

DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK

GUYANA

**REFORMULATION OF THE ROAD NETWORK, UPGRADE AND EXPANSION
PROGRAM (ADEQUATE HOUSING AND URBAN ACCESSIBILITY PROGRAM)**

(GY-L1031)

PROJECT PROFILE

The Project team consisting of prepared this document: Patricio Zambrano- Barragan (CSD/HUD) Team Leader; René Cortés (INE/TSP) Co- Team Leader; Robin Rajack, Edgar Lemus, Alejandra Aguilar, Dianela Avila (CSD/HUD); Alejandro Taddia, Maria Romero (INE/TSP); Derise Williams (CCB/CGY); Brian McNish, Dwayne Younge (TSP/CGY); Emilite Chapuis, Paula Louis-Grant (VPC/FMP); Gerard Alleng (CSD/CCS); Melissa Barandiaran Salcedo (VPS/ESG); Nathyeli Acuña (SCL/GDI) and Betina Hening (LEG/SGO).

Under the Access to Information Policy, this document is subject to Public Disclosure

PROJECT PROFILE

PROPOSED REFORMULATION OF THE ROAD NETWORK, UPGRADE AND EXPANSION PROGRAM

GUYANA

I. BASIC DATA

Project Name:	Reformulation of the Road Network, Upgrade and Expansion Program (Adequate Housing and Urban Accessibility Program)		
Project Number:	GY-L1031		
Project Team:	Patricio Zambrano-Barragan (CSD/HUD) Team Leader; René Cortés (INE/TSP) Co-Team Leader; Robin Rajack, Edgar Lemus, Alejandra Aguilar, Dianela Avila (CSD/HUD); Alejandro Taddia, Maria Romero (INE/TSP); Derise Williams (CCB/CGY); Brian McNish, Dwayne Younge (TSP/CGY); Emilie Chapuis, Paula Louis-Grant (VPC/FMP); Gerard Alleng (CSD/CCS); Melissa Barandiaran Salcedo (VPS/ESG); Nathyeli Acuña (SCL/GDI); Betina Hennig (LEG/SGO).		
Borrower:	Cooperative Republic of Guyana		
Executing Agencies:	Ministry of Communities through the Central Housing and Planning Authority (CHPA) Ministry of Public Infrastructure (MPI) through the Works Service Group (WSG)		
Financial Plan¹:		Reformulated	Original
	IDB (Regular Ordinary Capital):	US\$31.75M	US\$33.1M
	IDB (Concessional Ordinary Capital):	US\$31.75M	US\$33.1M
	Local:	US\$3.0M	US\$ 3.0M
	Total:	US\$66.5M	US\$69.2M
Safeguards:	Policies triggered:	OP-102; OP-703; OP-704; OP-710; OP-761; B1; B2; B3; B4; B5; B6; B7; B10; B11; B17.	
	Classification:	B	

II. GENERAL JUSTIFICATION AND OBJECTIVES

- 2.1 **Original Loan.** In June 2012, the Bank, following a request from the Government of Guyana, approved the operation 2741/BL-GY “Road Network Upgrade and Expansion Program,” for US\$69.2M. The objective of the Multiple Works (MW) Program was to enhance urban and suburban mobility and safety by reducing vehicle operating costs, travel times and road fatalities.² The loan included civil works for primary roads and safety components in the capital Georgetown and surrounding regions. This included proposals to improve transport systems along Georgetown’s Sheriff-Mandela road (the sample project), which extends 7.1 km

¹ As of January 1, 2017, the Fund for Special Operations resources were transferred to Concessional Ordinary Capital. Nevertheless, the financial terms and conditions of the original loan still apply to the reformulated loan.

² The original loan’s output indicators include reductions in: travel times (minutes), vehicle operation costs, and in the rate of fatalities per 100,000 inhabitants (nationwide).

and is the main access for residents in the city and surrounding areas. By 2017, US\$3.4M had been disbursed, of which US\$700,000 remain uncommitted.

- 2.2 **Request for Reformulation.** In a [communication dated May 2, 2017](#), the Minister of Finance requested the reformulation of the loan. The Government of Guyana underwent a change in Administration during the original execution period. The new Government emphasized its drive to expand transport infrastructure through loan agreements with other international partners, and noted its interest in strategically reviewing road projects. Therefore, in its request the Government indicated its wish to reformulate undisbursed resources and reallocate them to support its housing programs in the Georgetown area, while maintaining original activities focused on Sheriff-Mandela road, with a revised scope that highlights sustainable and climate-ready mobility and accessibility challenges.

A. Proposed Reformulation and Justification

- 2.3 Over 90% of Guyana's 747,000 population lives on a coastal strip representing only 5% of total land. The capital, Georgetown is home to 310,000 people, many of whom reside in areas that are vulnerable to flooding and the impacts of climate change.³ Large shelter deficits characterized by inadequate housing and supporting road and drainage infrastructure exacerbate this vulnerability. In addition, accessibility, particularly for low-income communities in periurban areas to the south of Georgetown and east of the Demerara river, remains an issue.

- 2.4 **Adequate Housing and Basic Infrastructure.** 26.64% of the population is estimated to be multidimensionally poor, higher than the regional average of 18.04%.⁴ In Georgetown, poverty is evident in various measures of the standard of living and housing deficits. 29% of the population live in overcrowded housing (over two people per room).⁵ Criminality in Georgetown is also high—33.8 murders per 100,000 people, above the regional average of 26—perceived to be exacerbated by the lack of community facilities and public spaces. Basic infrastructure in new and established housing sites is developed 'incrementally' by CHPA: programs enable housing construction and extension through infrastructure upgrading and provision of formal title and land. This approach was supported through two positively-evaluated IDB operations, the Low-Income Settlement Programs (LISP) I and II.⁶ However, despite the gains made, an estimated 249.5 km of roads and associated drainage still need to be completed to improve the living conditions of over 32,000 households, according to CHPA. Census data show that these deficits also occur in non-CHPA villages such as Durban Area, Industrial State, and East La Penitence, all located near Sheriff-Mandela. Finally, maintenance of public infrastructure in incremental housing sites is the responsibility of the local Neighborhood Democratic Councils, which lack sufficient institutional capacity for long-term site management.⁷

³ 2012 Census. [Bureau of Statistics](#).

⁴ 2015 Human Development Report, cited in the Guyana Country Development Challenges, 2016, IDB. [Reference Information \(RF\) \[1\]](#).

⁵ 2012 Census.

⁶ [1044/SF-GY](#) and [2102/BL-GY](#).

⁷ Guyana is divided into [10 regions](#), each is composed of local Neighborhood Democratic Councils—the smallest local-level administrative unit.

2.5 **Accessibility and mobility.** Georgetown faces limited road infrastructure combined with a rapidly-growing fleet (100,000 new registered vehicles over the last decade) that contributes to congestion and accidents.⁸ These challenges affect low-income populations (¶2.4) within the service area of Sheriff-Mandela (see [Map](#)); issues include the road's two-lane configuration, pavement width (9-12m, of which 80% is in fair to poor condition), traffic levels (peak 1500 Vehicles Per Hour on a road with capacity for 1,320); and no provisions for non-motorized (pedestrian, bicycle) traffic.⁹ The country does not have a national road safety strategy to guide efforts in reducing accidents.

B. Objectives and Components of the Reformulated Program

2.6 **The general objective** is to improve the quality of life in urban and periurban Georgetown through better access to adequate housing and basic infrastructure for low-income populations, and through improved accessibility and mobility services. **The specific objectives** include: (i) improve housing conditions and access to basic infrastructure for low-income communities; (ii) enhance urban and suburban mobility and safety; and (iii) strengthen national and local capacity to operate and maintain urban services. The reformulated program has two main components, and will maintain its designation as a multiple works program, applicable to Component 1 below.

2.7 **Component 1. Delivery of quality housing and basic infrastructure solutions (US\$30M).** This component will finance activities in three areas, which build on the lessons and successes from previous and ongoing IDB operations (¶3.1):

- a. **Affordable and sustainable housing (US\$10M).** The component will finance the delivery of subsidies to contribute to affordable housing solutions for low-income households in the Georgetown area, for: (i) housing improvement; and (ii) construction of core homes on existing serviced lots.¹⁰
- b. **Consolidation of existing housing schemes (US\$18M).** The component, which will follow a multiple works approach, will finance completion or rehabilitation of infrastructure and services on housing sites in the Georgetown area. Specific investments will be tailored to local conditions and include: (i) secondary road maintenance and rationalization; (ii) climate-ready drainage; (iii) power and water supply; and (iv) community facilities on earmarked publicly-owned lands that will include gender considerations regarding access and use.¹¹
- c. **Implementation support and institutional strengthening (US\$2M).** This component will finance activities for: (i) project management and monitoring

⁸ In 2012, Guyana had 13.8 fatalities per 100,000 people, slightly below the Caribbean average, 15.8. (AEC-IDB, Road Safety Analysis, 2013).

⁹ In 2001-2007, there were a total of 28 fatal accidents on this 7km stretch, or four fatalities per year. Mott MacDonald (November 2011), Sheriff Street – Mandela Avenue Roadway: Technical Analysis Report. Values will be updated for the Proposal for Operation Development (POD).

¹⁰ Subsidies will be administered as grants in tranches benchmarked against pre-established construction milestones. Low-income thresholds will be defined before the POD [RF \[2\]](#).

¹¹ Sites will be selected from among Ministry of Communities through the Central Housing and Planning Authority's incremental housing estates according to a three-pronged approach: 1) basic infrastructure deficits, 2) concentration of low-income households, and 3) accessibility, as determined by the number of trips generated toward the Sheriff-Mandela travel zones.

and evaluation for CHPA; and (ii) operations and maintenance training for neighborhood councils in charge of housing sites.

- 2.8 **Component 2. Enhancement of urban road network and road safety (US\$34.5M).** This component will keep two elements from the original program: The Sheriff-Mandela sample project and the Road Safety Action Plan. Institutional support activities will also be maintained.¹²
- a. **Expansion and rehabilitation of the Sheriff-Mandela road (US\$31M).** The component (including US\$3M in counterpart financing) will finance civil works from the original operation, including expansion and rehabilitation, and enhancing its focus on sustainable mobility and accessibility, and considering gender and needs of persons with disabilities.¹³
 - b. **Road Safety Action Plan (RSAP) (US\$1M).** This component is maintained from the original loan. It will fund design of a national RSAP and associated studies, including policy and regulatory recommendations for improved safety systems for Georgetown and the rest of Guyana, especially targeted to address common causes of accidents affecting vulnerable groups.
 - c. **Implementation support and institutional strengthening (US\$2.5M).** This component will finance Program supervision and management aspects related to Component 2.
- 2.9 In addition, all administrative, auditing, monitoring and evaluation expenses will be financed through project funds (US\$2M).
- 2.10 **Costs and funding sources.** The cost of the reformulated operation is US\$66.5M (including \$3M in counterpart financing and the uncommitted balances from the original advances, US\$700,000), with an even split in Bank financing (US\$31.75M from Regular Ordinary Capital and US\$31.75M from Concessional Ordinary Capital).
- 2.11 **Strategic Alignment.** The Program is consistent with the Update to the IDB's Institutional Strategy for 2010-2020 (GN-2788-5) as it seeks to address challenges of productivity and innovation, climate change and environmental sustainability, and social exclusion and inequality. The Program is aligned with the crosscutting themes of climate change and environmental sustainability as the proposed intervention will include climate-ready infrastructure designs. It focuses on an area for continued strategic dialogue with Guyana—improve urban transportation—from the IDB Country Strategy with the Cooperative Republic of Guyana: 2012-2016 (GN-2690). It is also aligned with the Sector Framework Documents for both Urban Development and Housing (GN-2732) and Transport (GN-2740-3), as well as with the Strategy for Sustainable Infrastructure for Competitiveness and Inclusive Growth (GN-2710-5), as it respectively seeks to provide a more inclusive urban setting (social exclusion and inequality reduction pillar) and support the efforts of the authorities to adapt to the effects of climate change; it contributes towards the consolidation of improvements to infrastructure systems and to the development of accessible, efficient, and safe urban transportation systems.

¹² Civil works outside the sample project, not focused on Georgetown and surrounding areas (\$30M, including studies), and a Routine Maintenance Management System (\$3M), will not be carried over.

¹³ See [RF \[3\]](#) and [Gender and Sustainable Urban Mobility](#) (UNHABITAT).

III. TECHNICAL ISSUES AND SECTOR KNOWLEDGE

- 3.1 **Housing and Urban Development.** The program's design builds on the lessons from experiences in the urban development sector in Guyana, including previous and ongoing successful operations such as the LISP (I and II), which sought to improve the quality of life of low-income families through better access to housing, and included subsidies for core house construction and home improvement (2270/BL-GY). The Bank has also implemented similar programs throughout the Caribbean; a recent review¹⁴ found that subsidies for self-construction help address housing deficits and that infrastructure upgrading was effective in reaching vulnerable populations. Finally, CHPA's incremental housing approach has been shown to be effective in addressing needs among low-income populations.¹⁵
- 3.2 **Transport and Mobility.** Over the last decade, the Bank has assisted the Government with a strategy of progressive upgrade and rehabilitation of transport infrastructure to keep pace with demand and safety needs. It has led eight operations¹⁶ (US\$276M), primarily focused on road rehabilitation. The reformulated program's Component 2 will further this strategy.
- 3.3 **Program Design and Execution.** The Ministry of Communities, through CHPA, will be responsible for the execution of Component 1. The Bank is currently working with CHPA on the development of a National Housing Strategy with Technical Cooperation resources (ATN/OC-15974-GY), through which the Program will develop actions conducive to success in the sector, including, for example, the need for enhanced coordination across ministerial and national and subnational authorities. For Component 2, the MPI, through WSG, will be responsible for its execution. The original studies proposed for Sheriff-Mandela will serve as a basis for an updated intervention design to ensure positive development impacts and will allow for swift procurement processes for civil works before the end of 2017, thus avoiding potential delays.
- 3.4 **Technical Aspects.** CHPA is currently executing 2270/BL-GY, which, at US\$3.1M, is comparably smaller, and, since 2016, the agency underwent institutional leadership changes. As a result, the Bank will carry out an Institutional Capacity Evaluation in advance of approval; results will be fully incorporated in the Proposal for Operation Development (POD). Based on lessons learned in previous operations, the Bank considers that WSG has the capacity to execute the reformulated Loan. However, to prevent potential execution delays, the team recommends implementing complementary oversight and guidance, in coordination with the Bank's Guyana office.¹⁷ In addition, the team expects that, upon finalizing the review of the refined scope of civil works included in Component 2, associated procurement processes will be completed in 2017. Commitments associated with the \$2.7M disbursement will be completed in advance of POD distribution.

¹⁴ Comparative Project Evaluation of IDB Support to Low-income Housing Programs in Four Caribbean Countries, IDB, 2017.

¹⁵ See [RF \[4\]](#).

¹⁶ See [RF \[5\]](#).

¹⁷ The IDB Country Office in Guyana is currently working with the Government to design and implement new support mechanisms for transparent and efficient execution activities across executing agencies.

IV. ENVIRONMENTAL SAFEGUARDS AND FIDUCIARY SCREENING

- 4.1 **Environmental and Social Safeguards.** Classified as Category **B**, this Program may cause mostly local and short-term negative Environmental and Social Impacts (ESI) for which effective mitigation measures should be implemented. It will also include an Environmental and Social Management Framework (for MW).¹⁸ Civil works under (Sheriff-Mandela road) were originally classified as Category **B** and already have corresponding ESI studies and management plans. The disaster risk category for this project is **moderate** (See Annex III).
- 4.2 **Fiduciary Aspects.** All procurement activities will be executed in accordance with the Policies for the Procurement of Goods and Works (GN-2349-9) and the Policies for the Selection and the Recruitment of Consulting Services (GN-2350-9). No exceptions to Bank's rules and procedures will be requested. Procurement activities under Component 1 and 2 will be undertaken before the Amendment to the Loan Agreement is signed, including (i) recruitment of consulting firms for pre-investment studies and designs, in the amount of up to US\$100,000, for Component 1, which can be launched any time after May 2, 2017, date of the official reformulation request; and (ii) the procurement of civil works for Component 2, which will be executed in accordance with the provisions of the original Loan Agreement.

V. RESOURCES AND TIMETABLE

- 5.1 The following timeline is expected: Distribution of the POD to the Quality and Risk Review (QRR) and POD due date on September 8, 2017; approval by the Operation Policy Committee (OPC) on October 9, 2017; and presentation to the Board of Directors on December 6, 2017. An estimated budget of US\$119,000 from the Bank's administrative budget will be needed to prepare this operation.

¹⁸ [RF \[6\]](#) and [RF \[7\]](#).

CONFIDENCIAL

¹ La información contenida en este Anexo es de carácter deliberativo, y por lo tanto confidencial, de conformidad con la excepción relativa a "Información Deliberativa" contemplada en el párrafo 4.1 (g) de la "Política de Acceso al Información" del Banco (Documento GN-1831-28).



Safeguard Policy Filter Report

Operation Information

Operation		
GY-L1031 Road Network Upgrade and Expansion Program		
Environmental and Social Impact Category	High Risk Rating	
B	High Risk	
Country	Executing Agency	
GUYANA	MINISTRY OF PUBLIC WORKS AND TRANSPORTATION	
Organizational Unit	IDB Sector/Subsector	
Environmental Safeguards	TRANSPORT NETWORKS CONNECTIVITY	
Team Leader	ESG Lead Specialist	
PATRICIO XAVIER ZAMBRANO-BARRAGAN	LUCA MARINI	
Type of Operation	Original IDB Amount	% Disbursed
Loan Operation	\$66,200,000	5.000 %
Assessment Date	Author	
6 Jun 2017	doriss	
Operation Cycle Stage	Completion Date	
ERM (Estimated)	7 Mar 2012	
QRR (Estimated)	20 Apr 2012	
Board Approval (Estimated)	{Not Set}	
Safeguard Performance Rating		
Satisfactory		
Rationale		
Sheriff Street Mandela moving forward to bid, all other projects in feasibility stage		

Safeguard Policy Items Identified

[B.1 Bank Policies \(Access to Information Policy– OP-102\)](#)

The Bank will make the relevant project documents available to the public.

[B.1 Bank Policies \(Disaster Risk Management Policy– OP-704\)](#)

The operation is in a geographical area exposed to [natural hazards \(Type 1 Disaster Risk Scenario\)](#). Climate change may increase the frequency and/or intensity of some hazards.



Safeguard Policy Filter Report

B.1 Bank Policies (Disaster Risk Management Policy– OP-704)

The sector of the operation is vulnerable to natural hazards. Climate change may increase the frequency and/or intensity of some hazards.

B.1 Bank Policies (Disaster Risk Management Policy– OP-704)

The operation includes activities related to climate change adaptation, but these are not the primary objective of the operation.

B.1 Bank Policies (Gender Equality Policy– OP-761)

The operation is designed specifically to address [gender equality](#) or [women's empowerment](#) issues.

B.1 Bank Policies (Gender Equality Policy– OP-761)

The operation will offer opportunities to promote [gender equality](#) or [women's empowerment](#).

B.2 Country Laws and Regulations

The operation is expected to be in compliance with laws and regulations of the country regarding specific women's rights, the environment, gender and indigenous peoples (including national obligations established under ratified multilateral environmental agreements).

B.3 Screening and Classification

The operation (including [associated facilities](#)) is screened and classified according to its potential environmental impacts.

B.4 Other Risk Factors

The operation may be of high risk due to controversial environmental and associated social issues or liabilities.

B.5 Environmental Assessment Requirements

An environmental assessment is required.

B.6 Consultations

Consultations with affected parties will be performed equitably and inclusively with the views of all stakeholders taken into account, including in particular: (a) equal participation by women and men, (b) socio-culturally appropriate participation of indigenous peoples and (c) mechanisms for equitable participation by vulnerable groups.

B.7 Supervision and Compliance

The Bank is expected to monitor the executing agency/borrower's compliance with all safeguard requirements stipulated in the loan agreement and project operating or credit regulations.

B.10. Hazardous Materials

The operation has the potential to impact the environment and occupational health and safety due to the production, procurement, use, and/or disposal of hazardous material, including organic and inorganic toxic substances, pesticides and persistent organic pollutants (POPs).



Safeguard Policy Filter Report

B.11. Pollution Prevention and Abatement

The operation has the potential to pollute the environment (e.g. air, soil, water, greenhouse gases).

Potential Safeguard Policy Items

B.1 Bank Policies (Disaster Risk Management Policy– OP-704)

The operation has the potential to exacerbate risk to human life, property, the environment or cause economic disruption ([Type 2 Disaster Risk Scenario](#)).

B.1 Bank Policies (Gender Equality Policy– OP-761)

The operation has the potential to affect negatively women or gender equality ([Negative gender impacts may include the following](#))

B.1 Bank Policies (Resettlement Policy– OP-710)

The operation has the potential to disrupt the livelihoods of people living in the project area of influence (not limited to involuntary displacement, see also Resettlement Policy)

B.4 Other Risk Factors

The operation [includes activities](#) to close current “adaptation deficits” or to increase the ability of society and ecological systems to adapt to a changing climate.

B.4 Other Risk Factors

The borrower/executing agency exhibits weak institutional capacity for managing environmental and social issues.

Recommended Actions

Operation has triggered 1 or more Policy Directives; please refer to appropriate Directive(s). Complete Project Classification Tool. Submit Safeguard Policy Filter Report, PP (or equivalent) and Safeguard Screening Form to ESR.

Additional Comments

[No additional comments]



Safeguard Screening Form

Operation Information

Operation		
GY-L1031 Road Network Upgrade and Expansion Program		
Environmental and Social Impact Category	High Risk Rating	
B	High Risk	
Country	Executing Agency	
GUYANA	MINISTRY OF PUBLIC WORKS AND TRANSPORTATION	
Organizational Unit	IDB Sector/Subsector	
Environmental Safeguards	TRANSPORT NETWORKS CONNECTIVITY	
Team Leader	ESG Lead Specialist	
PATRICIO XAVIER ZAMBRANO-BARRAGAN	LUCA MARINI	
Type of Operation	Original IDB Amount	% Disbursed
Loan Operation	\$66,200,000	5.000 %
Assessment Date	Author	
6 Jun 2017	doriss	
Operation Cycle Stage	Completion Date	
ERM (Estimated)	7 Mar 2012	
QRR (Estimated)	20 Apr 2012	
Board Approval (Estimated)	{Not Set}	
Safeguard Performance Rating		
Satisfactory		
Rationale		
Sheriff Street Mandela moving forward to bid, all other projects in feasibility stage		

Operation Classification Summary

Overriden Rating	Overriden Justification
Comments	



Safeguard Screening Form

Conditions / Recommendations

Category "B" operations require an environmental analysis (see Environment Policy Guideline: Directive B.5 for Environmental Analysis requirements)

The Project Team must send to ESR the PP (or equivalent) containing the Environmental and Social Strategy (the requirements for an ESS are described in the Environment Policy Guideline: Directive B.3) as well as the Safeguard Policy Filter and Safeguard Screening Form Reports. These operations will normally require an environmental and/or social impact analysis, according to, and focusing on, the specific issues identified in the screening process, and an environmental and social management plan (ESMP). However, these operations should also establish safeguard, or monitoring requirements to address environmental and other risks (social, disaster, cultural, health and safety etc.) where necessary.

Summary of Impacts / Risks and Potential Solutions

[Moderate Greenhouse Gas Emissions](#) are predicted.

Greenhouse Gas (GHG) Assessment: The borrower should promote the reduction of project-related greenhouse gas emissions in a manner appropriate to the nature and scale of project operations and impacts. The borrower should quantify direct emissions from the facilities owned or controlled within the physical project boundary and indirect emissions associated with the off-site production of power used by the project. Quantification and monitoring of GHG emissions should be conducted annually in accordance with internationally recognized methodologies (i.e. IPCC - <http://www.ipcc.ch/>). In addition, the borrower should evaluate technically and financially feasible and cost-effective options for the reduction/offset of emissions that may be achieved during the design and operation of the project. The Sustainable Energy and Climate Change Initiative (SECCI) can help with this task (<http://www.iadb.org/secci/>).

A [natural hazard](#) is likely to occur or be exacerbated due to climate-related changes and the likely severity of the impacts to the project is [moderate](#).

A Disaster Risk Assessment, that includes a Disaster Risk Management Plan (DRMP) may be necessary, depending on the complexity of the project and in cases where the vulnerability of a specific project component may compromise the whole operation. The DRMP should propose measures to manage or mitigate these risks to an acceptable level. The measures should consider both the risks to the project, and the potential for the project itself to exacerbate risks to people and the environment during construction and operation. The measures should include risk reduction (siting and engineering options), disaster risk preparedness and response (contingency planning, etc.), as well as financial protection (risk transfer, retention) for the project. They should also take into account the country's disaster alert and prevention system, general design standards and other related regulations. For details see the DRM policy guidelines.



Safeguard Screening Form

Generation of solid waste is [moderate](#) in volume, does not include [hazardous materials](#) and follows standards recognized by multilateral development banks.

Solid Waste Management: The borrower should monitor and report on waste reduction, management and disposal and may also need to develop a Waste Management Plan (which could be included in the ESMP). Effort should be placed on reducing and re-cycling solid wastes. Specifically (if applicable) in the case that national legislations have no provisions for the disposal and destruction of hazardous materials, the applicable procedures established within the Rotterdam Convention, the Stockholm Convention, the Basel Convention, the WHO List on Banned Pesticides, and the Pollution Prevention and Abatement Handbook (PPAH), should be taken into consideration.

In an area of exposure to [natural hazards](#) with a [moderate](#) impact severity, project activities and structures increase vulnerability of area of influence to [natural hazards](#) and exacerbates risks to property and the environment, or to the project itself.

A Disaster Risk Assessment, that includes a Disaster Risk Management Plan (DRMP), may be necessary, depending on the complexity of the project and in cases where the vulnerability of a specific project component may compromise the whole operation. The DRMP should focus on the potential for the project to exacerbate risks to people and the environment during construction and operation, and propose measures to manage or mitigate these risks. Measures should include siting and engineering options, disaster risk preparedness and response, as well as financial protection for the project. They should also take into account the country's disaster alert and prevention system, general design standards and other related regulations. Focus should be given to replacing and enhancing resilience functions, with special attention given to reefs, dunes, mangroves, marshes, flood plains, drainage paths, slope vegetation, etc.

Likely to have [minor](#) to [moderate](#) emission or discharges that would negatively affect [ambient environmental conditions](#).

Management of Ambient Environmental Conditions: The borrower should be required to prepare an action plan (and include it in the ESMP) that indicates how risks and impacts to ambient environmental conditions can be managed and mitigated consistent with relevant national and/or international standards. The borrower should (a) consider a number of factors, including the finite assimilative capacity of the environment, existing and future land use, existing ambient conditions, the project's proximity to ecologically sensitive or protected areas, and the potential for cumulative impacts with uncertain and irreversible consequences; and (b) promote strategies that avoid or, where avoidance is not feasible, minimize or reduce the release of pollutants, including strategies that contribute to the improvement of ambient conditions when the project has the potential to constitute a significant source of emissions in an already degraded area. The plan should be subject to review by qualified independent experts. Depending on the financial product, this information should be referenced in appropriate legal documentation (covenants, conditions of disbursement, etc.).

Project activities will moderately impact [water quality](#), [water quantity](#) and/or [water availability](#).



Safeguard Screening Form

Water Resources: A targeted Water Resources Assessment should be undertaken, which in addition to undertaking the relevant analyses, must include justification for assigning a moderate risk classification. Project activities (and any associated facilities) will be required to be constructed and operated so as to avoid impacts to water quality, water quantity and/or water availability. Evidence of appropriate stakeholder consultation should also be provided. Monitoring requirements should be included in relevant legal documentation.

Project construction activities are likely to lead to localized and temporary impacts (such as dust, noise, traffic etc) that will affect local communities and [workers](#) but these are [minor](#) to [moderate](#) in nature.

Construction: The borrower should demonstrate how the construction impacts will be mitigated. Appropriate management plans and procedures should be incorporated into the ESMP. Review of implementation as well as reporting on the plan should be part of the legal documentation (covenants, conditions of disbursement, etc).

Safety issues associated with structural elements of the project (e.g. dams, public buildings etc), or road transport activities (heavy vehicle movement, transport of [hazardous materials](#), etc.) exist which could result in [moderate](#) health and safety [risks](#) to local communities.

Address Community Health Risks: The borrower should be required to provide a plan for managing risks which could be part of the ESMP; (including details of grievances and any independent audits undertaken during the year). Compliance with the plan should be monitored and reported. Requirements for independent audits should be considered if there are questions over borrower commitment or potential outstanding community concerns.

The negative impacts from production, procurement and disposal of [hazardous materials](#) (excluding POPs unacceptable under the Stockholm Convention or toxic pesticides) are [minor](#) and will comply with relevant national legislation, [IDB requirements on hazardous material](#) and all applicable International Standards.

Monitor hazardous materials use: The borrower should document risks relating to use of hazardous materials and prepare a hazardous material management plan that indicates how hazardous materials will be managed (and community risks mitigated). This plan could be part of the ESMP.

The project is located in an area prone to [coastal flooding](#) from [storm surge](#), high wave activity, or erosion and the likely severity of the impacts to the project is [moderate](#).

A Disaster Risk Assessment, that includes a Disaster Risk Management Plan (DRMP), may be necessary, depending on the complexity of the project and in cases where the vulnerability of a specific project component may compromise the whole operation. The DRMP should propose measures to manage or mitigate these risks to an acceptable level. The measures should include risk reduction (siting and engineering options), disaster risk preparedness and response (contingency planning, etc.), as well as financial protection (risk transfer, retention) for the project. They should also take into account the country's disaster alert and prevention system, general design standards, coastal retreat and other land use regulations and civil defense recommendations in coastal areas.

The project is located in an area prone to [hurricanes](#) or other [tropical storms](#) and the likely severity of the impacts to the project is [moderate](#).



Safeguard Screening Form

A Disaster Risk Assessment, that includes a Disaster Risk Management Plan (DRMP), may be necessary, depending on the complexity of the project and in cases where the vulnerability of a specific project component may compromise the whole operation. The DRMP should propose measures to manage or mitigate these risks to an acceptable level. The measures should consider both the risks to the project, and the potential for the project itself to exacerbate risks to people and the environment during construction and operation. The measures should include risk reduction (siting and engineering options), disaster risk preparedness and response (contingency planning, etc.), as well as financial protection (risk transfer, retention) for the project. They should also take into account the country's disaster alert and prevention system, general design standards and other related regulations.

The project is located in an area prone to [inland flooding](#) and the likely severity of the impacts to the project is [moderate](#).

A Disaster Risk Assessment, that includes a Disaster Risk Management Plan (DRMP), may be necessary, depending on the complexity of the project and in cases where the vulnerability of a specific project component may compromise the whole operation. The DRMP should propose measures to manage or mitigate these risks to an acceptable level. This must take into consideration changes in the frequency and intensity of intensive rainfall and in the patterns of snowmelt that could occur with climate change. The DRMP includes risk reduction measures (siting and engineering options), disaster risk preparedness and response (contingency planning, etc.), as well as the financial protection (risk transfer, retention) of the project. The DRM Plan takes into account existing vulnerability levels and coping capacities, the area's disaster alert and prevention system, general design standards, land use regulations and civil defense recommendations in flood prone areas. However, the options and solutions are sector- and even case-specific and are selected based on a cost analysis of equivalent alternatives.

The project is located in an area prone to [sea level rise](#) and the likely severity of the impacts to the project is [moderate](#).

A Disaster Risk Assessment, that includes a Disaster Risk Management Plan (DRMP), may be necessary, depending on the complexity of the project and in cases where the vulnerability of a specific project component may compromise the whole operation. The DRMP should propose measures to manage or mitigate these risks to an acceptable level. The measures should consider both the risks to the project, and the potential for the project itself to exacerbate risks to people and the environment during construction and operation. The measures should include risk reduction (siting and engineering options), disaster risk preparedness and response (contingency planning, etc.), as well as financial protection (risk transfer, retention) for the project. They should also take into account the country's disaster alert and prevention system, general design standards and other related regulations.

Transport of [hazardous materials](#) (e.g. fuel) with [minor](#) to [moderate](#) potential to cause impacts on community health and safety.

Hazardous Materials Management: The borrower should be required develop a hazardous materials management plan; details of grievances and any independent health and safety audits undertaken during the year should also be provided. Compliance with the plan should be monitored and reported. Depending on the financial product, this information should be referenced in appropriate legal documentation (covenants, conditions of disbursement etc). Consider requirements for independent audits if there are concerns about commitment of borrower or potential outstanding community concerns.



Safeguard Screening Form

Disaster Risk Summary

Disaster Risk Level

Moderate

Disaster / Recommendations

The reports of the Safeguard Screening Form (i.e., of the Safeguards Policy Filter and the Safeguard Classification) constitute the Disaster Risk Profile to be included in the Environmental and Social Strategy (ESS). The Project Team must send the PP (or equivalent) containing the ESS to the ESR.

The Borrower prepares a Disaster Risk Management Summary, based on pertinent information, focusing on the specific moderate disaster and climate risks associated with the project and the proposed risk management measures. Operations classified to involve moderate disaster risk do not require a full Disaster Risk Assessment (see Directive A-2 of the DRM Policy OP-704).

The Project Team examines and adopts the DRM summary. The team remits the project risk reduction proposals from the DRMP to the engineering review by the sector expert or the independent engineer during project analysis or due diligence, and the financial protection proposals to the insurance review (if this is performed). The potential exacerbation of risks for the environment and population and the proposed risk preparedness or mitigation measures are included in the Environmental and Social Management Report (ESMR), and are reviewed by the ESG expert or environmental consultant. The results of these analyses are reflected in the general risk analysis for the project. Regarding the project implementation, monitoring and evaluation phases, the project team identifies and supervises the DRM approaches being applied by the project executing agency.

Climate change adaptation specialists in INE/CCS may be consulted for information regarding the influence of climate change on existing and new natural hazard risks. If the project requires modification or adjustments to increase its resilience to climate change, consider (i) the possibility of classification as an adaptation project and (ii) additional financing options. Please consult the INE/CCS adaptation group for guidance.

Disaster Summary

Details

The project is classified as moderate disaster risk because of the likely impact of at least one of the natural hazards is average.

Actions



Safeguard Screening Form

Operation has triggered 1 or more Policy Directives; please refer to appropriate Directive(s). Complete Project Classification Tool. Submit Safeguard Policy Filter Report, PP (or equivalent) and Safeguard Screening Form to ESR.

DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK



GUYANA
Reformulation of the Road Network Upgrade and Expansion Program
GY-L1031

ENVIRONMENTAL AND SOCIAL STRATEGY
(ESS)
05/29/2017

This document was prepared by:
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Environmental and Social Strategy (ESS)	
Operation Name	Reformulation of the Road Network Upgrade and Expansion Program
Operation Number	GY-L1031
Operation Details	
IDB Sector	Urban Development and Transport
Type of Operation	Loan Operation
Impact Categorization	B
Disaster Risk Rating	Moderate
Borrower	Co-operative Republic of Guyana
Executing Agency	Ministry of Communities through the Central Housing and Planning Authority (CHPA)
	Ministry of Public Infrastructure (MPI) through the Works Service Group (WSG)
IDB Loan US\$ (and total project cost)	US\$ 66.5 million
Applicable Policies/Directives	OP-102; OP-703; OP-704; OP-710; OP-761; (B.1, B.2, B.3, B.4, B.5, B.6, B.7, B.10, B.11, B.17)
Operation Description	
<p>The proposed operation is a reformulation of the original loan “GY-L1031 “Road Network Upgrade and Expansion Program” for a total of USD\$66.5 million; as per request of the Government of Guyana, through a communication dated May 2, 2017, when the Minister of Finance requested the reformulation of the loan to modify its original objective and redistribute undisbursed balances to a more comprehensive urban development and mobility program in the Georgetown area and its environs.</p> <p>With regard to accessibility and mobility services, the original loan included proposals to improve transport systems along Georgetown’s principal urban axis, the Sheriff-Mandela road, which extends 7.1 km and connects the East Coast Demerara Main Road (ECDMR) to the East Bank Demerara Main Road (EBDMR). Sheriff-Mandela serves as the principal access for many residential areas in Georgetown, including low-income housing estates developed by Guyana’s Central Housing and Planning Authority (CHPA). The reformulated program has two main components:</p> <p>1.1 Component 1. Delivery of quality housing and basic infrastructure solutions (US\$30M). This component will finance activities in three areas, which build on the lessons and successes from previous and ongoing IDB operations:</p> <p>a. Affordable and sustainable housing (US\$10M). The component will finance the development of instruments that contribute to affordable housing solutions for low-income households in Georgetown, including subsidies to (i) support housing improvement; and (ii) enable construction of core homes on existing serviced lots.¹ CHPA may engage small-</p>	

¹ Subsidies will take the form of grants and will be administered in tranches benchmarked against pre-established construction milestones. The proposed beneficiary selection is proxy-means testing, which was successfully applied during the implementation of GY-L1019 (LISP2).

scale contractors to build batches of core houses if the intended beneficiaries lack the capability to manage projects.²

- b. **Consolidation of existing housing schemes (US\$18M).** The component will also finance on-site investments to complete or rehabilitate infrastructure and services to housing sites in the Georgetown area. Following a multiple works approach, specific investments will be tailored to local conditions and needs to carefully finance infrastructure services including secondary road maintenance and rationalization; climate-ready drainage; power and water supply; and community facilities on earmarked publicly-owned lands that will include gender considerations regarding access and use.³
- c. **Implementation support and institutional strengthening (US\$2M).** This component will finance institutional strengthening activities for: (i) project management and monitor and evaluation for CHPA; and (ii) operations and maintenance training for neighborhood councils in charge of housing sites.

1.2 **Component 2. Enhancement of urban road network and road safety (US\$34.5M).** This component will keep two elements from the original program: The Sheriff-Mandela sample project and the Road Safety Action Plan. Institutional support activities will also be maintained.⁴

- a. **Expansion and rehabilitation of the Sheriff-Mandela road (US\$31M).** The component (including US\$3M in counterpart financing) will finance civil works, including expansion and rehabilitation, and, updating the scope included in the original operation, will enhance its focus on sustainable mobility and accessibility through the construction of sidewalks, bikeways and streets, shoulder widening, climate-ready rehabilitation of bridges and culverts, bus stops, parking and passing lanes, and features to reduce congestion, as well as medians, lights and safety works.
- b. **Road Safety Action Plan (RSAP) (US\$1M).** This component is maintained from the original loan and will fund design of a national RSAP and associated studies, and will include policy and regulatory recommendations for improved safety systems for Georgetown and Guyana. The Component will also finance awareness campaigns for all categories of users and especially targeted to address the most common causes of accidents affecting vulnerable groups; the reformulated program will take into account gender considerations.⁵
- c. **Implementation support and institutional strengthening (US\$2.5M).** This component will finance Program supervision and management aspects related to Component 2, including contractor supervision for adequate progress and performance, and

² This model, which seeks to tap into local capacity for construction, was successfully implemented during the pilot and execution phases of the Second Low Income Settlement Program (2102/BL-GY). An analogous and innovative model, targeted at Amerindian communities, is currently being implemented as part of the Sustainable Housing in the Hinterland operation (2270/BL-GY).

³ Sites will be selected from among CHPA incremental housing estates according to a three-pronged approach which includes: 1) basic infrastructure deficits, 2) concentration of low-income households, and 3) accessibility, as determined by the number of trips generated toward the Sheriff-Mandela travel zones. For criteria 3), the IDB team is currently overseeing an origin-destination survey that will be completed by the Analysis Mission.

⁴ Civil works outside the sample project and not focused on Georgetown and surrounding areas (\$30M, including associated studies), and a proposed Routine Maintenance Management System (\$3M), will not be carried over.

⁵ Evidence shows that, contrary to men, who take long trips alone and are concerned about time, women often travel accompanied by children or elders, along short, multi-stop trips, and are primarily concerned with safety. See [Gender and Sustainable Urban Mobility](#).

strengthening of the capacity of WSG in the areas of planning and evaluation, project management and monitoring, and environmental and social safeguards.

- 1.3 In addition, all administrative, auditing, monitoring and evaluation expenses will be financed through project funds (**US\$2M**).

Key Potential ESHS Risks and Impacts

As stated before, Component 2 of this program remains from the original loan, keeping three of the original components: (i) civil works; (ii) sustainable urban transport and road safety, and (iii) implementation support and institutional strengthening. For the original operation, a complete Environmental and Social Impact Assessment (ESIA), was prepared, covering the five initial components; however, as stated before no beginning of construction took place as of today. The latest version of the ESIA, ESMP and the Social Action Plan will be reviewed during the due diligence.

The ESIA found concluded that most of the negative externalities will be experienced during the operation phase. During the construction phase, impacts include dust and noise pollution, traffic congestion, reduction in parking, possible impacts on business etc. Consequences of the project during the operation phase include congestion, increased accidents through speeding, and increased respiratory aggravations from emissions associated with a growth in fossil fuel generated vehicles. As such, to minimize, reduce or eliminate these unintended consequences and amplify the positive impacts, a detailed ESMP has been prepared and included in the ESIA.

Thus, the key potential Environmental, Social and Health and Safety (ESHS) risks and impacts associated with the Reformulation of the Operation mainly refer to the construction and operation of the Urban component (Component 1), which includes the sustainable housing and the consolidation of existing housing schemes mostly in **Region 4- Demerara-Mahaica**, that could be summarized as follows:

There may be minimal to moderate temporary EHS risks and potential impacts associated with the construction phase such as: traffic disruption; dust and minimal to moderate air emission and affectation of air quality; impacts on water/soil, especially if waste and hazardous materials are not adequately managed; temporary noise impacts; occupational and community health and safety impacts. In some cases, temporary interruption of the preexisting and precarious system of evacuation of gray and black water from homes (gutters, ditches, wells) during execution of storm water drainage works, temporal increase of erosion and sedimentation by earth movements (excavations, ditches, fillings, etc.); slope instability; flood risk of works during flood events due to overflow of rivers or streams and / or exceptional rains.

During the operational phase: the most significant potential EHS impacts include: (i) time lag between the execution of the networks and the home connections of the water and sewage services that are expected to be executed with specific programs; (ii) damage to the works executed due to clandestine connections and inadequate to the networks installed; (iii) increase in the amount of effluents injected into the system, produce or increase the contamination of the subsoil and, through this, the watercourses that receive the water flows; and (iv) potential increase of fixed expenses of the settlers with the payment of the regularized services, taxes and rates that until the moment the majority did not face.

Expected Social impacts prior and during construction phase: Possible presence of people living/working on the selected sites and preexisting facilities within all selected sites, specifically under the finance of civil works, including expansion and rehabilitation, construction of sidewalks, bikeways and streets, shoulder widening, construction and rehabilitation of bridges and culverts, This could lead to temporary/permanent and physical/economical displacement due to the construction of the facilities.

During the operation phase, the following social impacts could take place: (i) potential situations of social conflict between the beneficiary population or between the beneficiary population and those who have physical proximity but are not beneficiaries of the program. The causes may be diverse but the result indicates the need to rethink the problem by seeking new forms of inter-neighborhood social integration; and (ii) Potential social hierarchization of the intervened neighborhood, which entails an increase in the value of property and of local taxes not possible to face by low-income neighbors.

Other potential risks of the proposed reformulation operation include: (i) natural disaster risks (especially associated to hurricane, flooding, possible storm surge, landslide, earthquakes, etc.) because of the geographical exposure of the project to these hazards (type 1) and thus, the risk is moderate, generating possible affectation to structures, facilities users, and local community and should be taken into account in risk management and emergency response plan - flooding and extreme winds are the highest risk that has been identified in these areas. On the other hand, the risk of the project – urban interventions - exacerbating the community in case of a hazard is moderate (type 2- moderate), and appropriate measures should be taken into account through the design and community health and safety management plan; and (ii) Institutional Capacity: CHPA might not have the in-house capacity to ensure the proper management of all ESHS aspects associated with the size of this operation, especially regarding meaningful consultations and, in case necessary, involuntary resettlement activities; although CHPA has had a good performance with previous small programs of Sustainable Housing in the Hinterland.

Information Gaps and Strategy for Analysis and Management

The Proposed Operation is a Multi-works program for Component 1, and has been classified as Category B, as it is anticipated that the Operation is likely to cause mostly local and short-term negative environmental and social impacts for which effective mitigation measures should be implemented. Consequently, following B.3 and B.5 Directives of Operation Policy 703 (OP-703), it is required that the Borrower undertakes appropriate Environmental and Social Management Framework (ESMF) for the first component of the Operation, and an Environmental and Social Analysis (ESA) for its selected sample, with the aim of identifying and managing ESHS impacts and risks of the operation (during both construction and operation), including meaningful consultation with stakeholders. The initial operation was also classified as Category B, and already has already well developed its environmental and social assessments as stated in footnotes 1 and 2 above.

The Borrower should undertake consultation activities with all stakeholders for all the project areas. Those consultations should include all the affected groups, no matter the legal status of their dwelling or economic activity. Following B.6 Directive, the main goal of the consultations will be to inform, gather comments, and adjust the ESA and the corresponding ESMP. A comprehensive Stakeholders Engagement Plan (SEP) and Grievance Management Plan (GMP) will be prepared, and it will be continuously assessed and improved at the different stages of the operation with the aim of ensuring that proper information sharing and grievance mechanisms have been put into practice. If necessary, a Livelihood Restoration Plan (LRP) will be developed and included in the ESMP. If this is the case, a separate consultation with the affected people should take place in compliance with OP-710.

The Environmental and Social Management Framework (ESMF) is a management instrument that must include a series of methodologies, tools and procedures of socio-environmental management, to assure an adequate management of these aspects throughout the projects cycle to be eligible for the program.

The Environmental and Social Analysis (ESA) will assess the following aspects for the selected sample of the Multi-works program: i) Compliance with local, international, and Bank's legislation, policies and standards. The social and environmental measures to be addressed in the Environmental and Social Assessment (ESA)/ESMP shall comply with all applicable national and local legislation and

IDBs policies, including any compensation measures for the affected population (if any), ii) Confirm Legal Tenure Status of all sites to be impacted by the Program, iii) Assess the Key Environmental and Social Issues. The ESA/ESMP shall identify the key negative and positive social and environmental impacts (direct and indirect) of the proposed program activities during construction and operation phases as well as mitigation measures, with special emphasis on management of domestic wastes, potable water supply, sanitation (excreta disposal and other liquid discharges), and any cultural or social issues.

In addition, the ESA will evaluate the Borrower’s capacity to ensure enough assessment and management of all ESHS aspects of the Project, especially in relation to meaningful consultation activities and, in case necessary, involuntary resettlement and/or livelihood restoration activities (i.e. hiring a dedicated social specialist to support the Borrower).

The ESA and ESMP will also assess the potential impacts of the project exacerbating impacts of natural disaster risks in the community (Type 2), flooding events and hurricanes or extreme winds, which are the two hazards to which the project is more vulnerable to. The ESA and ESMP will include defining procedures and mitigation measures to prevent, and be applied during, any relevant event, in particular through Emergency Response plans; Occupational, Health and Safety and Community Health and Safety.

Activities to address gender-based exclusion at the operation and to boost the positive impact of the operation for women equality, through a proactive strategy, will be assessed during the Orientation Mission.

The final version of the ESIA for the Component 2 of the Operation and the fit- for disclosure version of the Environmental and Social Management Framework for the Program (ESMF), the Environmental and Social Analysis (ESA) for the sample, including the Environmental and Social Management Plan (ESMP), Stakeholders Engagement plan (SEP), Grievance Mechanism Plan (GMP) for Component 1, must be ready for review and public disclosure prior to the analysis mission through the Borrower and IDB’s webpage following the Access to Information Policy OP-102. In addition, a Livelihood Restoration Plan (LRP) will be developed and included in the ESMP (if necessary). No ESHS documentation has yet been submitted for review by the Borrower.

Opportunities for IDB Additionality (if any)

Through this Operation, IDB will help in strengthening the urban system in low-income areas in Georgetown and therefore, generating a long-term positive social impact at the community and country level. The IDB has successful experience on implementing urban neighborhood upgrades as well as subsidies housing programs specifically in Guyana, which will built-up capacity of CHPA.

Annex Table: Operation Compliance with IDB Safeguard Policies

Operation Compliance table attached at the end of the document.

Additional Annexes (if any)

NA

Table: Operation Compliance with IDB Safeguard Policies

Policies / Directives	Relevant Aspect of Policy / Directive	Is This Policy / Directive Applicable?	Rationale for Applying Policy / Directive Rationale	Actions required during Preparation & Analysis
OP-703 Environment and Safeguards Compliance Policy				
B.2 Country Laws and Regulations	Project Design	Yes	The Operation will comply with Guyana ESHS laws and regulations.	The Borrower will comply with Guyana ESHS regulations (i.e. application for Certificate of Environmental, as EIA development).
B.3 Screening and Classification	Screening and Classification	Yes	The Reformulated Operation was screened and classified as Cat. B.	No Actions Required. The ESMF will include the methodology for screen and classification projects eligible under the program.
B.4 Other Risk Factors	Institutional Capacity	More information required	The CHPA might not have the capacity to ensure the proper management of all ESHS aspects for an operation of this size, especially to supervise ESHS aspects on infrastructure, proper consultation and, if necessary, livelihood restoration.	The ESMF will assess the capacity of the CHPA to manage ESHS aspects of the operations.
	Land Acquisition	More information required	It is not clear whether the land where the urban interventions will take place has always been state owned, or if it was private before. In case it was private, if the process of acquisition was not recorded and transparent, it could generate grievances and/or legal issues with previous owners or local communities.	The Borrower must prepare a Land Acquisition Manual or Plan, summarizing the land acquisition process and providing all land titles.
	Disaster Risk	Type 1 – Moderate Type 2 – Low	The project is located in area prone to flood risk and extreme winds, which makes the Disaster Risk Type 1, Moderate. This will be evaluated during the appraisal process by the project team. The Type 2, exacerbation	The project appraisal will include a Disaster Risk Assessment and a Disaster Risk Management Plan for the selected sample. The ESMF will include a section to evaluate disaster risk aspects for

Policies / Directives	Relevant Aspect of Policy / Directive	Is This Policy / Directive Applicable?	Rationale for Applying Policy / Directive Rationale	Actions required during Preparation & Analysis
			of the hazard risk by the project is expected to be low as the interventions are not expected to worsen the impacts to communities.	the projects eligible under the program.
B.5 Environmental Assessment and Plans Requirements Social Assessment and Plans Requirements	ESA and ESMP	Yes	The presence of affected groups and nearby community triggers the need of a Social Assessment, a SEP, and a GMP, especially for the urban interventions in low-income areas near Georgetown.	The Borrower must include in the ESA a Social Assessment, and in the ESMP a SEP and GMP. The ESMF will include a methodology to assess environmental and social aspects of new projects to be eligible under the program.
B.6 Consultation	Meaningful consultations with key stakeholders	Yes	Since the project has been categorized as Category B, consultation activities with all the affected parties are necessary. A SEP will need to be included as part of the ESMP.	IDB will assess the quality of the methodology and the stakeholders mapping included in the SEP, findings and significance of the participants to the consultation activities, with the aim of ensuring that full compliance with the requirements of B.6. The ESMF will include a section on the methodology for Consultation of the new projects eligible for the program.
B.7 Supervision and Compliance	Monitoring from IDB	Yes	Continuous monitoring is necessary to ensure compliance with ESA, ESMP, Loan Agreement, and IDB Requirements.	The ESMF will include in its methodology a section regarding the supervision and monitoring of projects during construction and operation of the Program. Ensure that budget for monitoring activities is allocated.
B.8 Transboundary Impacts	-	No	Impacts are only local.	No actions required

Policies / Directives	Relevant Aspect of Policy / Directive	Is This Policy / Directive Applicable?	Rationale for Applying Policy / Directive Rationale	Actions required during Preparation & Analysis
B.9 Natural Habitats	-	No	The Operation will not take place in Natural Habitats.	No actions required
B.9 Invasive Species	-	No	The Operation will not take place in Natural Habitats.	No actions required
B.9 Cultural Sites	-	No	The Operation will not take place in Cultural Sites.	No actions required
B.10 Hazardous Materials	Pollution prevention	Yes	Construction works will cause possible temporary pollution when the works are taking place (air, noise, water, and soil).	The Borrower will put in place specific mitigation measures and management plans to ensure pollution prevention during the construction phase.
B.11 Pollution Prevention and Abatement	-	Yes	During the operation phase the project has potential to increase in the amount of effluents injected into the system, produce or increase the contamination of the subsoil and waterflow. Additional risks due to potential clandestine connection should be prevented.	All potential risks related the operation phase of the project should be considered in the ESMP, including operation and maintenance of the infrastructure.
B.12 Projects Under Construction	-	No	Not Applicable	No Action Required
B.13 Noninvestment Lending and Flexible Lending Instruments	-	No	Not Applicable	No Action Required
B.14 Multiple Phase and Repeat Loans	-	No	Not Applicable	No Action Required
B.15 Co-financing Operations	-	No	Not applicable	No Action Required
B.16 In-Country Systems	-	No	Not applicable	No Action Required
B.17 Procurement	Procurement	Yes	ESHS requirements should be included into the contracts of the construction companies.	Contractors contract will include reference to IDB ESHS requirements.
OP-704 Natural Disaster Risk Management Policy				

Policies / Directives	Relevant Aspect of Policy / Directive	Is This Policy / Directive Applicable?	Rationale for Applying Policy / Directive Rationale	Actions required during Preparation & Analysis
Risk Classification and Assessment	Directive A.2	Yes. Risk Classification: Type 1 – Moderate Type 2 – Low	The project is located in area prone to flood risk and extreme winds, which makes the Disaster Risk Type 1, Moderate. This will be evaluated during the appraisal process by the project team. The Type 2, exacerbation of the hazard risk by the project is expected to be low as the interventions are not expected to worsen the impacts to communities.	The ESMF will include a section on the methodology to assess the potential disaster risks in the projects eligible for the program. The project appraisal will include a Disaster Risk Assessment and a Disaster Risk Management Plan.
OP-710 Operational Policy on Involuntary Resettlement				
Resettlement Minimization	Resettlement	Yes, but more information required	Affected groups might be present on site and/or in its proximity.	If resettlement is necessary, the Borrower will perform adequate consultations with all affected parties complying with IDB's OP-710. The methodology to carry out this process will be included in the ESMF.
Resettlement Plan Consultations	Resettlement	More information required	Affected groups might be present on site and/or in its proximity.	If resettlement is necessary, the Borrower will perform adequate Impoverishment Risk Analysis (and mitigation measures to address those risks) to comply with IDB's OP-710.
Impoverishment Risk Analysis	Resettlement	More information required	Affected groups might be present on site and/or in its proximity.	If resettlement is necessary, the Borrower will develop a specific RAP/LRP for each specific site.
Resettlement Plan or Livelihood Restoration Program (LRP) (Prior to Analysis Mission/Board Approval	Resettlement	More information required	In case of economic displacement, the RAP and/or LRP should especially analyze risks of temporary/permanent resettlement and negative economic impacts to the	If resettlement and/or negative economic impacts are necessary, the Borrower will develop a specific RAP and/or LRP. The RAP/LRP compensation and mitigation

Policies / Directives	Relevant Aspect of Policy / Directive	Is This Policy / Directive Applicable?	Rationale for Applying Policy / Directive Rationale	Actions required during Preparation & Analysis
			activities located at the surroundings of the construction areas	measures will pay special attention to the most vulnerable groups.
OP-765 Operational Policy on Indigenous Peoples				
Sociocultural Evaluation	-	No	No IPs are present onsite	No actions required
Good-faith Negotiations	-	No	No IPs are present onsite	No actions required
Agreement with Affected Indigenous Peoples	-	No	No IPs are present onsite	No actions required
Indigenous Peoples Protection, Compensation, and Development Plan or Framework prior to Board Approval	-	No	No IPs are present onsite	No actions required
Discrimination Issues Assessed and Addressed	-	No	No IPs are present onsite	No actions required
Transborder Impacts Addressed	-	No	No IPs are present onsite	No actions required
Impacts on Isolated Indigenous Peoples Addressed	-	No	No IPs are present onsite	No actions required
OP-761 Operational Policy on Gender Equality in Development				
Gender-based Exclusion Addressed	Equal Access	Yes	The ESA should analyze Operation's risks to ensure that there will be equal access to the project benefits (including jobs) and compensation measures. Many works that will be financed mainly by component 2 will require attention; specifically, to incorporate the preferences from men, women, youth in the design of the proposed activities such as the sidewalks, bikeways and streets, educational campaigns, etc.	Specific consultation activities and a gender based approach will take place. This will be strengthened in case it is required to design mitigation and compensation measures for a RAP/LRP.

Policies / Directives	Relevant Aspect of Policy / Directive	Is This Policy / Directive Applicable?	Rationale for Applying Policy / Directive Rationale	Actions required during Preparation & Analysis
Equal Access to Project Benefits/ Compensation Measures	-	More information required	The Operation's benefits should include both genders.	Activities to address uneven impact burden at the operation will be assessed during the orientation mission
Uneven Impact Burden Addressed	-	More information required	The Operation's benefits should include both genders.	The social baseline of the ESA has to include specific disaggregated impact data by gender
Disaggregation of Impact Data by Gender	Consultation	Yes	Specific consultation activities with women will be included.	The inclusion of women representatives at all consultation activities (especially in case of RAP/LRP) will be monitored
Consultation of Affected Women	Consultation	Yes	Specific consultation activities with women will be included.	The inclusion of women representatives at all consultation activities (especially in case of RAP/LRP) will be monitored
OP-102 Access to Information Policy				
Disclosure of relevant Environmental and Social Assessments ⁶ Prior to Analysis Mission, QRR and submission of the operation for Board consideration ⁷	Disclosure of information	Yes	In case during the Program execution phase new relevant ESHS documents are delivered, these will be made available to the public.	The Borrower will make public all new relevant ESHS documents that will be developed during the Operation's implementation. It will be also included as condition in the Loan Contract.
Provisions for Disclosure of Environmental and Social Documents during Project Implementation	-	Not applicable (N/A)	N/A	No actions required.

⁶ Environmental and Social Assessments include ESIA's, ESMP's, RPs, RFs, and ESMF's.

⁷ Please refer to the Protocols for ESHS Documentation and Information Disclosure for more details on the disclosure timing of the different Environmental and Social Assessments.

Index of Completed and Proposed Sector Work

STUDIES	DESCRIPTION	RESPONSIBLE	DATE EXPECTED FOR COMPLETION	REFERENCES AND LINKS
IDB Country Strategy with the Cooperative Republic of Guyana 2012 - 2016	Supports the strategy of restructuring the sector to improve its efficiency with the shift from rehabilitating the road system to expand its capacity and the improvement of urban transportation in a sustainable manner.	IDB	2012	IDB Country Strategy with Guyana 2012 - 2016
Guyana Country Development Challenges (CDC)	The CDC 2017 sites Congestion in urban areas as a major problem.	IDB	Nov 2017	Draft available upon request
IDB Country Strategy with the Cooperative Republic of Guyana 2018 – 2022.	IDB and the Government of the Cooperative Republic of Guyana Development strategy 2018 - 2022	IDB	Dec 2017	
Guyana Poverty Reduction Strategy Paper 2011 - 2015	Outlines infrastructure to support growth	Government of Guyana	2011	Guyana Poverty Reduction Strategy Paper
Low Carbon Development Strategy	Transforming Guyana's Economy While Combating Climate Change	Government of Guyana	2013	Low Carbon Development Strategy)
Technical Studies Environmental and Social Studies	Comparative Project Evaluation of IDB Support to Low-Income Housing Programs in Four Caribbean Countries	IDB	2017	Project-Evaluation-Low-income Housing-Caribbean-Countries
	Sector Framework Document Urban Development and Housing (SFD)	IDB	2016	SFD
	White Paper on Housing in Guyana	Government of Guyana	Dec 2017	In progress
	Guyana Housing Profile	Government of Guyana, UNHABITAT	2016	Available upon request
	The State of Social Housing in Six Caribbean Countries	IDB	2016	https://publications.iadb.org
	Room for Development	IDB	2012	Rresearch-and-data/dia-development
	A Blue Urban Agenda: Adapting to Climate	IDB	2017	https://publications.iadb.org

STUDIES	DESCRIPTION	RESPONSIBLE	DATE EXPECTED FOR COMPLETION	REFERENCES AND LINKS
	Change in the Coastal Cities of Caribbean and Pacific Small Island Developing States			rg/
	Sheriff Street – Mandela Avenue Roadway Technical Analysis Report	Government of Guyana	Nov 2011	Technical Analysys Report
	Sheriff. Street Mandela Avenue Roadway Design Project. Final Detailed Design Report	Government of Guyana	Dec 2013	Final Detailed Design Report
	Supervision services for the Sheriff Street – Mandel Avenue enhancement Project Design Review Report	Government of Guyana	Oct 2016	Designe Review Project
	Sheriff Street Mandela Avenue Roadway Economic Feasibility Report	Government of Guyana	Nov 2011	Economic Feasibility Report
	Stakeholder Engagement Consultations May 16 – Dec 18 2013	Government of Guyana	Dec 2013	Consultations May 16 – Dec 18 2013
	Environmental and Social Impact Assessment	IDB	2013	EZSHARE-2044963024-18
Institutional Capacity Assessment of Work Services Group Ministry of Public Work Guyana	Institutional studies	Government of Guyana	Nov 2016	Available upon request
Updating of technical and socio-environmental studies.	Conduct traffic simulation study, O-D matrix studies, updating and validating technical designs, cost and budgets, update the economic rate of return and the Environmental, Social Management Plans	Government of Guyana	2017	Available upon request

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¹ La información contenida en este Anexo es de carácter deliberativo, y por lo tanto confidencial, de conformidad con la excepción relativa a “Información Deliberativa” contemplada en el párrafo 4.1 (g) de la “Política de Acceso al Información” del Banco (Documento GN-1831-28).