



## **PUBLIC DISCLOSURE NOTICE**

### **ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT REPORT REHABILITATION OF BENGA TO DWANGWA M005 ROAD SECTION AND ASSOCIATED FEEDER ROADS**

#### **BACKGROUND INFORMATION FOR BENGA-DWANGWA ROAD PROJECT**

The Government of Malawi, with support from the African Development Bank (AfDB), through Roads Authority is currently planning the implementation of Benga-Dwangwa road project under the SADC Sub Regional Transport and Trade Facilitation Programme. The project will involve rehabilitation and upgrade of the M005 road section from Benga to Dwangwa, including eleven associated feeder roads. This initiative aligns with Malawi Vision 2063, aiming at developing world-class road networks connecting urban and rural areas to local and international markets. The project involves widening the carriageway, upgrading drainage structures, and improving eleven feeder roads.

The rehabilitation covers approximately 100 kilometers, divided into two phases. Phase one, from Benga to Nkhotakota Boma (47km), and phase two, from Nkhotakota Boma to Dwangwa trading Centre (53km). The eleven feeder roads, including Kalimanjira to Chididi Health Centre, Mwansambo Turnoff to Kayoyo, and others, are also part of the project, enhancing connectivity and accessibility in the area. The project entails the comprehensive rehabilitation and widening of the carriageway from Benga Catholic Parish to Dwangwa Trading Centre. The project cost is estimated at approximately MWK187,776,000,000 (USD 111.55 million), the project signifies a substantial investment in national development.

#### **NATURE OF THE PROJECT**

The project is situated within Traditional Authorities (TAs) Mwadzama, Nkhanga, Kalimanjira, Malengachanzi, Mphonde, and Kanyenda in Nkhotakota district, located 200 kilometers northwest of Lilongwe, the capital city of Malawi. The Benga-Dwangwa Road (M005 section) forms part of the lakeshore road network, serving as a crucial north-south link through the central region along the lakeshore.

The project aims to rehabilitate and upgrade the M005 road section from Benga to Dwangwa, spanning approximately 100 kilometers. Additionally, eleven feeder roads connected to the M005 are earmarked for upgrades. In general, the scope of works on the feeder roads involves hand reshaping, gravelling, and cross and longitudinal drainage upgrades. The project implementation is divided into two phases to efficiently manage the rehabilitation and upgrading process. Implementation of the project has been split into two phases as described below.

### **Phase One**

The first phase will involve rehabilitation and upgrading of 47 kilometers of the M005 road and associated feeder roads from Benga to Nkhotakota Boma. Feeder roads within this phase include;

1. Kalimanjira (M005) to Chididi Health Centre (1.3Km) and Rajabu to Makuzi (6km)
2. Mwansambo Turnoff (M005) to Kayoyo (9.7km)
3. Nkhotakota Prison (M18) to 4ways (M005) (2Km)
4. 4 Ways (M005) to Nkhufi road (M18) (3Km)
5. Nkhufi road (M18) to Nkhotakota LEA School (M005) (1.8Km)
6. M18 Bishop Road to M005 (1.0 Km)
7. Nkhotakota LEA School (M005) to Nkhotakota Police Station M18 (0.8Km)
8. Nkhotakota LEA School (M005) to Nkhotakota Police Station (M18) (0.6Km)
9. Mount Meru filling Station (M18) to Airport (M005) (0.8km)

### **Phase Two**

Phase two involves the rehabilitation and upgrading of the remaining 53 kilometers of the M005 road from Nkhotakota Boma to Dwangwa, along with associated feeder roads including;

1. Kaombe to Roadblock (M005) to Mphangano (5.7km)
2. Nsenjere Turnoff (M005) to Nsenjere (8Km)

## **ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT STUDY OF THE PROJECT**

Given the scope and nature of the road construction works and their potential impacts on the bio-physical and socio-economic environment, the project falls under environmental classification of Category A. This classification mandates the conduct of an Environmental and Social Impact Assessment (ESIA) study in accordance with the Environmental Management Act (2017), Environmental Social Impact Assessment Guidelines (1997), AfDB Safeguards policies, and the Roads Authority's Malawi Environmental and Social Management Guidelines for the Road Sector. The ESIA study will identify, analyze, and propose mitigation measures for the environmental and social impacts of the road project, including its feeder roads.

## **SUMMARY OF POTENTIAL POSITIVE AND NEGATIVE ENVIRONMENTAL AND SOCIAL IMPACTS OF THE PROJECT**

The rehabilitation of the Benga – Dwangwa Road is expected to have both positive and negative impacts at the designing, construction and decommissioning stage of the project. These impacts are going to be more during the construction and decommission of the road project than during the designing phase. The ESIA study identified a number of potential positive and negative impacts associated with implementation of the project including enhancement and mitigation measures on the same. The sections below provide a summary of identified impacts:

### **Potential Positive Impacts:**

- i. Increased trading activities - Improved accessibility of the road will enhance business activities along the road, in all the trading centres.
- ii. Increased trade and marketing - The project will also be buying construction materials from the local market and will provide business for the local businesses.
- iii. Creation of Employment opportunities – the road construction project is expected to recruit about 1410 under phase I and 1590 under phase II workforce including women. Most of the workforce will be sourced from the local areas.

- iv. Knowledge and Skills Transfer - Employment of local people from within the projects area of impact will facilitate capacity enhancement and the acquisition of specific skill sets through on the job and formal training.
- v. Payment of Taxes - The contractor will have to ensure fairly, honestly and timely remittance of the taxes to Government and procure services and goods from tax compliant businesses.
- vi. Increased disposable income/ Improved Standards of Living - The workforce at the project site will earn significant incomes which will result in an increased disposable income.

**Potential Negative Impacts:**

- i. Clearance of vegetation - The rehabilitation of Benga – Dwangwa (M005) Road to a 7 meters carriageway and 2 metres width sealed shoulders, double lane bridges and works at borrow and quarry sites including access roads to such sites will result in clearance of some woody and shrub vegetation species along the Road Reserve.
- ii. Interference with project area rivers and streams riparian buffer zones - Many rivers and streams passes across the Benga – Dwangwa (M005) Road section. Possible impacts on the river and its riparian buffer zones can arise from siltation, clearance of vegetation, excessive water use, illicit waste disposal and alteration of natural hydrology.
- iii. Noise and vibration - Noise will be generated by the movement of construction vehicles to and from work sites and the operation of construction machinery.
- iv. Improper Waste Disposal - Different types of wastes are expected to be produced at various stages of the road project.
- v. Impacts of waste on soils - Wastes from the rehabilitation of Benga – Dwangwa (M005) road will have impacts on the soils upon which many people along the project area depend for their rice, maize, banana and fruit growing as well as grazing areas.
- vi. Impacts of waste on water quality - Rehabilitation of the road can lead to contamination of the streams, rivers and the lake. These contaminations can have a serious environmental effect on the fauna and flora along the streams and rivers.
- vii. Impact on air quality - Road construction projects have a bearing on air quality. Some of the pollution sources include emissions from construction machinery and vehicles and road paving where handling of asphalt compounds is a major concern,

as it is known to be associated with certain gastrointestinal cancers among the majority of workers who have long term exposure to the compounds.

- viii. Displacement of properties, services, and agricultural lands: - The current M005 Road is characterised by road reserve encroachments especially at settlements and agricultural lands which will definitely be affected due to construction of the road. As a result, there will be a need to address both the displacement of properties and services.
- ix. Increased incidence of Sexually Transmitted Illnesses (STIs) including HIV and AIDS - Construction works normally brings along concentration of people in campsites. It may also cause an influx of migrant workers looking for employment opportunities. An influx of migrant workers can be socially disruptive force on social structure. Sexually transmitted diseases (STDs) including HIV and AIDS and other social diseases often increases in areas where construction camps are located.
- x. Impact on Community Health and Social Well-being: increase in disposable income among the workers might lead to misconduct and immoral behaviours that might lead to marriage disruptions including child abuse, sexual harassment on children and women. The mitigation strategies include establishing a Grievance Redress Mechanism and enforcing a code of conduct have been proposed in the ESIA report.
- xi. Disruption of traffic - Slow moving contractor delivery vehicles and machinery to and from the work sites will result in traffic disruption and possibly accidents. Motorists using the M005 Road will be forced to slow down or stop to give precedence to contractor vehicles and machinery. Some sections of the project road will be closed and motorists will be forced to use provided diversion routes. The longer the diversion the greater the delay. The delay will also be determined by the quality of the diversion roads.
- xii. Exposure Occupational health and safety - Many construction project activities pose a direct threat to the health and safety of project employees and the surrounding communities. Hazardous operations during road construction involve handling materials such as hot asphalt and fuel, operating complicated machinery, and performing various civil works
- xiii. Increased cases of Sexual Exploitation and abuse (SEA) and Gender based Violence (GBV) - Construction workers will have extra disposable income that may lead to

the harassment and sometimes molestation of women in general and specifically their wives. Likewise, some women working at the project sites may harass their unemployed husbands, due to increased disposable incomes.

- xiv. Destruction and alteration of the aesthetic value of the landscape - Road construction and excavation work scar the environment. It alters the aesthetic value of the landscape. This impact is more pronounced at borrow pits and quarry sites. A quarry is a type of open-pit mine from which rock or minerals are extracted.

## **STAKEHOLDER CONSULTATIONS**

According to EIA guidelines (1997), Public consultation is mandatory for every proposed project. Therefore, stakeholder consultation process for the project followed the EIA Guidelines (1997). Relevant stakeholders from community, district and national level were consulted on the project. The stakeholders included the following

- a. Ministries:** Policy holders and custodians of relevant legal frameworks guiding the project's alignment with ESIA/RAP requirements. Consulted ministries include the Ministry of Gender, Community Development & Social Welfare, Ministry of Water & Sanitation, Water Resources Department – Ground Water Division, Ministry of Lands, National Water Resources Authority, and Malawi Environment Protection Authority.
  
- b. Nkhotakota District Council:** Responsible for monitoring and reinforcing social and environmental management plans for the project. Consulted departments within the council include the District Gender Office, District Commissioner, and Directorate of Planning & Development. Stakeholders potentially impacted by the project or located in proximity to the project site. Consulted stakeholders include African Parks – Nkhotakota Wildlife Reserve, Nkhotakota Youth Code, Central Region Water Board, RIPPLE AFRICA, NAWIRA, and Nkhotakota Police Station.
  
- c. Communities, Community Leaders, and Community Structures:** Representatives of communities directly or indirectly affected by the project. Consulted representatives include those from Area Development Committees,

village development committees, market committees, and community women, men, and youth representatives.

Views and concerns raised during consultations were compiled and details are included in the ESIA report including how the issues raised have been addressed in the report.

#### **Contact details for the client**

If you have a complaint, concern, grievance, problem and /or feedback related to the implementation of this project, kindly contact Roads Authority through the following means:

Proponent Name : Roads Authority  
Contact Person : The Chief Executive Officer  
Physical Address : Functional Building, Off Paul Kagame Road, Lilongwe  
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