

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA15076

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I. BASIC INFORMATION

1. Basic Project Data

Country:	Burkina Faso	Project ID:	P151832
Project Name:	Transport and Urban Infrastructure Development Project (P151832)		
Task Team Leader(s):	Aguiratou Savadogo-Tinto		
Estimated Appraisal Date:	04-Apr-2016	Estimated Board Date:	13-Jun-2016
Managing Unit:	GSU19	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (55%), Sub-national government administration (25%), General water, sanitation and flood protection sector (10%), General public administration sector (10%)		
Theme(s):	Rural services and infrastructure (55%), City-wide Infrastructure and Service Delivery (30%), Administrative and civil service reform (10%), Urban services and housing for the poor (5%)		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			No
Financing (In USD Million)			
Total Project Cost:	105.00	Total Bank Financing:	100.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			5.00
IDA Grant			100.00
Total			105.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The project development objective (PDO) is to improve mobility and access to infrastructure in targeted rural and urban areas.

3. Project Description

The project approach is to support geographically coordinated core interventions in five regions of Burkina Faso and in Ouagadougou and thematic studies in the twelve regions. The project will create synergies between rural economic development, through improved transport connectivity and support to increased export of agricultural produce, and urban development and economic growth in five targeted regional capitals. These cities have been selected based on complementarity with existing and emerging economic activities, as well as ongoing investments, in the Bagré Growth Pole and in the regions immediately North and West of Ouagadougou. The project will thus strengthen rural-urban linkages. In addition, the project provides capacity building to regional capitals to enable them to manage rapid urbanization in terms of spatial planning and provision of key strategic urban services with the aim of accommodating a rapidly growing population and supporting the growth of economic activities. Finally, the project aims at supporting the improvement of urban transport management in Ouagadougou given the link between improved mobility and productivity in the nation's capital and most important urban agglomeration. All these activities would create temporary and permanent jobs for the population in targeted zones.

In terms of connecting infrastructure and linking key rural and urban centers, the project would finance the upgrading of the road Manga-Zabré to connect agricultural producers key markets and facilitate Bagré zone production transfer to the main cities and Ghana. In addition, the project would finance the technical studies of 40 culverts and 100 km to be executed under the labor intensive approach (Haute Intensité de Main-d'Oeuvre or HIMO) funded by the Swiss cooperation.

In the 5 cities (2 in the Bagré zone and 3 in the core northern corridor), the project would finance the upgrading of urban roads, storm water channels, marketplaces, bus terminals, and abattoirs. For Ouagadougou, the project would continue support to urban transport sector including the AOTU (Autorité Organisatrice des Transports Urbains), traffic scheme priority activities implementation and a study for a dedicated public transport bus lane as a pilot.

The project will be implemented with a spatial focus on the Bagré growth pole region and 5 regional capital cities (Manga, Tenkodogo, Ouahigouya, Koudougou and Dédougou). In addition, the 12 regional capital cities (Ouahigouya, Koudougou, Dédougou, Tenkodogo, Manga, Dori, Kaya, Bobo-Dioulasso, Gaoua, Banfora, Ziniaré and Fada N'gourma) will benefit from targeted technical assistance support (training, equipment, specific studies if needed) in the areas of urban planning. The main capital city, Ouagadougou, will benefit from support on urban transport activities.

Project components

Component A: Inter-urban and rural investments (IDA: US\$53 million). This component will contribute to improving connectivity in the five targeted areas. The component activities are entirely funded by IDA funds. It includes four groups of activities:

- i) Road upgrading works: (a) Upgrading of about 85 kilometers of the RN29 between Manga and Zabré, (b) rehabilitating earth rural roads connecting production areas to the main road Manga-Zabré (including Dindéogo-Zonsé). The feasibility of including internet connectivity is being studied in connection with the road designs, to bring the beneficiary areas out of their "digital isolation"; (c) ICT connectivity improvement for the agglomerations along the Manga-Zabré road (about US\$0.60 million); (d) construction of 2 axle load control stations along with the road of Manga-Zabré; (about US\$0.600 million);

ii) Feasibility studies and engineering design for: the rehabilitation of rural roads connecting production areas to the main road Manga-Zabré;

iii) Feasibility studies and engineering designs of: (a) 200 kilometers of rural roads in connection with the selected cities hinterlands; (b) 100 kilometers of rural roads by labor-intensive construction methods; and (c) of about 40 culverts. All these sub projects are subject to technical studies during the preparation and during the first year of implementation of the project;

iv) upgrading about 100 kilometers of existing rural unpaved roads by high labor-intensive methods; and construction of about 40 culverts opening up production areas in the targeted zones. Both the 100km and the 40 culverts will be funded by the Swiss Development Cooperation (SDC) for CHF 7 million in a parallel co-financing.

Component B: Urban investments in targeted regional capitals (IDA: US\$29.90 million). This component will fund activities in all 12 regional capitals and in Ouagadougou, with physical investments limited to the five targeted cities. Investments are based on the urban master plans diagnosis and the Government's investment plan drawn from these master plans coupled with active and iterative discussions with the municipalities during the identification and preparation process of the project. All physical investments are subject to clarification of the relevant safeguards issues and positive outcome of feasibility studies and will only be confirmed after effectiveness. The component activities are entirely funded by IDA funds and include:

- i) Urban roads upgrading: (a) Koudougou; (b) Ouahigouya; (c) Tenkedogo; and (d) Manga;
- ii) Urban environment: (a) Institutional support for the improvement of solid waste management in some of the targeted project cities; and (b) construction of storm water drainage in Koudougou;
- iii) Activity zones: rehabilitation of urban gardening zones in Manga and Ouahigouya;
- iiiv) Structuring urban facilities: (a) construction of bus stations in Dédougou and Manga; (b) construction of a cattle market in Manga; (c) rehabilitation and upgrading of the abattoir in Manga; and (d) (plus potentially a community hall in Manga).

Component C: Institutional support, sector reforms and governance (IDA: US\$12.50 million equivalent). This component is targeted towards activities that will contribute to improving the operational capacity of ministries and municipalities involved in project implementation and to further support reform to improve sectors competitiveness. The component activities are entirely funded by IDA funds.

Sub-component C1: Ministry of Infrastructure (IDA: US\$ 1.40million equivalent). This sub-component supports the transport sector (Ministry of Infrastructure, General Secretariat, central, regional and provincial directorates involved in the project) in the continuation and implementation of sector reform.

Sub-component C2: Transport sector (IDA: US\$0.60 million equivalent). This sub-component supports the transport sector (Ministry of Transport Urban Mobility and Road Safety - MTUMRS, General Secretariat, central, regional and provincial directorates involved in the project) for the continuation and implementation of sector reforms.

Sub-component C3: Urban sector (IDA: US\$10.50 million equivalent). This subcomponent will provide technical assistance to line ministries and local governments to improve urban planning and

management for better access to urban infrastructure. The line ministries supported by the component are the Ministry of Urban Planning and Housing (MUH), the Ministry of Territorial Administration, Decentralization and Homeland Security (MATDSI), and the Local Governments (LGs). The component will also finance urban mobility in Ouagadougou: (i) feasibility study for implementation of a system of bus rapid transport; (ii) support to operationalizing the Ouagadougou Urban Transport Authority (Autorité Organisatrice du Transport Urbain – AOTU); and (iii) support to implementing the traffic scheme for Ouagadougou).

Component D: Project management (GoBF: US\$5 million equivalent)

1. Component D1: Project management cost. This component will fund all costs related to coordination and management of project activities as well as costs of monitoring and evaluation of project activities (about US\$3.9million).
2. Component D2: Implementation of social and environmental measures and communication: The proposed project will finance implementation cost for the Environment and Social Impact Assessment (ESIA)/Environmental and Social Management Plan (ESMP) and Resettlement Action Plan (RAP) for the planned road and urban infrastructure works. It will finance also the costs for environmental and social safeguards audits, and communication activities, (about US\$1.1 million).

The component activities are entirely funded by the US\$5 million GoBF counterpart funds.

Component E: Mitigating beneficiary's vulnerability to climatic changes (IDA: US\$0 million)

This component is a "zero-dollar" Contingency Emergency Response Component (CERC). It will provide immediate response in the event of an eligible crisis or emergency, defined as an event that has caused or is likely to imminently cause a major adverse economic and/or social impact associated with natural or man-made crises or disasters. This component would contribute to avoid further damage to or temporarily restore infrastructures, ensure business continuity, and enable early recovery and reconstruction. The details of the operational procedures, based on BP/OP 8.00 Rapid Response to Emergencies and Crises, are provided in Annex 2. This component is included, in line with the climate change screening to safeguard investments and avoid or minimize the effects of such trigger events on project investments or other critical infrastructure.

Physical and price contingencies: An unallocated amount of US\$2 million is provisioned to cover any contingencies fees.

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

The project will implement specific targeted activities in the five regional capitals: Tenkodogo, Manga, in the Bagré Growth pole zone, Ouahigouya, Koudougou and Dédougou in the north west and central west zone of the country and thematic studies in the 12 regional capital cities including the five cities (Ouahigouya, Koudougou, Dédougou, Tenkodogo, Manga, Dori, Kaya, Bobo, Gaoua, Banfora, Ziniaré and Fada N'gourma) for cross cutting activities. Mobility activities will be implemented in the commune of Ouagadougou.

5. Environmental and Social Safeguards Specialists

Abdoul Wahabi Seini (GSU01)

Abdoulaye Gadiere (GEN07)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project is rated Environmental Assessment category B because potential environmental adverse impacts are expected to be moderate, sites specific and manageable at an acceptable level. Due to the fact that the exact locations of possible investments are not yet known to date, the relevant safeguard instruments to prepare is an Environmental and Social Management Framework (ESMF). This document has been prepared reviewed by the world bank consulted upon and disclosed in the country on February 1, 2016 and March 22, 2016 and at the Bank's Infoshop on March 24, 2016
Natural Habitats OP/BP 4.04	No	The project will not undertake any investments that may impact on natural habitats.
Forests OP/BP 4.36	No	Rehabilitation and road construction will occur on existing road sections. It is not anticipated that forests will be impacted by the project.
Pest Management OP 4.09	No	The project will not address pest management or finance the purchase of pesticides.
Physical Cultural Resources OP/BP 4.11	Yes	In order to anticipate and to be sure that all the precautions have been taken to protect and safeguard physical cultural resources, addressing these concerns has been included in the Physical Cultural Resources Management Framework which has also been reviewed, reviewed by the world bank consulted upon and disclosed in the country on February 1, 2016 and March 22, 2016 and at the Bank's Infoshop on March 24, 2016
Indigenous Peoples OP/BP 4.10	No	There are no indigenous peoples in the project area.
Involuntary Resettlement OP/BP 4.12	Yes	This policy is applicable because the project investments may support interventions that could entail temporary land taking or limiting access to land and other resources. An RPF has been prepared, reviewed, reviewed by the world bank consulted upon and disclosed in the country on February 1, 2016 and March 22, 2016 and at the Bank's Infoshop on March 24, 2016. Specific RAP will be prepared and submitted to the Bank for approval prior the commencement of civil works.
Safety of Dams OP/BP 4.37	No	The project will not finance dams nor rely on dams.
Projects on International Waterways OP/BP 7.50	No	The project is not expected to affect international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project will not be located in a Disputed Area.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p>
<p>The project will fund roads (urban and inter-urban) rehabilitation and upgrading (pavement of existing roads). With regard to inter-urban roads, the project is planning to upgrade the road Manga-Zabre around 85km which is a portion of a road section of 104 km from Manga-Zabre-border of Ghana and some rural roads connecting to the main road (including Dindeogo-Zonse). As for urban roads, some cities among the five (Manga, Tenkodogo, Koudougou, Ouahigouya and Dédougou) will benefit from the upgrading or rehabilitation of existing roads and also some infrastructures such as regional markets, warehouses, animal health facilities requested by the local governments. The Suisse cooperation is funding the rehabilitation of about 100 km of rural roads and 40 culverts for which IDA will fund the technical feasibility studies and environmental and social assessment. These constructions due to the fact that they are site specific and using existing roads, are unlikely to entail potential adverse impacts on the environment. The eventual impacts are at limited scale and reversible.</p> <p>The project is rated Environmental Assessment category B and triggers three environmental safeguard policies namely: OP/PB4.01 on Environmental Assessment, OP/PB 4.11 on Physical Cultural Resources and the Involuntary Resettlement Safeguard Policy (OP/PB 4.12). This environmental rating was linked to the fact that the initial scope of the project was targeting major investments in urban and inter urban areas, but these investments were substantially reduced due to the shortage of money. The project cost is US\$100 million and some major investments are no longer in the scope (settlement of specific commercial zones, construction of landfill, and construction of dry port).</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p>
<p>In the current PIDURMO's scope, the roads to be upgraded are existing roads. The upgrading works are expected to have limited and reversible adverse impacts on human populations and vulnerable social groups. The potentially negative social impacts of activities carried out under the Project are limited and site-specific. It is unlikely that the proposed activities will entail major resettlement such as the relocation of dwellings. The proposed activities are likely to cause limited temporary displacements and rarely resettlements. The potential temporary displacements are mostly due to displacements composed of the temporary settlements along the roads composed of small scale road side trading small shops usually illegally built along the roads. The probable negative social impacts of activities carried out under the project are known and site specific typical of such projects. Road construction is expected to have temporary adverse impacts on commercial activities interruption for populations settled along the road in some agglomerations but during the market days (every three days).</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p>
<p>For the urban investments, one of the criteria in their final selection would be that there will not be a need to relocate people. If despite the precaution taken, and for some reasons it was deemed necessary to relocate people, an appropriated Resettlement Action Plan (RAP) would be prepared and submitted to the World Bank for approval, prior to commencement of any of the planned road works.</p>

<p>4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.</p>
<p>The Resettlement Policy Framework (RPF), the Environmental and Social Management Framework ESMF and a Physical Cultural Resources Management Framework (PCRMF) were prepared to address all issues related to impacts of investments. The three frameworks have been reviewed by the Bank, cleared and have been disclosed in the country on February 1, 2016 and March 22, 2016 and at the Bank's Infoshop on March 24, 2016.</p>
<p>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</p>
<p>Local communities and government, enterprises in charge of the works and supervision consultants, line Ministries staff and CSOs participating in the project implementation and the ministry in charge of environment as well as the national agency for environment assessment will play a key role in the implementation of safeguards issues related to the project.</p> <p>The Borrower has experience in managing World Bank operations and the safeguards aspects of those operations. Also, the country has a legal and regulatory framework and an interest in promoting safeguards. The country strategy is coherent with this philosophy as it is part of the key pillars of the country's Strategy for Accelerated Growth and Sustained Development for 2011–15 (Stratégie pour la Croissance Accélérée et le Développement Durable- SCADD). The Borrower's institutional capacity for safeguard policies is acceptable on environmental side and effort will be made to strengthen their capacity on social side especially with regard of the OP 4.12. The hosting unit has implemented successive Bank infrastructure projects including safeguards issues. Also this unit is staffed with a safeguard person whose role is to support the preparation for environmental and social aspects. The Borrower has drafted and submitted for IDA clearance the TORs of various safeguards instruments (including an ESMF, RPF, Physical Cultural Resource Management Framework). In terms of institutions, the country has a national agency (Bureau National des Evaluations Environnementales - BUNEE) that is in charge of environmental assessments, the monitoring and control of project implementation at the national level. Although the Project coordination unit is already familiar with World Bank environment procedures, it is planned that additional training sessions would be organized for staff on Bank safeguards policies and an additional safeguards specialist with a strong social background will be hired to strengthen the safeguards unit. This capacity building session will also involve local government, other line Ministries staff and CSOs participating in the project implementation.</p>

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	25-Jan-2016
Date of submission to InfoShop	24-Mar-2016
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Burkina Faso	01-Feb-2016
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	25-Jan-2016
Date of submission to InfoShop	24-Mar-2016

"In country" Disclosure	
Burkina Faso	01-Feb-2016
<i>Comments:</i>	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.	
If in-country disclosure of any of the above documents is not expected, please explain why:	

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment	
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources	
Does the EA include adequate measures related to cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Is physical displacement/relocation expected?	Yes [<input type="checkbox"/>] No [<input checked="" type="checkbox"/>] TBD [<input type="checkbox"/>]
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] TBD [<input type="checkbox"/>]
60 Provided estimated number of people to be affected	
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
All Safeguard Policies	

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included in the project cost?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

III. APPROVALS

Task Team Leader(s):	Name: Aguiratou Savadogo-Tinto	
<i>Approved By</i>		
Safeguards Advisor:	Name: Johanna van Tilburg (SA)	Date: 05-Apr-2016
Practice Manager/ Manager:	Name: Maria Angelica Sotomayor Araujo (PMGR)	Date: 05-Apr-2016