



# Concept Environmental and Social Review Summary

## Concept Stage

### **(ESRS Concept Stage)**

Date Prepared/Updated: 02/12/2021 | Report No: ESRSC01860



**BASIC INFORMATION**

**A. Basic Project Data**

Country	Region	Project ID	Parent Project ID (if any)
Grenada	LATIN AMERICA AND CARIBBEAN	P175720	
Project Name	Resilience Improvement Project		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Urban, Resilience and Land	Investment Project Financing	5/17/2021	8/31/2021
Borrower(s)	Implementing Agency(ies)		
Ministry of Finance, Economic Development, Physical Development, Public Utilities and Energy	The Ministry for Infrastructure Development, Transport and Implementation		

**Proposed Development Objective**

The Project Development Objective (PDO) is to (a) rehabilitate selected critical roads and public buildings in a resilient manner, (b) strengthen institutional capacity to manage natural hazard and climate change risk, and (c) in the event of an Eligible Crisis or Emergency, to provide an immediate response to the Eligible Crisis or Emergency.

Financing (in USD Million)	Amount
<b>Total Project Cost</b>	<b>15.00</b>

**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]**

The proposed Project will directly support the GoG in its COVID-19 economic recovery addressing priorities outlined in the 2020 Budget Speech and detailed in the National Sustainable Development Plan (NSDP) 2020 – 2035. In the Budget, the GoG identified three strategic focus areas for 2021: (a) Economic Recovery, which included infrastructure development as a sub-focus area; (b) Transformation, which included physical development as a sub-focus area; and

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(c) Resilience. These are aligned with the priorities in their medium-term development plan, the NSDP, and the proposed Project contributes to all of them. It is designed to complement ongoing infrastructure investments aimed at reducing vulnerability and promoting economic growth. Gender analysis will inform the interventions as stakeholder consultations, beneficiaries and uses will be gender informed. The proposed activities for consideration under the project have been endorsed by Cabinet.

The proposed Project aims to:

- a. Increase disaster and climate resilience of critical road infrastructure to reduce landslide risk; improve connectivity for communities to jobs, services and commerce as well as for evacuation and emergency relief; improve safety for vehicles; reduce travel times; and enhance the business climate for private investment;
- b. Rehabilitate public buildings to provide safe spaces to be used for local vendors, many of whom are female, and government offices; enhance national pride in the restoration of public buildings with historic and cultural significance; improve aesthetics and contribute to urban development in capital with the restoration of abandoned buildings in the heart of the city and near the key tourist area in St. George's;
- c. Strengthen technical capacity to reduce landslide risk by utilizing hazard analytics and tailored mitigation approaches; to restore buildings of historical significance in a resilient manner; and to prepare and respond to emergencies.

The proposed Project is an Investment Policy Financing (IPF) for an IDA credit of US\$15 million. Grant financing from the European Union for US\$2 million may potentially be leveraged, which would result in a total of US\$17 million. It will be implemented by the Ministry of Infrastructure Development, Transport and Implementation (MoI), the agency with responsibility for infrastructure works and management, over a period of five years. It comprises four mutually reinforcing components: (a) interventions to reduce risk and increase resilience of critical infrastructure; (b) technical assistance to improve capacity for building resilience; (c) contingent emergency response component; and (d) project management and implementation support. It will focus on adaptation measures while climate change mitigation approaches will be explored as much as possible.

The proposed Project builds on the lessons learned from implementing resilience projects in the region and will closely coordinate with ongoing operations. The proposed Project takes into account the experience of implementing the Regional Disaster Vulnerability Reduction Project (RDVRP, P117871) in Grenada and other DVRPs throughout the Caribbean, which included implementing similar activities such as landslide risk reduction, slope stabilization, road rehabilitation and building retrofitting works. Key lessons include streamlining project design to focus few critical sectors for building resilience and integrating capacity building directly linked infrastructure works. Risk data developed under the RDVRP will be utilized to inform the studies and designs. The proposed Project will also complement other World Bank funded projects in Grenada, including the OECS Regional Tourism Competitiveness Project (P152117), the Unleashing the Blue Economy of the Eastern Caribbean Project (P171833) and the OECS Data for Decision Making Regional Project (P174986). The proposed Project also builds on GoG engagement with the Caribbean Development Bank (CDB), who are assessing the road network to implement road improvement interventions.

Component 1: Interventions to increase resilience of critical infrastructure (US\$12 million). This component will finance rehabilitation or construction of critical transport infrastructure and public buildings:

- a. Reduce climate and disaster risk of transport infrastructure and improve connectivity. Given Grenada's topography and limited redundancy in the road network, road failures due to landslides, rock fall, flooding and other



hazards can reduce access to critical services and cause increased traffic on alternative routes. The potential interventions under the proposed Project aim to build resilience and improve the safety of the road network to reduce interruptions of connectivity in the road network as a result of hazard impacts. Activities identified by the GoG due to critical needs and preliminary assessments include:

☐ Rehabilitating the Moliniere landslide and segments of the Western Main Road, which is currently closed due to the slope failure. This road is critical as it connects communities in the north-west of the island to St. George's, including particularly poor and vulnerable communities in Saint Mark. Due to the closure of the road for through traffic, users now travel on alternate routes which are about double in length;

☐ Converting the current foot path at Mt. Kumar of about 1km length into a road which can be traversed safely by vehicles, including large vehicles carrying produce from farms, petroleum, and other goods. This activity will improve connectivity and create redundancy for the critical north-south connection which is currently only provided by the Western Main Road. It will also create a more direct route to popular tourist sites while avoiding traffic within St. George's, thereby potentially improving the tourist experience and reducing traffic in the capital city; and

☐ Rehabilitating other critical sites possibly located in the two poorest communities, Saint Mark and Saint John, where the estimated poverty rate above 54% .

The final selection of sites for intervention will be made by the GoG based on a set of criteria such as (i) exposure and vulnerability to hazards; (ii) lack of redundancy, (iii) number of beneficiaries, (iv) relevance of the road to access services and evacuate in case of emergencies, (v) readiness for implementation, and (vi) cost. The activities will be informed by comprehensive slope and hydrological characterizations of the respective road corridor, followed by detailed geotechnical and hydrological/hydraulic studies, in order to enable the adequate incorporation of climate and disaster risks considerations to enhance resilience and road safety. It is expected that the road construction would offer temporary jobs contributing to alleviating some of the COVID-19 related impacts on employment.

b. Rehabilitating public buildings. The GoG is in the process of upgrading the St. George's market to promote urban and economic development, enhance tourism and build resilience. As part of this initiative, the GoG proposes to rehabilitate the Town Council Building and the Melville Street Police Barracks to expand available market space for vendors and improve office space in a strategic location in downtown St. George's in close proximity to the cruise ship port. Due to substantial damages incurred during Hurricane Ivan and subsequent climate events, the Town Council Building and the Melville Street Police Barracks have been vacant since 2004. Both buildings, owned by the GoG, are located in the heart of the capital city near the St. George's market and have historical significance. The project will likely finance the rehabilitation and upgrading of one or both of these buildings which would include repairs and works to the roof and structure as well as a layout and design of the interior in accordance with future use, while ensuring resilience through adherence to codes and practices to reduce building vulnerability, and would furthermore integrate green building methods. The buildings would be rehabilitated in situ and no further land acquisition is expected. The aim of the interventions will be to reduce the risk of accidents and further destruction to the buildings from extreme natural hazard events, enable the use of the publicly owned space, create revenue for the government, create a new space for the local vendors, and enhance the attractiveness of the buildings as part of cultural tourism. The use of the restored buildings will be informed by stakeholder consultation, which will include gender considerations, and the selection of the buildings will be based on engineering and architectural analysis of the current structures, which will inform the costs of the restoration, and by GoG decision.

Component 2: Technical assistance to improve institutional capacity for building resilience (US\$2 million). This component involves technical assistance activities to:



- a. Strengthen the understanding and use of geotechnical and landslide analyses to inform design and construction of transport infrastructure; and explore ways to enhance current processes towards risk-informed asset management;
- b. Provide capacity building and training on rehabilitation, conservation, green building methods, and vulnerability reduction measures for historical government buildings;
- c. Develop a business plan for the use of the rehabilitated public buildings which would incorporate gender analysis and stakeholder consultations; and
- d. Strengthen emergency preparedness and response (EP&R) capacity. Priority activities will be selected based on the findings and recommendations from technical assistance “Caribbean Disaster Preparedness and Response Capacity Assessment” which identified areas in the EP&R system that are most critical to be addressed.

Component 3: Contingent Emergency Response Component (US\$0 million). This component will provide immediate support by financing emergency response activities such as repairs of damaged infrastructure, purchase of required goods and equipment, measures to ensure business continuity, and enable early rehabilitation in the case of an eligible crisis or emergency. Due to the size of the project, it is designed as ‘zero-dollar’ Contingency Emergency Response Component (CERC). The Operations Manual for the CERC will be developed through consultations with key line agencies and build on the lessons learned from implementing CERCs post disasters and in COVID-19 within the Eastern Caribbean.

Component 4: Project Management and Implementation Support (US\$1 million). Activities under this component would support strengthening the institutional capacity for Project management and implementation, including: (a) building institutional capacity in line ministries and involved agencies; (b) training of the staff involved line ministries, and strengthening the respective capacity for management, supervision, monitoring and evaluation of specific Project activities; and (c) carrying out technical and Project audits, all through the provision of technical advisory services, training, operating costs and acquisition of goods. Incremental operating costs incurred by implementing agencies would also be covered as well as those required for outside consultancies to prepare and supervise specific activities.

#### D. Environmental and Social Overview

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

Grenada is a small, open island economy of approximately 110,000 inhabitants. The country is highly vulnerable to several hazards, such as hurricanes, tropical storms, earthquakes, droughts, floods, and frequent incidence of landslides, leading to increased natural degradation and losses of infrastructure and livelihoods. Its geographical location, small size (135 square miles) and economic base that is highly concentrated in sectors such as tourism and agriculture, adds to its vulnerability to climatic events. The effects of these phenomena can be exacerbated by activities such as deforestation, poor building practices, and unplanned settlements in environmentally sensitive areas. Periodic heavy rainfall events cause major disasters from landslides, debris flows, river floods, causing major damage to infrastructure, major roadways and settlements, resulting in loss of life and property.

In this context, component 1 includes interventions to reduce interruptions of connectivity and access to services in the road network. The component will support activities at two to three locations. A potential site identified by Government of Grenada (GoG) is the Moliniere segment of the Western Highway, currently closed due to the slope



failure in St Georges Parish. This is a built-up area with residential and commercial properties along the road. Currently, feasibility studies including the geotechnical study are ongoing for the site. Another potential site is converting the current footpath at Mt. Kumar into a road. This will entail construction of a new concrete road, approximately 1 km in length and about 6 m wide. This 1 km stretch that will connect to existing roads is a forested area. However, both ends are built up and currently, there is a path at the site. Construction of the road will entail clearing of vegetation and cutting of trees. The area is rocky and will cross a narrow river requiring construction of a culvert. These interventions are expected to reduce travel time; traffic interruptions caused by extreme rain events; and benefit the road users such as local businesses, farmers, and tourists.

Under component 1, rehabilitation of one or two public buildings is also proposed. Potential buildings identified are the Town Council Building and the Melville Street Police Barracks that have been abandoned and are in a state of disrepair. Both buildings, owned by the Government, are in the heart of the capital city and near the St. George’s market. They also have socio-cultural significance given their age and past prominence in the city. The Melville Street Police Barracks has a slave pen that could be reconstructed. The project will finance the rehabilitation to enable the use of the publicly-owned space, create revenue for the government and opportunities for the economy, and enhance the attractiveness of those buildings as part of cultural tourism. These are planned to be of mixed-use providing updated spaces for vendors, government offices and as tourist attraction. The selection of the buildings and rehabilitation works will be carried out based on a thorough technical assessment of the current condition of the buildings. Possible environmental risks associated with old dilapidated buildings is given under ESS1 and ESS3. In addition, the proposed project will provide technical assistance related to landslide reduction, building restoration, economic development and emergency preparedness and response. All of these activities aim to build economic and physical resilience as well as respond to COVID-19.

#### D. 2. Borrower’s Institutional Capacity

The proposed project will be implemented by the Ministry for Infrastructure Development, Public Utilities, Energy, Transport and Implementation (Mol). This Ministry is responsible for implementing several World Bank Projects such as the Regional Disaster Vulnerability Reduction Project (RDVRP), the Caribbean Regional Communications Infrastructure Program (CRCIP), the Digital Government for Resilience Program (DGRP) and the Caribbean Regional Air Transport Connectivity Project (CATCOP). The Mol has gained some experience on the Bank’s Environmental and Social Framework (ESF) through the preparation of the DGRP and CATCOP and participated training/workshop organized by the Bank. Although the Mol will be the lead implementing ministry, the project implementation arrangement is yet to be fully defined. The Ministry will collaborate with other line ministries such as (a) Ministry of Tourism and Civil Aviation and the Ministry of Climate Resilience, the Environment, Forestry, Fisheries, & Disaster Management, in which lies National Disaster Management Agency (NaDMA), for the emergency preparedness and response activities; and (b) Department of Sports, Culture & the Arts on the building rehabilitation works as they will likely have cultural heritage and economic value. During project preparation, further capacity assessment will be carried out and appropriate institutional arrangement for environmental and social (E&S) management including training plan will be discussed and agreed.

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

### A. Environmental and Social Risk Classification (ESRC)

Substantial



**Environmental Risk Rating**

Substantial

The environmental risk rating of the project is Substantial under the World Bank Environmental and Social Framework based on the location, type, sensitivity and scale of project intervention, nature and magnitude of potential E&S risks and impacts, and client capacity and ownership.

The public buildings to be rehabilitated will be in the capital of St. George and building rehabilitation will involve repair and retrofitting to improve resilience and enhance the attractiveness of the buildings. These buildings may have mold, bacteria and insects; and hazardous materials such as asbestos, lead-bearing paints/coatings, polychlorinated biphenyls. Landslide reduction works will occur on existing roads and to reduce the risk of landslides interventions such as improving the drainage and application of slope stabilization techniques (e.g. retaining wall or use of mesh etc.) will take place. Construction of a new 6m wide and 1 km in length road through a forested area will involve clearing of trees and vegetation, require erosion control, drainage and slope stabilization works, and will involve the use of heavy machinery. The key environmental risks associated with the proposed activities are related to hazardous and non-hazardous waste management, air and noise pollution, and workers health and safety; and in particular, the construction of the new road can lead to water pollution, landslides and erosion, sedimentation of the water bodies, and possibly encroachment into forested areas. The activities can have significant impacts if not avoided, managed and mitigated adequately. Possible weak capacity of the implementing agency to manage the potential environmental risks contributes to the Substantial risk classification.

**Social Risk Rating**

Moderate

The Social risk classification of the project is Moderate under the World Bank Environmental and Social Framework. The following social risks are identified: (i) some project activities may require land acquisition with the potential of causing temporary or permanent physical and/or economic displacement – though roads may penetrate forest areas, this is not expected to result in restrictions in access to natural resources in legally designated parks and protected areas. Therefore, a Process Framework will not be required-(ii) risk of inadequate consultations with relevant stakeholders and agencies to maintain the cultural integrity and value of the buildings; iii) risk of excluding the inputs of vulnerable people from the project design and implementation, iv) risk of excluding vulnerable people from participating in conversations about solutions; thus with the potential of affecting the environmental and social sustainability of the project. This could further exacerbate existing exclusion patterns if careful attention is not given (in the project design and implementation) to addressing both inclusion and exclusion errors in the current context and (iv) risks related to labour-management in the project.

The project will adopt a participatory approach, and forge partnerships across the public sector and civil society. The project will formulate and implement a Stakeholder Engagement Plan (SEP) and Grievance Mechanism, Resettlement Action Plans if required, Labor Management Procedures (LMP) with its Grievance Mechanism for project workers, and Cultural Heritage Management Plan (CHMP).

The Bank will review the Environmental and Social Risk Classification (ESRC) on a regular basis throughout the project life cycle to ensure it continues to accurately reflect the level of risk the Project presents.

**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:**

This Standard is relevant. Project screening included a review of the Project Concept Note, discussions with the client and analysis of the new road site using the Integrated Biodiversity Assessment Tool (IBAT). Further screening and discussion during the preparation stage will include other stakeholders and as part of the stakeholder engagement process of the project,

Activities under Component 1 - the rehabilitation of buildings, slope stabilization measures and new road construction will involve civil works which have the potential to impact the environment. During the rehabilitation of the impacts of the abandoned building from air and noise pollution; debris and waste; the presence of mold, bacteria and insects; existing water damage and damage from the weather to the structure; and hazardous materials such as asbestos-containing materials, lead-bearing paints/coatings, polychlorinated biphenyls is possible. Potential negative impacts associated with the slope stabilization works and the 1 km new road to be constructed in a forested area are related to waste management, water pollution, landslides and erosion, air and noise pollution, sedimentation of the water bodies, and possibly encroachment into forested areas. As per an initial screening using IBAT, there is no protected area, Key Biodiversity Area or internationally recognized areas of high biodiversity value within 1 km of the new road construction site. This will be further corroborated during the Environmental and Social Impact Assessment process (ESIA).

Civil works could cause temporary and/or permanent physical and/or economic displacement, even though the project will seek to avoid involuntary resettlement or, when unavoidable, minimize involuntary resettlement by exploring project design alternatives.

As the specific sites will be known prior to implementation, ESIA's will be undertaken for the identified buildings, slope stabilization sites and the new road. Based on the ESIA's, Environmental and Social Management Plans (ESMPs) will be prepared. The ESMPs will detail the measures to be taken to manage the environmental and social impacts in line with the Mitigation Hierarchy. The ESMPs will take into account the World Bank's EHS Guidelines (general and Specific) for the sector. For work related to the rehabilitation of building with cultural heritage value, a Cultural Heritage Management Plan (CHMP) will be developed proportionately to the scope of the work. The CHMP will contain a Chance Find Procedure (CHP). The ESIA's, ESMPs and CHMPs will be prepared, consulted and disclosed prior to any bidding processes taking place. The ESIA's will be informed by any technical and feasibility studies that the GoG undertakes for the selection of the sites. Depending on the socio-economic survey of the sub-projects sites, a resettlement or abbreviated resettlement action plan (RAP/ARAP) will be developed and measures contained in them, related to the provision of compensation and of other assistance required for relocation, will be implemented prior to displacement.

For Component 3, a CERC Environmental and Social Management Framework (ESMF) will be developed within 60 days of project effectiveness. This will include potential activities that could be financed (positive list), a screening process for the potential activities, monitoring, capacity building measures that may be required, and institutional arrangements in case the CERC is activated.





Activities under Component 2 may fall under Type 3 Technical Assistance. The requirements set out in paragraphs 14–18 of ESS1 will be applied to TA activities as relevant and appropriate to the nature of the risks and impacts. The terms of reference for the capacity building activities and other documents defining the scope and outputs of TA activities will be reviewed so that the advice and other support provided are consistent with ESS 1–10.

The Borrower will prepare and disclose a draft Environmental and Social Commitment Plan (ESCP), and a draft SEP prior to appraisal. The ESCP will include all necessary measures that the Project will need to address during implementation to comply with the ESF, as well as monitoring and reporting arrangements. The draft ESCP will be disclosed in-country and in the World Bank’s external website prior to appraisal. A labour-management Procedures (LMP) will be prepared by appraisal as well. Terms of Reference (ToRs) for the ESIA, ESMPs RAPS/ARAPs and CHMP will be prepared by appraisal. The ToR for the building rehabilitation works will be informed by technical studies including an E&S screening exercise conducted during project preparation to assess the condition of the buildings. ESIA, ESMPs, RAPS/ARAPs, CHMP including CFP will be developed, consulted and cleared by the Bank prior to any bidding process taking place.

**Areas where “Use of Borrower Framework” is being considered:**

None

**ESS10 Stakeholder Engagement and Information Disclosure**

The standard is relevant:

At this stage, the identified stakeholders are preliminary and are grouped as project-affected parties (positive/negative) and ii) other interested parties. Stakeholder identification will be refined during project preparation and implementation. Potential project-affected parties include (i) communities and members of the general public who could be affected positively or negatively by the project activities such as neighbouring communities where building retrofitting may occur; (ii) transport operators and other users of the roads where project activities are to take place such as farmers, business owners and tourists; and iv) Vulnerable people that in the context of Grenada are among others, the poor, single female-headed households, the elders, the disabled, LGBT. Other interested parties include (i) Civil Society Organizations (Universities, NGOs, other projects present in the project area of influence), commercial organizations; (ii) parishes (iii) government workers, and officials including Ministry of Tourism and Civil Aviation; Ministry of Infrastructure Development, transport & implementation; Ministry of Finance; Ministry of Youth Development, Sports and Culture; Ministry of Tourism, Civil Aviation, Climate Resilience & The Environment; Ministry of National Security, Public Administration, Youth Development, Home Affairs, ICT & Disaster Management; Ministry of Sports, Culture, The Arts, Fisheries & Cooperatives; Ministry of Agriculture, Lands & Forestry.

As per the definition of the Bank Directive on Addressing Risks and Impacts on Disadvantaged or Vulnerable Individuals or Groups, vulnerable people also include those individuals or groups who, by virtue of, for example, their age, gender, ethnicity, religion, physical, mental or other disability, social, civic or health status, sexual orientation, gender identity, economic disadvantages, and/or Dependence on unique natural resources, may be more likely to be adversely affected by the project impacts and/or more limited than others in their ability to take advantage of a project’s benefits. Such an individual/group is also more likely to be excluded from/unable to participate fully in the



mainstream consultation process and as such may require specific measures and/or assistance to do so. Consultations will take into account considerations relating to age, including the elderly and minors, and including in circumstances where they may be separated from their family, the community or other individuals upon whom they depend.

The project will develop a SEP, which will outline (a) who the key stakeholders are; (b) how they are to be engaged; (c) how often the engagement will occur throughout the project; (d) how feedback will be solicited, recorded and monitored over the project; (e) who will be charged/responsible with this engagement; (f) timeline for this engagement, budget, contact information to whom people can ask questions and information about the project, and so on. The SEP also will provide for adequate consultation and inclusion of the community as well as vulnerable and interest groups in the project area of influence who may experience minor disruptions due to the increased activity in the airport area. The process of stakeholder engagement will begin during preparation and continue into implementation. Prior to appraisal, the following measures will be implemented: (i) stakeholder identification and analysis and ii) planning the engagement with stakeholders, iii) disclosure of information and iv) consultation with stakeholders. The SEP is expected to be updated from time to time as necessary and will be in place as soon as possible and no later than by appraisal. In addition to the SEP, the key engagement methods to reach out to the stakeholders will also be captured in the Project Appraisal document and the Project Results Framework will include an indicator to capture the results of the stakeholder engagement process throughout project implementation, and will also describe the measures that will be used to facilitate participation, and how the views of different affected groups will be captured. The Borrower will propose and implement a grievance mechanism to receive and facilitate the resolution of concerns and grievances. If relevant, the project level GRM should build upon existing systems already in place by the GoG. The GRM will specify special channels and procedure to address Grievances related to Sexual Exploitation, Abuse and Harassment linked to the project. As a result of COVID-19, the SEP will include provisions for virtual consultations where face to face consultations are not feasible as established in the World Bank=Bank’s Technical Note, “Public Consultations and Stakeholder Engagement in WB-supported operations when there are constraints on conducting public meetings”, March 20, 2020.

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## **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**

This standard is relevant given that direct workers will be engaged by the Borrower to work specifically in relation to the project. Some specialized personnel may be hired for training (capacity building) purposes. Some unskilled workers may also be hired to perform small, repetitive, and unskilled tasks. The project may also engage contracted workers through third parties for different aspects of project implementation. The number of workers that will be required and if labor influx is likely is unknown at this stage and will be determined as early as possible. Number of workers will be defined before the start of work.

Government civil servants who are expected to work in connection with the project, whether full-time or part-time, will remain subject to the terms and conditions of their existing public-sector employment agreement or arrangement unless there has been an effective legal transfer of their employment or engagement to the project. ESS2 will not apply to such government civil servants, except for the provisions of Protecting the WorkForce



Occupational Health and Safety (OHS). The project does not intend to engage with primary supply workers. The project does not intend to include the use of community workers. Measures to minimize exposure to COVID-19 will be followed and the COVID-19 measures will be consistent with the guidance given in the ESF/Safeguards Interim Note: Covid-19 Considerations in Construction/Civil Works Projects, issued on April 7, 2020.

The WBG team will review the specific Human Resources processes and practices for the project in line with due requirements. This includes the development of an LMP with its Grievance Redress Mechanism for workers (separate from that described under the ESS10) and OHS practices. The LMP will be based on national law and the Bank's ESF and will be completed and disclosed at the national level and in the Bank's external website prior to board approval.

The borrower will require the contractor/s to prepare and implement a specific Code of Conduct for workers that will include at a minimum: maintaining a safe working environment, reporting work situation that he/she believes are not safe or healthy and remove himself/herself from a work situation which he/she reasonable believes presents an imminent and serious danger to his/her life or health; treat other people with respect, and not discriminate against specific groups such as women, people with disabilities, migrant workers (if any) or children; not engage in sexual harassment; not engage in sexual exploitation; not engage in sexual abuse; not engage in any form of sexual activity with individuals under the age of 18; report violation of code of conduct, and not retaliate against any person who reports a violation of the code of conduct.

### **ESS3 Resource Efficiency and Pollution Prevention and Management**

This Standard is relevant.

Old buildings may contain hazardous materials such as those containing asbestos, lead-bearing paints/coatings and polychlorinated biphenyls. Mold, bacteria and insets may be present as well. If the ESIA of the buildings identifies any such issues, then appropriate precautions and procedures would need to be followed. The ESMPs will describe the OHS procedures to be followed during construction. The ESMPs will also describe the waste management procedures detailing how the hazardous and non-hazardous waste would be handled and disposed of in a safe and environmental sound manner. The waste management procedures will follow the national environmental regulations and the ESF requirements including international good practices for the sector. If there is significant pest infestation requiring the use of pesticides, pest management procedures based on integrated pest management practices will be included in the ESMP. Noise and dust generated from construction works and from the movement of heavy construction vehicles are likely. Mitigation measures to address air and noise pollution during construction will be addressed in the ESMPs. Based on the nature of the project Green House Gas (GHG) estimation appears to be non-significant, however, the approach of GHG estimation will be reviewed during preparation and will be reflected in the appraisal stage ESRS.

### **ESS4 Community Health and Safety**

The standard is relevant.



Transportation of construction materials, machinery and equipment may increase the risk of traffic hazard and associated incidents. In addition, there are some potential for community health and safety risks if unauthorized people enter work zones. The contractor will ensure that the public does not enter these work zones through signage and fencing where appropriate, to cordon off entryways and ensure public safety.

The ESMPs will require the contractor to put in place a traffic management plan to ensure construction machinery do not cause traffic jams and can safely offload supplies. The ESMPs will also include mitigation measures for the storage, handling, transportation and disposal of hazardous materials such as asbestos, lead-bearing paints/coatings and polychlorinated biphenyls. The contractor will be required to prepare an emergency preparedness plan for the construction sites to cover emergency events (including from natural disasters) such as fires and explosion. Exposure of the community to health issues including non-communicable and communicable diseases like COVID-19 will be addressed. COVID-19 measures will be consistent with the guidance given in the ESF/Safeguards Interim Note: Covid-19 Considerations in Construction/Civil Works Projects, issued on April 7, 2020. Any SEA/SH risks will be assessed and mitigation measures will be specified in the ESIA/ESMP and the ESMP will require the contractor to put in place a code of conduct.

The ESIA's will assess the requirement of security personal at the sites. If required, the borrower will define measures related to security personnel as part of the ESMPs. The measures will be in line with the World Bank Good Practice Note "Assessing and Managing the Risks and Impacts of the Use of Security Personnel". Additionally, the terms of reference, work plans or other documents relating to the scope of works for Technical Assistance will be reviewed to ensure consistency with ESS4. Where technically and financially feasible, the project will also apply the concept of universal access to the design and construction/rehabilitation of buildings and structures.

#### **ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement**

The standard is relevant. Project activities such as the rehabilitation of buildings, and construction of a new road ( to provide connectivity routes), may require land acquisition that could cause physical and/or economic displacement, such as loss of lands, loss of income source, or other means of livelihood. The project will seek to avoid involuntary resettlement or, when unavoidable, minimize involuntary resettlement by exploring project alternative designs and routes.

The project will conduct a socio-economic survey for the sites, consistent with ESS5 and if needed, will develop resettlement or an abbreviated resettlement action plan to the satisfaction of the Bank. Measures contained in these plans and related to the provision of compensation and of other assistance required for relocation will be implemented prior to displacement if any. The ToRs for these plans will be developed during project preparation and requirements for implementation reflected in the ESCP. The resettlement or abbreviated resettlement plans will include a specific grievance redress mechanism for individuals, households or businesses affected by land acquisition. The GRM should consider the availability of judicial recourse and community and traditional dispute settlement mechanisms. For sub-projects requiring land acquisition and resettlement, all resettlements will be completed prior to the commencement of construction.



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

This standard is relevant.

The new road will be constructed in a forested area. Currently, there is a path where the road will be constructed connecting two built-up areas. There is no protected area, KBA or internationally recognized areas of high biodiversity value within 1 km of the new road construction site. For the new road construction, the ESIA will consider direct and indirect impacts on habitats and the biodiversity they support. The significance of the biodiversity or habitats based on their vulnerability and irreplaceability at a global, regional or national level will also be assessed. Appropriate measures in accordance with the Mitigation Hierarchy will be developed in the ESMP to manage the impacts. The Project is not likely to involve significant conversion or significant degradation of critical habitats and will not undertake activities in legally protected and internationally recognized areas of high biodiversity value (in case additional sites are identified).

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

The standard is not currently relevant. There are no communities who meet the definition of indigenous people present in the project's area of influence.

### **ESS8 Cultural Heritage**

This Standard is relevant.

The Project may include retrofitting of historical buildings and buildings of heritage value; and construction of roads. The ESIA will consider direct, indirect and cumulative risks and impacts on the cultural heritage. A Cultural Heritage Management Plan (CHMP) will be prepared for such buildings and construction work, and appropriate mitigation measures will be developed for the Built Heritage (if needed). The CHMP will be prepared, consulted and disclosed prior to the bidding process taking place. A chance finds procedures will also be included in the ESMPs and CHMP. For the buildings with cultural heritage value, the GoG will promote meaningful consultation with stakeholders. Results of these consultations will inform the formulation of the CHMPs. In addition, the requirement related to the preservation of the physical and cultural context of the historic structures will be considered.

### **ESS9 Financial Intermediaries**

This standard is not relevant as there are no FIs involved in the project.

## **B.3 Other Relevant Project Risks**

None



**C. Legal Operational Policies that Apply**

**OP 7.50 Projects on International Waterways** No

**OP 7.60 Projects in Disputed Areas** No

**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:**

The following documents will be prepared prior to appraisal:

- Stakeholder Engagement Plan
- Environmental and Social Commitment Plan
- ToRs for EIAs, ESMPs, RAPs/ARAPs and CHMPs
- Labour-management Procedure (prior to board approval)

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

- Reporting on E&S aspects
- Maintaining an organizational structure with qualified staff and resources to support the management of E&S risks, including ESHS
- Stakeholder Engagement Plan implementation steps with its Grievance Redress Mechanism
- Preparation of ESIA's
- Preparation and implementation of ESMPs
- Preparation of the CERC ESMF
- Use of security personnel
- Implementation of the Labor Management Procedures
- Traffic and road safety considerations
- Preparation and implementation of Resettlement /Abbreviated Resettlement Action plans
- Preparation and implementation of CHMPs with chance find procedures
- Capacity support
- Procedures to avoid SEA/SH risks under ESS2/ESS4 (eg. Code of Conducts)

**C. Timing**

Public Disclosure



**Tentative target date for preparing the Appraisal Stage ESRS**

17-May-2021

**IV. CONTACT POINTS**

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**Borrower/Client/Recipient**

Borrower: Ministry of Finance, Economic Development, Physical Development, Public Utilities and Energy

**Implementing Agency(ies)**

Implementing Agency: The Ministry for Infrastructure Development, Transport and Implementation

**V. FOR MORE INFORMATION CONTACT**

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**VI. APPROVAL**

Task Team Leader(s): Melanie Simone Kappes, Keren Carla Charles  
Practice Manager (ENR/Social): Maria Gonzalez de Asis Recommended on 11-Feb-2021 at 20:17:57 GMT-05:00  
Safeguards Advisor ESSA: Marco Antonio Zambrano Chavez (SAESSA) Cleared on 12-Feb-2021 at 16:15:56 GMT-05:00

Public Disclosure