



Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

Appraisal Stage | Date Prepared/Updated: 02-Mar-2020 | Report No: PIDISDSA27614

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

| | | | |
|---|--|---|--|
| Country Ghana | Project ID P169357 | Project Name Transport Sector Improvement Project - Additional Financing | Parent Project ID (if any) P151026 |
| Parent Project Name Transport Sector Improvement Project | Region AFRICA | Estimated Appraisal Date 25-Feb-2020 | Estimated Board Date 23-Mar-2020 |
| Practice Area (Lead) Transport | Financing Instrument Investment Project Financing | Borrower(s) Ministry of Finance | Implementing Agency Ministry of Transport, Ministry of Roads and Highways |

Proposed Development Objective(s) Parent

The Project Development Objectives are to: (i) reduce travel time on selected parts of the classified road network in Northern Ghana, (ii) promote road safety, and (iii) strengthen the institutional management of the transport sector.

Components

- Component 1 : Road Asset Preservation
- Component 2 : Improved Road Safety
- Component 3 : Institutional Strengthening and Capacity Building

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

| | |
|---------------------------|-------|
| Total Project Cost | 37.48 |
| Total Financing | 37.48 |
| of which IBRD/IDA | 0.00 |
| Financing Gap | 0.00 |

DETAILS**Non-World Bank Group Financing**

| | |
|-------------|-------|
| Trust Funds | 37.48 |
|-------------|-------|



European Commission Development Fund - TF

37.48

Environmental Assessment Category

B-Partial Assessment

Decision

The review did authorize the team to appraise and negotiate

B. Introduction and Context

The World Bank (WB) has already established a Multi-Donor Trust Fund (TF) and has received the financing from the European Union (EU) for the implementation of the project. The Administration Agreement between the WB and the EU was signed on December 14, 2018 to establish the TF and scale up the development effectiveness of the ongoing TSIP. Implementation of the proposed AF will be carried out by the Government of Ghana (GoG) and implementation support will be provided by the WB, through the Recipient and Bank Executed Trust Funds respectively. The AF will maximize value for money and avoid the need for a standalone project, as it shares the same setup for the implementation and supervision of the parent project. The proposed AF activities lie within the implementation responsibility of Ministry of Roads and Highway (MRH), and Ministry of Transport (MOT). The Agency Implementation Teams (AITs) established under the MRH and MOT will be responsible for the implementation of the AF.

The main rationale for the AF is to scale up the TSIP activities and exceed the attainment of the PDOs through a broader application of the road asset preservations and road safety measures introduced under the parent project. GOG is keen to enhance accessibility in a wide area of agricultural production by improving or rehabilitating the road network to a desirable level of technical standards but has limited resources of its own. The proposed AF will create opportunities to implement a broader program with harmonized standards and wider institutional capacity development at national as well as local levels, while applying the road asset management principles introduced under the parent project.

The AF will create a synergy between the EU agricultural support programs and the TSIP in advancing Ghana's efforts to improve the poverty situation in the Northern Part of Ghana. It will contribute towards ensuring the implementation of the feeder/farm roads improvements included in the EU agricultural support program for the Upper West Region (UWR) located in the Northern Part of Ghana. The overall aim of the EU intervention in Northern Ghana is to promote the development of a sustainable agriculture which will contribute to improve livelihood of local population, generate economic growth and stable employment in the region, as well as protect resources from climate change, and improve food security. The EU Market Oriented Agricultural Program (MOAP) and the Resilient Against Climate Change Program (REACH) are currently on-going. The infrastructure component includes the construction of new dams, rehabilitation of existing dams, boreholes and provision of solar panel for pumping and irrigation and the Feeder Roads and farm trucks for transportation of produce to market centers.

The area of intervention chosen by GoG, the UWR, is the poorest in Ghana. UWR has the highest poverty incidence among all the regions in Ghana (70.7 percent). Wa West district, one of the project areas, has recorded



the highest poverty headcount (92.4 percent), see Figure 1. The incidence rates for eight out of the 11 districts in the region range from 71.4 to 92.4 percent and are above the regional average of 69.4 percent¹. The map below shows the poverty incidence in UWP. In general, in the rural north, where the UWP is located, 85 percent of the population still rely mostly on semi-subsistence agriculture activities.² As the feeder roads are improved in areas where other complementary agriculture support is being provided, it will help reduce the poverty gap.

Sectoral and Country Context

The GoG has developed a vision to modernize the transport sector in general, while also specifically improving the efficiency of the road sub-sector as the demand for reliable and safer road infrastructure increases. Ghana is diversifying its transport investment program with a push to develop ports, inland waterways, railways and its multimodal transport corridors to neighboring landlocked countries. Overall, Ghana is positioning itself as a competitor for international transit traffic to and from landlocked countries. Competition comes from alternative transport corridors and ports in neighboring Cote d'Ivoire and Togo. Ghana's Logistics Performance Index (quality of trade and transport-related infrastructure) has improved only slightly over the last 11 years (2007–2018), from 2.16 to 2.57³ out of a maximum score of 5.0, indicating that Ghana still has a long way to go to become truly competitive. The score for infrastructure is lower at 2.44, while the road transport service sector is still fragmented and sub-performing. The weak regulatory environment in the road transport sub-sector leads to low professional standards and inefficient freight services.

Transportation infrastructure is identified as a key focus area to drive economic growth and sustainable poverty reduction in the second Ghana Shared Growth and Development Agenda (GSGDA II). The agenda centers on: (a) Enhancing Competitiveness of the Private Sector, (b) Infrastructure and Human Settlement Development; (c) Human Development, Productivity and Employment; and, (d) Transparent, Responsive and Accountable Governance, among others. To this end, the transport sector of Ghana is focused on providing “an integrated, efficient, cost-effective and sustainable transportation system responsive to the needs of society, supporting growth and poverty reduction and capable of establishing and maintaining Ghana as a transportation hub of West Africa.”⁴

The vision to modernize the transport sector is hindered by institutional inefficiencies in managing the transport sector, including fragmentation of responsibilities. Coordination of plans and strategies presents a formidable challenge, while inadequate resources for maintenance threatens to undermine several years of work in building up the level of infrastructure. The road sector suffers from a chronic arrears problem, with growing debt to contractors. The Government continues to explore private financing for the development of transport infrastructure, but the right environment for PPPs remains to be established. The introduction of the OPBRC, as well as rolling out a system for efficient asset management under this project will help in addressing some of these challenges.

A review carried out on the National Transport Policy (NTP) concluded that regulatory and asset management agencies in the Aviation, Railway and Maritime modes were largely compliant with best practices. They are being managed by independent boards and retaining revenues where possible. However, the roads sector

¹ Ghana Poverty Mapping Report - Ghana Statistical Service May 2015

² Formulation Report, Sofreco, June 2017

³ The Logistics Performance Index and its Indicators, The World Bank

⁴ GSGDA II, 2004



lagged in its road infrastructure planning and implementation, which is still largely controlled by the Ministries. Thus, there is a consensus that the road sector needs to be reformed through the creation of an overarching National Road Authority which would act as the decision-making body for road infrastructure investment. The support provided under the parent project in updating the NTP (already completed) and the subsequent studies and institutional support to reform the road sector will help in addressing this outstanding issue.

Road transport is the predominant mode of transportation in Ghana, carrying over 95 percent of passenger and freight traffic. The strong economic growth of Ghana has resulted in an increase in vehicle ownership and demand for freight and passenger services. In response, the Government has invested primarily in road capacity expansion, especially in urban areas where traffic congestion has become more acute over time. However, much still needs to be done to improve road infrastructure to accommodate the existing demand. Road users experience long travel times due to delays and congestion in major urban centers, faster deterioration because of weak maintenance practices, and limited connectivity in rural areas where more than 50 percent of the rural population live within 2 km of an all-season road⁵.

The road network grew considerably from 49,357 km in 2002 to 78,401 km in 2016⁶ of which about 26 percent is paved. It consists of 14,583 km of trunk roads, 15,462 km of urban roads, and 48,356 km of feeder roads. Farm roads, providing the last mile connections between the feeder road network, farms, and villages, are poorly developed with little network-wide data available. In 2016, 41 percent of the road network is in good condition, 33 percent is in fair condition, and 26 percent is in poor condition. The trunk road network links all districts and regions as well as most population centers and is considered adequate to meet the minimal requirements for sub-regional integration. The feeder and farm road networks are in a poorer condition overall. The ongoing study financed by the TSIP will propose the critical actions required to improve road asset conditions.

Given the rapid increase in vehicle fleet and expansion and improvement of the road network, speed and vehicle kilometers travelled are likely to increase. Safer vehicles and roads are needed to reduce the severity of injury and potential fatalities. It is paramount that vehicle standards and interventions that will enhance fleet safety in the country are adopted. The current support that is being provided to the NRSA and DVLA will help to address these issues as they aim to (i) create a dynamic, well-funded and empowered national road safety management institution, (ii) provide safe road infrastructure, (iii) support safe speeds through enhanced monitoring and enforcement of regulations, (iv) establish or expand vehicle inspection centers, (v) improve vehicle inspection and (vii) results-focused data collection, monitoring and evaluation of safe road users practice.

Like the parent project, the proposed AF is aligned with the World Bank's Country Partnership Strategy (CPS) for Ghana (FY13–FY16)⁷. The CPS was extended by two years (FY13-18) following the approval of the recommendations of the Performance and Learning Review Report (Report No. 105606-GH of October 20, 2016). Both the CPS and PLR are closely aligned to the GSGDA II and seek to respond to the Government's priorities of more inclusive economic growth, job creation, delivery of decentralized public services, better accountability to citizens, and provision of skills and education to the population. The AF is particularly aligned

⁵ PAD Parent Project and the most recent information

⁶ The most recent survey undertaken

⁷ Report Number 76369



to the two of the three pillars⁸ of the GSGDA.

Pillar 2 of the CPS focuses on improved competitiveness and job creation through, among others, more efficient delivery of infrastructure services. The CPS calls for processes and systems to monitor and provide implementation support for all major public infrastructure projects, with roads and energy sectors in the lead. This pillar supports the Government's goal of increased liberalization of markets, especially in the more deprived areas, through improved road, rail, air, and maritime services.

The World Bank's twin goals. The World Bank Group's twin goals of ending extreme poverty and promoting shared prosperity are closely associated with that of the Government's GSGDA II. The project's target area is in the North West of Ghana, identified in the 2014 Household Survey as being consistently poorer than the rest of the country. It derives most of its income from agriculture with a mix of irrigation along the major rivers and dryland farming. The current state of the road infrastructure is a key contributor to low income growth and poor access to services and growth opportunities. The project aims to improve road infrastructure supporting ongoing agricultural development and to improve accessibility in one of the poorest agricultural production areas.

C. Proposed Development Objective(s)

Original PDO

The Project Development Objectives are to: (i) reduce travel time on selected parts of the classified road network in Northern Ghana, (ii) promote road safety, and (iii) strengthen the institutional management of the transport sector.

Current PDO

The Project Development Objectives are to: (i) reduce travel time on selected parts of the classified road network in Northern Ghana, (ii) promote road safety, and (iii) strengthen the institutional management of the transport sector.

Key Results

The Results Framework for the parent project has been revised to align the target values and due dates with the increased scope and proposed new closing date (June 30, 2025). No new indicators will be introduced.

D. Project Description

Project Components. The project components will remain unchanged as follows: Component 1 – Road Asset Preservation; Component 2 – Improved Road Safety; and Component 3 – Institutional Strengthening and Capacity Building. The specific activities to be included in the AF under each component is as follows:

- (a) **Component 1 – Road Asset Preservation (US\$36.19 million):** This component is financing improved asset management on the feeder and farm road networks in 8 out of the 11 districts in the UWR. This

⁸ Pillar 2 aims to build a strong and resilient economy; Pillar 3 aims to expand infrastructure as an enabler of economic development.



will be done through three OPBRC packages for a total about 670 km of roads. The roads prioritization is complete and the assessment study report and bid documents are ongoing. The draft concept design report has been prepared, and comments from MRH and Bank have been provided to the consultant to address them. Package specific ESIA and RAP have been prepared and is currently under review by MRH. This component will raise the total number of km of feeder roads improved under the project to over 800 km (from 214 km). Community infrastructure improvements will include upgrading of markets (e.g. provision of latrines, creche facilities, etc.). The three packages are the following:

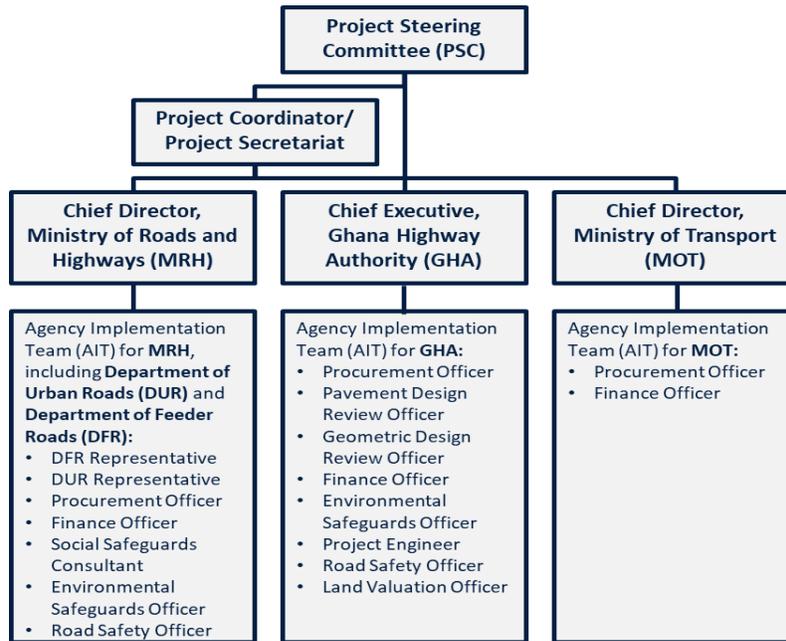
- i. Package 1 covers the districts of Wa West, Nadowli-Kaleo, Wa Municipal for a total package length of around 235 km.
 - ii. Package 2 covers the districts of Jirapa Municipal, Lawra, and Dafiana Bussie Issa for a total package length of 210 km.
 - iii. Package 3 covers the districts of Nandom and Lamussie-Karni, for a total package length of 225 km.
- (b) **Component 2 – Improved Road Safety (US\$0.71 million):** The AF will support implementation of road safety activities on the project feeder roads and driver and vehicle testing activities in the UWR. The activities would be guided to a large extent by identification/feasibility studies conducted under the parent project. The road safety support will focus on the implementation of Lollipop Program to make pedestrian road crossings safer with complementary measures consisting of road signage, speed limiting options and raising public awareness on road safety. Training and capacity building activities will also be provided for driver testing and oversight of private vehicle testing stations.
- (c) **Component 3 – Institutional Strengthening and Capacity Building (US\$0.58 million):** This will support project management, oversight, monitoring and evaluation activities associated with the Road Asset Preservation and Improved Road Safety components mentioned above by providing operating costs, technical assistance, equipment and training. The technical assistance will include support for the implementation of citizen engagement mechanisms and gender targeted activities.

Closing date. The closing date of the Project is proposed to be extended by two years, from June 30, 2023 to June 30, 2025. The extension requested will ensure completion of the scaled-up activities and the activities included in the parent project as planned originally as progress is currently affected by implementation delays.

E. Implementation

Implementation arrangements. The implementation arrangements will remain as under the parent project. The proposed AF activities lie within the implementation responsibility of MRH and MOT. Ghana Highway Authority (GHA) will not be involved in the implementation of activities under the proposed AF, as the AF is limited to supporting the feeder roads program in the UWR. The Agency Implementation Teams (AIT) established under the MRH will be responsible for the implementation of the Component 1 and part of Component 3 of the project, while the AIT of the MOT will be responsible for the implementation of the Component 2 and part of Component 3 of the project. As for the parent project, the AITs of MRH and MOT will coordinate activities of the various departments and agencies within their jurisdictions. The project management and implementation structure are shown in Figure 2.

Figure 1: TSIP Project Management and Implementation Structure



F. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

Feeder roads proposed under the Additional Financing (AF) are situated in the Upper West Region (UWR). The UWR is in Northern Ghana and covers a geographical area of 18,476 square kilometers, representing 12.7% of the total land area of Ghana. The UWR is bordered on the North by the Republic of Burkina Faso, on the East by the Upper East Region, on the South by the Northern Region and on the West by Cote d’Ivoire. By virtue of its location, the UWR has the potential for international and inter-regional trade and other bilateral relations. The region is in the Guinea savannah vegetation belt. The vegetation consists of grass with scattered drought resistant trees such as the shea, the baobab, dawadawa, and neem trees. The project location is predominantly rural and surrounded by dispersed farming communities. Processing of shea-butter and weaving of the local fabric (smock) are also observed activities in the area. The Gbele Resource Reserve (GRR) is located in the Upper West Region and it is home to diverse mammal species (antelope, hartebeest, bushbuck, waterbuck, savannah duikers, warthogs baboon, patas, green monkey etc.). There is also a very rich birdlife with about 194 species. The Wechiau Hippo Sanctuary, a unique community-based protected area is also located in the UWR of Ghana. It consists of about 34-km stretch of riverine forest, floodplain, and savannah woodland along the Black Volta River which forms the region’s western boundary with Burkina Faso. It is home to one of the two remaining hippopotamus populations in Ghana. It is also home to bats, chameleons, hedgehogs and many different types of lizards and snakes.



G. Environmental and Social Safeguards Specialists on the Team

Gloria Malia Mahama, Social Specialist
Justice Odoiquaye Odoi, Environmental Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

| Safeguard Policies | Triggered? | Explanation (Optional) |
|--|------------|------------------------|
| Environmental Assessment OP/BP 4.01 | Yes | |
| Performance Standards for Private Sector Activities OP/BP 4.03 | No | |
| Natural Habitats OP/BP 4.04 | Yes | |
| Forests OP/BP 4.36 | Yes | |
| Pest Management OP 4.09 | No | |
| Physical Cultural Resources OP/BP 4.11 | Yes | |
| Indigenous Peoples OP/BP 4.10 | No | |
| Involuntary Resettlement OP/BP 4.12 | Yes | |
| Safety of Dams OP/BP 4.37 | No | |
| Projects on International Waterways OP/BP 7.50 | No | |
| Projects in Disputed Areas OP/BP 7.60 | No | |

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:

The project is a category B project and triggers five safeguards policies: (i) Environmental Assessment OP/BP 4.01; (ii) Natural Habitats OP/BP 4.04; (iii) Forests OP/BP 4.36; (iv) Physical Cultural Resources OP/BP 4.11; and, (v) Involuntary Resettlement OP/BP 4.12. The AF will scale up feeder roads rehabilitation in rural districts of the UWR and these activities do not raise the safeguard category or trigger any new safeguard risks or policies other than the policies that are already covered in the parent project. As such, the preparation and implementation of the activities under this AF will comply with all safeguard requirements of the parent project.

The improvement of roads in villages would include the provision for an adequate road prism that includes the pavement surface, drainage and provision for sidewalks. In some cases, smaller works may be included to improve the



basic access to local markets. Any potential environmental safeguard concerns related to the project are minimal to moderate, given that the project is largely confined to rehabilitation / maintenance of the existing roads. Most impacts will be related to dust, noise, soil erosion, safety, drainage, quarry and borrow area management. Bridge construction and repairs will require a more extensive environmental assessment and mitigation / monitoring measures to minimize and ensure minimal water pollution and impacts on aquatic life. Other environmental issues include water abstraction, erosion control during construction, adequate drainage (given the flat terrain), etc. from the social side, residential houses, small businesses, crops and other assets may be impacted during these works. The project also has potential to attract migrant workers to seek employment and other procurement related opportunities. Labor and employment issues and risk of Gender Based Violence (GBV) and sexual exploitation involving workers and local women and girls may also emerge during project implementation. These activities will be carefully reviewed following the procedures set out in the project ESA and RPF to ensure compliance with the Bank's safeguards policies and Government regulations. The ESA requires the need to undertake site specific ESIA when specific road packages are selected. Per the requirement of the ESA, the client is currently preparing ESIA's for the proposed packages under the AF.

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

A wide range of environmental and social benefits will arise as a result of road sector projects. These will include economic benefits, employment generation, social services, travel and transport, enhanced gender opportunities, fuel economy and reduced pollution. In addition to the numerous benefits, project activities will also have potential adverse environmental and social impacts. These include: health and safety impacts (including injuries and HIV/AIDS); water pollution; landscape alteration; impacts on soils; land acquisition and property loss; community and economic activities impacts; noise and vibration impacts; potential impacts on cultural resources; minor habitat disruption; waste generation and disposal impacts; traffic disruption and diversion impacts; and utility disruption impacts.

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

For the feeder roads, the project is expected to consider alternatives, following the suggestion provided in the ESA, to avoid and minimize adverse impacts. Similarly, design for the roads would consider alternatives to avoid and minimize adverse impacts.

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.

Safeguards instruments for the parent project prepared and disclosed locally and on the Bank website on April 5, 2017 include: Environmental and Social Assessment (ESA) and Resettlement Policy Framework (RPF). These will be applicable to the AF as well since the AF does not raise the safeguard category or trigger any new safeguard risks or policies. The ESA and RPF will provide guidance for preparation of specific Environmental and Social Impact Assessments (ESIA)/Environmental, Social Management Plans (ESMP) and Resettlement Action Plans (RAPs). The RAPs for the proposed AF are under preparation and will be finalized after the completion of the concept design. The ESIA and ESMPs have been submitted to the Bank for final review and clearance. The RAPs will be implemented after the completion of the final designs and before the commencement of works. The project has also completed a framework to prevent and Respond to the risks of GBV and Child Abuse/Exploitation.

A web-based Grievance Redress Mechanism (GRM) for the project has been established and the Ministry of Roads and Highways is recruiting an NGO to help implement the GRM system and support project risk management on GBV issues throughout project implementation.



The Ministry of Roads and Highways has an established record in implementing AfDB and World Bank projects under the Bank’s safeguard policies. They have a number of professional Environmental Officers in each agency responsible for infrastructure projects and who have experience in implementing Bank financed transport projects. The project has further strengthened its safeguards capacity, with the recruitment of a social safeguard specialist with extensive local knowledge and experience on gender issues, child protection, and HIV/AIDS awareness

Under the parent project, a full time Monitoring Consultant will be engaged who will monitor the performance of the contractor to deliver the promised product in terms of safety, riding surface, maintenance, environment, etc. The contractor’s team will also be staffed by Environmental and Social specialist to effectively implement the ESMP and RAP.

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

The key project stakeholders will include local communities along the roads, businesses, pedestrians, motorists, passengers, mini bus drivers, bus operators, farmers, truckers, etc. The key stakeholders have been consulted during the preparation of the ESA and RPF and further consultations will be carried out during the preparation of ESIA and RAP. A social and citizen engagement report will be prepared, and an NGO will also be hired to facilitate consultations guided by a consultation plan throughout the project implementation periods. The safeguards instruments will be disclosed at the national, regional, district and local levels. Places of disclosure include print media, various institutions including Ministry of Roads and Highways, Ministry of Local Government and Rural Development, Ministry of Lands and Natural Resources, Environmental Protection Agency (EPA), Lands Commission, Highway Authority, Feeder Roads and also Urban Roads as relevant, Land Use and Spatial Planning Authority (LUSPA), District Assemblies within the affected areas and in the affected local communities.

B. Disclosure Requirements (N.B. The sections below appear only if corresponding safeguard policy is triggered)

| Environmental Assessment/Audit/Management Plan/Other | | For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors |
|--|-----------------------------------|--|
| Date of receipt by the Bank | Date of submission for disclosure | |

"In country" Disclosure

| Resettlement Action Plan/Framework/Policy Process | |
|---|-----------------------------------|
| Date of receipt by the Bank | Date of submission for disclosure |



"In country" Disclosure

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting) (N.B. The sections below appear only if corresponding safeguard policy is triggered)

CONTACT POINT

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APPROVAL

| | |
|----------------------|-----------------------------------|
| Task Team Leader(s): | Negede Lewi Shruti Vijayakumar |
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Approved By

| | | |
|---------------------------|---------------------|-------------|
| Safeguards Advisor: | Hanneke Van Tilburg | 02-Mar-2020 |
| Practice Manager/Manager: | Mustapha Benmaamar | 02-Mar-2020 |
| Country Director: | Agata Pawlowska | 03-Mar-2020 |



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