Concept Environmental and Social Review Summary
Concept Stage
(ESRS Concept Stage)

Date Prepared/Updated: 01/13/2020 | Report No: ESRSC01051
**BASIC INFORMATION**

**A. Basic Project Data**

<table>
<thead>
<tr>
<th>Country</th>
<th>Region</th>
<th>Project ID</th>
<th>Parent Project ID (if any)</th>
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<tr>
<td>Tanzania</td>
<td>AFRICA</td>
<td>P164920</td>
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<table>
<thead>
<tr>
<th>Project Name</th>
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<tr>
<td>Tanzania Roads to Inclusion and Socioeconomic Opportunities (RISE) Program</td>
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<tr>
<th>Practice Area (Lead)</th>
<th>Financing Instrument</th>
<th>Estimated Appraisal Date</th>
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<th>Borrower(s)</th>
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<td>Ministry of Finance</td>
<td>Tanzania Rural and Urban Roads Agency (TARURA), Tanzania National Roads Agency (TANROADS)</td>
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**Proposed Development Objective(s)**

To improve road accessibility for population in selected rural areas and build capacity in the sustainable management of rural roads.

**Financing (in USD Million)**

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**B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?**

No

**C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]**

RISE will reduce rural poverty through improved accessibility. The state of the road network hampers socioeconomic development and access to services for the rural population. Road accessibility is one of the necessary conditions for inclusion and socioeconomic opportunities. Roads connect people to social, education, health and financial services, labor markets and economic opportunities. Furthermore, if road building incorporates community engagement and gender-balanced approaches, projects may leverage social inclusion while reducing gender based violence.
RISE will also strengthen the capacity of rural roads sector management institutions for the sustainable management of the rural road network with a specific emphasis on strengthening the recently created TARURA and will support the preparation of a national rural roads program.

D. Environmental and Social Overview
D.1. Project location(s) and salient characteristics relevant to the ES assessment [geographic, environmental, social]
The proposed project will be implemented widely across mainland Tanzania for spot improvements in subcomponent 1b, subcomponent 1c (maintenance) and components 2, 3 and 4. Road development projects under Subcomponents 1a and 1b will be targeted in the rural districts of Iringa Region: Kilolo, Iringa DC and Mufindi. Rural district spot improvements (part of subcomponent 1b) and community based routine maintenance (Subcomponent 1c) will be implemented in twelve regions in southern and coastal zones of the country. These include: (i) Morogoro; (ii) Njombe; (iii) Mbeya; (iv) Songwe; (v) Katavi; (vi) Rukwa; (vii) Iringa; (viii) Lindi; (ix) Pwani; (x) Ruvuma, (xi) Mtwar; and (xii) Tanga. ENVIRONMENT. the client has identified three first generation road subprojects. First, Iringa-Kilolo Regional Road Upgrade (33 km). This regional road connects the Iringa Regional capital with Kilolo District headquarters. The project traverses food and cash crop production areas and it is also potential of forest products particularly soft wood timber. Second, Wenda-Mgama (19km) District Road. This rural district road is located in the Iringa Rural District and connects the communities of the Mseke, Lyamgungwe and Mgama wards with the trunk network (TAZAM highway) at Wenda and the Ihemi-Ihimo regional road at Mgama. The road is unpaved and mostly in fair or poor condition and it is not passable during rainy season. Third, Mtili-Ifwagi-Mkuta (14km). The rural district road is located in the Mufindi District and connects the villages of Ifwagi and Mkuta with the Mafinga – Mgololo Trunk. The project crosses rich agricultural areas, timber production and provides access to a large scale tea plantation in Mkuta. The road is unpaved and mostly in poor condition and it is not passable during rainy season. The three roads do not traverse natural habitats or natural forests, and largely within the existing ROW. SOCIAL. The region has a total population of 941,238 and the target pilot districts of Iringa rural, Kilolo and Mufindi respectively have a population of 218,130 and 265,829 persons (Population and Housing Census, 2012). Iringa rural districts are largely inhabited by communities practising agriculture. The review also found that there are vulnerable groups in some of the regions, including: (i) Akie who are mostly sedentarized hunters and gatherers found in Tanga and Morogoro; (ii) and Parakuyo who are semi-nomadic pastoralists found in the districts of Tanga, Iringa, Mbeya and Morogoro (IFAD, 2012). Some of the contextual risks include HIV/AIDS prevalence which varies across regions in Tanzania ranging from 11.4% in Njombe and 11.3% in Iringa to less than 1% in Lindi. In the regions targeted by the project, the prevalence rates are: (i) Morogoro 4.2%; (ii) Njombe 11.4%; (iii) Mbeya 9.3%; (iv) Songwe 5.8%; (v) Katavi 5.9%; (vi) Rukwa 4.4%; (vii) Iringa 11.3%; (viii) Lindi 0.3%; (ix) Pwani 5.5%; and (x) Tanga 5.0% (xi) Mtwar 2.0%; and (xii) Ruvuma 5.6%(THIS, 2019). In Tanzania, approximately 40% women have experienced physical violence and one in five women have reported to experience sexual violence in their lifetime (NPA-VAWC 2017/18 – 2021/22). In addition, the proportion of people living below the national poverty line in Tanzania is estimated to be 28.2% and the bulk of these live in the rural areas. Poverty and low absorption rate of the rural communities of new population may exacerbate negative impacts of the project. In addition, there is gender inequality in access, use and control of assets, resources, and services as well as access to employment in the rural areas. According to the national disability survey in 2008, 3.2 million Tanzanians (7.8%) of the population aged 7 years and above have some form of disability and up to 5.4 million (13.2%) are affected by disability. Tanzania mainland has slightly higher prevalence of disability (13.3%) than Zanzibar (9.3%). The prevalence is higher in the rural areas.

D. 2. Borrower’s Institutional Capacity
The regional roads are under TANROADS while the district rural roads are under TARURA. A quick assessment of the two implementing agencies reveal that there is lack of sufficient capacity to implement environmental and social risk management related to the program. TANROADS has vast experience in handling Bank financed projects but has insufficient environmental and social staff (both at headquarters in Dar es Salaam and regional offices) to manage both the RISE and other ongoing roads projects and programs funded by the Government of Tanzania consolidated budget, the Bank and other development partners. Thus, additional staff and use of consultants to assist in preparation of the project and managing its implementation is being considered. Similarly, TARURA has three (3) environmentalist and three (3) sociologist at headquarters in Dodoma. It is envisaged that staff at the headquarters will be responsible for supervising the proposed road rehabilitation and upgrade works with support from the regional coordination office and council/district managers. At regional level there is only one (1) environmentalist and three (3) sociologists no representation at district level. To enhance compliance with environmental and social standards, TARURA and TANROADS will consider designating at least two specialists (one environmental and one social specialist) in each of the regions under the project’s Component 1 (in the case of TANROADS, only for Iringa). These persons are expected to strengthen safeguards implementation, supervision, monitoring and reporting and ensure timely response to concerns and grievances related to the proposed program. The program will also support the hiring of GBV/SEA specialist in the PIU to advice both TANROADS and TARURA during project implementation. The proposed program will also provide for capacity building in terms of and enhancement of skills in environmental and social risk management as well as Environment, Social, Health and Safety related issues. These include: (i) gender mainstreaming in transport; (ii) implementation and monitoring of HIV/AIDS interventions; (iii) contractor management on environment and social risks; (iv) grievances’ management (v) stakeholder engagement; (vi) labor influx management; (vii) land acquisition and resettlement; (viii) gender-based violence and prevention of sexual exploitation and abuse; and (ix) environmental assessments and monitoring of the implementation of ESMP. The proposed program will also fund the setting-up of an Environment and Social Unit in TARURA and resource it with the required equipment to help deliver on its mandate.

II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC) Substantial

Environmental Risk Rating Substantial

Potential environmental and social impacts of road components (Component 1) may include dust and noise pollution; restrictions of access and traffic disruption; increase in traffic and its related accidents; loss of vegetation, incremental deforestation and charcoal production; community and occupational, health and safety hazards largely during the construction stage of the sub-projects; soil erosion and pollution of water sources; impact on aesthetics as result of extractions from borrow pits and quarries. Component 2 and 3 support technical assistance activities which may have potential environmental and social implications; and Component 4 may support some moderate scale civil works which likely bring about site specific, and limited construction impacts. To guide mitigation assessment and planning for those to-be-identified activities, an Environmental and Social Management Framework (ESMF) will be prepared and as applicable, subsequently Environmental and Social Impact Assessments (ESIAs) and/or Environmental and Social Management Plans (ESMPs) for each sub-project to be identified during project implementation. The project has identified three first generation roads, whose ESIAs are being prepared concurrently with the ESMF. Environmental risk is rated substantial due to the client’s capacity as mentioned above and most of the project activities for which detail are to be identified during implementation.
Social Risk Rating

Sub-component 1a, 1b and 1c are expected to be implemented mainly within the existing wayleaves and thus this will minimize the need for land acquisition but might require the clearing of encroachment on the wayleaves. These may result in both physical and/or economic displacement. Other social impacts and risks may include but not limited to labor influx and associated Gender Based Violence/Sexual Exploitation and Abuse (GBV/SEA) in the project area, whose risk has been rated as moderate as per the GBV/SEA risk assessment, which gave a rating of 13; increase in local inflation; pressure on social amenities; increase in prevalence of HIV/AIDS; and exclusion of vulnerable groups, women, elderly and disabled persons in the consultation process of sub-project activities. These will be addressed by the: (i) Resettlement Action Plans (RAPs); (ii) ESMPs and C-ESMPs; (iii) LMPs; (iv) SEPs; (v) VGPF the sub-projects; and (vi) GBV Action Plan. To further address social risks, the project will pursue additional actions including mapping and partnering with relevant stakeholders including government entities, NGOs/CBOs that could provide social services, putting in place robust GRM systems, contracts clauses and including adoption and implementation of codes of conduct that will lay out clearly the responsibilities of contractors and their labor. TARURA is a new institution with three (3) sociologist at both the headquarters and regional offices and thus its capacity to manage the environmental and social risks related to the country-wide program is low.

B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Project:

ENVIROMENTAL- Assessment and management of environmental and social risks and impacts will be required for the proposed activities under: (i) Sub-component 1a: Development of Regional Roads, which will support upgrading or rehabilitation of approximately 220 km of regional roads to a bitumen paved standard; and Sub-component 1b: Development of Rural Districts Roads, which will support upgrading, rehabilitation as well as spot improvements of Rural District Roads. A total of up to approximately 800km of development/improvement and up to 2,900 km spot improvements would be involved. Potential impacts and risks are expected to be site specific and largely during construction stage of the works, these will include: safety of workers, neighboring communities and road users; traffic congestion around and towards construction sites; dust and particulate materials; noise from construction equipment and heavy vehicles and machinery; degradation of local roads due to heavy equipment and traffic detours; the interruption of utilities (water, electricity, telephone); solid waste disposal, pollution due to erosion oil from machinery and vehicles, and degradation of land around borrow pits, quarries. etc. It is likely that improved road network may lead to indirect environmental and social impacts within the project area of influence. These impacts may include: increase traffic volume, speed and accidents; increased security risks; and increased natural resources exploitation. Expected impacts will be adequately managed during project implementation in accordance with the Environmental and Social Management Framework (ESMF) and Resettlement Policy Framework (RPF) to be developed. Site specific Environmental and Social Impact Assessments will be undertaken and associated Environmental and Social Management Plans (ESMPs) will be prepared to minimize risks and impacts as per requirement of the Environmental and Social Standards (ESSs). Due to the nature of the proposed project, one of the important risk mitigations will be associated with traffic calming measures, mostly in populated areas. Following identification of a sites, activities or investments to be financed under the project, the Borrower will be required to ensure that all contractors engaged in the project will operate in a manner consistent with the requirement of the ESSs. Similarly, all the instruments under preparation will be ESF-compliant. All the above requirements will be
included in the ESCP. As it has been noted above, three ESIAs for the first generation roads are being prepared in parallel with the ESMF for the remaining sub-projects, which have not been identified yet. The standard will guide on how social risks and impacts will be scoped, assessed and mitigated through the ESIA, ESMPs and other management plans. The risks and impacts include: Labor / project induced population influx and associated GBV/SEA; possible increase in the prevalence of HIV/AIDS due to interactions of project workers and/or labor migrants and the local community in the rural areas; land acquisition and physical and/or economic displacement of privately owned land and on road reserves; labor management related risks; Community health and safety risks related to proposed infrastructure during construction and operations on the improved roads; inclusion of needs and views of vulnerable groups in project designs and proposal of mitigation measures; and impact on cultural/religious resources associated with new alignments or displacement of graves from the side of the road. The standard will also guide how positive benefits of the project such as increase in access and connectivity in rural areas will be identified and if possible increased for all members of the community including vulnerable individuals such as women, elderly and the disabled. Based on this preliminary assessment and as stated before, the project will need to prepare: (i) An Environmental and Social Management Framework (ESMF) which will need to cover all risks and impacts associated with ESS1,2,3, 4, 6, 8 during construction and operation prior to appraisal of the project; (ii) site-specific Environmental and Social Management Plans (ESMP) for subprojects during implementation of the project but prior to commencement of civil works; (iii) Labour Management Procedures (LMP) prior to appraisal of the project; (iv) Resettlement Policy Framework (RPF) prior to appraisal to guide the development of site specific RAPs which will be prepared during project implementation; (v) Vulnerable Groups Planning Framework (VGPF) to lay out steps to be followed to promote sustainable development benefits and opportunities in a manner that is accessible, culturally appropriate/inclusive for the sub-projects implemented in VG interest areas (vi) Stakeholder Engagement Plan (SEP) prior to project appraisal; (ix) RAP for one of the first generation sub-projects prior to appraisal, RAPs for the remaining two (2) first generation projects prior to approval; and (x) Environmental and Social Commitment Plan (ESCP), will be agreed upon with the borrower and will set out the substantive measures and actions that will be required for the project to meet environmental and social requirements over a specified period of time prior to appraisal. Contingency Emergency Response (Component 4). Following the Bank’s Guidance on CERC (Oct 2017), the ESMF will include a specific section on CERC describing environmental and social risk management procedures. All the framework documents will be prepared prior to appraisal of the project and only one set of site-specific plans, ESIA and RAP for one of the first-generation projects will be prepared by appraisal while the ones for the other two first-generation roads will be prepared by Board approval.

Areas where “Use of Borrower Framework” is being considered:
The operation will not rely upon the Borrower’s E&S Framework. However, the program will also comply with Tanzania E&S, EIA, Labour, Occupation and Health and Safety legal and regulatory requirements.

ESS10 Stakeholder Engagement and Information Disclosure

Program stakeholders are tentatively divided in four (4) categories which include: (i) Local communities hosting the projects and project beneficiaries; (ii) Non-government organizations (NGOs), (Civil Society Organizations) CSOs, Community Based Organizations (CBOs) and other non-state actors; (iii) Project affected persons both directly affected and indirectly affected by the program activities; (iv) national level government line ministries and agencies and local authorities. The Client is preparing one Stakeholder Engagement Plan (SEP), which will provide an outline for stakeholder identification, analysis and the engagement strategies. SEP is expected to lay a comprehensive guidance for both already identified sub-projects and those that are yet to be identified. For the sub-projects,
stakeholders will be identified by their physical location in relation to project boundaries, impacts from the proposed sub-projects and stakeholder interests. To ensure that consultations are culturally sensitive and inclusive, the SEP will be aligned with the Vulnerable Groups Planning Framework (VGPF), Environmental and Social Management Framework (ESMF) and Resettlement Policy Framework (RPF). It will also outline the general principles and a collaborative strategy to identify stakeholders and plan for an engagement process that will be followed/implemented once project locations are unknown prior to appraisal will have been identified. The project will explore locally available complaint handling systems and develop a culturally appropriate and accessible Grievance Redress Mechanisms (GRMs) that will be socialized to all stakeholders through the SEP which is being prepared and will be disclosed prior to appraisal of the program.

B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

ESS2 Labor and Working Conditions

Initial screening conducted showed that the project will involve: (i) Direct workers working for the project implementation agencies, TARURA and TANROADS at the headquarters, regional and district levels for the case of district rural roads; (ii) Contracted workers which include supervision consultants, contractors and where needed sub-contractors; (iii) Community workers to support component 1c for rural road maintenance; (iv) Migrant workers which may include professional international staff of the supervision consultants and contractors for large works contracts and also local Tanzania moving from other regions seeking employment. The project may result in the labor related risks and impacts which include but not limited to: (i) Lack of compliance with national employment and labor and occupational health and safety laws and regulations; (ii) Unsafe and unhealthy working conditions, and the health of workers; (iii) Gender and disability discrimination in provision of employment opportunities; (iii) Gender Based Violence/Sexual exploitation and abuse (GBV/SEA) and harassment at workplace and / or within the project host communities; and (iv) child labor. To lessen the risks, the contractors will be encouraged to hire locally. As more details become available during project preparation and implementation, an assessment and documentation of the typology of workforce, their numbers and expected sources of labor will be conducted. The Borrower will therefore prepare draft Labor Management Procedures (LMP) during preparation which will have detailed information on the work terms and conditions including explicit prohibition of child labor. The LMP will be included in the ESCP, bid documents and works contracts. The LMP will also have the details of the grievance redress mechanism for project’s workers; allocate roles and responsibilities for monitoring such workers. Occupational Health and Safety (OHS). The project is planning to undertake the civil works through the contract of firms and local contractors more often “local builders” through community road maintenance program (which do not often apply OHS measures). Potential risks may include accidents and injuries, safety and health hazards. Accidents related to road infrastructure construction and maintenance could include: construction related fractures; exposure to dust, noise and light pollution; accidents resulting from poorly maintained construction equipment; accidents from project traffic; lacerations or more serious injuries; trip hazards; fall from heights. The project will reduce OHS risks by applying OHS measures according to the ESS2, Occupational Health and Safety (OSHA) Act of 2003 and its accompanying regulations, the Environmental, Health and Safety Guidelines of the World Bank and the GIIP. The arrangements to respond to the requirements of ESS2 will be described in the LMP and will consider the national requirements, the Environmental Health and Safety Guidelines on Occupational Health and Safety and GIIP. OHS measures in the construction site will include: organization of OHS working teams in the construction site, provision of OHS trainings, mandatory use of Personal
Protective Equipment (PPE), fencing of construction area, reporting of accidents, emergency plans and provision of sanitary and waste disposal facilities, first aid kit, eating, resting and hygiene facilities (including water for drinking and sanitary areas). At the moment there is not sufficient information on if and how community contribution of labor would be engaged in the project. In the event the project includes community workers (as part of the effort to maximize local benefits) it must ensure that PPE equipment is distributed and used and in case of accidents, these community workers will receive the same care as other project workers. Insurance in case of accidents or death will need be considered in contracts with firms and local builders. During screening, assessment and approval of project sub-projects, OHS measures will be included in the contracts of firms and local builders to ensure contractual obligation and ensure compliance with ESS2, national legislation, and GIIP. For local contractors, during preparation, the team will explore the experience of these builders in road construction works and the application of OSH. The Supervision for application of OHS measures to be defined for each subproject will be assessed during the due diligence process. The ESMF will define the responsibility of OHS application and the project E&S team will work with district labor and occupation, health and safety officer in monitoring project implementation.

ESS3 Resource Efficiency and Pollution Prevention and Management

Road rehabilitation and upgrading will generate dust, erosion, sediments, solid and liquid wastes including oils, which are likely to pollute water bodies and the air and land if not properly managed. Site specific environmental and social assessments will determine the significance of the likely impacts and risks and mitigation measures will be included in the ESMPs. Mitigation measures will be adopted for both construction purpose and in any construction camp to ensure surface/ground water use efficiency. Appropriate measure will be observed to manage solid and liquid waste from the construction site and camps. The project will use aggregates, sand, water, and fuel for construction activities. The management of sources materials will be included in ESMPs. While the project would not likely lead to significant GHG emissions due to the rehabilitation and upgrading of existing roads (Subcomponents 1a and 1b), and since the details of construction, maintenance and operation will be determined at the time the projects are identified, GHG emission estimates will be calculated during each subproject design. The Bank will work with TARURA and TANROADS to include the GHG calculations in the economic analysis of the projects. For the three first generation roads, GHG emissions estimates will be calculated with Bank technical assistance using the preliminary designs. For rural district road spot improvements (part of Subcomponent 1b) and community-based routine maintenance (Subcomponent 1c) GHG emissions will not be significant and thus GHG estimates will not be required.

ESS4 Community Health and Safety

The program will support upgrading and rehabilitation of regional and district roads and routine maintenance of rural district roads. This will involve civil works that may pose risks to the community during construction and operations. The project will further evaluate the risks and impacts of investments that have not been identified at this stage but could have on the health and safety risks and impacts to the local communities during construction and operation stages and propose and implement appropriate mitigation measures. In order to prevent and mitigate any negative impact the project will identify risks and impacts and propose mitigation measures in accordance with the mitigation hierarchy and the ESS4 and the project ESMF. The ESMF will define the procedures to prepare site specific Environmental and Social Impact Assessment (ESIA) that will need to include an Environmental and Social Management Plan (ESMP) for each sub-project. Some sub-projects might require environmental licenses (certificates issued by NEMC) and construction permits. Infrastructure design and safety: the program will ensure safety for
workers and communities during construction and operation of improved roads, taking into consideration: (i) views of the communities sourced through the people-centered design consultations; (ii) needs and challenges faced by various categories of project beneficiaries such as disabled, elderly, children and women in the planning for construction and sub-project designs. This category of persons are at high risk of accidents during construction and operation of the improved roads. Under the program, these challenges are expected to be addressed through Component 3 and people-centered approach to design; (iii) involving appropriate experts and other government agencies such as occupation health and safety officers to assist in assessing risk and mitigation planning. This will include screening the projects and developing site-specific environmental and social management plans. The ESMP(s) will also include Emergency Response Plans according to ESS4 that will be mandatory for the construction period and recommended for the operation stage. Contents and scope for the plans according to the different identified risks will be described in the ESMF. Traffic and road safety: in urban and rural areas transit accidents could occur as well due to the construction activities during sub-project implementation. All subprojects will apply measures to ensure safety of nearby communities, road users from project infrastructure and traffic effects caused during construction; in urban areas contractors will be required to implement Traffic/Road Safety Management Plans. Hazardous materials: some potential risks are related to use of diesel, oil in camps, batteries, the ESMF will define the measures to avoid, prevent and mitigate adverse impact on the health and safety of works, communities and ecosystems. The project will include measures and actions to reduce risks during storage, transportation and final disposal of hazardous materials and waste. Labor influx may occur during the implementation of some of the subprojects. The project will recognize that project activities and infrastructure can increase exposure of risk to communities. Therefore, the risk profile for social impacts associated with an influx of populations such as disease transmission and spread of HIV; potential for GBV/SEA; Child Labor and Violence Against Children will be determined during the environmental and social impact assessment. The project does not intend to use security personnel in the project implementation and to mitigate the risks and impacts of their eventual but unplanned use, the project will prepare mitigations measures by loan effectiveness as detailed in the ESCP. In that regard, the Environmental and Social Management Plans forming part of the bidding documents and contractors contracts will include: (i) requirements for community health and safety measures (including HIV Social Mitigation Measures); (ii) Labor Management Plans (contractor implemented: Codes of Conduct (CoC), HIV sensitization measures); (iii) GBV/SEA management requirements of (Partnering with an NGO to sensitize, receive related grievances and offer referral services to survivors; adoption of explicit provisions on GBV/SEA in CoC; display of poster communication on prohibition on GBV/SEA at all worksites; sensitization and refresher trainings of workers on CoC and GBV/SEA; Community sensitization on GBV/SEA reporting channels and CoC); and (iv) procedures of management of security personnel will also be appropriately specified in line with the ESS4, as applicable. The project will therefore prepare a GBV action plan as a stand alone document during implementation of the project and before commencement of any civil works, this will be part of the commitments in the Environmental and Social Commitment Plan (ESCP). The requirements of GBV Action Plan will form part of the ESMPs that contractors will be required to comply with.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

Existing roads upgrade/rehabilitation and spot improvements sub-projects fall under subcomponents 1a and 1b. Whilst this will be implemented within existing wayleaves, it is expected that there may be some minor land acquisition and impact on property and livelihood within and outside these wayleaves due to roads re-alignments. Impacts on land use (e.g. economic activities with the road reserve, etc.) will be addressed through the site-specific
RAPs for which guidance is to be found in the RPF. The RPF and One (1) RAP for one of the first generation roads will be prepared and disclosed both in the country and in the World Bank’s External website prior to appraisal.

**ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources**

No projects will be financed inside or near protected areas and sensitive habitats. Projects will be screened for potential direct and indirect impacts on natural habitats. Potential degradation of ecosystem through vegetation clearance for construction materials from borrow pits and quarry sites and transportation of the same will be determined during the site specific assessment of risks and impacts of proposed project activities. The applicability of this ESS will be established during the environmental and social impact assessment in line with the requirements under ESS1. Should the project involve purchase of natural resource commodities known to originate from areas where there is a risk of significant conversion or significant degradation of natural or critical habitats (such as sand from riverbeds for construction material). The ESIs should include an evaluation of the systems and verification practices used by the primary suppliers.

**ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities**

The program sub-projects will be implemented among other regions Tanga, Iringa, Mbeya and Morogoro which are inhabited by vulnerable groups. This include the Akie and Parakuyo who are mostly sedentarized hunters and gatherers semi-nomadic pastoralists respectively. Risks and impacts associated with project implementation include: exclusion of vulnerable communities in design and selection of impact mitigation measures; selection of inappropriate alternative livelihoods options for the communities in the event of project impacts and/or employment in the project; impacts on land and natural resource use; and involuntary physical and/or economic displacement of persons; introduction of new lifestyle due to project related labor influx; inappropriate conflict or grievance redress mechanisms. The project will also improve existing road infrastructure in areas that have been underserved thus allowing vulnerable groups to participate actively in the economy and increase their access to other social amenities. Women, children (both none and school going), elderly, disabled in falling under these groups will also benefit through inclusion of their needs and views in the sub-project design, through the people-centered approach to road design adopted by the program. Therefore, the project will prepare a Vulnerable Groups Planning Framework (VGPF) before project appraisal that will provide a framework for: avoiding or mitigating adverse impacts; providing sustainable development benefits in a timely way and culturally appropriate manner; ensuring there is meaningful consultation and engagement in a culturally appropriate and gender and inter-generationally inclusive manner; providing for Free, Prior and Informed Consent in cases where there are (i) adverse impacts on land and natural resources subject to traditional ownership or under customary use or occupation, (ii) activities causing relocation of disadvantaged communities from land and natural resources subject to traditional ownership or under customary use or occupation, or (iii) significant impacts on the disadvantaged communities’ cultural heritage that is material to the identity and/or cultural, ceremonial, or spiritual aspects of the affected communities’ lives. The unique needs requiring culturally appropriate consultations for the vulnerable groups will also be included in and guided by the programs SEP. This will as well provide guidance to the preparation of Vulnerable Groups Plans (VGPs) during project implementation. An assessment and proposal of culturally appropriate livelihood streams will be conducted under the environment and social assessment. The assessment will also focus to understand community structure and appropriate consultation processes specific to this community. As needed, the sub-projects under the program will also include a grievance redress mechanism that is culturally appropriate and accessible to disadvantaged
communities, taking into account the availability of judicial recourse and customary dispute settlement mechanisms of the communities. Environmental and Social screening conducted showed that there are no VGs meeting the criteria in the ESS7 along the alignment and immediate area of influence where the three (3) first generation projects are to be implemented. Therefore no VGMPs will be prepared for them.

**ESS8 Cultural Heritage**

The nature of the activities during rehabilitation of roads including excavation of material may encounter any physical cultural resources during program implementation, hence risks and impacts from damage of physical cultural resources may occur. These activities may have impacts on cultural heritage, mainly through chance finds. The ESMF will outline the established procedures on chance finds in Tanzania. The subprojects ESA will also assess possible impacts on intangible cultural heritage. The requirements of adoption and implementation of chance find procedures will form part of the bidding documents and be part of contractual obligation of the contractor.

**ESS9 Financial Intermediaries**

The program will not involve any financial intermediaries.

### C. Legal Operational Policies that Apply

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<th>Application</th>
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### III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

**A. Is a common approach being considered?**

**No**

**Financing Partners**

None

**B. Proposed Measures, Actions and Timing (Borrower’s commitments)**

**Actions to be completed prior to Bank Board Approval:**

Prior to Bank board approval the following documents will need to be developed:

The preparation and disclosure of the following documents prior to appraisal:

- Environmental and Social Management Framework (ESMF);
- Resettlement Policy Framework (RPF);
- Labor Management Procedures (LMP);
The preparation and disclosure of the following documents prior to Bank board approval:

- Stakeholder Engagement Plan (SEP);
- Environmental and Social Commitment Plan (ESCP); and
- Environmental and Social Impact Assessment (ESIA) report and Resettlement Action Plan (RAP) for one of the three (3) first generation projects.

The preparation and disclosure of the following documents prior to Bank board approval:

- ESIA report and RAP for the remaining two (2) of the three (3) first generation projects.

**Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):**

The following instruments and actions will need to be agreed and included in the ESCP, so the government of Tanzania will be responsible for:

(i) Inclusion in the Project Implementation Manual (PIM) the requirements to apply the ESMF, VGPF, SEP, LMP, RPF and all other ESF plans prepared in all the sub-projects;
(ii) Requirements to designate in all participating regions in both TANROADS and TARURA additional environment and social staff for regional and local supervision;
(iii) The preparation and incorporation of GBV/SEA management requirements, environmental, occupational health, social safeguards and safety clauses in bid documents and contracts for contractors to ensure application of all 10 ESS, including the SEP;
(iv) Development and implementation of Site-Specific Plans including Environmental and Social Impact Assessment reports and accompanying ESMPs as required under the ESMF, Resettlement Plans as required under the RPF; Vulnerable Groups Plans as required under the VGPF, Stakeholder Engagement Plans, Grievance Redress Mechanisms and Emergency Response Plans as required per each ESS;
(v) ESF and risk management capacity building plan for the PIU and TANROADS.
(vi) Monitoring and reporting requirements on environmental and social risk management, grievances and accidents and incidences as required under the ESS and relevant national legislations.
(vii) The project will prepare a GBV Action Plan during the project implementation and prior to commencement of any civil works. This will form part of contractor's contracts.

**C. Timing**

Tentative target date for preparing the Appraisal Stage ESRS

31-Jan-2020

**IV. CONTACT POINTS**

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<thead>
<tr>
<th>World Bank</th>
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Implementing Agency(ies)

Implementing Agency: Tanzania Rural and Urban Roads Agency (TARURA)

Implementing Agency: Tanzania National Roads Agency (TANROADS)

V. FOR MORE INFORMATION CONTACT

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VI. APPROVAL

Task Team Leader(s): Ramon Munoz-Raskin
Practice Manager (ENR/Social) Robin Mearns Recommended on 13-Jan-2020 at 11:24:18 EST
Safeguards Advisor ESSA Nathalie S. Munzberg (SAESSA) Cleared on 11-Jan-2020 at 17:49:31 EST