

INTEGRATED SAFEGUARDS DATA SHEET

CONCEPT STAGE

Report No.: ISDSC1015

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I. BASIC INFORMATION

A. Basic Project Data

Country:	Burkina Faso	Project ID:	P151832
Project Name:	Infrastructure, urban Development and Mobility Project (P151832)		
Task Team Leader(s):	Aguiratou Savadogo-Tinto		
Estimated Appraisal Date:	14-Dec-2015	Estimated Board Date:	24-May-2016
Managing Unit:	GSU19	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (55%), General water, sanitation and flood protection sector (10%), Sub-national government administration (25%), General public administration sector (10%)		
Theme(s):	Rural services and infrastructure (55%), City-wide Infrastructure and Service Delivery (30%), Urban services and housing for the poor (5%), Administrative and civil service reform (10%)		
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:	A - Full Assessment		
Is this a Repeater project?	No		

B. Project Objectives

The project development objective aims to contribute to removing infrastructure, connectivity and mobility constraints facing urban and rural communities and businesses in the Bagre Growth Pole zone and its hinterland, as well as increase access to services and promote economic development in

selected regional capitals.

To do so, the project will support the implementation of the priority actions resulting from the following strategic documents: (i) the transport sector strategy of Burkina Faso for 2011-2015; (ii) the actions identified in the urban development master plans of the 12 regional capitals of Burkina Faso; (iii) the relevant development strategy actions resulting from the National scheme of territory planning (SNAT); and (iv) the national policy of housing and urban development. All those strategies highlighted the relevance of harmonious development of urban centers and their rural hinterlands for a sustainable economic growth of the country; and shared prosperity.

C. Project Description

The project provides an integrated package of support linking infrastructure investments with existing and emerging economic activities in the Bagre Zone and in the regions immediately north of Ouagadougou. Simultaneously, the project targets institutional and capacity strengthening of 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.

In terms of connecting infrastructure and linking key rural and urban centers, the project would finance the construction and paving of key roads in the Bagre region to connect agricultural producers and enterprises in the area with key markets, as identified in the existing Transport Sector strategy and investment plans. In addition, the project would finance the technical studies of 40 culverts including around 100 km to be executed under the labor intensive approach (Haute Intensité de Main Oeuvre or HIMO).

To create enabling conditions for economic growth and the reduction in disparities across the national territory, the project will address the technical assistance priorities identified in the master plans of the 12 regional capital cities including: (i) design of a complete cycle of household solid waste management (collection, transfer, treatment and disposal), (ii) undertaking detailed zoning for each of the twelve cities, (iii) design of drainage master plans, (iv) carrying out feasibility studies to determine economic and social viability, institutional arrangements and financing of proposed special economic activity zones in the cities (e.g. zones for horticulture and vegetable production, areas, dry port areas or parking areas).

In the 5 cities (2 in the Bagre zone and 3 in the core northern corridor), the project would finance the construction and rehabilitation of key urban infrastructure and services such as urban roads, drainage system and storm water channels, marketplaces, bus terminals, and abattoirs, using the HIMO approach. Finally, 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 bus rapid lane as pilot.

Project beneficiaries

The beneficiaries of the project are the 3,500,000 people of the six capitals (including Ouagadougou) and the populations living in the rural areas impacted by the interventions (roads) of the project such as farmers, SMEs, administrative services, local authorities, the private sector and civil society as well as all users of the roads sections rehabilitated or constructed an infrastructure

and services to be put in place.

Area of coverage

The project will be implemented with a spatial focus on the Bagre growth pole region including 2 capital cities (Manga and Tenkodogo) and 3 capital cities of the North-West corridor (Ouahigouya, Koudougou and Dédougou) for specific targeted activities. In addition, the 12 regional capital cities (Ouahigouya, Koudougou, Dédougou, Tenkodogo, Manga, Dori, Kaya, Bobo, Gaoua, Banfora, Ziniare and Fada N'gourma) will benefit from targeted technical assistance support in the areas of planning and solid waste management. The main capital city, Ouagadougou, will benefit from a support on urban transport activities.

Project cost

The estimated cost of the project is US\$105 million, of which IDA is providing US\$100 million, and the Government of Burkina Faso is providing a counterpart funding of approximately US\$5 million.

Project components

The proposed project has three components:

Component A: Infrastructure improvement for Rural-Urban Connectivity, and improved urban services and economic development (US\$96 million). This component will finance priority investments for improved rural and urban connectivity in the Bagre zones, as well as critical urban infrastructure in the selected cities and regional capitals. It includes three sub-components:

(i) Sub-component A.1. would finance the construction and paving of the road section RN29 Manga-Zabre - Zoaga - border of Ghana and the studies of the road sections RD30 Dindeogo-Zonsé (9 km), and the rehabilitation of the road section Bagre-Dindeogo (40 km).

(ii) Sub-component A.2. Would finance a combination of infrastructure and TA support to the five regional capitals and support to improvements in spatial planning and management of core urban services across all the 12 regional capitals.

(iii) Sub-component A.3. would finance core environmental and social safeguards management associated with sub-components A1 and A2, as well as communication activities, and participatory approaches.

Component B: Institutional support, sectoral reforms and governance (US\$3 million). This component comprises two sub components. Sub-component B.1 supports the transport sector (MIDT, general Secretariat, Central, regional and provincial directorates involved in the project) and the continuation and implementation of reforms in the sector. Sub-component B.2 supports urban sector (MHU and its directorates, the beneficiary municipalities) and some urban governance and implementation of priority reforms.

Component C: Project management, monitoring and evaluation (US\$4 million). This component includes activities related to project implementation, procurement of equipment for all the project stakeholders, monitoring and evaluation, technical and financial audits and the recruitment of consultants to support the project implementation. The main implementing agency will be MIDT and

MHU.

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

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

The project will be implemented in 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 for specific targeted activities and all the 13 regional capital cities (Ouahigouya, Koudougou, Dédougou, Tenkodogo, Manga, Dori, Kaya, Bobo, Gaoua, Banfora, Ziniare and Fada N'gourma) for cross cutting activities. Mobility activities are targeting Ouagadougou.

E. Borrowers Institutional Capacity for Safeguard Policies

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. 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, ESIA, and RAP). In terms of institutions, the country has a national agency (Bureau National des Evaluations Environnementales - BUNEE) that is in charge of environmental studies, the monitoring and control of project implementation at the national level.

F. Environmental and Social Safeguards Specialists on the Team

Abdoulaye Gadiere (GENDR)

Lucienne M. M'Baïpor (GSURR)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project will fund roads (urban and inter-urban) construction. With regard to inter-urban roads, three sections will be built. The first section is between Manga-Zabre-Border of Ghana; the second goes from Bagre to Dindeogo (40 km) and the third starts from Dindeogo to end at Zonsé (9 km). As for urban roads, some cities among the five (Manga, Tenkodogo, Koudougou, Ouahigouya Dedougou) will benefit from the construction or rehabilitation of existing roads and also some infrastructures such as regional markets, watering facilities, collection areas/facilities, warehouses, animal health facilities and possible infrastructure requested later on by the communes. These constructions may entail potential

		significant adverse impacts on the environment. In order to properly manage these impacts 3 ESIA's will be prepared; one for each of the 3 sections of the inter-urban roads. For those activities where exact locations are unknown to date, an Environment and Social Management Framework (ESMF) will be elaborated. Terms of reference (ToRs) regarding projected safeguard instruments have been approved by the World Bank on May 8, 2015 and the disclosure in the country is underway. After their preparation all these safeguard documents will be reviewed, consulted upon and disclosed both within Burkina Faso and at the Infoshop.
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 will be included in Physical Cultural Resources Management Framework, which will include how to handle chance finds of cultural assets within the project area. This is because activities related to the construction of roads and other infrastructure works will induce excavations with potential discoveries of physical cultural resources. The terms of reference for this safeguard instrument has been drafted, approved by the World Bank on May 8, 2015 and the disclosure within the country is underway. Once prepared, it will be reviewed, consulted upon and disclosed throughout Burkina Faso and at the Infoshop.
Indigenous Peoples OP/BP 4.10	No	There are no indigenous peoples in the project area.
Involuntary Resettlement OP/BP 4.12	Yes	Construction and rehabilitation of infrastructure ranging from roads to canals, SADU delimitations markets, warehouses, and possibly other infrastructure may lead to displacement or land acquisition. For the construction of the 3 inter-urban road sections, Resettlement Action Plans (RAPs) will be prepared. To anticipate potential social adverse impacts associated to investments for which exact

		sites are not yet known, a Resettlement Policy Framework (RPF) will be prepared by the client. ToRs for all the instruments have been approved by the World Bank on May 8, 2015. The national disclosure is also underway. These 4 safeguard documents, after their preparation will also be reviewed, consulted upon and disclosed publicly within Burkina Faso and to Infoshop.
Safety of Dams OP/BP 4.37	No	The project will not finance dams nor rely on dams.
Projects on International Waterways OP/BP 7.50	No	The project is not expected to affect international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project will not be located in a Disputed Area.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 10-Oct-2015

B. Time frame for launching and completing the safeguard-related studies that may be needed.

The specific studies and their timing¹ should be specified in the PAD-stage ISDS:

The Borrower will prepare an Environmental and Social Management Framework (ESMF), a Physical Cultural Resources Management Framework, a Resettlement Policy Framework (RPF), 03 Environmental and Social Impact Assessment (ESIA) and 03 Resettlement Action Plans (RAP). These instruments will be prepared, reviewed, consulted upon and disclosed within the country by the Government of Burkina Faso, and at the World Bank's Infoshop prior to project appraisal. It is expected that the safeguards studies be completed and cleared by December 10, 2015.

IV. APPROVALS

Task Team Leader(s):	Name: Aguiratou Savadogo-Tinto	
<i>Approved By:</i>		
Safeguards Advisor:	Name: Johanna van Tilburg (SA)	Date: 05-Aug-2015
Practice Manager/ Manager:	Name: Sameh Naguib Wahba (PMGR)	Date: 05-Aug-2015

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