



# Concept Environmental and Social Review Summary

## Concept Stage

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

Date Prepared/Updated: 12/15/2019 | Report No: ESRSC00782



**BASIC INFORMATION**

**A. Basic Project Data**

Country	Region	Project ID	Parent Project ID (if any)
Western Africa	AFRICA	P171122	
Project Name	Dakar-Bamako Intermodal Corridor Project		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	10/5/2020	5/25/2021
Borrower(s)	Implementing Agency(ies)		
Republic of Senegal, Republic of Mali	Ministry of Economy, Planning and Cooperation, National Coordination Unit, Ministry of Economy and Finance		

Proposed Development Objective(s)

To reduce the transport and trade time and cost of carrying goods along the Dakar-Bamako inter-modal corridor while increasing the freight transport by rail.

Financing (in USD Million)	Amount
<b>Total Project Cost</b>	<b>830.00</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 project would include logistics and transit facilitation reforms conceived under a regional intermodal (rail and road as both complementary and competitive modes) approach, including the rehabilitation of existing 1,288 km metric gauge rail infrastructure between Senegal and Mali to make the rail corridor functional; links with logistics services to ensure better interface, and better integration of landlocked areas with regional and international



markets, through a multi - and intermodal approach between maritime, rail and road modes. It will also mobilize the private sector for financing and capacity building.

**D. Environmental and Social Overview**

D.1. Project location(s) and salient characteristics relevant to the ES assessment [geographic, environmental, social] The Dakar-Bamako project would be developed along the existing rail line (1,288 km) and potentially at other facilities: port of Dakar, other ports (Ndayane, Sendou) logistics platforms (existing and future platforms in Bamako/Korofina, Nougoumbougou, outside Kati, Tambacounda) and may include minor road works to link to the rail/port infrastructure. The major rehabilitation works would take place on the existing rail line; with possible works linking the rail with future logistics sites, some of which are still to be identified.

The Dakar-Bamako corridor does not intersect major sensitive natural sites. The project runs largely east-west in the Sudano-Sahelian climatic zone, defined as the area receiving between 200 mm and 1000 mm rainfall. Although vulnerable to climatic effects including drought, deforestation, fires and extreme temperatures, the zone includes several sites of biodiversity importance, including national parks and wetlands of international significance. However, according to the Integrated Biodiversity Assessment Tool (IBAT), the project corridor does not intersect any key sites.

The project zone also includes buildings in the Sudano-sahelian architectural style, as well as other buildings and structures of cultural value.

The existing rail line, having been unused since 2018, has in places been settled by local residents. Other project sites (existing and future logistics sites, ports, access roads, etc.) may also have people living on them.

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

The inter-modal regional project will be implemented by both governments of Senegal and Mali, through a proposed binational structure at both strategic (ministerial) and technical (focal point) levels; and by national coordination units in each country. . The environmental and social (E&S) capacity of the future units is not known. However, it is known that the private sector capacity to carry out E&S studies and assessments is relatively high in both countries. There are numerous consultants and consulting companies operating in the region. It is still recommended that intensive support be provided to the implementing agency(ies) on environment and social risk management during project preparation and implementation to manage challenges that may result from the application of the new ESF. The Bank team will use existing Borrower capacity assessment of the Borrower institutions involved in the implementation of this project. The Bank team will also carry-out further capacity assessment of the national coordination units to be established prior to project appraisal.

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

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

High

**Environmental Risk Rating**

High

The scale of works is expected to be very large; rehabilitating over 1000 km of railway will require substantial logistics, resources, materials, works and the mobilization of large teams of workers. The risks include health and safety risks to

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workers and communities, nuisance factors, road traffic, resource extraction (rocks, gravel, other materials), cultural heritage. Furthermore, certain "greenfield" sites will be developed, which will likely result in net loss of natural (or semi-natural) areas. Works in ports, on access roads, in other potential associated facilities could also have substantial risks and impacts.

**Social Risk Rating**

High

The project is expected to result in significant involuntary resettlement of people – many of which may have encroached on the right-of-way of the railway without formal rights to the land that they occupy. Multiple stakeholders with non-aligning interests will need to be engaged and consulted throughout project preparation and implementation and is likely to result in social tension. Labor issues are diverse and complex, including management of contracted workers, labor influx risks, and likely retrenchment of parts of the existing workforce. Experience and capacity of the Borrowers to develop and implement instruments under the ESF is low. The security situation in certain parts of Mali is fluid and long term predictions of the security context in the project area is difficult.

**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:***

Proposed project activities may have potential adverse environmental and social risks and impacts due to the large scale rehabilitation of railway, port, truck terminals, road infrastructure and logistics. Environmental and Social risks and impacts of the project relate to the large-scale works that will be carried out, and will require mobilization of equipment, logistics, vehicles; extraction of minerals (rocks, gravel). Environmental and Social risks and impacts associated with worker and community health and safety; general nuisance (noise, dust, traffic) will need to be managed. Where civil work sites are identified an Environmental and Social Impact Assessment will be used to identify and assess the potential environmental and social impacts of proposed activities, evaluate alternatives and design the necessary mitigation, management and monitoring measures. Where project sites are yet to be identified, an Environmental and Social Management Framework (ESMF) will be prepared by the Borrower, consulted upon and disclosed prior to project appraisal. The ESMF guides the preparation of site-specific environmental and social management plans (ESMPs) and makes use of the WBG General and Sector-specific Environmental, Health and Safety Guidelines (EHS) for the identified activities

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

Borrower's Framework is not being considered presently.

**ESS10 Stakeholder Engagement and Information Disclosure**

Given the regional nature and intermodal approach of this project, there will be a plethora of stakeholders with divergent interests. Stakeholder engagement will be important to ensure consensus and timely implementation of reforms, manage social tension, and include affected groups in the design and opportunities of the project. Key stakeholders include former Transrail concessionaire/current Dakar-Bamako Feroviaire (administrator) railway

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workers, the trucking community, people affected by land acquisition and involuntary resettlement and trade and logistics communities.

Stakeholder engagement with key stakeholders has started and will continue throughout preparation and implementation of the project. An integrated Stakeholder Engagement Plan (SEP) for both countries will be developed and disclosed by appraisal. Given the high social risk a draft SEP with comprehensive Stakeholder Identification and Analysis will be developed and consulted within 3 months of Concept Review. The SEP will include a Grievance Redress Mechanism accessible to the different stakeholders and affected parties.

## **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**

The issues and potential issues related to labor and working conditions in the project are diverse and complex.

The large-scale works will require the employment of numerous contracted workers – a number of these may be traveling along the railway line and stay in labor camps or local communities. Labor Management Procedures (LMP) will need to be consistent with both Senegalese and Malian laws as well as with ESS2. The LMP will include measures to ensure that labor is provided on a voluntary basis and will further ensure the health and safety of workers, including prevention of sexual harassment and GBV risks among workers. It will also provide details about a grievance redress mechanism for workers and the roles and responsibilities of contractors in managing ESS2. The signing of codes of conducts (COC) will be a condition for employment for all and any worker, temporary or full time. The project will need to ensure that regular trainings in local languages are conducted by the Contractor to the benefit of the workers on labor provisions, codes of conduct and the grievance redress mechanisms.

Mechanisms to monitor and supervise the implementation of the LMP along the 1,288 km railway line and other facilities will need to be appropriate to the challenges such an extended project area poses.

Reforms may also result in job losses in the railway sector and a comprehensive retrenchment plan will need to be designed in close consultation with the potentially affected workforce, their trade unions and other representatives. While the development, consultation and implementation of the retrenchment plan will be a key project activity, the ESIA will include an analysis of the applicable national legal frameworks and collective bargaining arrangements that may be in place. The road transport sector/trucking industry may also include loss of jobs on long term, due to envisaged modernization reforms. Mitigation measures such as re-training and professionalization are included in the project activities.

The SEP will include analysis of the relevant stakeholders and an outline of the engagement activities that will be undertaken for the retrenchment and mitigation activities.

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

The revival of rail transport will have beneficial effects on resource efficiency as rail is more efficient than road on a per-ton per-km basis. Thus the project will have a beneficial impact in terms of fossil fuel use.



However, the works will require the mobilization of heavy equipment, the extraction of necessary materials and may generate pollution and traffic congestions that will need to be managed appropriately.

Also, as some of the freight carried may be fuel, safety measures for transport of fuel and hydrocarbons will have to be integrated into the project. The ESMP will include mitigation measures to minimize and manage those risks and impacts.

Risks and impacts associated with potential pollution (wastes, spills, accidents) that may have an impact on natural areas, waterways, grasslands, forest from the operation of the rail line will be addressed in the ESIA.

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

The rail corridor crosses many communities along its entire length, and the safety of these communities from rail accidents, derailments, spills, pollution, etc., is a valid concern. A Health and safety plan, including a Risk Hazard Assessment (RHA) and Emergency Response Plans (ERP) will be integrated in the overall ESIA process.

Contracted labor will likely travel along the railway line for the rehabilitation of critical points, and social and environmental risks and impacts related to labor influx are expected. The ESIA will analyze the types of impacts that are to be expected at relevant locations, taking into account the various options of providing accommodation to workers. The risks of GBV related to labor influx are expected to be high and the project will develop an in-depth analysis of the risks to communities, available service providers, and a culturally appropriate survivor centered approach to respond to GBV related incidents.

It is likely that the Borrower or the contractor will deploy security personnel to safeguard their personnel and property. The recruitment, rules of conduct, training, equipping, and monitoring of these workers will be done in proportion to the local risks and different approaches may be required for different parts of the countries in which the project will be implemented.

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

The project is expected to result in significant physical and economic displacement of people in both Mali and Senegal.

The rehabilitation of the priority sections of the Dakar – Bamako railway infrastructure is not expected to require additional land acquisition as the right-of-way is established – including in the port and metropolitan area of Dakar. Construction of additional railway lines to connect other cities / ports / dryports to the main line that would require land acquisition and the establishment of a right-of-way is currently uncertain (a Logistics Master Plan defining the corridor and logistics platforms is ongoing).

However, potential legacy issues related to the short stretch of km of railway in the Dakar Metropolitan Area that was rehabilitated in 2017 alongside the suburban blue train line will need to be analyzed as part of the ESIA. In addition, it is known that there has been encroachment on the right-of-way, particularly in Mali, since the rail's fall into disuse in 2018 Rehabilitation of the logistics/truck terminal/railway station may require land acquisition and is



expected to result in temporary and permanent displacement. Involuntary Resettlement impacts will include both physical and economic resettlement and compensation/mitigation measures will include livelihood improvement plans for people affected by economic displacement.

For works planned within 2 years after project effectiveness, Resettlement Action Plans (RAPs) will be developed, consulted and disclosed prior to project appraisal. For works planned after 2 years, and for subprojects that have not been fully defined by appraisal, a Resettlement Policy Framework will be developed, consulted and disclosed by appraisal, measures for intermediate securitisation of the sites will be included in the Environmental and Social Management Framework, and RAPs will be developed during project implementation in accordance with a calendar agreed to in the Environmental and Social Commitment Plan.

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

According to the World Bank's IBAT system, no known sites of exceptional biodiversity conservation or sustainable management will be crossed by the project.

Any proposed new project sites will have to be screened by the IBAT system for protected areas, significant wetlands, forest, etc.

Risks and impacts associated to spills, pollution, accidents, etc., may have an impact on natural areas, waterways, grasslands, forest from the operation of the rail line will be addressed in the ESIA.

Any impacts on habitats will be assessed during the preparation of the site-specific ESIA/ESMPs. The project is likely to use materials for construction. The ESMP will provide how the materials will be sourced and make use to follow Good International Industry Practices (GIIPs). The ESIA/ESMP will provide guidance on screening and mitigation measures to ensure that project activities do not alter or cause destruction of any critical or sensitive natural habitats.

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

There are no Indigenous Peoples / Sub-Saharan African Historically Underserved Traditional Local Communities present in the project area; neither in Mali nor in Senegal.

### **ESS8 Cultural Heritage**

The broader project zone is known to have unique cultural assets (e.g., soudano-sahelian architecture), however it is not known if any assets are at risk from proposed project activities.

Since the project will be financing large scale civil works, some of excavation, movement of earth and impounding can be expected. These types of activities pose the possibility of encountering both known and unknown physical and cultural resources. Though the possibility is not considered significant, the Borrowers will avoid impacts on cultural heritage and where such avoidance is not possible, will identify and implement measures to address these impacts in accordance with the mitigation hierarchy. The treatment of PCR including archaeological relics, fossils, human graves,



shrines, sacred trees or groves that may be encountered will follow a Chance Finds Procedure that will be elaborated in the Environmental and Social Management Plans.

Any new sites selected by the project would have to be screened for cultural assets, as well as for social value such as the presence of cemeteries, local ritual sites, historical buildings, etc.

**ESS9 Financial Intermediaries**

The project will not be implemented through Financial Intermediaries.

**B.3 Other Relevant Project Risks**

No other relevant risks are known at this stage.

**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**

French Development Agency, European Union (tentatively)

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

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

The Borrower will have to prepare relevant E&S instruments to cover all aspects and activities of the project. For railway rehabilitation, the location of which is known, a full Environmental and Social Impact Assessment (ESIA) will be prepared; likewise, a full Resettlement Action Plan (RAP) will be required.

Similarly, for known sites (e.g., the port of Dakar) an ESIA will have to be prepared; a RAP will only be needed if the scoping exercise identifies that people will lose their homes, assets or income from the project-related works.

To satisfy Bank requirements, an Environmental and Social Management Framework (ESMF) will have to be prepared to cover all sites as yet unknown; on the basis of the ESMF, individual ESIAs or ESMPs (E&S Management Plans) will be prepared after Board date. Similarly, a Resettlement Policy Framework (RPF) will be prepared to cover unknown sites; on which basis individual RAPs will be elaborated after Board.

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

If the ESIA, ESMF and RAP and RPF are prepared prior to Board, the Borrower will have to commit to apply the two Frameworks to sites that will be included in the project after Board.

Site-specific ESMPs for sites yet to be identified

Occupational Health and Safety Plan (OHP),

Labor Management Plan/Procedures (LMP)

**C. Timing**

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

15-Jul-2020

**IV. CONTACT POINTS**

**World Bank**

Contact: Anca Cristina Dumitrescu Title: Lead Transport Specialist

Telephone No: 458-9754 Email: adumitrescu@worldbank.org

Contact: Jean-Christophe Maur Title: Senior Economist

Telephone No: 473-6360 Email: jmaur@worldbank.org

**Borrower/Client/Recipient**

Borrower: Republic of Senegal

Borrower: Republic of Mali

**Implementing Agency(ies)**

Implementing Agency: Ministry of Economy, Planning and Cooperation

Implementing Agency: National Coordination Unit

Implementing Agency: Ministry of Economy and Finance

**V. FOR MORE INFORMATION CONTACT**



The World Bank  
1818 H Street, NW  
Washington, D.C. 20433  
Telephone: (202) 473-1000  
Web: <http://www.worldbank.org/projects>

## VI. APPROVAL

Task Team Leader(s):	Anca Cristina Dumitrescu, Jean-Christophe Maur
Practice Manager (ENR/Social)	Aly Zulficar Rahim Recommended on 10-Sep-2019 at 15:49:56 EDT
Safeguards Advisor ESSA	Hanneke Van Tilburg (SAESSA) Cleared on 15-Dec-2019 at 19:20:29 EST