



Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

Appraisal Stage | Date Prepared/Updated: 27-May-2020 | Report No: PIDISDSA29557



BASIC INFORMATION

A. Basic Project Data

Country Dominica	Project ID P174242	Project Name DISASTER VULN. REDUCTION APL FOR DOMINICA	Parent Project ID (if any) P129992
Parent Project Name Third Phase Disaster Vuln.Reduction APL for Dominica	Region LATIN AMERICA AND CARIBBEAN	Estimated Appraisal Date 25-May-2020	Estimated Board Date 29-Jun-2020
Practice Area (Lead) Urban, Resilience and Land	Financing Instrument Investment Project Financing	Borrower(s) Ministry of Finance	Implementing Agency Ministry of Environment, Climate Resilience, Disaster Management and Urban Renewal

Proposed Development Objective(s) Parent

The objective of the Project is to reduce vulnerability to natural hazards and climate change impacts in Dominica through: (i) investment in resilient infrastructure, and (ii) improved hazard data collection and monitoring systems.

Components

- Prevention and Adaptation Investments
- Capacity Building and Data Development, Hazard Risk Management and Evaluation
- Natural Disaster Response Investments
- Project Management and Implementation Support

PROJECT FINANCING DATA (US\$, Millions)

SUMMARY

Total Project Cost	12.80
Total Financing	12.80
of which IBRD/IDA	12.80
Financing Gap	0.00

DETAILS

World Bank Group Financing



International Development Association (IDA)	12.80
IDA Credit	12.80

Environmental Assessment Category

B-Partial Assessment

Decision

The review did authorize the team to appraise and negotiate

Other Decision (as needed)

B. Introduction and Context

Country Context

The Commonwealth of Dominica is a small upper-middle-income country in the Caribbean Sea, with a population of 71,625¹ in 2018. As a small state, the country is vulnerable to exogenous shocks. Dominica's gross domestic product (GDP) is US\$550.89 million (2018)², with the economy driven predominantly by agriculture and tourism. Poverty remains an important development issue. Dominica also faces fiscal sustainability challenges, with public debt levels over 80 percent of GDP³, substantially due to the country's exposure to natural disasters and external shocks. The economy is being severely affected by the ongoing COVID-19 pandemic, due to a near halt in tourism and drop in remittances.

Dominica is particularly vulnerable to natural disasters from meteorological and geophysical events. Its location within the Atlantic hurricane belt renders it prone to high-intensity weather events such as high wind, excess rainfall, and hurricanes, which repeatedly have had adverse effects on vulnerable populations and the productive sectors of the country's economy. Moreover, the island's mountainous, rugged landscape creates significant engineering challenges in reducing infrastructure vulnerability to natural disasters and climate change.

On September 18, 2017 Hurricane Maria hit the island of Dominica with catastrophic effect, even as it was still recovering from the damages caused by Tropical Storm Erika (2015). Maria resulted in damages and losses estimated at US\$1.3 billion (226 percent of GDP). Most economic sectors sustained significant damage and losses, with public infrastructure carrying the brunt.

¹ <https://data.worldbank.org/country/dominica>

² *ibid*

³ International Monetary Fund World Economic Outlook and World Bank staff calculations. Public sector debt includes estimated commitments under the Petrocaribe arrangement with Venezuela.



Sectoral and Institutional Context

The transportation network in the Commonwealth of Dominica comprises 320 km of main roads and 119 km of secondary roads. A nation-wide road condition assessment from 2009 showed that 24 percent of the main roads and 90 percent of the secondary roads were categorized as being in poor or bad condition. Following the passage of Tropical Storm Erika in 2015 and Hurricane Maria in 2017, floods and landslides triggered by the events destroyed and damaged extensive parts of the transportation network in the country.

Managing and constructing infrastructure with a focus on resilience to natural disaster and climate change risks remains a challenge. There is limited actionable and well-integrated information on hazards, vulnerabilities, and risks, which could be used for the planning and design of infrastructure. There is also an urgent need to strengthen the institutional capacity to better respond to natural disaster emergencies.

During the current COVID-19 pandemic, the Government has identified construction of capital projects and other public infrastructure as an essential activity to boost local employment opportunities, especially considering the downturn in the tourism and service industries.

C. Proposed Development Objective(s)

Original PDO

The objective of the Project is to reduce vulnerability to natural hazards and climate change impacts in Dominica through: (i) investment in resilient infrastructure, and (ii) improved hazard data collection and monitoring systems.

Current PDO

The current PDO remains the same as the original PDO. It remains unchanged.

Key Results

- East Coast Road with a condition rating of good/excellent that is resilient to climate events
- Households with access to improved water distribution and supply in project area
- Agencies enabled to make climate risk informed decision-making to reduce vulnerability to climate impacts

D. Project Description

The proposed Additional Financing (AF) to the Disaster Vulnerability Reduction Project (DVRP, P129992), an additional IDA Credit in the amount of SDR 9.41 million (US\$12.8 million equivalent), will cover the cost overrun for Phase 1 of the East Coast Road (ECR) and will be added to Component 1: Prevention and Adaptation Investments.

Once the upgraded resilient design for the ECR was completed and the construction cost estimated, it was found that the allocation of funds would still prove inadequate for rehabilitation and upgrading of the entire stretch, 43.1 kilometers. This was due to the need for more slope stabilization works, retaining walls and river erosion prevention embankments along the road than had been previously estimated. The government decided to divide the work into three phases to make the work more manageable. The road segments under each phase are:



- Phase 1: 30 Kilometers: Bois Diable to Castle Bruce (9.5 km) and Castle Bruce to Hatten Garden (through the Kalinago Territory) (20.5 km).
- Phase 2: 4.5 Kilometers: Pont Casse to Bois Diable (4.5 km)
- Phase 3: 8.6 Kilometers: Castle Bruce to San Sauveur (8.6 km)

There are no changes proposed to the Project Development Objective nor to the Results Framework of the project. Concurrently, it is also proposing to restructure the DVRP to raise the financing percentages to 100%, to allow the full execution of the original credit and then follow through the other financiers. This change will also avoid future percentages ‘rebalancing.’

E. Implementation

Institutional and Implementation Arrangements

The Project is being implemented by a Project Implementation Unit (PIU) under the Ministry of Health and the Environment. The PIU is fully staffed with Procurement, FM, Social, Environmental, M&E Specialists as well as a Project Engineer. An Implementation Support Team (IST) is providing close implementation support to all the PIUs of all World Bank-funded projects, in the areas of procurement, safeguards, and fiduciary aspects. It will be staffed with two international procurement specialists, a financial management manager, safeguards specialists, and a portfolio manager.

F. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

This 2nd Additional Financing (AF) will cover the cost overrun for the full rehabilitation of the East Coast Road – Phase 1 road rehabilitation, which was assessed in the original Environmental Assessment and Environmental Management Framework (EA-EMF) developed for the original project in 2014 and later revised and disclosed in December 2018, for the 1st AF (which broadened the scope of the works to fully rehabilitate the entire 43.3km of the East Coast Road, instead of only strengthening works in selected sites). The road segments will traverse interior areas with well-preserved natural habitat, near the Central and Northern Forest Reserves, and along drainages leading to the Emerald Pool, a UNESCO World Heritage site. As required under the original EA-EMF, an Environmental and Social Impact Assessment (ESIA) was prepared, consulted and disclosed in October 2019.

G. Environmental and Social Safeguards Specialists on the Team

Shakil Ahmed Ferdausi, Environmental Specialist
Elizabeth Joana Graybill Do Nascimento Brito, Environmental Specialist
Barbara Donaldson, Social Specialist



Christopher Mays Johnson, Social Specialist
Susana Abigail Macias Salgado, Social Specialist
Margaret Geraldine Tracey, Social Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	This policy is triggered because the AF project finances construction and rehabilitation of the East Coast Road. As such, a specific Environmental and Social Impact Assessment (ESIA) was prepared, publicly consulted and disclosed in country on October 2, 2019. The ESIA followed guidance included in the project-wide Environmental Assessment and Management Framework (EA-EMF) that was developed, consulted and disclosed on December 4, 2018.
Performance Standards for Private Sector Activities OP/BP 4.03	No	Private sector will not be involved in this project.
Natural Habitats OP/BP 4.04	Yes	This policy was triggered due to the road works that will occur in highland forest areas, river valleys, coastlines and/or marine areas. The EA-EMF accounts for natural habitats when screening both known works and any future activities then undefined, and requires the development of ESMPs, following the guidance in the existing EA-EMF. A specific ESIA was developed for the East Coast Road rehabilitation.
Forests OP/BP 4.36	Yes	This policy is triggered because the East Coast Road rehabilitation involves limited forest clearing of trees and planting of trees for slope stabilization, erosion prevention, or planting of climate resilient species. The instruments to manage this policy is the ESIA and ESMP developed for this work.
Pest Management OP 4.09	Yes	This policy was triggered because the works involve the limited use of pesticides and herbicides (e.g., termite treatment of construction site offices and vector control). Simple management procedures and standard measures are applied for incidental use of pesticides are included in the project specific ESMP. However, the EA-EMF includes screening tools for



		any significant pesticide use and requires that a Pest Management Plan be developed, if the quantities stored and used would likely require it.
Physical Cultural Resources OP/BP 4.11	Yes	This policy has been triggered, because works involve clearing, blading, excavation and/or trenching, which could affect these assets. However, no significant impacts are expected on physical cultural resources. The specific ESMP includes a "chance-find" procedure, but some of the civil works may involve excavation activities.
Indigenous Peoples OP/BP 4.10	Yes	OP 4.10 Indigenous Peoples was triggered by the parent project and as such will also apply to the additional financing because the East Coast Road crosses the Dominica's indigenous community, the Kalinago. The parent project has a developed IPP that will also apply to the AF.
Involuntary Resettlement OP/BP 4.12	Yes	OP 4.12 was triggered by the parent project and will apply to the additional financing because the rehabilitation of the East Coast Road will require the acquisition of the right of way along its trajectory. The RAP that was written also includes the resettlement of one family that is under execution currently.
Safety of Dams OP/BP 4.37	No	This policy has not been triggered given that the project does not and will not support the construction or rehabilitation of dams nor will support other investments which rely on the services of existing dams.
Projects on International Waterways OP/BP 7.50	No	This policy has not been triggered because the project does not and will not affect international waterways as defined under the policy.
Projects in Disputed Areas OP/BP 7.60	No	This policy has not been triggered because the proposed project does not and will not affect disputed areas as defined under the policy.

KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

Environmental Safeguards:



Environmental Assessment OP/BP 4.01 is triggered. The borrower prepared a program-level Environmental Assessment with an Environmental Management Framework (EA-EMF) to evaluate and propose mitigation for the potential environmental impacts of the entire program, including screening of future projects for additional assessment needs. The EA-EMF was consulted and disclosed in country on December 04, 2018. In addition, for more complex projects or those in sensitive areas, such as for the East Coast Road project, in accordance with the EA-EMF, a specific Environmental and Social Impact Assessment (ESIA) was prepared, publicly consulted and disclosed in country on October 2, 2019.

The Forests policy (OP/BP 4.36) is triggered because limited forest clearing of a limited number of trees and planting of trees for slope stabilization, erosion prevention, or planting of climate resilient species.

The Natural Habitats policy (OP 4.04) was triggered due to potential Project activities that may occur in highland forest areas, river valleys, coastlines and/or marine areas. The EA-EMF accounts for natural habitats when screening both known works and any future activities then undefined.

The Physical Cultural Resources policy (OP/BP 4.11) was triggered. The EA-EMF includes a "chance-find" procedure, to be included in the specific ESMPs for all works where such assets could be affected by clearing, blading, excavation or trenching.

The Pest Management policy (OP/BP 4.09) was triggered. Works involve the limited use of pesticides and herbicides (e.g., termite treatment of construction site offices and vector control). Simple management procedures and standard measures are applied for incidental use of pesticides are included in project specific ESMPs. However, the EA-EMF includes screening tools for any significant pesticide use and requires that a Pest Management Plan be developed, if the quantities stored and used would likely require it. No new safeguards policies are necessary for the AF, as the East Coast road was already included in the parent project.

Social Safeguards:

The parent project for this Additional Financing has triggered both OP 4.10 (Indigenous Peoples) and OP 4.12 (Involuntary Resettlement). Given that the activities for the additional funding are to fill funding gaps and the additional financing project will not include any additional civil works or other similar activities, the parent project policies are sufficient to manage any of the social safeguards risks that arise from the additional financing being requested.

OP 4.10 will be relevant because the parent project will be national in scope and thus impact the Kalinago people on the island. An indigenous people's plan was prepared for the project. The IPP includes an approach for communicating with the Kalinago for the project and presents measures to avoid any negative impacts the project may have.

OP 4.12 will also be relevant since the parent project will include a road rehabilitation. A RAP was already prepared for the parent project and will apply to the additional financing. Land acquisition has been the largest social impact since the project is in the process of negotiating right of way for a large number of landowners along the road trajectory. In addition, there is one family that will require

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

The environmental and social impacts of the Project are likely to be positive and the project however there are some impacts that needed to be mitigated in order to provide beneficiaries with a positive outcome. The project will include



the entire Dominican population, including the Island's Indigenous Population. The intervention along the East Coast Road is critical, as this road services the connection between the capital city and the east coast, as well as the connection to the main airport. Other long-term positive impacts include enhanced resiliency to recurrent climatic events (ensuring that emergency services are able to reach the communities served), reduced hazards and landslides due to slope stabilization, and improved drainage and household access to water through West Coast Water Tank investments. The reduced risk of key infrastructure failure and the increased capacity of the Government to quickly rehabilitate damaged public infrastructure following an adverse natural event will also benefit the entire population of Dominica. No long-term environmental negative impacts are anticipated.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

The ESIA of the East Coast Road included alternatives in road alignment, widths, and other criteria that could reduce or avoid environmental impacts.

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.

The PIU already established for the implementation of the parent project has been managing project environmental and social risks for the since the project became effective and will manage the impacts for the additional financing project as well. It is housed within the Ministry of Environment. As the project focal point, the Ministry of Environment is responsible for communicating project decisions to participating line ministries and fostering coordination between technical agencies and central Government. To ensure communication and ownership among participating ministries, the Ministry of Environment convened a Project Steering Committee, comprising Director level staff or above of the relevant Project line ministries.

As part of PIU staffing, an Environmental and a Social Specialist were hired on a full-time basis to oversee the safeguards and Grievance Redress Mechanism and conduct regular consultations with the Kalinago population. Supervision capacity includes a PIU Engineer with background and training in best environmental practices for civil works projects.

Under the original project, the overall performance for environmental safeguards has been Satisfactory. Performance relative to OP 4.01 (Environmental Assessment) has been considered Satisfactory. Identification of needs and preparation of Terms of Reference for the East Coast Roads ESIA were timely and comprehensive, including the elements envisioned in the AF such as bioengineering for slope stabilization, road safety assessment, and widening where necessary.

Currently the parent project safeguards are rated as substantial. The current PIU is capable of managing any environmental or social risks that arise from the additional financing project because the additional financing will not create any new risks to the parent project. The PIU will follow the current ESMF and other plans that have been written and are now in execution under the parent project as they will also apply to the additional financing project as needed.



5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

Stakeholders include: (a) residents of the Island of Dominica since the planned works and activities will have benefits for the entire population; and (b) relevant Government agencies involved in oversight and implementation of the project , including : (i) Min. of Finance; (ii) Min. of Environment; (iii) Min. of Public Works and Ports; (iv) Min. of Legal Affairs; and (v) Min. of Agriculture. Members will also be from the Registry Department; Lands and Surveys Division; Property Valuation Unit; Pre-engineering and Design Consulting Firm; and local Councils (Castle Bruce Village Council, Good Hope Village Council, Atkinson/Antrizle Village Council, Kalinago Council; and Petite Soufriere Village Council). A coordinated approach was used across all Bank financed projects to reduce fatigue and provide a consistent approach by the Government in the way consultations are held, feedback is provided, and grievances are managed. All safeguards instruments, including the EA-EMF, the Resettlement Policy Framework and Indigenous Peoples Plan were updated, consulted and publicly disclosed prior to the start of works as per OP 4.10 para 12. All site-specific RAPs and ARAPs were also consulted upon and disclosed.

B. Disclosure Requirements (N.B. The sections below appear only if corresponding safeguard policy is triggered)

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank 04-Nov-2013	Date of submission for disclosure 27-Feb-2014	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
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"In country" Disclosure

Dominica
27-Feb-2014

Comments

Resettlement Action Plan/Framework/Policy Process

Date of receipt by the Bank 05-Feb-2015	Date of submission for disclosure 05-Mar-2015
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"In country" Disclosure

Dominica
05-Mar-2014

Comments

Indigenous Peoples Development Plan/Framework

Date of receipt by the Bank	Date of submission for disclosure
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02-Jan-2014		25-Feb-2014	
"In country" Disclosure			
Dominica			
25-Feb-2014			
Comments			
Pest Management Plan			
Was the document disclosed prior to appraisal?		Date of receipt by the Bank	Date of submission for disclosure
Yes		02-Jan-2014	27-Feb-2014
"In country" Disclosure			
Dominica			
27-Feb-2014			
Comments			
<p>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.</p> <p>If in-country disclosure of any of the above documents is not expected, please explain why:</p>			
<p>C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting) (N.B. The sections below appear only if corresponding safeguard policy is triggered)</p>			
OP/BP/GP 4.01 - Environment Assessment			
Does the project require a stand-alone EA (including EMP) report?			
Yes			
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?			
Yes			
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?			
Yes			
OP/BP 4.04 - Natural Habitats			



Would the project result in any significant conversion or degradation of critical natural habitats?

Yes

If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?

Yes

OP 4.09 - Pest Management

Does the EA adequately address the pest management issues?

Yes

Is a separate PMP required?

Yes

If yes, has the PMP been reviewed and approved by a safeguards specialist or PM? Are PMP requirements included in project design? If yes, does the project team include a Pest Management Specialist?

Yes

OP/BP 4.11 - Physical Cultural Resources

Does the EA include adequate measures related to cultural property?

Yes

Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?

Yes

OP/BP 4.10 - Indigenous Peoples

Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?

Yes

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?

Yes

If the whole project is designed to benefit IP, has the design been reviewed and approved by the Regional Social Development Unit or Practice Manager?

Yes

OP/BP 4.12 - Involuntary Resettlement

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?

Yes

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?

Yes

Is physical displacement/relocation expected?

Yes

Provide estimated number of people to be affected 1



Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)

Yes

Provide estimated number of people to be affected 100

OP/BP 4.36 - Forests

Has the sector-wide analysis of policy and institutional issues and constraints been carried out?

Yes

Does the project design include satisfactory measures to overcome these constraints?

Yes

Does the project finance commercial harvesting, and if so, does it include provisions for certification system?

Yes

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank for disclosure?

Yes

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

All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?

Yes

Have costs related to safeguard policy measures been included in the project cost?

Yes

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?

Yes

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?

Yes

CONTACT POINT

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APPROVAL

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