375 hectares claimed by 517 individuals will be acquired by the project. During the consultations the local administration communities have agreed to provide replacement land for free. Because of the linear nature of the project, this small amount of land is spread within one

County (Juba) of Central Equatoria State and 5 Counties of Eastern Equatorial States (Torit, Ikotos, Budi, Kapoeta East and Kapoeta North). As is mentioned above in the OP 4.01 section, the implementing agency, prior to allocating resettlement sites for the PAPs, will ensure that all resettlement sites (including access to such sites) are clear of the landmines.

OP 4.04: During consultations with the South Sudan Ministry of Interior and Wildlife Conservation (MIWC) it was confirmed that the proposed road does not traverse through any conservation areas of South Sudan. However, the road passes near the wildlife crossing corridors around Kidepo Valley (from Kenya, Ethiopia and Uganda to Nimule National Park, Kidepo reserve area). To minimize and/or avoid the possible negative impacts the MTRB, in consultation with MIWC, would apply risk mitigation measures to be implemented during and after construction works completion. These include speed/traffic calming structures (bumps/humps, traffic signs, reduced speed limit, posted speed limit, post advisory speed limit, wildlife warning signs, etc.); regular consultation with adjacent communities and other project stakeholders to raise awareness of the road safety; regular reporting of any incidents involving wildlife, monitoring of wildlife crossing time; and diligent implementation and enforcement of the traffic safety plan. The construction may also increase incidence of malaria and other water borne diseases due to the water ponds in the borrow sites around the construction area.

OP 4.11: South Sudan is a newly emerging nation and its cultural heritage resources are not yet well known. The ESIA identified no anticipated impact on sites of historic or cultural sensitivity. However, during construction unforeseen impacts on cultural resources including graves may occur. "Chance finds" procedures will be included in activity design and in the contractors bid documents. The ESIA that has been prepared also includes proper mitigation measures for any unforeseen impacts on physical cultural resources including grave yards.

OP 4.10: On the South Sudan side the majority of the project affected people (PAPs) are considered Indigenous Peoples. Based on OP 4.10, a separate Indigenous People Plan (IPP) is not required. The ESIA and a separate draft Social Assessment for South Sudan include a vulnerability assessment, focusing on impacts on IP groups in the project area and measures for providing culturally appropriate economic and social benefits and, where possible, avoiding, minimizing, mitigating, or compensating adverse impacts.

Safeguards considerations for Kenya:

As the road traverses sparsely populated and less vegetated areas, no significant negative environmental and social impact is expected. The road project involves widening and raising the level of the road, within the existing right-of-way. No significant or irreversible adverse environmental and social impacts were identified during in the environmental screening of the proposed upgrading of the road to bitumen standard.

Timing of the safeguards instruments: Kenya is currently developing the design study for road upgrading from Eldoret to Nadapal segment. As the road traverses sparsely populated and vegetated area, no significant negative environmental and social impacts were identified during screening. KeNHA has prepared the draft ESMF and RPF for Kenya side, which was disclosed in country and at the Infoshop. Once the road designs are complete, KeNHA will prepare ESIA, RAPs and ESMPs for the 3 sections of Eldoret-Nadapal Road -- (i) Lesseru – Marich Pass, (ii) Marich Pass – Lodwar, and (iii) Lodwar – Nadapal. The engineering design is in progress, it is informed by the environmental and social screening conducted by the project preparation, as well

as the public consultations done as part of ESMF and RPF preparation. Under the first project, there are no civil works on the Kenyan side and the financing for the studies and Technical Assistance to be provided to Kenya as part of the first project will be delivered in a form of Project Preparation Advance. The ESMF and the RPF have been consulted upon and disclosed to guide the subsequent development of the ESIA's and RAPs in preparation for the Second phase of the project.

OP 4.01/OP 4.04: Between the towns of Lokichar and Kapenguria there is a South Turkana National Reserve area crossed by the proposed road. Wildlife corridors were observed and discussed with KWS, which require provision of the design modifications to accommodate these crossings, as KWS reported regular wildlife traffic on this corridor. Such modifications may constitute an animal underpass and fencing along section of the road frequently crossed by animals to direct them to the under pass. A robust monitoring and supervision program will also be discussed with KWS as part of ESIA preparation for this section of the road.

OP 4:10: On the Kenyan side, the vast majority of the people living within the influence area of the road section on the Kenyan side are considered to be vulnerable and marginalized groups as defined by the Kenya Constitution. Therefore, OP 4.10 will be triggered. KenHA is preparing a separate social assessment that will identify the processes to ensure broad support of these communities through free and prior informed consultations. The SA consultations will identify how these communities could benefit from the project, as well as identify culturally appropriate complaint redress mechanisms, mitigation measures from adverse impacts, and a monitoring and evaluation process. No separate Vulnerable and Marginalized Groups Plan is necessary.

OP 4.36: The policy is not triggered. During early stages of project preparation, triggering of Forests policy was considered due to the road section near Marich Pass, where it crosses a forest plantation, Kamatira Forest, owned by the Kenya Forest Service. To maintain an acceptable slope, one of the design options has recommended road realignment at Kamatira forest, but KeNHA has reconsidered to follow the existing alignment and improve the gradient and curves. Kamatira Forest section and Kitale town crossing are proposed to be improved in such a way that would minimize negative impacts on settlement by following the existing route. Upgrade of the segment between Marich Pass and Kitale will be done in the second phase by JICA and safeguard issues along this segment will be reconsidered by JICA and KeNHA. Overall on the Kenya side, the road upgrading will follow the existing alignment and with the adoption of the environmentally friendly approaches and implementation of the mitigation measures no adverse impact is expected. Further, the trade and development facilitation related infrastructure would be constructed in open/unoccupied sites, which will have no or limited negative impact.

OP.4.12: An RPF has been prepared and consulted upon and disclosed in country and at the Infoshop. Per a preliminary RAP prepared in 2010 for Lodwar-Lokichoggio-Nadapal, the total number of project affected persons (PAPs) as determined from the census surveys is 2,719. Among these PAPs, 416 are found in Turkana Central Sub-county and 2,303 are found in Turkana West Sub-county. The main areas that will be impacted will include the urban towns of Lodwar, Gold, Kakuma, Kalobiyeyi and Lokichoggio. It will also affect the rural Manyatta settlements of Nasiger, St. Leo, Nakururum, Posta and Songot. Permanent and temporary structures alike will be lost including crops, trees, and graves. Income losses are expected as a result of the project mainly through loss of small and micro enterprises with minimal adverse impacts on agriculture. Resettlement sites are not an option because the PAPs prefer to be resettled within their existing communities. The RAP has documented the PAPs, including assets, which have been diligently valued, and includes the names, contact addresses and location of the PAPs.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

The Project does not entail any potential large scale, significant and/or irreversible negative impacts. No long term risks or impacts are anticipated with diligent implementation of the mitigation measures proposed in the project safeguards instruments.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

Overall, no project major project alternatives were considered for this operation as no significant adverse impacts are foreseen from the proposed project activities. Throughout the design preparation, the project teams in South Sudan and Kenya are working to minimize resettlement and environmental impacts along the route. KeNHA has considered the option of re-aligning about 12 km section of the Lesseru- Marich Pass road. However, as the proposed re-alignment passes through Kamatira forest the improvement of the existing alignment was pursued to avoid impacts on the forest plantation. In the Lodwar-Lokichoggio-Nadapal section, to minimize land acquisition and disturbances, by-passing congested town of Kakuma and Lokichoggio thus avoiding demolition of over 50% of structures in each of these towns has been proposed by KeNHA.

In South Sudan, a 15-km bypass around Torit town was selected as an alternative to avoid demolition of structures within Torit, which would have included a medical center and a prison.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

The first Phase of the program will mainly involve South Sudan and Kenya, and the implementation will be coordinated by a joint inter-ministerial committee representing Ministry of Transport, Roads and Bridges (MTRB) of South Sudan and the Ministry of Transport and Infrastructure (MoTI). The two ministries have formed national inter-ministerial committee. This arrangement will be replicated for the other corridors during the second phase of the program. The joint inter-ministerial committee will engage with the Intergovernmental Authority for Development (IGAD), East African Community (EAC) and Northern Corridor Transit Transport Coordination Authority (NCTTCA) on trade facilitation matters and inter-country coordination. The second phase may involve more countries and at sub-regional level, IGAD with the support of EAC is proposed to be the focal body for the overall coordination, as all stakeholder countries, including Djibouti are members of IGAD.

South Sudan Implementation Arrangements:

The proposed project will be implemented by the Project Management Team (PMT) under the MTRB, which was responsible for the implementation of the transport projects supported by the Multi Donor Trust Fund for South Sudan (MTDF-SS). While the PMT is familiar with Bank's safeguards policies and implementation procedures, the capacity of the PMT to manage the safeguards however, is severely lacking and needs to be further strengthened to manage the additional tasks. While MTRB is committed to managing social and environmental impacts of the project; the single environment specialist in the ministry has not been able to provide the support required to manage the environmental and social impacts. MTRB requires substantial Technical Assistance to manage the environmental and social impacts. MTRB has agreed to bring on board full time consultants as essential to managing the social and environmental impacts of road construction, especially in providing support to the state Ministry of Transport and Roads of the Eastern Equatorial State to liaise with the local communities. The South Sudan Roads Authority

(SSRA) is under establishment and the responsibilities of implementing this project will be transferred to SSRA when it becomes fully operational and capable of managing major projects. The bidding documents clauses will reflect the ESMP obliging contractors to implement the proposed mitigation measures.

Kenya Implementation Arrangements:

On the Kenya side, the Kenya National Highways Authority (KeNHA) is responsible on the implementation of the proposed projects. KeNHA has significant experience with implementation of Bank-supported projects and is well familiar with the WB Safeguards policies, safeguards instruments and relevant project supervision. The KeNHA safeguards compliance unit is staffed with Senior Environmental Specialist and a Senior Sociologist. As KeNHA project portfolio is growing, additional staff, who can help the unit address safeguards issues has been requested by the team.

The key responsibilities of the Environmental and Social Specialists in the implementing ministries South Sudan and Kenya include: (a) updating the ESIA and RAPs prepared for the proposed road, as further design details are provided; (b) training of the project management team staff (both at the national and local levels) on the project environmental and social safeguards arrangements for the project; (c) leading/providing oversight on the implementation of the RAP (prior to beginning of works) and ESMPs; (d) reviewing of ESMP monitoring reports submitted by the contractors on ESMP implementation; (e) conducting regular visits to project sites to monitor the implementation of ESMP; (f) ensuring the grievance redress mechanism is in place and functioning and liaising with the project stakeholders (e.g. KWS, county governments, etc.); and (g) providing guidance and inputs to the project management team and contractor on environment and social management aspects.

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

In South Sudan, the key stakeholders include MoFCIEP, MTRB, MIWC, MoE, other relevant line ministries at the national level, State Key Ministries and other relevant line ministries at state level, local communities (Boma, Payam chiefs, State and County Government officials) and relevant NGOs.

In Kenya, the stakeholders include the MoTI, KeNHA, KRA, NEMA, Ministry of Lands, KWS and other line ministries, and authorities as well as County Governments for North Rift Valley region.

Consultations were undertaken to facilitate stakeholder involvement and raise awareness during preparation of the project safeguards instruments. Public consultations will continue throughout project implementation to ensure that the information required for decision making is available to all interested parties.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	08-Oct-2013
Date of submission to InfoShop	11-Nov-2013
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	

"In country" Disclosure	
South Sudan	11-Nov-2013
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	14-Oct-2013
Date of submission to InfoShop	11-Nov-2013
"In country" Disclosure	
South Sudan	11-Nov-2013
<i>Comments:</i>	
Indigenous Peoples Development Plan/Framework	
Date of receipt by the Bank	14-Nov-2013
Date of submission to InfoShop	25-Nov-2013
"In country" Disclosure	
South Sudan	25-Nov-2013
<i>Comments:</i> The Social Assessment report was disclosed in-country and infoshop on November 25, 2013.	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.	
If in-country disclosure of any of the above documents is not expected, please explain why:	

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment	
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Sector Manager (SM) review and approve the EA report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.04 - Natural Habitats	
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes [<input type="checkbox"/>] No [<input checked="" type="checkbox"/>] NA [<input type="checkbox"/>]
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?	Yes [<input type="checkbox"/>] No [<input checked="" type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources	
Does the EA include adequate measures related to cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.10 - Indigenous Peoples	

Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?	Yes [] No [] NA [×]
OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [×] No [] NA []
If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?	Yes [×] No [] NA []
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [×] No [] NA []
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [×] No [] NA []
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [×] No [] NA []
Have costs related to safeguard policy measures been included in the project cost?	Yes [×] No [] NA []
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [×] No [] NA []
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [×] No [] NA []

III. APPROVALS

Task Team Leader:	Name: Tesfamichael Nahusenay Mi	
Approved By		
Regional Safeguards Advisor:	Name: Alexandra C. Bezeredi (RSA)	Date: 05-Jan-2014
Sector Manager:	Name: Supee Teravaninthorn (SM)	Date: 06-Jan-2014