

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA16664

Date ISDS Prepared/Updated: 02-Mar-2016

I. BASIC INFORMATION

1. Basic Project Data

Country:	Central African Republic	Project ID:	P157923
Project Name:	Local connectivity emergency project (P157923)		
Task Team Leader(s):	Marc Marie Francois Navelet Noualhier, Abel Paul Basile Bove		
Estimated Appraisal Date:		Estimated Board Date:	01-Mar-2016
Managing Unit:	GTI05	Lending Instrument:	Investment Project Financing
Sector(s):	Sub-national government administration (10%), Rural and Inter-Urban Roads and Highways (90%)		
Theme(s):	Conflict prevention and post-conflict reconstruction (100%)		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			Yes
Financing (In USD Million)			
Total Project Cost:	4.90	Total Bank Financing:	0.00
Financing Gap:	0.00		
Financing Source			Amount
State and Peace Building Fund			4.90
Total			4.90
Environmental Category:	B - Partial Assessment		

2. Project Development Objective(s)

The Proposed PDO is to reconnect the population of the Northeast CAR to urban centers and local markets by rehabilitating the Kaga-Bandoro – Mbrès – Bamingui – Ndélé road.

The proposed project will contribute to the State and peace building efforts by ensuring basic transport connectivity between poorly connected areas in districts situated in the lagging regions (North-East). This should contribute to: (a) revitalize local economy by providing temporary employment at local level; (b) facilitate the movement of goods and domestic trade; and (c) State redeployment for development through MINTP deconcentrated civil servants along the targeted road.

3. Project Description

The Project, financed by the SPF, will contribute to the following activities within the Program. The

project activities are as follows:

Component 1. Drainage Improvement (US\$ 2.8 million). This component will finance the improvement of drainage, and the provision and installation of signaling and rain barriers along the Kaga-Bandoro – Mbrès – Bamingui – Ndélé road (333 km). The activities will include (a) the rehabilitation and construction of bridges, box culverts, and pipe culverts; (b) the construction of ditches; (c) the provision and installation of rain barriers; and (d) provision and installation of road signaling. Labor Intensive Public Works (LIPWs) will be used as much as possible during implementation of these activities, depending on the type of works, and of the availability of labor in the communities nearby. The component will cover the construction of a new metal bridge over the Bamingui river (PK214+500) to allow the crossing of the river during all seasons.

Component 2. Road Protection and Maintenance (US\$ 500,000). This sub-component will finance the management of rain barriers, and the setting of light maintenance systems involving communities ('cantonage') to ensure the protection and maintenance of the full length of the road (333 km) during project implementation, and to enable the appropriation of the project by the population.

(a) Sub-component 2.1. Management of rain barriers (US\$ 150,000). This sub-component will finance the management of the 14 rain barriers (one every 20-25 km), provided and installed under the sub-component 1.1 for the protection of the road. The activities will contribute to restore the national operating system of rain barriers, by (a) recruiting and training local agents, (b) restoring supervision from the MINTP at the local and national level, and (c) by setting up a payment system during the project and post-project on the targeted road.

(b) Sub-component 2.2. Light maintenance systems (US\$ 350,000). This sub-component will finance the implementation of a light maintenance system on the full length of the road (333 km). This system will allow the day-to-day local maintenance of the road for the duration of the project and progressively following road rehabilitation execution. The system could be composed of segments of 20-25 km, each of them managed by a team composed of a chief cantonnier whom would manage 10 cantonniers. An employee of the organization in charge of the implementation of the system would visit every end of the month, to monitor the works, gather data, manage the maintenance of the equipment, and proceed to the monthly payment. The tools for the execution of the works, as well as trainings will be provided by the project. Local maintenance committees will be set up and trained in order to encourage the sustaining of the light maintenance system.

Component 3. Institutional Strengthening and Capacity Building (US\$ 400,000).

(a) Sub-component 3.1. Redeployment of the Chefs de Service Préfectoral of the MINTP in the sous-préfectures of Kaga-Bandoro and Ndélé (US\$ 300,000). This component will finance (a) the rehabilitation and the re-equipment of MINTP offices in the sous-préfectures of Kaga-Bandoro and Ndélé; (b) job-related expenses, excluding salaries and compensations, for the Chefs de Service who will be in charge of the monitoring of the project; (c) the training of the Chefs de Service in order to be able to conduct proper supervision of the project. The activities will include the rehabilitation of an office in Kaga-Bandoro, the reconstruction of an office in Ndélé, and the provision of the minimum set of equipment needed in order to ensure a proper supervision and monitoring of the project.

Sub-component 3.2. Lessons learned (US\$ 100,000). This sub-component will finance a study and a workshop for the stakeholders, building on the lessons learned from the Project and other similar initiatives, and suggesting (a) a spot improvement system adapted to the context of CAR: low population density, length and condition of the road network, and budget constraints of the Government; and (b) a sustainable and efficient light maintenance system for priority rural roads. The baseline and impact study, taking into account the indicators of the project on the one hand, and

the impact on economic activity once the project is completed will also be financed under this component.

Component 4. Project Management & Contingency Fund (US\$ 1.2 million).

(a) Sub-component 4.1. Project Management (US\$ 700,000). This component will finance the direct and indirect costs necessary to the implementation of the project. The Fiduciary Principles Accord (FPA) provides 7% for indirect costs in accordance with the UN General Assembly resolution 62/208 (2007 Triennial Comprehensive Policy Review principle of full cost recovery). Direct costs related to project implementation by UNOPS will be financed under this component. Project management will also include social specialist and community facilitator to ensure project implementation is well coordinated with local authorities (district and municipal territorial administration, traditional leaders) to ensure smooth implementation, communication and security, especially with activities involving local communities (e.g. LIPW, local procurement of goods and services when possible, light maintenance and road barriers, road signaling identification, etc.). The team will carry rapid development assessments at the level of communities and municipalities, where the road goes through. Rapid assessments will involve local authorities (district and municipal territorial administration, traditional leaders) to gather necessary data for successful implementation such as: (a) drainage and spot improvement identification; (b) local governance arrangements; (c) security; (d) social dynamics and cohesion; (e) road safety issues, and (f) local economy and logistics data relevant to the planned works.

Furthermore, the component will support inclusive engagement with the local stakeholders by: (a) facilitating open and inclusive selection of beneficiary for the LIPW and social communication around the progress; (b) including communities in the identification of infrastructures to be rehabilitated/constructed; (c) facilitating the re-establishment of basic road maintenance responsibilities; and (c) setting up a Grievance Redress Mechanism specific to the project.

(b) Sub-component 4.2. Contingency Fund (US\$ 500,000). This component will include the provision of contingency funds to cope with unpredictable challenges during implementation, such as (a) additional drainage works or spot improvement in case the previously described activities are not sufficient enough to restore the minimum level of service required, during all seasons, and under the required standards, and (b) coping with potential price fluctuation of inputs during project implementation. The use of contingency funds will be subject to validation by the World Bank and MINTP.

4. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

The Project is located in the Center-Northeast area of CAR, along the existing Kaga-Bandoro – Ndélé road (333 km). The proposed civil works activities will remain confined to the current right-of-way/alignment of the targeted roads. Therefore, the anticipated adverse social and environmental impacts should be mainly limited to vegetation clearing, dusts, noise, soil erosion due to small scale borrow pits, likely road-side work related injuries, and poor construction related waste management.

5. Environmental and Social Safeguards Specialists

Cheikh A. T. Sagna (GSU01)

Medou Lo (GENDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental	No	The environmental and social screening carried out at the

Assessment OP/BP 4.01		concept stage assigned the project in the Category B. The project is now processed under a Fiduciary Principle Accord (FPA), and therefore UNOPS policies for environmental and social due diligence will be used instead.
Natural Habitats OP/BP 4.04	No	The FPA applies and that therefore UNOPS policies for environmental and social due diligence will be used.
Forests OP/BP 4.36	No	The FPA applies and that therefore UNOPS policies for environmental and social due diligence will be used.
Pest Management OP 4.09	No	The FPA applies and that therefore UNOPS policies for environmental and social due diligence will be used.
Physical Cultural Resources OP/BP 4.11	No	The FPA applies and that therefore UNOPS policies for environmental and social due diligence will be used.
Indigenous Peoples OP/BP 4.10	No	The FPA applies and that therefore UNOPS policies for environmental and social due diligence will be used.
Involuntary Resettlement OP/BP 4.12	No	The FPA applies and that therefore UNOPS policies for environmental and social due diligence will be used.
Safety of Dams OP/BP 4.37	No	The FPA applies and that therefore UNOPS policies for environmental and social due diligence will be used.
Projects on International Waterways OP/BP 7.50	No	The FPA applies and that therefore UNOPS policies for environmental and social due diligence will be used.
Projects in Disputed Areas OP/BP 7.60	No	The FPA applies and that therefore UNOPS policies for environmental and social due diligence will be used.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p> <p>No activity funded under the project is expected to have a significant negative environmental and/or social risk or impact. The potential environmental and social negative risks and impacts of the proposed project are associated with the reopening and the basic maintenance activities. They may have some minor environmental /or social risks and impacts which are likely to be minimal, site-specific, low and limited in scope and time, and easily manageable. The potential adverse impacts include vegetation clearing, dusts, soil erosion due to small scale borrow area, roadside traffic injuries, and poor construction-related waste management. It is expected that no activity will lead to loss of assets, piece of land or source/means of livelihood. The project is also not expected to have an impact on physical cultural resources, however there is always a “Chance-Finds” possibility to pay attention to. Since the project is now processed under a Fiduciary Principle Accord (FPA), UNOPS policies for environmental and social due diligence will be used.</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p> <p>The project is not expected to cause long term risks and impacts, as the environmental and social impacts associated with the reopening and the basic maintenance activities of the road corridors are localized and can be mitigated.</p>

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.
N/A
4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.
N/A: the project will be implemented by UNOPS through a FPA.
5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.
N/A: the FPA applies and that therefore UNOPS policies for environmental and social due diligence will be used.

B. Disclosure Requirements

If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.
If in-country disclosure of any of the above documents is not expected, please explain why:
Since the project will be implemented by UNOPS through an FPA, the environmental and social (including resettlement) policies of the UNOPS will apply. Consequently, none of the above documents following World Bank policies are expected.

C. Compliance Monitoring Indicators at the Corporate Level

The World Bank Policy on Disclosure of Information			
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes []	No []	NA [×]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes []	No []	NA [×]
All Safeguard Policies			
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes []	No []	NA [×]
Have costs related to safeguard policy measures been included in the project cost?	Yes []	No []	NA [×]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes []	No []	NA [×]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [×]	No []	NA []

III. APPROVALS

Task Team Leader(s):	Name: Marc Marie Francois Navelet Noualhier, Abel Paul Basile Bove	
<i>Approved By</i>		
Safeguards Advisor:	Name: Johanna van Tilburg (SA)	Date: 11-Mar-2016

Practice Manager/ Manager:	Name: Nicolas Peltier-Thiberge (PMGR)	Date: 11-Mar-2016
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