

1. Title of the Project

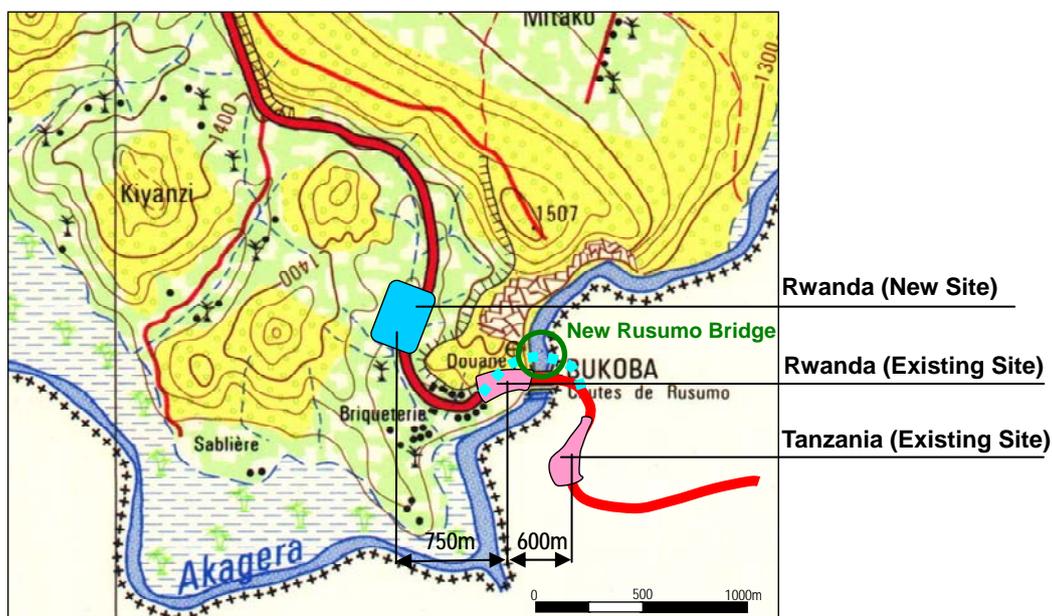
The Study for Facilitation of Trade and Transportation on the Central Corridor between Rwanda and Tanzania including Rusumo Bridge

2. Environmental Categorization

Category B

Insignificant social and environmental impacts are foreseen except for some negative impacts that may emerge from land usage and construction work.

3. Outline of Current Situation



3.1 Rusumo bridge

Rusumo Bridge (length: 100 m, width: 3.5m, single lane) crosses Akagera River, which forms a natural border between Rwanda and Tanzania. The bridge was constructed approximately 40 years ago and has been functioning as a crucial point along the Central Corridor and the Northern Corridor. However, it displays such noticeable deteriorations as corrosion of members of the truss girder and splitting of metal bearings, which are diagonally anchored to the base concrete. Moreover, the width is too narrow for two vehicles to cross on the bridge. In conclusion, Rusumo bridge is in dangerous condition in the view of the test performed and the design is not feasible for the trade facilitation. It is therefore advisable to implement a study on the optimum method for urgently rebuilding the bridge.

3.2 Border post facilities

The border posts are located in very narrow sites (Rwanda: 210 m long and 25 m to 50 m wide; Tanzania: 200 m long and 15 m to 40 m wide) occupying an area of approximately 9,500 m² in Rwanda, 8,400 m² in Tanzania. Both border posts are originally designed for two stop procedures, which may cause time consumption on border crossing.

Land Issue: Both border posts are located in a steep, rugged mountain area, and the Akagera River flows along both sites. This means it would be very difficult to expand or renovate the existing sites so they can have the appropriate capacity to accommodate the current traffic volume and to speed up border procedures.

Border Post Facilities (Rwanda): There is no inspection shed in the Rwanda border post, and the warehouse is small and congested. There are two weighbridges, but the older one has broken and the other one is not operating.

Border Post Facilities (Tanzania): There is an inspection shed (70 m²) on the Tanzanian side, but it is too small for international container standards. There is no weighbridge on the Tanzanian side.

4. Outline of the Project and Analysis of Alternatives

The proposed project includes reconstruction of Rusumo Bridge, establishment of One Stop Border Post (OSBP) facilities, and installment of necessary equipment at both Rwandan and Tanzanian side.

4.1 Construction of new Rusumo Bridge

Considering the bridge, there is no alternatives such as rehabilitation or reinforcement but reconstruction according to the on-site observations made by an engineer. The engineer recommended the construction of the new bridge will be

- within 50m downstream from the existing bridge
- a hundred meters further downstream where the width of the river is over 200m
- where steep rocky mountains rise on both of the river banks

For the type of bridge, an arch type / Pre-stressed T girder bridge with a launching girder from both sides is suggested.

4.2 Construction of OSBP facilities

As for OSBP facility on Rwandan side, the current location of the border post would be physically overlapped with the site needed for the construction of new bridge; especially the alignment of access road to the new bridge may interfere the operations at the border post. In addition, the size of the construction site may be insufficient when the facility needs to be expanded later on. Thus the new site for Rwandan OSBP facility is proposed approximately 750m away from current location in a banana plantation.

On the other hand, the OSBP facility on Tanzanian side may not be interfered by the construction works of the bridge and have enough capacity for future traffic flow. So the

refurbishment of existing facility rather than reconstruction was suggested.

5. Environmental laws, regulations, and administration

5.1 Overview of environmental laws and regulations in Rwanda

“Organic Law N° 04/2005 of 08/04/2005” is Rwanda’s basic environment law. It has been formulated in conformity with the international standards of its donors. Rwanda’s Environment Management Authority is the governing agency of the law. Details of EIA implementation and other relevant procedures are stipulated in the “General Guidelines and Procedure for Environmental Impact Assessment.”

5.2 Overview of environmental laws and regulations in Tanzania

The basic environment law in Tanzania is called “The Environmental Management Act, 2004,” and is governed by the National Environmental Management Council. Procedures and formats are stipulated in “Forms for EIA.”

5.3 Overview of laws, regulations and procedures for residential resettlement

In Tanzania, the state fundamentally owns the land, and residents must lease land from the state. According to the Ministry of Infrastructure Development, residents are relocated according to the procedures outlined in the “Road Compensation-Resettlement Guidelines” (Mar. 2008).

In Rwanda, the regional government and its subordinate institution called “sectors” are the authorities in charge of administering resettlement procedures. Individuals may own land, but since MININFRA responds to land issues by providing new housing to take the place of an old house and compensating for the difference in prices with the alternative land, there have never been any particularly serious conflicts in the past.

5.4 Overview of sites subject to residential resettlement

According to MININFRA, no problems related to residential resettlement are anticipated, because the land surrounding the Rusumo Bridge and the Border Post is owned by MININFRA, and clearing agents and other border facility personnel are allowed to use the land only by permission from MININFRA.

As seen above, the authorities interviewed were of the view that residential resettlement can be addressed through the guidelines and experience of the implementing organizations. However, as a JICA project, involuntary residential resettlement needs to comply with

international guidelines. At the same time, the existing guidelines, procedures, and compensation systems of the two governments need to be examined in the basic design survey, and proper policies need to be formulated in reference to resettlement standards in other countries.

6. Adverse Environmental and Social Impacts

Preliminary scoping was done as a part of preliminary survey. The following worksheet was prepared based on interviews and investigations that have been carried out at the local surveys, as well as on discussions with MININFRA officers (Note: these results are based on the old guidelines, and it would be preferable to refer to the new 30-item scoping checklist recommended by JICA, when conducting the basic design survey).

Scoping Worksheet for Rusumo Bridge and OSBP

- A Significant impact foreseen
- B Some impact foreseen
- C No information now — keep watching
- D No or little impact foreseen

	Check Items	Bridge		OSBP	
		Evaluation	Notes	Evaluation	Notes
1	Resettlement	C-	The exact position of the new bridge would determine the necessity for resettlement	B-	Some people may need to be expropriated to ensure a "right-of-way"
2	Economic activities	A+	Increase in economic activities especially during the implementation stage	A+	Increase in economic activities especially during the implementation stage
3	Traffic and public facilities	B+	Improvement of the bridge would increase the level of cargo traffic	A+	The reduction in time spent on border formalities would increase the throughput of people and hence the demand on public facilities
4	Split of communities	D	No effect envisaged	D	No effect envisaged
5	Cultural property	C-	To be observed and attended to accordingly	C-	To be observed and attended to accordingly
6	Water rights—Right of common	C-	To be observed and attended to accordingly	C-	To be observed and attended to accordingly
7	Health and sanitation	B-	The need for adequate health and sanitation facilities in and around the Rusumo community	B-	The need for adequate health and sanitation facilities in and around the Rusumo community

			would increase with the increase in the number of people who would want to come and settle around Rusumo		would increase with the increase in the number of people who would want to come and settle around Rusumo
8	Waste	B-	The level of waste generation would increase with the increase in the inflow of people	B-	The level of waste generation would increase with the increase in the inflow of people
9	Hazards	C-	None envisaged so far	B-	An increase in the flow of traffic would require adequate safety measures to be put in place
10	Topography and geology	D	No effect envisaged	D	No effect envisaged
11	Soil erosion	C-	There may be some soil erosion during the construction stage	C-	Depending on the location of the OSBP, some erosion control measures may need to be taken
12	Groundwater	D-	No effect envisaged	C-	Depending on the design of the sanitation facilities, there may be some effect on groundwater quality
13	Hydrological situation	D-	No effect envisaged	D-	No effect envisaged
14	Coastal zone	D-	No effect envisaged	D-	No effect envisaged
15	Flora and fauna	C-	The effects on the micro-environment will need to be observed and mitigated accordingly	C-	The effects on the micro-environment will need to be observed and mitigated accordingly
16	Meteorology	D-	No effect envisaged	D-	No effect envisaged
17	Landscape	B-	The positioning of the new bridge would change the landscape of the area	B-	The positioning of OSBP facilities would change the landscape of the area
18	Air pollution	B-	An increase in vehicular traffic would increase the level of fuel emissions and cause some degree of pollution	B-	An increase in vehicular traffic would increase the level of fuel emissions and cause some degree of pollution
19	Water pollution	D-	No effect envisaged	B-	Due to the increase in human activity, there may be some degree of water pollution

20	Soil contamination	D-	No effect envisaged	C-	Depends on the safety standards required at the OSBP area. Chemical spills from trucks could cause some contamination, but is not expected
21	Noise and vibration	A-	Building a concrete bridge would reduce noise and vibration levels on the bridge	B-	The reduction in time spent on border formalities would increase the throughput of people and hence increase noise levels
22	Ground sinking	C-	There may be some ground settlement at the location of the two abutments of the bridge	C-	Depends on the location of the OSBP
23	Odor	D-	No effect envisaged	D-	No effect envisaged

7. Considerations for project formulation

Prior to implementing this project, the following matters need to be addressed, in addition to those already examined in the preliminary study.

- 1) Confirm environmental procedures and permits/authorization that are required in Rwanda and Tanzania to implement the project (rebuilding of the bridge and construction of border facilities).
- 2) Examine laws and regulations pertaining to land acquisition and residential resettlement, and formulate policies for addressing these issues (compensation, agreement, scheduling, etc.).