INTEGRATED SAFEGUARDS DATA SHEET
APPRaisal STAGE

Report No.: ISDSA459

Date ISDS Prepared/Updated: 17-May-2012

I. BASIC INFORMATION

1. Basic Project Data

<table>
<thead>
<tr>
<th>Country:</th>
<th>Kenya</th>
<th>Project ID:</th>
<th>P126321</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name:</td>
<td>KENYA: NATIONAL URBAN TRANSPORT IMPROVEMENT PROJECT (P126321)</td>
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<tr>
<td>Task Team Leader:</td>
<td>Josphat O. Sasia</td>
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<td></td>
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<tr>
<td>Estimated Appraisal Date:</td>
<td>08-May-2012</td>
<td>Estimated Board Date:</td>
<td>12-Jul-2012</td>
</tr>
<tr>
<td>Managing Unit:</td>
<td>AFTTR</td>
<td></td>
<td></td>
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<tr>
<td>Lending Instrument:</td>
<td>Specific Investment Loan</td>
<td></td>
<td></td>
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<tr>
<td>Sector:</td>
<td>Rural and Inter-Urban Roads and Highways (85%), General transportation sector (10%), Railways (5%)</td>
<td></td>
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<tr>
<td>Theme:</td>
<td>Infrastructure services for private sector development (80%), Other urban development (10%), City-wide Infrastructure and Service Delivery (10%)</td>
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</table>

Financing (In USD Million)

<table>
<thead>
<tr>
<th>Financing Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>BORROWER/RECIPIENT</td>
<td>0.00</td>
</tr>
<tr>
<td>International Development Association (IDA)</td>
<td>300.00</td>
</tr>
<tr>
<td>Total</td>
<td>300.00</td>
</tr>
</tbody>
</table>

Environmental Category: B - Partial Assessment

Is this a Repeater project? No

2. Project Objectives

The Project Development Objectives (PDO) are to: (a) improve the efficiency of road transport along the northern corridor; (b) improve the institutional capacity and arrangements in the urban transport sub sector; and (c) promote the private sector participation in the operation, financing and management of transport systems.

3. Project Description

Component A: Upgrading Urban Road Transport Infrastructure along the Northern Corridor (total cost US$310.65 million, of which IDA US$222.76 million). The selected road sections are among the top priorities in the RSIP and were part of the defunct NUTRP. This component will be implemented by KeNHA, and will comprise:

(a) Expansion and improvement of the northern corridor road section through Nairobi starting from JKIA turnoff-Westlands-Rironi including the associated service roads and access roads to JKIA and improvement of the major junctions;
(b) Construction of the Kisumu northern bypass along the northern corridor;
(c) Construction and rehabilitation of sidewalks, pedestrian walk ways, and pedestrian bridges;
(d) Carrying out feasibility and detailed engineering designs and studies for improvement of traffic flow along sections of roads and bypasses, if any, adjoining major towns including Nakuru, Embu, Eldoret, Kakamega and Mombasa;
(e) Strengthening KeNHA’s capacity through: development of management information systems and related operational capacities; development of safeguards framework for the road sector to enhance delivery of services; and developing capacity within KeNHA to promote private sector participation in financing road investments;
(f) Capacity building and technical assistance and provision of advisory services to enhance KeNHA’s operational capacity including contract management, monitoring and evaluation;
(g) Training of KeNHA’s staff; and
(h) Supervision of construction works.

The upgrading works will include: (a) provision of roadside facilities and enhancement of road safety through improvement of hazardous locations, service roads, traffic calming measures, pedestrian crossings, improvement of major junctions, and so forth; and (b) provision of measures to address Human Immunodeficiency Virus/Acquired Immune Deficiency Syndrome (HIV/AIDS); and (c) access roads to public facilities.

Component B: Support to the development of selected Mass Transit Corridors (total cost US$77.54 million, of which US$59.94 million IDA).

The activities under this project will form the foundation for follow on interventions to improve urban public transport through the implementation of an integrated Mass Rapid Transit system. The component will comprise two sub components, B1 and B2 as follows:

Sub component B1. Preparation of the development of selected Bus Rapid Transit (BRT) corridors (sub total cost US$61.90 million, of which US $48.00 million IDA). The sub component will be implemented by KURA, and will include:

(a) Carrying out feasibility and detailed engineering designs and related studies for the selected Bus Rapid Transit corridor (BRT), including
Mombasa road in Nairobi, among others. The services to be provided cover the economic and financial analysis and detailed designs of separated buslanes, stops and stations, terminals, depots and control center. The designs include provisions that will facilitate passenger mobility and access to BRT facilities through walkways and safe pedestrian crossings among others. The services also include preparation of bidding documents for the construction of the selected first phase of the BRT system;

(b) Provision of technical assistance and advisory services related to the selection of BRT private sector operators and associated services including preparation of (i) a public transport development plan for Nairobi based on the MRTS Study as the foundation for implementing a comprehensive BRT system; (ii) passenger and revenue forecasting framework; (iii) detailed operational designs for the management and delivery planning for a BRT system including financial and economic appraisal; environmental/social impact assessment; and (iv) bidding documents for operational BRT services including draft contracts for (i) BRT operator(s) including the type of services expected (including the specifications for the high capacity buses); (ii) the Fare Collector, including technical specifications for fare collection system; and (iii) the Fund Manager who will provide fund management services for revenues/expenses generated by the BRT system;

(c) Support to the implementation of regulatory reforms to rationalize the provision of public transport services and strengthen management of public transport operations;

(d) Enhancing traffic management systems though the acquisition of goods and services such as control centers and traffic management ICT solutions; traffic lights and traffic signaling;

(e) Construction of Meru bypasses to decongest the town;

(f) Feasibility and design studies of missing road links in selected major towns and carrying out an urban transport master plan for Mombasa;

(g) Strengthening of KURA’s capacity through modernizing of management information systems and acquisition of ICT software, planning, contract management and other related operational capacities; and

(h) Support capacity building, technical assi stance and training of manpower in traffic planning, regulation and management; and private sector participation in the financing, management and provision of public transport services.

Sub component B2. Preparation of the improvement of selected Commuter RailSystem in Nairobi (sub total cost US$15.64 million, of which US $11.94 million IDA): The sub component will be implemented by KRC and will comprise:

(a) Carrying out feasibility and detailed engineering designs and studies for selected high density commuter rail line routes and associated facilities, demand and revenue forecasts and related options such as either doubling of tracks; using one meter gauge vis a vis upgrading of the commuter network to standard gauge or a combination; and preparation of the associated bidding documents; preparation of environmental/social impact assessment;

(b) Provision of technical assistance and advisory services related to selection of private sector operators and associated services including among others (i) preparation of an implementation plan for commuter rail operations consisting of business model, financing options for rolling stock, preparation of bidding documents for operator(s), preparation of fare collection and fund manager systems; (ii) preparation of the bidding package for rail commuter service operator, including a concession agreement with clear services expected and the compensations (financial or other) expected to be offered by GoK; and (iii) prepare staff training needs assessment to fulfill its role as PPP contractor of commuter rail services;

(c) Institutional strengthening and capacity building particularly in areas of modernization of management information systems, planning, and contract management; and

(d) Support to training of KRC’s staff on management of concessions and private sector involvement in the provision of railway services.

Component C: Institutional Strengthening and Capacity Building in the Urban Transport Sector (total cost US$21.80 million, of which US$17.30 million IDA): This component will support and deepen the implementation of reforms in the transport sector with a major focus on urban transport and will involve two sub components:

Sub component C1. Support to MoT (sub total cost US$17.20 million, of which US$13.70 million IDA). This sub component will be implemented by MoT and will include:

(a) Support the development and implementation of an integrated public transport policy for all modes and including regulatory and policy framework, its administration, operation, monitoring and control;

(b) Support the implementation of the Integrated National Transport Policy including urban transport reforms on separation of roles of owner, regulator, manager and operator of the transport systems;

(c) Strengthening the capacity of the proposed Road Safety Authority and support the implementation of the National Road Safety Program including transport regulations, monitoring and evaluation capacity, oversight function; and support of the implementation of road safety interventions;

(d) Strengthening the capacity of the proposed NMTA including its capacity for regulating, licensing of operators and routing through the provision of goods, technical assistance and advisory services;

(e) Promotion of private sector participation in aviation sub sector including strengthening the capacity and preparing the East Africa School of Aviation for delinking from Kenya Civil Aviation Authority;

(f) Carrying out urban transport sub sector studies and provision of technical assistance and advisory services; and

(g) Capacity building and training of staff.

Sub component C2. Support to MoR (sub total cost US$4.60 million, of which US$3.60 million IDA). This sub component will be implemented by MoR and will include:

(a) Conducting monitoring and evaluation of the performance of the project and sector coordination;

(b) Support the strengthening of the oversight function in the construction industry through providing assistance toward implementation of the National Construction Authority Act (2011) and the Engineers Act (2012); and

(c) Capacity building and training of sector staff.

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

The project sites will be located in Nairobi and its environs and in Nyanza and Eastern Provinces.

5. Environmental and Social Safeguards Specialists
## 6. Safeguard Policies

<table>
<thead>
<tr>
<th>Policy</th>
<th>Triggered?</th>
<th>Explanation (Optional)</th>
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<tbody>
<tr>
<td>Environmental Assessment OP/BP 4.01</td>
<td>Yes</td>
<td>The bulk of the works anticipated are for rehabilitation of existing facilities. Although there will be some new construction (the Kisumu bypass, for example) all new construction will have limited and reversible environmental impact. No protected areas or forest reserves are traversed by the civil works planned under this project. ESIAs have been prepared, consulted upon, and disclosed for JKIA-Rironi, Kisumu Bypass, and Meru Bypass. ToRs for environmental/social impact studies have been prepared for the BRT and Commuter Rail System. Appropriate measures to ensure occupational health and safety to workers and safety of the general public will be included in all contracts for civil works.</td>
</tr>
<tr>
<td>Natural Habitats OP/BP 4.04</td>
<td>No</td>
<td>This policy is not triggered as none of the proposed works have potential to cause significant conversion or degradation of natural habitats, whether directly or indirectly. Although a short section of the road expansion from JKIA to Nyayo Stadium (2km) runs parallel to the Nairobi National Park, there is a buffer provided by an industrial estate between the road and the boundaries of the Park. Therefore the roadworks will not impose additional stress on wildlife, though the ESIA includes provisions to avoid construction waste disposal in the vicinity of the National Park. In addition, by widening the existing highway from the airport, and providing feeder routes, thereby lessening traffic congestion, it will be easier to deter commuters from the current practice of taking detours through the roads of the Nairobi National Park.</td>
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<tr>
<td>Forests OP/BP 4.36</td>
<td>No</td>
<td>Although the Meru Bypass is in the vicinity of the Imenti forest, an elephant breeding area, a site visit has confirmed that the Imenti Forest is fenced off, and wildlife will not be able to access the road, and enough of a buffer is in place to ensure that elephants will not be impacted by noise or air pollution. Construction crews will be closely monitored at campsites and work sites to prevent poaching. All construction waste will be properly disposed of in borrow pits, which will be rehabilitated upon the completion of the project. KURA will keep KWS and KFS informed of construction schedules.</td>
</tr>
<tr>
<td>Pest Management OP 4.09</td>
<td>No</td>
<td>Land clearing for road preparation is not of a scale to necessitate a pest management plan.</td>
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<tr>
<td>Physical Cultural Resources OP/BP 4.11</td>
<td>Yes</td>
<td>During public consultations it was noted that some of the proposed road rehabilitation activities will take place in proximity to historic buildings, e.g. a museum (PC House) and Nairobi Synagogue. Project EIAs include provisions to avoid negative impacts on these landmarks. In addition, EIAs include guidelines for chance finds procedures, which will be integrated into the contracts for construction. If physical cultural resources are found, a cultural property management plan (CPMP) will be developed.</td>
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<tr>
<td>Indigenous Peoples OP/BP 4.10</td>
<td>No</td>
<td>The policy is not triggered as the proposed route of the BRT and roads rehabilitation activities are in urban areas and peri-urban areas.</td>
</tr>
<tr>
<td>Involuntary Resettlement OP/BP 4.12</td>
<td>Yes</td>
<td>Although most of the proposed works are for rehabilitation of existing facilities and all will be carried out within the existing Right of Way there is significant encroachment around some parts of the proposed roads and there is land taking for proposed expansion for the expansion of some roads, e.g. Meru bypass, which require a RAP. given the numbers of hawkers and small temporary stall owners who may be affected. RAPs have been prepared, consulted upon, and disclosed for JKIA-Rironi, Kisumu Bypass, and Meru Bypass.</td>
</tr>
<tr>
<td>Safety of Dams OP/BP 4.37</td>
<td>No</td>
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<tr>
<td>Projects on International Waterways OP/BP 7.50</td>
<td>No</td>
<td></td>
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<tr>
<td>Projects in Disputed Areas OP/BP 7.60</td>
<td>No</td>
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## 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:

   The bulk of the works anticipated are for rehabilitation of existing facilities. Although there will be some new construction (the Kisumu bypass, for example) all new construction will have limited and reversible environmental impact. No protected areas or forest reserves are traversed by the civil works planned under this project.

   Appropriate measures to ensure occupational health and safety to workers and safety of the general public will be included in all contracts for
civil works. Draft EIAs will be prepared, approved and disclosed prior to appraisal, and finalized prior to commencement of civil works.

Although the Meru Bypass is in the vicinity of the Imenti forest, an elephant breeding area, a site visit has confirmed that the Imenti Forest is fenced off, and wildlife will not be able to access the road, and enough of a buffer is in place to ensure that elephants will not be impacted by noise or air pollution. Construction crews will be closely monitored at campsites and worksites to prevent poaching. All construction waste will be properly disposed of in borrow pits, which will be rehabilitated upon the completion of the project. KURA will keep KFS and KWS informed of construction schedules.

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

Indirect impacts are positive. By widening the existing highway from the airport, and providing feeder routes, thereby lessening traffic congestion, it will be easier to deter commuters from the current practice of taking detours through the roads of the Nairobi National Park.

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

Alignments to routes were taken to minimize impacts on local communities. For example, in case of Kisumu Bypass, the road was aligned to avoid the vicinity of a nursery school.

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.

Draft RAPs and EIAs have been prepared for (i) JKIA-Rironi and (ii) Kisumu Bypass by the Kenya Highways Authority (KENHA). A draft RAP and EIA have been prepared for Meru Bypass by Kenya Urban Roads Authority (KURA). The drafts RAPs and EIAs will be disclosed prior to appraisal in May 2012. Terms of reference for safeguards studies for BRT and Commuter rail system (Components B1 and B2) will also be disclosed prior to project appraisal. Draft Terms of Reference for safeguards studies for BRT and Commuter Rail System (Components B1 and B2) will also be disclosed prior to project appraisal.

The Kenya National Highway Authority (KeNHA); Kenya Urban Roads Authority (KURA), Kenya Railways Corporation (KRC), the Ministry of Transport (MoT) and the Ministry of Roads (MoR) will be responsible for implementing the project. KeNHA is responsible for the management of all national roads in Kenya; KURA is responsible for all urban roads, KRC is responsible for the development of railways, MoR is responsible for policy and technical standards pertaining to roads sub sector issues; and MoT is responsible for other transport matters. A significant scope of the project covers the road sub sector comprising mainly of road rehabilitation and improvement. KeNHA, KURA, and KRC, parastatals with independent Boards of Directors outside the central government, will implement 95 percent (in terms of cost) of the project and the balance (three percent) will be implemented by MoR and MoT. KeNHA -- and to a lesser extent, KURA - have significant experience in preparing, implementing, and monitoring environmental and social safeguard documentation in compliance with World Bank safeguard policies and National Environmental Management Authority (NEMA) regulations. Although there are no civil works investments envisioned under the responsibility of the KRC in this project, environmental and social staff have been working with the KRC to enhance their familiarity with World Bank safeguard policies. The overall training program for the project will incorporate capacity building module for environmental and social safeguards.

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

Key stakeholders are Project Affected Persons living or working along the proposed routes. Extensive consultations have been held with all PAPs. In the case of the Meru Bypass, which is in the vicinity of the Imenti Forest, consultations have been held with KFS and KWS, and will continue to be held during project implementation.

B. Disclosure Requirements Date

Environmental Assessment/Audit/Management Plan/Other

| Date of receipt by the Bank | 22-Apr-2012 |
| Date of "in-country" disclosure | 24-Apr-2012 |
| Date of submission to InfoShop | 24-Apr-2012 |

For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors

Resettlement Action Plan/Framework/Policy Process

| Date of receipt by the Bank | 22-Apr-2012 |
| Date of "in-country" disclosure | 26-Apr-2012 |
| Date of submission to InfoShop | 26-Apr-2012 |

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 (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment

Are the cost and the accountabilities for the EMP incorporated in the credit/loan?  Yes [x]  No [ ]  NA [ ]

OP/BP 4.11 - Physical Cultural Resources

Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?  Yes [x]  No [ ]  NA [ ]

OP/BP 4.12 - Involuntary Resettlement
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:** Josphat O. Sasia

**Approved By:**

**Regional Safeguards Coordinator:** Name: Alexandra C. Bezeredi (RSA)  
Date: 17-May-2012

**Sector Manager:** Name: Supee Teravaninthorn (SM)  
Date: 17-May-2012