



Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

Concept Stage | Date Prepared/Updated: 04-Dec-2017 | Report No: PIDISDSC22647

**BASIC INFORMATION****A. Basic Project Data**

| | | | |
|--|---|---|---|
| Country Sierra Leone | Project ID P164353 | Parent Project ID (if any) | Project Name Freetown Integrated Urban Transport Project (P164353) |
| Region AFRICA | Estimated Appraisal Date Oct 31, 2018 | Estimated Board Date Dec 31, 2018 | Practice Area (Lead) Transport & Digital Development |
| Financing Instrument Investment Project Financing | Borrower(s) Ministry of Finance and Economic Development | Implementing Agency Ministry of Transport and Aviation | |

Proposed Development Objective(s)

The Project Development Objective (PDO) is to improve mobility and road safety in a pilot area and enhance institutional capacity to plan and manage urban transport in the city of Freetown.

Financing (in USD Million)

| Financing Source | Amount |
|---|--------------|
| International Development Association (IDA) | 20.00 |
| Total Project Cost | 20.00 |

| | |
|---|--|
| Environmental Assessment Category B-Partial Assessment | Concept Review Decision Track II-The review did authorize the preparation to continue |
|---|--|

Other Decision (as needed)

B. Introduction and Context

Country Context

A. Country Context

Sierra Leone is located in West Africa and bounded by Guinea to the north and west, Liberia to the southeast, and the Atlantic Ocean to the west. Freetown, the country's capital city, is a densely populated, congested city situated on a



peninsula surrounded by the Atlantic Ocean and the estuary of the Sierra Leone River. Freetown has an increasing population and a growing economy. Like the rest of the country, it is recovering from many years of adversity. Despite favorable geography, a hospitable climate, abundant mineral and forestry resources, fresh water, and arable land, Sierra Leone remains one of the world's poorest countries. Its gross national income per capita is US\$490 (2016) and its national poverty rate is 52 percent.

Sierra Leone's economy:

Sierra Leone's economy experienced steady pro-poor growth from the end of the civil war in 2002 until 2014 when two major shocks hit: the rapid decline in global iron-ore prices and the outbreak of Ebola. Following the end of the civil war, Sierra Leone benefitted from sustained economic growth that averaged 5.6 percent per year from 2002 to 2014. Overall inequality fell between 2003 and 2011, with the Gini coefficient declining from 0.39 to 0.32 over the period. Income per capita rose dramatically from US\$157 in 2000 to US\$794 in 2014, and the national poverty rate declined from 66.4 percent in 2003 to 53.8 percent in 2011. Economic growth was driven mainly by agriculture, but natural resource extraction and, particularly, iron ore mining, were major contributors to growth. Between 2001 and 2014, agriculture grew by an average of eight percent per year, contributing nearly 50 percent to the total increase in the real gross domestic product (GDP) over this period. Nevertheless, in 2014–2015, two major shocks shortened economic growth: the rapid decline in global iron-ore prices and the outbreak of Ebola. The two shocks resulted in a 20 percent reduction in Sierra Leone's 2015 GDP. The country recorded more than 14,000 Ebola cases and nearly 4,000 Ebola deaths.

Sierra Leone was declared Ebola free in 2016 and its economy has begun to recover, although a range of factors continue to limit economic growth and employment opportunities. Overall, real GDP growth was estimated at 6.1 percent in 2016, spurred by an increase in household consumption, growth in agriculture, and a resumption of iron-ore exports. The recovery started earlier in the primary and service sectors. However, growth in the industry, which is dominated by iron-ore mining, was subdued by continued low commodity prices. Economic growth is limited by lack of access to financial capital, underdevelopment of human capital, persistently weak government capacity and poor governance, and severe infrastructure gaps, particularly in energy and transport. The African Development Bank ranked Sierra Leone 46 out of 54 countries in its Infrastructure Development Index.¹ Only about 10 percent of the population has access to electricity, and 95 percent of those with access to electricity are located in Freetown.

Migration and Urbanization:

A combination of rapid natural population growth and migration due to conflict, insecurity, and poverty in the countryside, have contributed to rapid urbanization in Sierra Leone and challenged the provision of infrastructure and services in urban areas. The national population increased by 42 percent from 2004 to 2015, from approximately five million to 7.1 million. The urbanization rate nearly doubled from 21 percent in 1967 to 40 percent in 2015. The period from 1993 to 2002, during the devastating civil war, experienced an urbanization growth of six percent per year, prompted by the migration of Sierra Leoneans to urban areas to escape insecurity and poverty. Freetown represented a particularly attractive destination for internal migration, but providing employment, housing and services to migrants was a challenge.

Freetown was the only area in Sierra Leone to experience a significant increase in poverty between 2003 and 2011, influenced by migration and limited employment opportunities. The population of the Western Region, which comprises Freetown and its environs, increased by 57 percent, from under 950,000 to nearly 1.5 million, from 2004 to

¹ The infrastructure development index methodology is explained in "The Africa Infrastructure Development Index (AIDI), May 2013."



2015.² Faced with this growth, Freetown has been unable to create adequate housing, infrastructure, and service provision to keep pace with population growth. Drainage, water, sanitation, electrical distribution, solid waste, and transport infrastructure and services are all dramatically underdeveloped. These demographic factors have placed tremendous growth pressure on Freetown, which was not well situated to accommodate growth due to its limited employment base, inadequate public sector resources for infrastructure, challenging topography, as well as other constraints. The poverty rate in Freetown increased from 14 to 21 percent between 2003 and 2011. Migration and slow job creation, which reflects the anemic growth of the formal manufacturing and services sectors, are among the key causes of this increase in the poverty rate. Jobs are scarce and those that are available are low-skilled and low-paying. Formal employment in Freetown is limited; informal employment, often in petty trading, has become a default livelihood for migrants.

Growth has driven uncontrolled deforestation and sprawl in the hills of central Freetown and the Western Area Forest Reserve, resulting in compounding the city's resilience, infrastructure, and service delivery challenges. Freetown consists of narrow strips of low-lying land along the Atlantic coast and Sierra Leone River and numerous steep hills in the city's central areas. Unabated deforestation and sprawl in the mountainous areas have dramatically increased disaster risks. Runoff from the hillsides now causes regular seasonal flooding in low-lying residential areas of Freetown, which suffer from inadequate drainage, and many residents occupy structures that suffer from seasonal flooding. Destabilization of slopes has placed the highlands at increased risk of landslides. This has had fatal consequences, as observed in the devastating landslide on Sugarloaf Mountain which collapsed after heavy rains in August 2017, burying parts of Recent Town and killing more than 500 people.

Sectoral and Institutional Context

Mobility of people and goods in Freetown is severely impaired by inadequate road and pedestrian infrastructure, limited mobility management, inefficient public transport (buses and ferries), and a weak institutional and regulatory framework. Urban transportation in Freetown is constrained by numerous natural barriers, including the Sierra Leone River to the north, the Atlantic Ocean to the west, and steep hills in the center and south. Most urban transport activity takes place by road, with informal public transit service providers playing a central role in public transport. There are limited safe facilities for non-motorized mobility. Ferries, country boats, and water taxis provide specialized services for crossing the Sierra Leone River estuary, with water taxis providing access to Lungi International Airport and country boats and ferries transporting a combination of passengers and freight. Although the motorization rate is still low compared with other sub-Saharan countries, Freetown suffers from chronic congestion and severe road-safety challenges.

The urban transport system in Freetown suffers from three major deficiencies: (i) an inefficient road network, (ii) a backlog of road maintenance, and (iii) a lack of pedestrian facilities. First, the road network is inefficient, with poor connectivity and no proper hierarchy of roads. In particular, several critical roads have inadequate capacity for the functions they should serve within a properly designed network; there are few direct routes to facilitate cross-town movement; and the design of some intersections contributes to bottlenecks and serious traffic delays. Second, there is a considerable backlog of road maintenance; except for recently constructed and rehabilitated roads, most roads in the city are in very poor condition, often damaging vehicles and reducing traffic speeds to less than walking speed. Third, facilities for pedestrians are particularly poor, with footpaths of inadequate width and often in poor condition, forcing pedestrians to share space with vehicles in the road and frequently to navigate between motorized traffic.

² Sierra Leone 2015 Population and Housing Census Provisional Results. Statistics Sierra Leone, March 2016.



The combination of conflict among pedestrians, cars and traders, inadequate traffic control, and undisciplined driver behavior results in exceptionally chaotic and dangerous conditions, especially for pedestrians, women and children.

Management of urban mobility and urban space has fallen critically behind needs. Public-space management is a major challenge as vendors and parked vehicles obstruct streets and sidewalks throughout the city, particularly downtown. Downtown Freetown's street space has become an extension of the trading/market area; streets are overwhelmed by pedestrians, parked vehicles and traders; and there are several places where vehicles are barely able to pass. Inefficient use of street space, together with design deficiencies, contribute to severe and chronic congestion. This situation encourages the proliferation of small vehicles (two- and three-wheelers³, minibuses) that can weave through congestion but create adverse environmental and safety externalities. Basic traffic-control features such as traffic lights, signs and lane markings are inadequate or altogether absent; this, together with undisciplined driver behavior, exacerbate the chaotic and dangerous conditions.

Public transport services in Freetown are experiencing a rapid growth of unregulated, informal operators of small vehicles. The Sierra Leone Road Transport Corporation (SLRTC), the public bus operator, is struggling to maintain its fleet of 120 buses. Low productivity, regulated fares, and increases in fuel costs in 2016 have reduced the effectiveness and efficiency of the SLRTC. The informal sector in Freetown provides over 70 percent of transport service and uses a mix of full-sized buses (of which there are very few) and *poda-podas* (minibuses carrying approximately 15 passengers) numbering about 5,500. *Poda-podas*, which are often not professionally driven or adequately maintained, are able to circumvent fare regulation applied to SLRTC by operating on shorter routes. Small-engine motorcycle taxis (*okadas*) and tricycles (*kekes*) have increased at an exponential rate of 27 percent per year over the past few years. The growth of these vehicles has been fueled by their low upfront cost and ability to navigate congested roads, low barriers to entry, and high unemployment.

Ferries, country boats, and water taxis serve passenger and goods movement across the estuary, but are beset by a weak regulatory framework, safety concerns, and—in the case of ferry services—questionable financial sustainability.

Approximately one million passengers cross the estuary annually on privately operated ferries, country boats, or water taxis. Water taxis cater almost exclusively to airport passengers. Country boats provide the least-cost estuary crossing services and are used to transport passengers and small quantities of goods to market. The government places high priority on improving ferry services but these face competition from the construction of a road around the estuary and from country boats. The ferry system suffers from lack of coordination among the responsible institutions, unsatisfactory schedule adherence, underinvestment in terminal facilities, and other management and operational challenges. The rehabilitation of two ferries with World Bank Group budget support is expected to increase the number of ferries in operation from two to four by late 2017.

The institutional framework for urban transport management in Freetown is limited by unclear mandates and lack of capacity.

Responsibility for urban transport is not devolved to the local government authority, the Freetown City Council (FCC), and there is no formal mechanism to coordinate the multiple agencies involved in the provision of urban transport in the city. There is also a lack of capacity in terms of manpower, expertise, equipment and funding of these agencies. The principal agencies are: the Ministry of Transport and Aviation (MOTA), with overall responsibility for transport; the Ministry of Works (MOW), responsible for maintenance of the main road system through the Sierra Leone Roads Authority (SLRA); the SRLA, responsible for managing and maintaining the national road network, and for government-owned ferries and traffic management; the Sierra Leone Road Safety Authority (SLRSA), responsible for testing and licensing all vehicles and drivers, and for traffic management; the Sierra Leone Road Transport Corporation (SLRTC), the government-owned bus company; the FCC, responsible for providing commercial vehicle parks, designating parking

³ Two-wheelers refers to bicycles, motorcycles, and motorcycle taxis (*okadas*). Three-wheelers refers to tricycles taxis (*kekes*).



areas, and charging for parking; and the Sierra Leone Police, responsible for controlling operations and enforcing regulations. The lack of coordination is evidenced, for example, in traffic management, where the SLRA, SLRSA, and traffic police all carry out various traffic management functions, with little or no coordination among them.

Road safety is an issue in Sierra Leone in general, but in Freetown in particular. Sierra Leone had a reported 4,588 collisions in 2016, of which over 35 percent resulted in death or serious injury. Based on available figures, fatalities in the Freetown area increased by 75 percent from the previous year, 2015, (this may be due partly to recovery from the Ebola crisis) and the Freetown area accounted for nearly 70 percent of all the collisions. There are an estimated 300,000 vehicles registered in Sierra Leone, with about 50 percent of these operating in the Freetown area. Responsibility for road safety management is shared between two major agencies: the Traffic police, who are mandated to report on crashes, manage crash data, and arrest and charge traffic offenders; and the SLRSA who are responsible for vehicle and driver testing and licensing, as well as traffic management. The current road safety strategy for Sierra Leone is currently being reviewed, with a strong focus on Freetown.

Freetown's transport system is highly exposed and vulnerable to climate change and natural disasters, especially to flash-floods and landslides. Freetown is a coastal city located in a mountainous peninsula, with a tropical climate and an extended wet season. This geographical condition results in high exposure of the road infrastructure to climate change risks and natural disasters as many waterways cross the city draining runoff from the hilly areas. Additionally, many roads are exposed to rainfall induced landslides as the slopes in the central highland are steep and instable. The urban transport system in Freetown is at very significant risk from natural disasters. Its exposure is combined with a high vulnerability, exacerbated by poorly engineered and constructed roads and drainage structures in very poor condition due to deficient maintenance. Climate change is going to aggravate this risk as projections indicate an increase of the maximum 1- and 5-day rainfall especially during July-September⁴. This risk was evidenced by the August 2017 landslide and floods, as various communities in the city were isolated by the collapse bridges and damage to roads, and the total damage to the transport infrastructure was estimated to be 0.98 MUSD.

Relationship to CPF

There is no current Country Partnership Framework (CPF) for Sierra Leone. The proposed operation responds to priority challenges identified in the draft Systematic Country Diagnostic (SCD) and the country's most recent poverty reduction strategy. The project supports two key priorities identified in the draft SCD: (i) supporting poverty-alleviating employment, and (ii) increasing the productivity of informal workers. The project aligns with the objectives of other strategies: Sierra Leone's 2013–2018 poverty reduction strategy, "The Agenda for Prosperity," likewise identifies transport as a priority to improve competitiveness and support growth. The proposed operation also supports the goals of the 2013 Sierra Leone Integrated Transport Policy, Strategy and Investment Plan: improving international connectivity by improving mobility and access to the port in Freetown; fostering competitive conditions for value-added activities near the port; and improving non-motorized transport (NMT) safety and the quality of public transport services.

C. Proposed Development Objective(s)

The Project Development Objective (PDO) is to improve mobility and road safety in a pilot area and enhance institutional capacity to plan and manage urban transport in the city of Freetown.

Key Results (From PCN)

⁴ http://sdwebx.worldbank.org/climateportalb/home.cfm?page=country_profile&CCode=SLE&ThisTab=ClimateFuture



The project's results framework will be finalized during project preparation. The proposed key results indicators are: (a) improvement in user satisfaction (segregated by gender) in the pilot corridor; (b) reduction in average travel time through the pilot area for public and private transport; (c) development of a framework for institutional coordination and public transport improvements; and (d) reduction in road accidents.

In addition to the PDO-level indicators, the project would consider the following intermediate indicators: (To be developed after designing specific activities to be financed under this project.)

Component 1: (a) kms of sidewalks improved; (b) kms of urban roads improved; (c) number of pedestrian crossings improved; and (d) number of intersections improved.

Component 2: (a) urban transport policy and strategy for the country; (b) number of people trained; (c) road-safety database in place; (d) road-maintenance database in place; and (e) number of climate-resilient activities supported.

Component 3: The indicators will be decided based on the scope of activities, including those for the safety and quality of travel and increase in demand.

D. Concept Description

Urban mobility issues in Freetown are a result of the difficult economic and political environment, the inability to keep pace with the growing demand, and decades of neglect. It will take many years to address the underlying problems in a sustained manner. The way forward will focus on testing and scaling-up pilot solutions and building capacity to ensure the sustainability of results. Following this logic, the objective of this first urban transport project is two-fold: first, to pilot short-term remedies in order to obtain immediate relief and demonstrate the value of good management of existing infrastructure, efficient implementation, and good coordination across multiple departments and agencies within the government; and second, to build institutions, develop appropriate policies and regulations, and identify arrangements to strengthen the delivery of public transport services and climate resilience. The project will finance studies and training to strengthen the capacity of government agencies and departments and support development of laws, regulations and frameworks for the sustainable delivery of urban transport services. It is expected that the lessons from the project will enable the government to incrementally scale up interventions to a wider area over time.

The Bank intends to develop a programmatic, long-term approach for the country's urban transport sector.

The project will have three components: (i) Comprehensive Corridor Improvements; (ii) Institutional Capacity Building and Studies; and (iii) Ferry Terminal and Service Improvements.

Component 1: Comprehensive Corridor Improvements. This component will use an integrated and comprehensive approach to improve road safety, mobility for pedestrians and vehicles, and overall management of the public rights of way in a pilot area of Freetown. The project investments would focus on: (a) improving pedestrian infrastructure; (b) improving road conditions and rehabilitating key road sections; (c) providing traffic management, signalization, parking, and intersection improvements; (d) providing a transport operator's terminal; and (e) addressing the needs of street traders through off-street market areas. Depending on the credit amount, the project may also finance rehabilitation of sections of urban roads which are currently unpaved or in extremely poor condition, such as Motor Road and/or King Harmon Way.

Component 2: Institutional Capacity Building and Studies. The activities of this component may include: (a) strengthening the ministry's and departments' capacity to develop a long-term vision and regulatory framework to support effective management of the urban transport system; (b) diagnosing problems with public transport and developing a comprehensive strategy to improve bus services; (c) conducting a public relations/communication campaign



to educate stakeholders, schoolchildren and the public about road-space management and road safety; (d) developing a road-safety database; and (e) supporting climate-resilient activities, for example by developing guidelines to incorporate climate and disaster resilience into road design by providing specific cost-effective requirements and good practices for slope stabilization in mountain areas of Freetown; and mapping tools for prioritization of urban transport projects using network analysis and giving consideration to climate-related risks.

Component 3: Ferry Terminals and Services: This component will finance investments to improve safety and passenger comfort at ferry terminal facilities and their access to these terminals. These interventions aim to improve the image of ferry services, enhance the quality of travel for ferry users, and increase demand. This component will also include the development and implementation of a coordinated market development strategy that identifies and secures additional customers and revenue for the ferry operators.

SAFEGUARDS

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

The project activities will take place within Central Freetown. The project area is largely in an urban built up setting. The area does not include any natural habitats or sensitive environments. Central Freetown benefits from an orderly road layout of paved streets and a compact development pattern, while development of the western areas has been shaped to a significant extent by the city's topography. Freetown is a coastal city resting between the ocean and mountains immediately inland and is a very compact city constrained by its geography. Thus, Freetown has limited available space for roads, sidewalks, bus shelters, and other features of an urban transportation system. Primary roads in the center and west have been rehabilitated and some further rehabilitation is required, but the road network lacks essential features necessary for safe and efficient movement of people and vehicles in an urban setting. Most primary roads in Freetown have sidewalks but the accessibility of Freetown's sidewalk facilities to pedestrians is a major concern. Around the city, parked cars and traders who are on foot as well as those with stalls, routinely block sidewalks on the city's primary roads and this forces pedestrians to walk in the streets which is both dangerous and slows traffic substantially. Sidewalks are missing or damaged in other areas, and this also forces pedestrians into the street. The obstruction of sidewalks which pushes pedestrians into the travel lanes and the misuse of the street contribute to the city's severe traffic congestion and chaotic conditions. Freetown's sidewalks are typically constructed of reinforced concrete slabs placed over otherwise open drainage channels. Many of these concrete tiles are damaged or missing, leaving dangerous open holes in the sidewalk. Sidewalks are missing entirely in several areas and, in these locations, pedestrians must navigate between the drainage channel located where the sidewalk would be and motorized traffic. The limited space for safe dwelling and development of vehicular parking and bus terminals is a major concern for the city. Parked cars and encroachment by buildings and traders on open spaces is very common. Despite the presence of many storefronts and sidewalks, trading in the street and obstruction of the city's sidewalks is most extreme in the downtown area.

B. Borrower's Institutional Capacity for Safeguard Policies

The SL EPA is the regulatory agency responsible for the screening and assigning of project categories for projects in Sierra Leone. The SL EPA is backed by the Environmental Protection Agency Act, 2008 and Environmental Protection Agency (Amendment) Act, 2010. Sections 24 of the Act lists project activities requiring an Environmental Impact Assessment license, which include infrastructural projects such as roads, laying of transmission lines and bridges. Sections 25 and 26 describe factors for determining whether a project requires an environmental impact assessment and the contents of the environmental impact assessment and the contents of environmental impact assessment respectively. The Act describes the procedures to be followed to obtain permits for both existing and proposed undertakings through the conduct of



environmental impact assessments.

The SL EPA has supported several projects in meeting the EA requirements for their undertakings through the issuance and enforcements of permits and conditions respectively. They have also undertaken joint safeguards training in collaboration with the Bank safeguards team. The MoTA does not have in-house officers who could take up the safeguards responsibilities. It is also clear that the steering committee lacks expertise for safeguards management. The team therefore recommends that MoTA will need to engage consultants or appoint dedicated officers within MOTA to be responsible for the safeguards during the project preparatory stage. This is crucial to ensure that the needed meaningful consultations with stakeholders, oversight of the health safety and environmental concerns are properly taken on board as the project is being designed. Some of the early safeguards requirements would entail the drafting of TOR for the ESMF, ESIA, RPF and RAP as the need may be depending on the agreed project activities. The Ministry of Lands, Country planning and Environment have expertise in donor funded projects that have resulted in land acquisitions leading to resettlement and compensation payments. The MLCPE and the SL EPA should be involved at early stages of the project development to provide guidance on land acquisition and compensation issues and environmental requirements respectively

C. Environmental and Social Safeguards Specialists on the Team

Anita Bimunka Takura Tingbani, Environmental Safeguards Specialist

Charles Ankisiba, Social Safeguards Specialist

D. Policies that might apply

| Safeguard Policies | Triggered? | Explanation (Optional) |
|--|------------|--|
| Environmental Assessment OP/BP 4.01 | Yes | The project involves physical activities that will impact the environment, however these impacts are not expected to be irreversible and unprecedented. The impacts can be minimized by implementing mitigation measures. The project will prepare an ESMF to provide for screening of sub-projects and an ESIA will be prepared for project areas which are already known prior to appraisal. Both instruments would be submitted for review and publicly disclosed both in-country and at the World Bank website prior to appraisal. |
| Natural Habitats OP/BP 4.04 | No | Project activities will not impact on any natural habitats |
| Forests OP/BP 4.36 | No | Project activities will not take place and will not impact on any forests |
| Pest Management OP 4.09 | No | There will no pesticides procured or used under the project |
| Physical Cultural Resources OP/BP 4.11 | Yes | The project activities would involve rehabilitation works and road improvements. These could lead to |



some chance finds. The ESMF to be provided would provide guidelines on how to manage any discovery of items of physical and cultural values.

| | | |
|--|-----|---|
| Indigenous Peoples OP/BP 4.10 | No | |
| Involuntary Resettlement OP/BP 4.12 | Yes | The project activities are likely to result in the displacement (economic/ or physical) of current users at some of the proposed sites where there would be improvements to pedestrian walk ways, construction of bus/parking terminals, including along the Lumley beach road and off street market spaces at the Juba bridge areas. Project interventions in these sites are likely to require compensation and resettlement. The project will conduct a social assessment to ascertain the extent of social impacts on the livelihoods and mitigation measures would be develop for the risks and impacts. Resettlement Action Plans (RAPs) would also be prepared for all the selected sites before appraisal. An RPF will also be prepared and consulted upon. Both instruments would be submitted for review and publicly disclosed both in-country and at the World Bank website prior to appraisal. |
| Safety of Dams OP/BP 4.37 | No | The project activities does not involve Dams |
| Projects on International Waterways OP/BP 7.50 | No | The project activities will not occur in international waterways |
| Projects in Disputed Areas OP/BP 7.60 | No | Project area is not within a known disputed area |

E. Safeguard Preparation Plan

Tentative target date for preparing the Appraisal Stage PID/ISDS

May 30, 2018

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

The safeguards studies are expected to be completed by May 2018, as per the breakdown of the respective studies and timeframes.

- ESMF (Including template ESMP and screening form)

To cover general area of influence. As designs become clearer, ESMPs will be tailor-fitted to specific sub-projects

Typically takes 2-3months from the inception report to finalization.

To be delivered by appraisal

- Draft TOR for ESIA (include terms for initial analytical work on social issues)

To be drafted by GoSL, consulted upon with PACs, and reviewed by Bank



- ESIA (including ESMPs)
To cover specific sites already identified and the specific interventions agreed.
Typically takes 2-3 months from the inception report to finalization.
To be delivered by appraisal
- RPF (general principles and procedures for addressing displacement impacts/ compensation)
To cover broadly defined project activities, legal requirements and institutional arrangements for implementation, etc.

To be delivered by Appraisal if location of project interventions remains unknown (approx. 2-3 months to finalize)
- RAP (if specific sites for project interventions are selected, otherwise an RPF would suffice)
To be delivered by Appraisal.
Requires social-economic survey to be conducted (approx. 2-3 months) to finalize.

CONTACT POINT

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APPROVAL

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|----------------------|----------------------|

Approved By

| | | |
|---------------------------|-----------------|-------------|
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