

**PROJECT INFORMATION DOCUMENT (PID)
APPRAISAL STAGE**

Report No.: PIDA19958

Project Name	Burundi - Emergency Infrastructure Rehabilitation Project (P150929)
Region	AFRICA
Country	Burundi
Sector(s)	Rural and Inter-Urban Roads and Highways (70%), Public administration- Water, sanitation and flood protection (16%), Central government administration (14%)
Theme(s)	Infrastructure services for private sector development (50%), City-wide Infrastructure and Service Delivery (25%), Trade facilitation and market access (25%)
Lending Instrument	Investment Project Financing
Project ID	P150929
Borrower(s)	MINISTRY OF FINANCE
Implementing Agency	Road Authority - Office des Routes (OdR)
Environmental Category	B-Partial Assessment
Date PID Prepared/Updated	21-Feb-2015
Date PID Approved/Disclosed	02-Mar-2015
Estimated Date of Appraisal Completion	19-Feb-2015
Estimated Date of Board Approval	23-Mar-2015
Appraisal Review Decision (from Decision Note)	RVP concurred to the deferral of social and environmental safeguards instruments to the implementation phase through the signature of the Memo submitted by the CD.
Other Decision	RVP delegated the decision meeting to the Country Director as the social and environmental impacts are expected to be minimal and can be managed during implementation.

I. Project Context

Country Context

1. Burundi is a small densely populated landlocked mostly hilly country vulnerable to drought, landslides, and flooding. It has considerable altitude variations, from 774 to 2,600 meters above sea level, and an average annual rainfall of about 150cm, over two wet seasons. Burundi is one of the smallest countries in Africa with a land area of 27,834 km², with a population of about 9.8 million, giving it a population density of about 350 persons per km². Although it is urbanizing faster than other Sub-Saharan Africa countries, 90 percent of the country's population still lives in rural areas.

2. Burundi has enjoyed moderate GDP growth of about 4 percent during the past decade, mainly due to improved agricultural performance, but poverty remains widespread. With a GDP of about US\$2.4 billion in 2013, the annual per capita income was about US\$240. The share of the poor population declined by 6 percent between 2006 and 2012 but still remains very high at 60 percent. The country remains among the ten poorest countries in the world, with a Human Development Index of 0.389 in 2013, which is well below Sub-Saharan Africa's (SSA) average, estimated at 0.502 for the same period. The population is widely dispersed across the country and the livelihood of 9 Burundians out of 10 depends directly or indirectly on farming.

3. More than 75 percent of Burundi's urban population lives in Greater Bujumbura, which has an estimated population of about 800,000. The area covered by the city, has expanded rapidly over the last three decades, from about 37 km² in 1983 to over 100km² today. This rapid expansion has however, not been accompanied by proper land use planning and watershed management, creating a complex hydrological situation.

4. Uncontrolled urbanization leading to the expansion of informal settlements, coupled with insufficient public investment, especially in Bujumbura's peripheral districts, has resulted in deficiencies in basic infrastructure and services. The underserved informal settlements are vulnerable to flooding due to the poor drainage infrastructure and the city's geographical location – Bujumbura is nestled in a narrow North South strip of land between the low-lying shore of Lake Tanganyika and a range of high hills to the east.

Sectoral and institutional Context

5. The GoB has prepared and is implementing an Infrastructure Action Plan (2010-2015) that comprises the Road Network Improvement Program to support the productive sectors of the economy. Its main objectives for the 2011-2015 period are to: (a) safeguard and preserve the national paved and unpaved road network; (b) pave inter/intra-regional roads; (c) increase budgetary resources allocated to the road network; and (d) build institutional capacity for road maintenance.

6. The Government's efforts are in line with Burundi's overall development policy outlined in "Vision Burundi 2025". In 2012, the country adopted a Second Generation Growth and Poverty Reduction Strategy Paper (GPRSP II), whose strategic thrust is "Transformation of Burundi's economy to ensure sustained and job-generating growth".

Transport sector

7. Road transport carries about 90 percent of goods in Burundi due to the absence of a railway network and increasingly unreliable Inland Water Transport (IWT) on Lake Tanganyika. The main challenges associated with road transportation include the long leads (over 1,000 km) from its primary international gateway ports such as Dar-es-Salaam and Mombasa. Furthermore, road transportation is directly impacted by transit countries' Non-Tariff Barriers (NTBs), poor logistics and efficiencies, as well as burdensome cross-border, customs and other administrative procedures. The high costs of infrastructure development, coupled with equally high transport costs, are major constraints to growth for the predominantly agricultural economy.

8. The road network of Burundi comprises about 12,300 km of roads. About 4,800 km are part of the “classified” road network managed by the Ministry of Transport, Public Works and Equipment (MTPWE) and by the National Road Agency (NRA), while the remaining 7,500 km are part of the “non-classified” road network managed by the local communities. The greater part of the network was developed between 1960 and 1990, and is mostly in poor condition. Key parts of the poorly maintained road infrastructure network were further damaged by the February 2014 floods.

Urban sector

9. The Urban Planning and Development Master Plans for Bujumbura, Gitega, Ngozi and Rumonge, which are the main cities of the country, are being finalized. In the case of Bujumbura the implementation of the city development program for the year 2045 has commenced. The Town planning, Habitat and Construction Code was adopted in 2013.

10. The GoB carried out several programs to develop urban infrastructure to support economic growth, ensure a clean and sustainable environment, and in the case of Bujumbura, to upgrade informal urban settlements through sites and services programs. Major improvements have been undertaken, such as paving roads, provision of water and electricity, rehabilitation of drainage system, and construction of markets. However urban development is still suffering from lack of planning and coordination.

11. The current World Bank-financed Public Works and Urban Management Project (PWUMP) financed the rehabilitation of storm water drainage systems in part of Bujumbura and the Storm Water Drainage Master Plan for the city. The MTPWE is about to initiate a new project focused on the upgrade of bank protections for rivers and streams that flow through the Bujumbura and on the protection of hillsides.

Disaster Risk Management

12. The institutional setting for disaster risk management is as follows: the Defense and Security Forces (DSF), under the aegis of the Ministry of Public Security, are in charge of preventing and responding to natural and other disasters; a multi-sectoral commission, named "Commission Interministérielle pour la Gestion des Risques et des Catastrophes" (CIGRC) provides political guidance, while technical coordination is ensured by the "Plateforme Nationale de Prévention des Risques et de Gestion des Catastrophes" (PFNPRGC), supported by the "Bureau National de Gestion des Risques et des Catastrophes" (BNGRC). The permanent secretary of the BNGRC is the Director-General of Civil Protection. In line with the National Strategy for Disaster Risk Management, CIGRC's role is to provide guidance towards a coordinated approach to risk mitigation (development planning, urban planning, land use planning, environmental impact evaluation, etc.), preparedness (early warning and response), risk financing, (insurance and contingent liability funds), and reconstruction planning (early recovery and sustainable reconstruction).

13. The findings from a 2011 United Nations Environment Program (UNEP) study indicated that extreme flood and drought events could reduce long-term growth in the sub-region by about 2.4 percent of GDP per annum. Almost 30 percent of Burundi's climate changes impacts are likely to be affected by recurrent extreme droughts and floods. Also, flooding events are expected to increase

in frequency and magnitude in the low-lying areas, due to climate change and localized deforestation. Changes in annual and seasonal rainfall patterns, increasingly affect agricultural production, health, water availability, energy generation, infrastructure, biodiversity and ecosystem services (including forestry and tourism). Impacts disproportionately affect the poor and vulnerable groups since they have fewer resources to adapt to climate change.

14. To improve disaster risk management in Burundi, the following initiatives are being implemented: (a) the World Bank ongoing Country Environmental Analysis (CEA) supporting the development of an updated nationwide investment plan for disaster risk management and climate adaptation; (b) the German International Cooperation (GIZ)-funded Climate Change Adaptation and Soil and Water Resources Conservation Project (ACCES), aimed at developing strategies and instruments to reduce vulnerability of the rural population to the negative effects of climate change; and (c) the Red Cross-supported Flood and Landslide Preparedness to Improve Community Resilience in Burundi Project.

II. Proposed Development Objectives

The proposed Project's objective would be to enhance the climate resilience of key transport and drainage infrastructure in Greater Bujumbura while strengthening the country's capacity to manage and prevent natural disasters.

III. Project Description

Component Name

Component A: Rehabilitation of Roads and Urban Infrastructure (Estimated cost: US\$21.6 million)

Comments (optional)

18. The activities to be financed under this component are the rehabilitation or reconstruction of key transport and urban drainage infrastructure, as identified in the post-disaster assessment report.

Component Name

Sub-Component A.1. Transport Infrastructure Rehabilitation (estimated cost: US\$12.6 million)

Comments (optional)

19. The works to be financed under this component would consist in reconstructing and/or rehabilitating approximately 30 km of the NR-1 and related structures, including, inter alia, installation of slope protection measures, stabilization of embankments, rehabilitation of drainage systems, and redirection of groundwater.

Component Name

Sub-component A.2. Urban Infrastructure Rehabilitation (estimated cost: US\$9 million)

Comments (optional)

20. Strengthening of river channels and embankments. This will entail: (a) strengthening of Nyabagere and Kinyankonge river channels for a length of about 7.5 km; (b) building of a channel between the two parts of Camara neighborhood (serviced and non-serviced areas); (c) re-sizing of water outlet to allow better water flow from the new main channel along NR9; (d) building of a channel from Gasenyi River; and (e) the waste water treatment plant at the junction of the Nyabagere and Kinyankonge rivers.

Component Name

Component B. Capacity Strengthening in Disaster Risk Management (estimated cost: US\$2 million)

Comments (optional)

21. This component would focus on enhancing the capacity to respond and manage possible future natural disasters on key infrastructure, especially roads and urban infrastructure.

Component Name

Sub-component B.1. Capacity Strengthening in Disaster Risk Management (estimated cost: US \$500,000)

Comments (optional)

30. To prevent the recurrence of similar major impacts in relation with landslide and flooding events in the project area, it is essential to strengthen the capacity of the government and communities to manage disaster risks. The project will finance: (a) an evaluation and mapping of risks and underlying factors in the project area; (b) a strategic information system to prioritize structural and non-structural risk mitigation activities; (c) the establishment of a prevention, early warning and response system in areas at risk of flooding and landslides; and (d) the development of risk evaluation and extreme event monitoring tools to be owned by the communities and supported by the Red Cross volunteers, the local Committees for Civil Protection and the hydro-meteorological service (IGEBU).

Component Name

Sub-component B.2. Disaster Risk Recovery Contingency Funds (estimated cost: US\$1.5 million)

Comments (optional)

23. This sub-component would support emergency measures to reduce damage to infrastructure, ensure business continuity, and enable early rehabilitation. Following an adverse event that causes a major disaster, the GoB may request the World Bank to channel resources from this sub-component into an Immediate Response Mechanism (IRM). An IRM coordinating unit and expenditure management procedures will be defined during project implementation and reflected in an 'Immediate Response Mechanism Operational Manual', to be prepared separately and approved by the Bank, in line with the flexibility provided under paragraph 12 of OP 10.00. Eligible operating costs may include incremental expenses incurred for efforts arising as a result of the natural disaster.

Component Name

Component C. Institutional Support, Project Management and Coordination (estimated cost: US\$1.4 million)

Comments (optional)

24. This component would pay for consultancy services, technical advisory services such as technical studies and assessments, training, media Information, Education and Communication (IEC), and financial audits.

25. This component is also expected to finance project management and coordination costs, including the Project Management Unit (PMU) operating costs.

26. The proposed project will continue the institutional support initiated in the road sector under the RSDP since the capacity of GoB to efficiently manage and maintain the country's road network remains weak. Therefore, as a first priority, the proposed project will finance a new Transport strategy, including multi-years investment plans and maintenance program covering 5-10 years.

IV. Financing (in USD Million)

Total Project Cost:	25.00	Total Bank Financing:	25.00
Financing Gap:	0.00		
For Loans/Credits/Others			Amount
BORROWER/RECIPIENT			0.00

IDA Grant	25.00
Total	25.00

V. Implementation

A. Institutional and Implementation Arrangements

29. As noted above, implementation arrangements for the proposed project will be based on well tested existing institutional structures. Technical oversight and general supervision would be provided by an Inter-Ministerial Technical Steering Committee (ITSC) located in the Ministry of Transport, Public Works and Equipment (MTPWE). Implementation of individual sub-components would be carried out by two Implementing Agencies (IAs) that are already operational under World Bank funded projects: the NRA and the Burundi Agency for Public Works (BAPW, or Agence Burundaise pour la Réalisation des Travaux d'Intérêt Public - ABUTIP). A graph presenting the project's institutional arrangements is presented in Annex 3.

30. Project Technical oversight and general supervision. A TSC chaired by the Minister of MTPWE or her/his representative will be established. The TSC would include representatives of the Ministry of Water, Environment and Urban and Regional Planning (MWEURP) which has oversight over the BAPW, and from the Ministry of Public Security (MPS), mandated with the prevention and coordination of Disaster Risk Management (DRM) activities. It will also include representatives of key stakeholders. The TSC would provide strategic direction and overall supervision for the proposed Project, approve the Annual Work Programs and budgets, and ensure adequate coordination with line Ministries and alignment with sector strategies.

31. Project coordination, financial and daily management. The NRA, supported by the same PMU that is being used for the current transport project, would be responsible for day-to-day project coordination, financial management, monitoring and evaluation, and reporting. The NRA will process the payment of all invoices through the PMU, prepare Activity Progress Reports (APRs) each semester, which would consolidate the progress reports received from the IAs, as well as the quarterly Interim Financial Reports (IFRs) that would consolidate the IFRs received from the IAs.

32. Implementing Agencies. To achieve rapid results and to ensure close fiduciary oversight, the NRA and ABUTIP, under the umbrella of the line Ministries, will be responsible for overall coordination and management of their respective subcomponent activities. They will be responsible for: (a) selecting and recruiting consultants; (b) supervising the consultants; (c) managing the bidding process and awarding contracts; (d) monitoring the implementation of the environmental and social management plans; (e) managing contracts and approving invoices; (f) coordinating the overall monitoring and evaluation system; (g) consolidating progress reports and reporting to the SC; and (h) ensuring successful implementation of the project.

33. Transport component specific implementation arrangements. The same implementation arrangements designed for the RSDP will be maintained. Project implementation will be carried out as follows, with the NRA as the IA:

- (a) The NRA's Department of Planning will be responsible for design studies, the preparation of bidding documents and the technical audits of the project.
- (b) The NRA's Department of Works will oversee the implementation of works. It will review

and approve all payment invoices related to works.

(c) The PMU will carry out the project management, including procurement as well as the project's financial management aspects. The PMU will report directly to the General Director of NRA.

34. Urban Infrastructure and DRM component specific implementation arrangements. The proposed project will build on the institutional and implementation arrangements put in place for the PWUMP, streamlined for efficiency purposes. Therefore, the BAPW, a public works contract management agency, will continue to be the IA through a delegated contract management agreement with the Government. For the smaller activities in the urban sub-component, the private sector will execute all investment works and works supervision to promote local economic activities. Likewise, since the activities to be financed under the DRM component are similar to those that are usually carried out by BAPW, this latter's responsibilities will include management of the DRM sub-component.

B. Results Monitoring and Evaluation

35. Annex 1 provides the results framework with the list of outcome indicators as well as the intermediate results indicators for each of the project components. For the project's Transport component, implementation, monitoring and evaluation will fall under the responsibility of NRA. For the Urban and DRM components, implementation and monitoring and evaluation will fall under the responsibility of BAPW in coordination with the central government.

C. Sustainability

36. Studies to rehabilitate key National Roads, including NR-1, have already been carried out under the RSDP. The maintenance of all rehabilitated roads, particularly NR-1, will remain the top priority for the Road Maintenance Fund's (RMF) in terms of financing due to the fact that this is the most important road of the core road network carrying about 35% of the country's road traffic. To this end, the RMF will continue to secure a monthly contribution of BIF300 million (about US \$200,000) for the recurrent maintenance of the main roads comprising 1,100 km of paved and about 400 km of unpaved roads, to continue to support the activities implemented with CDAs.

37. The maintenance of urban infrastructure falls under the responsibility of the municipalities and sustainability will be sought through: (a) increased mobilization of local revenues; and (b) increased allocation of maintenance funds in municipal budget. The Municipality of Bujumbura has been supported through World Bank-funded PWUMP on policy reforms to increase local tax revenues. However, the budget allocated by the Municipality of Bujumbura to the maintenance of urban infrastructure is still insufficient. To increase Municipality funding, the central Government's involvement will be solicited, either through the close follow up of the Municipality's commitment to continue to allocate an agreed portion of its budget to urban infrastructure maintenance as contained in the existing "City Contract" between both parties, or through the allocation of a block grant to the Municipality, allocated to urban infrastructure maintenance.

38. The use of more climate resilient engineering and construction techniques, should improve the long term sustainability of the transport and urban infrastructure that will be rehabilitated/reconstructed under the proposed project.

VI. Safeguard Policies (including public consultation)

Safeguard Policies Triggered by the Project	Yes	No
Environmental Assessment OP/BP 4.01	x	
Natural Habitats OP/BP 4.04		x
Forests OP/BP 4.36		x
Pest Management OP 4.09		x
Physical Cultural Resources OP/BP 4.11	x	
Indigenous Peoples OP/BP 4.10		x
Involuntary Resettlement OP/BP 4.12	x	
Safety of Dams OP/BP 4.37		x
Projects on International Waterways OP/BP 7.50		x
Projects in Disputed Areas OP/BP 7.60		x

Comments (optional)**VII. Contact point****World Bank**

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