**INTEGRATED SAFEGUARDS DATA SHEET**  
**CONCEPT STAGE**

**Report No.:** ISDSC821

**Date ISDS Prepared/Updated:** 27-Aug-2013  
**Date ISDS Approved/Disclosed:** 27-Aug-2013

### I. BASIC INFORMATION

#### A. Basic Project Data

<table>
<thead>
<tr>
<th><strong>Country:</strong></th>
<th>Africa</th>
<th><strong>Project ID:</strong></th>
<th>P131426</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Name:</strong></td>
<td>South Sudan- Eastern Africa Regional Transport, Trade and Development Facilitation Program (Phase One) (P131426)</td>
<td><strong>Task Team Leader:</strong></td>
<td>Tesfamichael Nahusenay Mi</td>
</tr>
<tr>
<td><strong>Estimated Appraisal Date:</strong></td>
<td>16-Sep-2013</td>
<td><strong>Estimated Board Date:</strong></td>
<td>30-Jan-2014</td>
</tr>
<tr>
<td><strong>Managing Unit:</strong></td>
<td>AFTTR</td>
<td><strong>Lending Instrument:</strong></td>
<td>Investment Project Financing</td>
</tr>
<tr>
<td><strong>Sector(s):</strong></td>
<td>Rural and Inter-Urban Roads and Highways (60%), Public administration-Transportation (20%), General industry and trade sector (20%)</td>
<td><strong>Theme(s):</strong></td>
<td>Trade facilitation and market access (70%), Regional integration (30%)</td>
</tr>
<tr>
<td><strong>Total Project Cost:</strong></td>
<td>365.00</td>
<td><strong>Total Bank Financing:</strong></td>
<td>83.00</td>
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<tr>
<td><strong>Total Cofinancing:</strong></td>
<td>107.00</td>
<td><strong>Financing Source</strong></td>
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<td>BORROWER/RECIPIENT</td>
<td>25.00</td>
<td>International Development Association (IDA)</td>
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<tr>
<td>Bilateral Agencies (unidentified)</td>
<td>150.00</td>
<td><strong>Total</strong></td>
<td>258.00</td>
</tr>
</tbody>
</table>

| **Environmental Category:** | B - Partial Assessment |
| **Is this a Repeater project?** | No |

#### B. Project Objectives

14. The proposed Program Development Objective (PDO) of the South Sudan – Eastern Africa Regional Transport, Trade and Development Facilitation Program is to enhance regional connectivity and integration of South Sudan with its Eastern Africa neighboring countries. This will be achieved through increasing transport efficiency, facilitating trade and development, connecting Juba with
fiber optics, and linking South Sudan to an alternative sea port, Djibouti.

15. 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.

16. The program will be implemented in a series of three projects (SOP). phase one of the program - is defined herein after as the “first project”. The proposed Project Development Objective- Phase 1- is to enhance connectivity between South Sudan and Kenya, as well as Mombasa Port, whilst facilitating trade and development along the Juba-Nadapal-Eldoret corridor.

17. The second project 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 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 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.

C. Project Description

1. The project has different components to be implemented in three phases. The components of the first phase of the program will include:

2. Component 1: Upgrading of priority road infrastructure (US$440 million): This component is split into three sub-components.

   a) Sub-component 1: Upgrading of priority road segments in South Sudan (US$114 million) - upgrading of part of the Nadapal - Juba road, about 100 km, starting from Juba (Nasitu) to Torit. Part or the entire remainder 240 km, which requires about US$300 million, could be implemented in tranches depending on the level of funding to be leveraged from other development partners. Investment from other donors will be confirmed before appraisal. To synchronize implementation with the flow of regional and national IDA contributions a quick -start package of US$50 million, a sub-set of sub-component 1, consisting of (a) upgrading of 40 km of road; (b) road repair of about 70 km up to Torit; and (c) support to preparatory activities and initial capacity strengthening, could be considered during preparation.

   b) Sub component 2: spot improvement (US$26 million) of the remainder section up to Nadapal and the Kapoeta (240 km from Juba)-Boma (Ethiopia and South Sudan border) link to establish basic access, under Output and Performance Based Contract (OPRC).

   c) Sub-component 3: Upgrading of priority road segments in Kenya (US$300 million) - support to upgrading of about 280 km of the Eldoret – Nadapal road, between Eldoret and Marich Pass.
Upgrading of about 90 km of road starting from Eldoret is suggested as a quick-start package. The remainder 315 km, estimated to cost US$340 million, the section between Nadapal and the junction to Lamu port (Marich Pass) is anticipated to be financed by other development partners. Alike sub-component 1, this component will finance costs related to updating the bidding documents to make them compatible with the proposed tranching and OPRC arrangement, supervision, social and environmental studies, and audit.

3. Component 2: Regional Trade and Transport Facilitation (US$65 million - about US$12 million from the World Bank and US$53 from EU and other development partners): This component supports promotion of sound transport and trade facilitation measures increasing efficiency of the performance of corridors. This includes:

a) Studies on key regional corridors with the objective of identifying bottlenecks and preparing prioritized regional corridors development and trade facilitation program for the sub-region, including road transport reform review and port efficiency;

b) harmonization of legal frameworks and customs procedures, as well as modernizing South Sudan’s Customs Services to help South Sudan be member of regional communities and instill efficiency in customs services;

c) support the establishment of one stop border post (OSBP);

d) promoting the establishment of social infrastructures and social services delivery, including HIV/AIDS prevention, and establishment of rest stops; as well as enhancing Road Safety along the corridor; and

e) corridor performance monitoring.

4. Component 3: Support to Institutional Development, preparation of follow-on operation, and Program Implementation (US$10 million of which US$3 million from the World Bank and US$7 from EU and other development partners): This component helps to:

a) enhance good governance in the transport sector through strengthening fiduciary capacity of MRB of South Sudan; and preparation of sectoral governance and anti-corruption strategy;

b) undertake feasibility study, design and bidding document preparation and environmental and social impact assessment for the Lobira –Kitgum roads while AfDB will be carrying out such services for the Kapoeta to Boma road;

c) support to project coordination and management for the implementing entities in South Sudan; and

d) support to project coordination and management for components to be implemented by Kenya.

5. The preliminary scope of the second phase includes:

6. Component 1: Upgrading of road infrastructure (Investment requirement to be determined
depending on the resources to be leveraged for the first phase— up to US$670 million): This includes:

a) Upgrading of the remainder section between Torit and Nadapal road from the first phase. The level of intervention will be updated depending on the resources to be leveraged for the first phase. Tentative amount indicated in Paragraph 16 (a).

b) Any remainder sections of the Eldoret - Nadapal road not financed under the first phase. Funding requirement depends on the investment to be leveraged for the first phase. Tentative amount indicated in Paragraph 16 (c).

c) Spot improvement of Kapoeta to Boma (US$30) to establish basic all season access. The upgrading of the Kapoeta to Boma and Lobira (70 km away from Torit) to Kitgum (Uganda) are proposed to be implemented by other development partners and national programs.

7. Component 2: Regional Trade and Transport Facilitation (US$40 million)- Support to the implementation of the recommendations of trade and transportation facilitation studies conducted on the key regional corridors under the first phase and building on the interventions initiated in the first phase. This component will also support implementation of transport and trade facilitation measures along the Djibouti corridors and the regional links between South Sudan and the neighboring countries, including the access to Uganda via Kitgum.

8. Component 3: Support to Program Implementation and preparation of follow-on operations (US$5 million), including studies to sustain the trade facilitation measures and the social infrastructure.

9. Phase 3, primarily focuses on continuing with the support to transport and trade facilitation measures to ensure sustainability of the intervention implemented in the prior phases (about US$30 million).

10. Financing: The proposed project cost for the first phase is about US$515 million of which US $455 million would be the contribution from the Bank. The lending instrument that has been proposed to support the program is an Adaptable Program Lending (APL). The APL instrument allows the Bank to provide support in a flexible manner - when individual development partners are ready to engage in the proposed program. The APL will be structured to allow individual countries to participate in parallel. The anticipated lending for the first phase will include: (a) an International Development Agency (IDA) Grant of US$50 million and an IDA Regional Credit of US$100 million to the Republic of South Sudan; and (b) an IDA Regional Grant of US$5 million, for multi-national studies and interventions, IDA Credit of US$100 million, and IDA Regional Credit of US$200 million to the Republic of Kenya. The possibility of sequencing the use on national and regional IDA resources would be considered during preparation, depending on the timing of the RI funds commitment. The engagement of other donors to take up the US$60 million which will be confirmed during the donor’s consultative meeting scheduled for January 29, 2013.

11. During preparation further discussions will be made with the Government of Kenya and South Sudan (tentatively committed to allocate about US$25 million) on their contribution to the upgrading works. The financing for the second phase will involve the support of the World Bank, other development partners and the participating countries. For the second phase, the World Bank may focus on supporting part of the implementation of sub-component 1, as well as component 2 and 3. The two governments have requested the Bank to consider establishing a syndicate of funding,
involving all partners, and this will be assessed during preparation and the consultations with potential financiers.

12. The Provisional Scale of the Program is estimated at about US$1.26 billion, including the funds required to upgrade entire section of Juba-Nadapal-Eldoret road. In addition, other development partners, including AfDB and national programs are expected to raise about US$300 million required for the upgrading of the Kapoeta-Boma and Lobira-Kitgum roads. Overall financing estimate will be confirmed during further project preparation.

13. The proposed program fully meets the eligibility criteria for funding under the IDA-16 regional envelope as approved by the World Bank Board of Directors for the following reasons: (a) it covers a post conflict South Sudan and a contiguous economically inter-dependent country Kenya(b) enhances connectivity among Ethiopia, Uganda and South Sudan; (c) the expected transit efficiency gains cannot be fully achieved without the direct and integrated involvement of the countries sharing the Corridor; (d) the expected benefits can only be achieved through the simultaneous implementation of an integrated set of infrastructure and trade facilitation measures in the countries along the Corridors; and (e) the program enhances competition among transport corridors in the sub-region.

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

1. The environmental assessment category for this project is proposed to be Category B. Bank safeguard policies triggered by this project, include: Environmental Assessment (OP 4.01), Physical Cultural Resources (4.11), and Involuntary Resettlement (OP 4.12).

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 passes through major townships and trading centers i.e. Nadapal, Narus, Kapoeta, Lobira, Torit, Liriya, Ngangal and Nesitu Junction which marks the end point. The road is also 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 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. From Torit to Ngalagala, the road crosses numerous 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 is densely populated and with high agricultural potential, large towns such as Eldoret and Kitale. The northern part, bordering South Sudan is largely sparsely populated and less developed, but believed to have some mineral potential, including oil. There are extensive exploration activities for
oil going on and there are early indications of oil deposits. The section from Eldoret to Lokichogio is paved, while the Lokichogio-Nadapal section is unpaved. The improvement anticipated will be carried out within the existing right of way. The Eldoret and the junction to Lamu port (Marich Pass) road section (280 km) is expected to be financed by the World Bank, in the first phase of the program. The section between Marich Pass to Nadapal, in Kenya, is expected to be upgraded by the support of other development partners. A meeting with potential financiers is scheduled for end of January 2013, at which a determination of the financing plan will be discussed and hopefully agreed.

5. The project involves widening the road within the existing right-of-way. New quarry sites have to be identified and developed to extract material for the road construction. The road upgrading work may require cutting 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 and marshlands. It may also require expropriation of some farm land and stepping back of some road side businesses.

6. As part of the road detailed design stage 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 Bank has reviewed the ESIA report and provided comments. The Ministry of Roads of South Sudan is updating the reports with the support of a TA. The updated report will be submitted to the Bank for review. The road project involves widening and raising the level of the road, within the existing right-of-way. No significant adverse environmental and social impacts were foreseen that would hinder the proposed upgrading of the road to bitumen standard.

7. The total number of project affected household is 180 and they will lose only a small portion of the total land holdings they own and/or cultivate. The estimated number of people who live in the affected families is 1218. In addition, a total of 154 small businesses along the road project will be adversely affected and they accounted for more than 30% of household incomes. The income losses that will be directly attributable to loss of land especially on business plot is expected to be high and consequently adequately mitigation measures have been provided for in the RAP. All affected immovable assets have been inventoried. Accordingly, the project requires the acquisition of 375 hectares, mostly open land within the right-of-way. 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. These Counties include Torit, Ikotos, Budi, Kajoeka East and Kajoeka North. In addition, about 517 land segments with different land use characteristics (predominantly farm lands) will be partially affected. The valuation report contains detailed land use, names, location and addresses of affected landowners.

8. 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. The list provided in the South Sudan ESIA identifies the number of people, structures/properties that may be affected during road construction. However the final number of project affected people and businesses will be drawn after the final design and alignment of the road is provided and the social survey is updated. Based on the final social survey the client will update the Resettlement Action Plan and Environmental and Social Management Plan (ESMP).

9. The project, when completed, is expected to have favorable impacts in the long term as it will facilitate economic and social development thereby promoting improvement in the living standards. However, during the implementation and construction phase, there are potential adverse
impacts associated with the project. The client has prepared both a draft ESIA and a draft RAP for South Sudan section of the road. These two documents will be further updated as the design of the road is finalized. Based on the ESIA and the draft RAP the project may have the following adverse effects: loss of homes, land, income and access to common property and services, increased road hazards, influx of population during construction phase. Also during the construction phase the presence of labor may potentially increase incidence of HIV AIDS and malaria.

10. The proposed project is not anticipated to harm any sites that are historically or environmentally sensitive. The most important negative environmental and social impacts along the entire road length (340 km) are likely to be 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 community, and negatively affecting 180 households and their property. The road upgrading may require relocating (moving back the properties within the existing open land) about 180 households and small road side businesses, and expropriation of some farm land. The ESIA indicated that some unexploded landmines on either side of the existing 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, the Government will ensure the clearance of landmines along the entire proposed road section where the landmine impact is expected. The ESIA also confirmed the indicated potential impacts could be easily mitigated through the sound implementation mitigation measures recommended under the ESIA study report. In addition to this the proposed project has prepared a standalone Environmental and Social Management Plan (ESMP) to ensure avoiding or minimizing environmentally-friendly implementation of the proposed road project.

11. Kenya is currently undertaking feasibility study and design for upgrading the Eldoret to Nadapal segment. The ESIA for the Nadapal to Eldoret part is in progress. However, as the road traverses thinly populated and less vegetated area, no significant negative environmental and social impact is expected. KeNHA will provide the ESIA, RAP and ESMP for the Eldoret-Nadapal Road by April 2013, prior to project Appraisal, for the Bank’s review and clearance. The bid documents will also encapsulate the implementation of the ESMP.

12. The findings of the Socio Economic Impact assessment concluded that the impact of upgrading of the Nadapal – Juba road will have a positive impact on the socio-economic environment of the entire South Sudan. The social management measures proposed generally is straightforward. The majority of the measures relate directly to sound operating practices both during the construction phase and subsequently over the operational life of the road. Provided that the road is upgraded with due attention to the mitigation and management measures outlined, the proposed project is likely to have a positive impact on the socio-economic environment of the project area.

E. Borrowers Institutional Capacity for Safeguard Policies

1. 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 MRB of South Sudan and the Ministry of Roads of Kenya (MORK). The two ministries will form national inter-ministerial/agency committees, comprising institutions involved in transit transport management. This arrangement will be replicated to the other corridors during the second phase of
the program. The joint inter-ministerial committee will engage with the Intergovernmental Authority for Development (IGAD), EAC and 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.

2. The proposed project will be implemented by the Project Management Team (PMT) under the Ministry of Roads and Bridges (MRB), 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 has been severely lacking and needs to be further strengthened to shoulder the additional tasks. Adequate Technical Assistance would be essential if MRB is committed to managing the social and environmental impacts of road construction, especially when the state Ministry of Transport and Roads of the Eastern Equatorial State would be involved in project planning and monitoring that has absolutely no experience in managing construction projects. In the long term, this will help in knowledge transfer and support the strengthening of the capacity of the State. The South Sudan Roads Authority (SSRA) is under establishment and the responsibilities of implementing this project would be transferred to SSRA when it will be fully operational and becomes capable of managing major projects.

3. The Ministry of Environment (MOE) in South Sudan is expected to provide overall guidance on the finalization and approval of Environmental and Social Impact Assessment (ESIA). However, MOE and the line ministries are not staffed with environmental and social specialists, nor do they have clear policies and procedures in place to support and advise the line ministries in how to manage the adverse environmental and social impacts. To address this challenge, the Bank is supporting the Government to prepare a National Environmental and Social Screening and Assessment Framework (NESSAF), which will in the future guide the management of the environmental and social impacts for all development investments in all sectors. Under the circumstances, MRB will update the ESIA, Resettlement Action Plan and ESMP for Bank's review and clearance. The bidding documents clauses will reflect the ESMP obliging contractors to implement the proposed mitigation measures.

4. MRB has established an Environment and Social Management Unit (ESMU), which is part of the PMT, however; the ESMU has only one environmental expert. Under the previous South Sudan Road Maintenance Project (SSRMP) short term environmental and social specialists were engaged, but their services ended as that project closed in June 2012. The proposed project has a provision for environmental and social specialists and this facility is expected to be used during the transition period until additional specialists under SS-EARTTFP are fielded. The key responsibilities of the ESMU include: (a) Updating the ESIA prepared for the proposed road; (b) orientation and training of the PMT staff (both at MRB and in the State offices); (c) leading/providing over-sight on the implementation of the RAP and ESMPs; (d) review of monitoring reports submitted by the contractors ESMP implementation; (e) conducting regular visits to project sites to monitor the implementation of ESMP; and (f) providing guidance and inputs to the PMT and contractor on environment and social management aspects.

5. The proposed project that will be implemented in the Kenya side, the Kenya National Highways Authority (KeNHA) is responsible on the implementation of the proposed projects. The for the Kenya side will be responsible
6. The Kenya National Highways Authority (KeNHA) will be responsible for the implementation of the road upgrading in Kenya and the trade facilitation component. MORK will engage all participating countries, including Djibouti and the sub regional communities during the trade facilitation study by organizing consultative workshops, including Djibouti and the sub regional communities during the trade facilitation study by organizing consultative workshops.

F. Environmental and Social Safeguards Specialists on the Team

Gibwa A. Kajubi (AFTCS)
Yasmin Tayyab (AFTCS)
Svetlana Khvostova (AFTSG)
Bedilu Amare Reta (AFTG1)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

<table>
<thead>
<tr>
<th>Safeguard Policies</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>Road rehabilitation works entail a number of site-specific impacts. Potential impacts include noise by machines and dust during construction and rehabilitation works. Such Road rehabilitation works will generate a potential environmental impacts including cutting of vegetation, soil erosion, sedimentation of body waters, temporary realignments of stream channels, solid wastes, etc. Therefore, the environmental policy triggered OP/BP 4.01 Environmental Assessment. The ESIA will be prepared, consulted upon, and disclosed before appraisal; it will describe potential environmental impacts of the proposed Road projects. Besides, an environmental performance review will be prepared to (i) assess how current environmental management tools (Environmental Manuals) are implemented; (ii) and define mitigation or action plans needed to implement by the proposed project. An Environmental and Social Impact Assessment and an environmental and social management plan will be an instrument to minimize/avoid the anticipated impacts and helps to make sure that all the activities under this road project are environmental friendly. A draft ESIA for South Sudan has been prepared in May 2010 and RAP in December 2010. An updated report will be prepared by end of January 2013. ESIA for Kenya will be</td>
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<tr>
<td>Category</td>
<td>Status</td>
<td>Details</td>
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<tr>
<td>Natural Habitats OP/BP 4.04</td>
<td>TBD</td>
<td>This draft ESIA study concludes that there will be no major ecological impact that will negatively affected by the proposed project. However, some spots of swampy (wetland) areas may exist alongside the proposed road sections may have ecological value, such as habitat to some important fauna (birds, insects, and aquatic animal species) or flora. Therefore, the impact of the proposed operation on Natural Habitats would be assessed further during preparation and this aspect would be updated.</td>
</tr>
<tr>
<td>Forests OP/BP 4.36</td>
<td>No</td>
<td>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. However, the impact of the specific operation on forests would be assessed during project appraisal phase and this aspect would be updated.</td>
</tr>
<tr>
<td>Pest Management OP 4.09</td>
<td>No</td>
<td>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.</td>
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<tr>
<td>Physical Cultural Resources OP/ BP 4.11</td>
<td>Yes</td>
<td>Some road works may be located in the area of influence of some sites. The ESIA’s screening tool will include the identification of chance finds. Existence of physical/cultural resources shall be confirmed and Physical/Cultural management plan and “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. The project will adopt the Chance Finds procedures of the ESSAF. In Kenya, the project will work with County authorities and National Museums of Kenya in case of such finds during civil works.</td>
</tr>
<tr>
<td>Indigenous Peoples OP/BP 4.10</td>
<td>Yes</td>
<td>In South Sudan, the population along the roads is comprised of native ethnic groups; some of whom may have been displaced during the civil war and resettled. Almost all these ethnic groups meet the OP 4.10 criteria; the mitigation</td>
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Involuntary Resettlement OP/BP 4.12

| Yes |

In South Sudan, the project road crosses six counties (Juba, Torit, Kapoeta North, Kapoeta South, Budi and Ikotos) with a total population of 838,555. The Counties are inhabited by Toposa, Buya, Langi, Lotuka, Lukoya and Bari communities. The area is largely dominated by the pastoral communities – Toposa, Buya and Lotuka with few small scale subsistence farmers growing mainly sorghum and small businesses operating along the main road.

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 necessary compensation and/or resettlement will be determined as part of the RAP preparation for this section of the road. The construction may lead to permanent or temporary displacement, loss of assets and services and restriction of access to sources of livelihood. Resettlement Action Plan (RAP) has been prepared for South Sudan in June 2010 and is being updated. For Kenya a RAP will be developed. Both RAPs will be consulted upon and disclosed before appraisal.

| No |

Involuntary Resettlement OP/BP 4.12

| Yes |

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| No |

Projects on International Waterways OP/BP 7.50

| N/A |

Projects in Disputed Areas OP/BP 7.60

| N/A |

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 30-Sep-2013

1 Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.
B. Time frame for launching and completing the safeguard-related studies that may be needed.

The specific studies and their timing should be specified in the PAD-stage ISDS:

ESIA and RAP for the full 340 km of the Nadapal to Juba road was completed in May 2010 and December 2010, respectively, The Ministry of Roads and Bridges with the support of TA is updating the reports and the reports will be delivered to the Bank for review by end January 2013. The updated documents will be disclose in April 2013. The ESIA and RAP for the Nadapal to Eldoret part is in progress. The appraisal stage ISDS will be prepared based on the findings and recommendation of the studies.

IV. APPROVALS

<table>
<thead>
<tr>
<th>Task Team Leader:</th>
<th>Name: Tesfamichael Nahusenay Mi</th>
</tr>
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<tbody>
<tr>
<td><strong>Approved By:</strong></td>
<td></td>
</tr>
<tr>
<td>Regional Safeguards Coordinator:</td>
<td>Name: Supeet Teravaninthorn (SM)</td>
</tr>
</tbody>
</table>