

# INTEGRATED SAFEGUARDS DATA SHEET

## IDENTIFICATION / CONCEPT STAGE

Report No.: ISDSC15701

Date ISDS Prepared/Updated: 17-Nov-2015

### I. BASIC INFORMATION

#### A. Basic Project Data

Country:	Central African Republic	Project ID:	P157923
Project Name:	Local connectivity emergency project		
Team Leader(s):	Marc Marie Francois Navelet Noualhier		
Estimated Date of Approval:	31-Mar-2016		
Managing Unit:	GTIDR	Lending Instrument:	Lending Instrument
Sector(s):	Sub-national government administration (10%), Rural and Inter-Urban Roads and Highways (90%)		
Theme(s):	Conflict prevention and post-conflict reconstruction (100%)		
Financing (in USD Million)			
Total Project Cost:	4.9	Total Bank Financing:	0
Financing Gap:	0		
Financing Source			Amount
State and Peace Building Fund			4.9
Environment Category:	B - Partial Assessment		

#### B. Project Development Objective(s)

The Proposed PDO is to reconnect the rural population of the Northeast part of CAR to urban centers, social services, and local markets by rehabilitating the Ndélé – Ouadda road corridor.

Re-connecting the isolated Eastern Region of CAR with the rest of the country by re-opening a key intra-regional road will contribute to the following higher-level objectives: (a) the long term prevention of the de facto partition of the country; (b) the re-establishment of territorial management and security by the central government; and (c) the re-establishment of basic road asset management in the areas of intervention in partnership with communities supported by other World Bank interventions in the area. Ultimately, these should contribute to the reconciliation and stabilization efforts by providing concrete services and a space for state-citizens constructive interactions.

#### C. Project Description

The proposed pilot project design, components and activities are as follows:

Road connectivity works. This component covers the financing of the planned spot improvement

type of road works, design studies and basic supervision of the works. The proposed project will focus on re-opening the Ouadda - Pata - Ndélé road corridor (about 230 km) by focusing on the spot improvement of about 65 km of non-contiguous stretches along the corridor to re-establish a basic all weather level of service. The planned spot improvement type of works, will require the capacity to work autonomously in a difficult environment, which means that a frontier type of construction approach, such as using force account, may need to be used to reinstate territorial connectivity. Based on the LONDO Project activities carried out in Ndélé, this component may also include Labor Intensive Works (LIW), thus contribute to jobs creation and support to vulnerable communities. The type of works involved is not gender-discriminatory. The project is expected to incrementally attract women. Should women's participation remain low, the beneficiary selection mechanism would allow enough flexibility to ensure more women are included.

At present, the area covered by the proposed pilot is not benefitting from any donor-funded program despite its strategic relevance and potential humanitarian impact if connectivity is re-established.

Community participation and capacity building. This component will ensure the proposed project promotes inclusive local governance. More specifically, the component will carry rapid development assessment at the level of communities and municipalities, where the road goes through. This assessment will involve local authorities (district and municipal territorial administration, traditional leaders) to gather necessary data for successful implementation such as: (a) spot improvement identification; (b) de facto and de jure local governance arrangements; (c) security; (d) social dynamics and cohesion; and (e) local economy and logistics data relevant to the planned road works. The rapid assessment will solve the issue of lack of information of the situation in the ground outside Bangui, and ensure successful implementation of the project.

Furthermore, the component will support inclusive engagement with the local stakeholders by: (a) facilitating open and inclusive selection of beneficiary for the LIW and social communication around the progress; (b) facilitating the re-establishment of basic road maintenance responsibilities and financing at the local level, including local administrative, traditional and community leaders, private firms implemented in the area if any, and central administration; and (c) using the LONDO Grievance Redress Mechanism (GRM) implemented by the Agence d'Exécution des Travaux d'Intérêt Public en Centrafrique (AGETIP-CAF) .

Finally, the proposed project will use the experience from the LONDO Project which tested district level rapid assessment, is piloting community maintenance, and has already implemented LIW in the Ndélé area. The proposed project will also learn from the experience of the "4ème parallèle" road, which is privately maintained by logging companies, and replicate and adapt if there are firms active in the areas.

Project Management. This component covers activities related to the implementation of the project activities in a very challenging logistical and operational context. As such, the Project will strengthen the UN/WBG coordinated effort for FCS, which is a WBG corporate priority. The Team is already in contact with the WBG's FCS CCSA (GCFDR) in order to explore further collaboration with the UN Department of Peacekeeping Operations (DPKO).

In addition, the proposed project activities will complement existing WBG projects, namely the: (a) Emergency Public Services Response Project; (b) Emergency Urban Infrastructure Project; (c) LONDO Project; and (d) the CEMAC TTFP.

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

The Project is located in the Northeast area of CAR, along the existing Rural Road (RR – Route Rurale) 21 Ouadda – Boungou – Pata – Ndélé. The proposed works activities will remain confined to the current right-of-way/alignment of the RR. Therefore, the anticipated adverse impacts should be limited to vegetation clearing, dusts, soil erosion due to borrow pits, injuries, and poor construction-related waste management. However, appropriate measures may be put in place to monitor/control any movement of bush meat along the corridor.

#### **E. Borrower's Institutional Capacity for Safeguard Policies**

In CAR, the Borrower's Institutional Capacity to manage safeguards has been developed thanks to several Bank-financed projects. The ongoing regional CEMAC TTF Project produced important benefits in terms of institutional strengthening of the key CAR institutions involved in safeguards. As such, that Project includes an Environmental & Social component implemented under the umbrella of the Direction of the Road Environment Protection of the Ministry of Public Works, and in connection with that Project's PIU. Therefore, the Borrower is familiar with the WBG safeguards policies, and has relevant Safeguard Management experience with Environmental Assessment. Capacity to manage social safeguard aspects will be assessed during the preparation of the project.

#### **F. Environmental and Social Safeguards Specialists on the Team**

Cheikh A. T. Sagna (GSURR)

Medou Lo (GENDR)

## **II. SAFEGUARD POLICIES THAT MIGHT APPLY**

<b>Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/ BP 4.01	Yes	<p>This policy is triggered since the project activities for re-opening and maintenance of roads have the potential for some localized environmental adverse impacts. These include vegetation clearing, dusts, soil erosion due to borrow area, injuries, and poor construction-related waste management.</p> <p>As the proposed project is processed through OP 10.00 Para 12, the preparation of the environmental and social assessment documents is deferred to the implementation stage. Project documents will include an action plan and a timetable agreed with the Borrower, for the preparation of an ESMP for the reopening of the Ouadda-Pata-Ndélé road corridor and the basic maintenance activities to ensure basic sustainability and all-year traffic on the re-opened road corridor. The ESMP will be prepared, consulted upon, and disclosed as soon as possible during project implementation, and no later than three months after effectiveness and prior to the commencement of works.</p>

Natural Habitats OP/BP 4.04	No	The policy is not triggered given that project activities should not result in loss, conversion or degradation of natural habitats or critical natural habitats as defined by the policy.
Forests OP/BP 4.36	No	This policy is not triggered as the project's activities are not expected to impact the welfare of forests.
Pest Management OP 4.09	No	The project does not involve pest management
Physical Cultural Resources OP/BP 4.11	Yes	The project is not expected to have an impact on physical cultural resources. However, in light of possible chance-Finds the policy is triggered
Indigenous Peoples OP/BP 4.10	No	Indigenous People (Ba'Aka) are present in the country but not directly in the project areas (primary and secondary roads network and peri-urban areas).
Involuntary Resettlement OP/BP 4.12	Yes	This policy is triggered in case there is a need for minor re-alignments or removal of structures along the existing Right of Way (ROW) for the proposed road works. An action plan will be agreed with the Borrower, and included in the project document, for the preparation of an RPF and/or RAP as the case may be.
Safety of Dams OP/BP 4.37	No	There are no dam-related activities in the project
Projects on International Waterways OP/BP 7.50	No	There are no activities related to international waters in the project
Projects in Disputed Areas OP/BP 7.60	No	The Project is not located in a disputed area as defined by the policy.

### III. SAFEGUARD PREPARATION PLAN

#### A. Appraisal stage ISDS required?: Yes

##### i. Explanation

An appraisal stage ISDS is required as it will detail the appropriate Safeguards action plan needed.

##### ii. Tentative target date for preparing the Appraisal Stage ISDS

29-Jan-2016

#### B. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage ISDS.

The proposed project - designed to support social and economic recovery as well as facilitating peacebuilding - is processed under Operational Policy (OP) 2.30 (Development Cooperation and Conflict), OP 8.00 (Rapid Response to Crises and Emergencies), and paragraph 12 (Situations of Urgent Need of Assistance) of OP 10.00 (Investment Project Financing), and the proposed operation benefits from condensed procedures, deferral of environmental and social requirements, and streamlined fiduciary procedures. OP 7.30 (Dealings with De Facto Governments) was triggered on March 25, 2013 and remains in effect.

An ESMP will be prepared, consulted upon and disclosed in-country and in the Infoshop, no later

than three months after project effectiveness and prior to the commencement of civil works. An action plan will be agreed with the borrower and will be included in the Project Paper.

#### IV. APPROVALS

Team Leader(s):	Name: Marc Marie Francois Navelet Noualhier	
<b><i>Approved By:</i></b>		
Safeguards Advisor:	Name: Johanna van Tilburg (SA)	Date: 06-Nov-2015
Practice Manager/ Manager:	Name: Fabio Galli (PMGR)	Date: 06-Nov-2015

<sup>1</sup> Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.