

## Environmental and Social Data Sheet

### Overview

Project Name:	M1 ROAD REHABILITATION I
Project Number:	2014-0373
Country:	Malawi
Project Description:	Rehabilitation of about 347 km along the single ` carriageway M1 road in Malawi
EIA required	YES
Project included in Carbon Footprint Exercise <sup>1</sup> :	YES

### Environmental and Social Assessment

The project consists of a multi-scheme road operation for the rehabilitation of about 347 km of the single carriageway M1 road in Malawi with no changes to the existing alignment. The project includes the civil works for five distinct road sections identified from north to south as follows: Karonga-Songwe (46km); Kecheche-Chiweta (66km); Jenda-Mzimba (47km); Kasungu-Jenda (86km); Kamuzu International Airport (KIA) - Kasungu (102 km), as well as two Technical Assistance components to support the Road Authority in project implementation and monitoring during the project cycle.

#### Environmental Assessment

If located within the EU, the project would fall under Annex II of the EIA Directive 2011/92/EU and would likely require an environmental impact assessment based on its potential significant effects on the environment.

The Malawian regulatory authority (Department of Environmental Affairs - DEA) for the sections has approved two distinct ESIA for the two non-contiguous sections Karonga-Songwe and Kecheche-Chiweta in 2016. A draft ESIA is available for the three contiguous sections Jenda-Mzimba, Kasungu-Jenda and Kamuzu (KIA) - Kasungu.

The main environmental and social issues identified include the following: loss of agriculture land, increased level of wastes, loss of forests and trees species, siltation of rivers and streams. No major impacts on wildlife were identified for the road corridor since it does not pass through wildlife reserves or projected area. However a greater part of the road passes through forest reserves which are natural habitats for a few species. The ESIA has

<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

Luxembourg, 11th December 2018

highlighted that all the fauna outside the protected areas are governed by the provision of Wildlife Act (2004) and that the construction contractor should adhere to the provisions in the Act.

For the two sections Karonga-Songwe and Kecheche-Chiweta, the Malawian Department of National Parks and wildlife and the Department of Forestry and the National Herbarium and Botanic Gardens were also consulted and consented to the project with regard to impacts on wildlife and flora.

### **Social Assessment**

In Malawi an Environment and Social Management Unit has been established through the support of the World Bank in 2003. The Unit is responsible for the Environmental and Social Management of all projects executed by the Roads Authority.

Social impacts of the project during construction include, among others, involuntary economic and physical resettlement as well as perturbation to public from civil works and earth moving; accident risks to communities from construction-related traffic and disruptions to normal traffic patterns.

On the other hand, generation of employment and beneficial impacts to local economy are expected during the construction period. After project completion, the widening of the road and improvements to road safety will result in a reduced risk of accidents, including those with non-motorised traffic.

The main adverse social impact is related to economic displacement. A complete assessment of land acquisition and resettlement signature for all road sections composing the project will be finalized before signature of the loan. The current indications shows that efforts have been made during design phase and will be made during construction to minimize land acquisition, resettlement and adverse impacts on people in the project area.

The Promoter has prepared a Resettlement Policy Framework (RPF), in accordance with World Bank principles and consistent with EIB requirements. The RPF was prepared in consultation with all project-affected persons and has been disclosed on the website of the Promoter and EIB.

For the sections Karonga-Songwe and Kacheche-Chiweta, a Resettlement Action Plan (RAP) has already been prepared based on the World Bank Operational Policy on Involuntary Resettlement (OP4.12) and the corresponding Malawi Government Laws, Policies and Regulations that are acceptable for the EIB. The properties affected consisting of houses, shops, toilets, churches, kitchens, bars and others such as shelters, restaurants, water points and other business units will be compensated at full replacement cost based on the prevailing market values. Where there is disparity or gap between Government of Malawi and World Bank Policies, the World Bank Policies will be used or whichever benefits the Project Affected People (PAPs) more. The vulnerable groups and squatters will be provided with Resettlement Assistance in line with the Resettlement Action Plan for these road sections.

Luxembourg, 11th December 2018

For the other sections the RAPs are still under development and will be finalized and disclosed on the website of the Promoter and EIB before contract signature. The RAPs will include a census of all the project-affected persons and will ensure all project affected people

will improve or, at least, have restored their pre-project level livelihood. All the RAPs are being developed in consultation with project-affected persons, to ensure acceptance of the proposed mitigation measures and facilitate the involuntary resettlement process.

Once finalised the RAP will also be incorporated in the tender documents for the work contracts. In accordance with national law on labour standards and ILO obligations ratified by Malawi (Malawi ratified all ILO fundamental conventions), the works contracts will comply with ILO core labour standards. Contractors shall ensure occupational and community health & safety as part of their works contracts.

The Road Authority has not previously implemented a resettlement programme of this magnitude, a challenge that is recognised and supported through the implementation of an independent environmental and social consultant to oversee the RAP implementation as part of the Technical Assistance to the Promoter.

### **EIB Carbon Footprint Exercise**

The project is substantially neutral in terms of environmental impact. Overall, the project will increase CO<sub>2</sub> emissions by 8,000 tons per average operating year, which represent approximately 6% of the baseline emissions of some 144,000 tons per average operating year.

### **Public Consultation and Stakeholder Engagement**

Malawian legislation requires public participation for projects that require an EIA. The Road Administration as part of the EIA process has conducted stakeholder consultations. A comprehensive public consultation program was undertaken to ensure that all of the information pertaining to the project and its likely impacts is disseminated, in order to implement it in a transparent manner. Public consultation Meetings for both the ESIA and the RAP were held for the different road sections composing the project as follows:

- For the Karonga-Songwe section, three series of consultations have taken place along the road project. The first set was undertaken by the consultant in 2014. The Roads authority undertook further consultations with the Project Affected People, Traditional leaders and government officials in Karonga district In July 2016. The final rounds of consultations were done in October/November 2016.
- For the Kacheche - Chiweta road section public consultation were held with the District Council Officials for Rumphi and Mbelwa district Councils, and other stakeholders between 8th July and 26th August 2016.
- For the section Jenda-Mzimba, Kasungu-Jenda and Kamuzu International Airport (KIA) – Kasungu, public consultations were held with the District Council Officials for

Luxembourg, 11th December 2018

- Lilongwe, Dowa, Kasungu and Mzimba District Councils, and other stakeholders between 14th August 2015 and 4th May 2016

As part of the ongoing RAP developments more public consultation is foreseen.

### **Other Environmental and Social Aspects**

The Road Authority will rely on Supervising Engineers for Project environmental and social supervision of the activities of RA contractors and for monitoring and reporting on environmental and social performance.

## **Conclusions and Recommendations**

The project has limited negative environmental impacts during construction and operation. The residual impact after compensatory and mitigating measures is expected to be limited and adequately addressed in the project's management plans. Subject to the fulfilment of the below conditions, the project is acceptable for EIB financing in E&S terms.

### Before signature

The Borrower shall provide copies of all Environmental and Social Documents applicable to the Project to the satisfaction of the Bank, as required pursuant to the legislation of Malawi and under the EIB Environmental and Social Standards prior signature, namely:

- Environmental and Social Impact Assessment(s), approved by the regulatory authority (i.e.: Department of Environmental Affairs (DEA))
- Resettlement Action Plan(s) for all sections composing the project.
- Environmental and Social Management Plan;

### Before first disbursement for the works related to a specific project component

- The Borrower shall provide copies of all Environmental and Social Licences applicable to the Project component.
- A declaration by the Competent Authority that the Project is not likely to have significant effects on any sites of nature conservation importance.

### Undertakings

- The Borrower will ensure that the ESMP and relevant Bank's social and environmental standards are included in the tender documents of the main work contracts;
- The Borrower agrees to have implemented the relevant measures of the Resettlement Action Plan, including payment of full compensation, prior to the commencement of civil works for each section.
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Luxembourg, 11th December 2018

- The Borrower shall retain an independent environmental and social consultant to oversee the implementation of the Resettlement Action Plan.
- The Borrower will make sure that the PIU and supervision teams includes environmental and social experts to implement the ESMP and RAP;
- The Borrower will comply with Bank's social and environmental standards and will monitor and report on its implementation regularly, to the Banks satisfaction.

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