

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC17016

Date ISDS Prepared/Updated: 13-Jan-2017

Date ISDS Approved/Disclosed: 14-Jan-2017

I. BASIC INFORMATION

A. Basic Project Data

Country:	Cote d'Ivoire	Project ID:	P151324
Project Name:	CI-Infrastructure for Urban Delop. and Competitiv. of second. cities (P151324)		
Task Team Leader(s):	Maiko Miyake,Hatem Chahbani,Mahine Diop		
Estimated Appraisal Date:	06-Mar-2017	Estimated Board Date:	30-May-2017
Managing Unit:	GTC07	Lending Instrument:	Investment Project Financing
Financing (In USD Million)			
Total Project Cost:	150.00	Total Bank Financing:	100.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			50.00
International Development Association (IDA)			100.00
Total			150.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

B. Project Objectives

The proposed PDO is to increase investments in key economic and social infrastructure and enhance the business environment for private sector investment in the targeted secondary centers of Bouaké and S. Pedro.

C. Project Description

The proposed project has the following components: 1) enhancing the performance of economic infrastructure; 2) supporting private sector development; 3) improving the enabling environment of cities; and 4) project management.

Component 1: Enhancing the performance of economic infrastructure

Sub-component 1.1: Bouake

The project develops the urban section of the highway A3 dual carriageway and construction of two heavyweight parking areas to the north and south entrances to the city of Bouake. The project will also pave the urban road of Tolakouadiokro. The project financing the tarring of 4.5 kilometers in 2x1 lanes to GESTOCI (T03) to improve access to the hydrocarbon storage facility GESTOCI and serve the dense residential area upstream from the national A3 and wholesale market of Bouake.

The project strengthens the management of MGB by improving the PPP arrangement. It is envisaged that the Project will also finance the review of existing management structure of MGB with the view to ensure better functioning and sustainability of the project investments. The government is seeking strategic partnerships and / or PPP to finance and efficiently manage this infrastructure. The project will finance a feasibility study to identify the best mode of PPP adapted to the conditions of the wholesale market, whether it be a service contract, management contract, concession or lease. The study to be made should also include a market localization strategy on the outskirts of the city to allow not only to improve traffic flow in the center of the city, but to optimize the efficiency and productivity of the market.

Sub-component 1.2: San Pedro

The Project will finance the strengthening of the road dedicated for the use of heavy trucks (approximately 8 kilometers) in order to decongest the city center of San Pedro and divert traffic bound to the port to this road, the upgrading and asphaltting of the access road to the airport, which is approximately 1 kilometer, and the construction of access roads to the tourist zone over a length of about 6 kilometers. Finally, the project will also finance the construction of parking and rest areas of trucks: The Project finances the construction of a parking area on 5ha of land in the port area. It is expected that the area is secure and equipped with related equipment (toilets, restaurants, weighbridge, etc.) and be managed by the private sector.

Component 2: Support to Private Sector Development

The Project will finance support to entrepreneurs to encourage business growth in Bouake and San Pedro. To do this, the entrepreneurship program will aim to increase the amount of entrepreneurial activity and capacity of local entrepreneurial support organizations and also identify and build up a select number of high-growth businesses, as well as support the visibility of these activities and businesses. By identifying motivated entrepreneurs who can create the foundation of entrepreneurship in Bouake and San Pedro, and strengthen their capacity to create and develop viable activities, it is hoped that more small and medium businesses contribute to economic growth and sustainable job creation and the dynamism of the private sector in the two cities. This will be achieved through a structured support program that combines training, mentoring, technical and financial assistance to help entrepreneurs transform and implement business ideas through bankable business plans and business acceleration programs.

The entrepreneurship program has three distinct parts: (i) business start-up support, (ii) business acceleration program and (iii) provision of shared equipment and facilities. The business start-up support will begin with the deployment of an intensive training on entrepreneurship. This training aims to help participants prepare a business plan and participate in a business plan competition, which takes place each year during the implementation of the project. The winners of the business

plan competition, which will seek large private sector sponsorship, will receive mentoring and coaching to refine their business plans, and in the end those among the selected will receive a small grant to start their businesses. The acceleration program is dedicated to established SMEs in need of expert advice to help them grow their businesses, as well as access to capital. This will provide longer term technical, management and marketing support (6-18 months) for a select number of high potential businesses as well as access to early-stage patient capital up to \$500K. Acceleration program will seek to work with large Ivoirian corporates (for example in agro-processing). Finally, the program will also support provision of shared equipment and facilities for the entrepreneurship programs in each city, including physical space, access to stable energy, water and internet facilities.

The program will be managed by reputable private operators, which will also be made responsible to build the capacity of local entities in providing the similar support beyond the project time horizon. Given the critical importance of the delivery capacity of the program, yet relatively scarce availability and quality of services of TA providers in Bouake and San Pedro today, the program will be firmed out to ensure there will be visible impacts within the project life time. However, the contracted firms will be strongly incentivized to build local capacity through carefully crafted contracts, particularly beyond TA providers to also include local institutions such as universities and/or technical training facilities where possible/feasible. The project will also explore the deployment of more than one firm to run these programs and build capacity in order to create the sense of competition among the programs.

Component 3: Improving the enabling environment of cities

The project supports the provision of better administrative services for businesses in Bouake and San Pedro. This includes business registration services, which is needed in order to qualify potential investors to benefit specific fiscal incentives. Obtaining construction permit is another procedure to be considered, as the volume of economic activities grows in these cities, so that investors and contractors do not travel to Abidjan for the paper work. But this will also be discussed within the context of de-centralization, as the construction permit is still handled by the central government. In Abidjan, the government of Cote d'Ivoire has already implemented an impressive reforms, and there is no reason why the same expedited services cannot be provided to the residents of cities outside Abidjan.

The project will also support the dialogue of stakeholders to improve the business climate in Bouake and San Pedro. The dialogue should address the key concerns raised in the survey such as the lack of transparency of tax obligation, licensing and inspection requirement. This will build on the successful support provided by the World Bank Group to organize stakeholders, provide data and analyses for constructive dialogues and advocacy, and follow up the implementation.

The project will also support the collection and dissemination of information for businesses and residents. It is to gather information frequently requested by investors so that the investors are left with more positive impression of the city. In addition, the city can improve the dissemination of information related to economic activities through the existing website (with data access e-government), training to economic development.

The project finances the rehabilitation of the City Hall as a host of all the business-oriented services mentioned above. In order to improve the functioning of the city government, it is also proposed that the project finances the rehabilitation of the City Hall. This will allow not only to gather the key city services in one place and but also to provide a business center to inform and guide investors and

visitors.

It is proposed that the project finance a study on land valuation in the city. The objective of this study is to enable decision makers (mayors and state) to make the most of financial resources that could generate requalification of all spaces in the city center due to inefficient occupation. Inefficient space development has limited economic interest in the city.

The training will be conducted in order to strengthen their skills in managing competitive cities, but also enable them to benefit from the best practices in terms of competitiveness of cities through south-south exchange.

In order to make the city more attractive and enhance the city population, this activity will consist of the development including green areas, etc.

Component 4: Project management

This component will include support to the project management in coherence with the fiduciary standards of IDA-financed projects, as well as a strengthening of more general institutional capacities. Taking into account the complexity and multi-dimensionality of the project (with multi-sectoral interventions, public and private investments, the role of Central and local authorities) effective institutional coordination is crucial to ensure an efficient implementation of the project. The activities identified under this component would include the following:

- Support to fiduciary management and coordination necessary for a proper execution of the project;
- Strengthening of institutional capacities and the establishment of a platform for collaboration and strong cooperation with the private sector; and
- Support to local and regional institutions.

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

The project locations are Bouake and San Pedro.

E. Borrowers Institutional Capacity for Safeguard Policies

The Recipient has several years of experience in applying and implementing World Bank projects. There are considerable legal and institutional frameworks in the country to ensure compliance with World Bank safeguards policies triggered by the proposed project. In Cote d'Ivoire, the Ministry of Environment, and Sustainable Development (MINEDD) is responsible for setting policy guidelines on environmental issues and ensuring compliance with national environmental standards. It has different departments among which the National Agency of Environment (ANDE, Agence Nationale de l'Environnement) in charge of environment safeguards compliance of all projects in the country. The unit is relatively staffed and its capacities are acceptable. However, the Project will hire a Senior social staff to enhance and to strength the capacity of the current team on overall social related management. The project will also receive guidance from the Bank's environmental and social specialists in the Project team.

F. Environmental and Social Safeguards Specialists on the Team

Abdoul Wahabi Seini (GSU01)

Abdoulaye Gadiere (GEN07)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The proposed project will fund the development and rehabilitation of urban infrastructure, such as roads and buildings in Bouake and San Pedro. All these activities may induce potential adverse impacts on environmental components. For some constructions, the specific locations are known, and for some, unknown. For those which exact locations are known such as the highway A3 dual carriageway and the construction of two heavyweight parking areas to the north and south entrances to the city of Bouake and the tarring of 4.5 kilometers in 2x1 lanes of the urban road of Tolakouadiokro, Environmental and Social Impact Assessments(ESIAs) will be prepared. This will also be the case in San-Pedro with the strengthening of the road dedicated for the use of heavy trucks (approximately 8 kilometers), the upgrading and asphaltting of the access road to the airport, which is approximately 1 kilometer as well as the construction of a parking area on 5ha of land in the port area. The rest of investments for which exact locations are not known to date, an Environmental and Social Management Framework (ESMF) will be developed. Once ESIAs and the ESMF prepared, they will be reviewed, consulted upon and disclosed both within Cote d'Ivoire and at the Infoshop prior the appraisal.
Natural Habitats OP/BP 4.04	No	The project will not undertake any investments that may impact on natural habitats.
Forests OP/BP 4.36	No	It is not anticipated that forests will be impacted by the project.
Pest Management OP 4.09	Yes	The Sub-component A2 aims to strengthen the competitiveness of the targeted economic agglomeration, including: the development of high potential value chains (cashews, cereals, fruits and vegetables, cassava/yam). To achieve this, activities under this component may lead to the use of chemical products such as pesticides by beneficiaries. Consequently, an Integrated Pest Management Plan will be prepared, reviewed and disclosed both in Cote d'Ivoire and at the Infoshop prior the Appraisal.
Physical Cultural Resources OP/BP 4.11	Yes	This policy is triggered because activities related to the construction of roads and the undertaking of

		other civil works will induce excavations with potential discoveries of physical cultural resources. In order to anticipate and to be sure that all the precautions have been taken to protect and safeguard physical cultural resources, the ESMF prepared in line with the OP4.01 will include a section on how to handle chance finds of cultural assets within the project area.
Indigenous Peoples OP/BP 4.10	No	There are no indigenous people as defined by the policy in the project area
Involuntary Resettlement OP/ BP 4.12	Yes	As some planned activities will potentially expected to lead to land acquisition or restriction of access to sources of livelihood such as the highway A3 dual carriageway and the construction parking areas in the city of Bouake and the tarring of 4.5 kilometers in 2x1 lanes of the urban road of olakouadiokro,. In San-Pedro with the strengthening of the road dedicated for the use of heavy trucks (approximately 8 kilometers), the upgrading and asphaltting of the access road to the airport, the construction of a parking area on 5ha of land in the port area. Those activities therefore require the finalization of the ongoing RAPs. However, for the rest of investments for which exact locations are not known to date a Resettlement Policy Framework (RPF) will be prepared for the activities triggered by the OP 4.12 as a due diligence. The Resettlement Policy Framework (RPF) consistent with OP 4.12 will be prepared by the Borrower as well as the RAPs, reviewed and cleared by the RSA and disclosed in-country and at through the Bank external website prior to appraisal. The RPF will be used as a guide to conduct specific Resettlement Action Plans (RAPs) for other further investments. All these reports will submitted to the Bank for approval and disclosure prior to the commencement of any civil works with lands related issues.
Safety of Dams OP/BP 4.37	No	The project will not finance dams nor rely on dams.
Projects on International Waterways OP/BP 7.50	No	The project is not expected to affect international waterways.
Projects in Disputed Areas OP/ BP 7.60	No	The project will not be located in a Disputed Area.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 09-Feb-2017

¹ 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.

B. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing¹ should be specified in the PAD-stage ISDS:

The borrower will prepare an Environmental and Social Management Framework (ESMF), a Resettlement Policy Framework (RPF), and an Integrated Pest Management Plan (IPMP). In addition to these three documents, the client will also prepare ESIA's and RAPs for investments for which exact locations are known to date. These instruments once prepared, will be reviewed, consulted upon and disclosed within the country by the Government of Cote d'Ivoire, and at the World Bank's InfoShop prior to project appraisal.

IV. APPROVALS

Task Team Leader(s):	Name: Maiko Miyake,Hatem Chahbani,Mahine Diop	
<i>Approved By:</i>		
Safeguards Advisor:	Name: Maman-Sani Issa (SA)	Date: 13-Jan-2017
Practice Manager/ Manager:	Name: Rashmi Shankar (PMGR)	Date: 14-Jan-2017