

**PROJECT INFORMATION DOCUMENT (PID)
IDENTIFICATION/CONCEPT STAGE**

Report No.: PIDC29630

Project Name	RURAL ROADS EMERGENCY INFRASTRUCTURE PROJECT
Region	AFRICA
Country	Guinea
Sector(s)	Rural and Inter-Urban Roads and Highways (100%)
Theme(s)	Other social protection and risk management (70%), Rural services and infrastructure (30%)
Lending Instrument	Lending Instrument
Project ID	P156557
Borrower Name	Ministry of Finance
Implementing Agency	National Directorate of Rural Roads
Environment Category	B - Partial Assessment
Date PID Prepared	28-Jul-2015
Estimated Date of Approval	20-Oct-2015
Initiation Note Review Decision	The review did authorize the preparation to continue

I. Introduction and Context

Country Context

The Republic of Guinea, a West African country, is bordered by Guinea-Bissau, Senegal and Mali to the North, Liberia and Sierra Leone to the South, Ivory Coast to the East and the Atlantic Ocean to the West. It covers an area of 245,857 square kilometers and has 399kilometers of Atlantic coastline. Guinea has a tropical climate with a rainy season (May to October) and a dry season (November to April). Forests cover 58.8 percent of the land, with a deforestation rate of 1.1 percent mainly due to brush fires and tree felling. Per capita GDP was about \$450 in 2012. The 2012 Limited Poverty Evaluation Survey show that 55.2 percent of the total population of 11.2 million is poor, compared with 53 percent in 2007 and 40.3 percent in 1995. The number of persons living in extreme poverty has also doubled. Most of the poor are still living in rural areas. As per 2012 survey, 64.7 percent of the rural population is poor, compared with 32.1 percent for the urban population. The economy is dominated by mining and the rural sector.

A "mysterious" sickness began silently spreading in a small village in Guinea on December 26, 2013 but was not identified as Ebola Virus Disease (EVD) until March 21, 2014. Retrospective studies identified the index case in West Africa's Ebola epidemic as an 18-month-old boy who lived in Meliandou, Guinea. The boy developed an illness characterized by fever, black stools, and vomiting on December 26, 2013 and died two days later. The exact source of his infection has not been identified but likely involved contact with wild animals. The remote and sparsely populated village of Meliandou, with only 31 households, is located in Guéckédou District in what is known as the Forest Region.

As of June 10, 2015 there have been a total of 3670 reported confirmed, probable, and suspected cases of Ebola in Guinea with 2437 reported deaths . A total of 16 new confirmed cases were reported in Guinea in the first seven days of June 2015. The outbreak in Liberia was declared over on May 9, 2015.

According to the World Health Organization (WHO), efforts to bring EVD outbreak under control faced multiple barriers, including logistical problems linked to the country's weak public infrastructure. Case management in several prefectures was impaired by a shortage of vehicles, lack of fuel, and poor road conditions which slowed the transportation of samples to laboratories and of patients to treatment or transit centers. Bad road conditions, lack of properly maintained vehicles and fuel, and fear on the part of ambulance crews have meant that patients may need to undergo an ambulance ride of 8 to 10 hours, sometimes with no food or water, to reach a treatment center. Many died along the way. Relatives were understandably reluctant to submit loved ones to such an ordeal. This situation could partially explain why community resistance is persisting mainly in the border area between Guinea, Sierra Leone, and Liberia. In all three countries, cross-border movements, especially of patients seeking treatment beds, introduced new chains of transmission, sometimes re-infecting areas that had been coming under control.

Sectoral and Institutional Context

The road network in Guinea consists of about 7,000km of national roads, 6,700km of prefectural roads, 20,000km of rural roads, and 1,000km of urban roads. The National Directorate for Rural Roads (Direction Nationale des Pistes Rurales – DNPR) of the Ministry of Agriculture is in charge of the prefectural and rural road network whereas the Roads National Directorate of the Ministry of Public Works (MPW) is in charge of the national road network.

A Road Maintenance Fund was established in 2000 under the responsibility of MPW, tasked with the administration of funds destined for the maintenance of the eligible road network. The FER was endowed with funds from a fuel levy and subsidies from the national budget. Although about 18 percent of the road maintenance fund are earmarked for prefectural and rural roads, consequently less than 1,000 km are maintained annually because of the overall limited budget (about US\$20 million per year). About forty percent of the prefectural and rural roads are in good and fair conditions.

The last IDA transport investment project in Guinea was the Second National Rural Infrastructure Project (P065127). The project in the amount of about US\$30.3 million was approved on August 26, 2004 and closed on June 30, 2013. Its objective was to provide improved basic infrastructure and sustainable infrastructure management and maintenance systems to rural populations in targeted areas. The outcome of the project was rated moderately unsatisfactory and the risk to development objectives was considered high. The Government performance and the implementing agency performance were both assessed moderately unsatisfactory.

Relationship to CAS/CPS/CPF

The country partnership strategy (CPS) covering FY14 to F17 has three areas of engagement: (i) improving governance; (ii) stimulating growth and economic diversification; and (iii) supporting human development. One of the expected outcomes of the third area of engagement is the improved access to basic delivery mainly health and education. The rehabilitation of rural roads would

contribute to this outcome as the target beneficiaries would have improved transport access to health and education facilities at the end of the project. In addition, the project may also contribute to improve agricultural productivity which is one of the expected outcomes of the second area of engagement. When the conditions of rural roads improve, rural population would have better access to markets and would have better incentives to increase their agricultural productivity.

II. Project Development Objective(s)

Proposed Development Objective(s)

The project development objective is to improve accessibility of local communities to health services and Ebola treatment facilities in the targeted area by mitigating key bottlenecks along selected rural roads.

Key Results

The expected key project output indicators are: (i) the number and length of constructed/repaired/replaced bridges; (ii) the number and length of treated bad spots; and (iii) the number of constructed/repaired structures.

The expected key project outcomes are: (i) the reduction in travel time along the rural roads; (ii) the number of people having improved access to the Ebola Treatment Facilities.

III. Preliminary Description

Concept Description

The project will primarily focus on minor bridges and structures and will do limited earth works to take into account the lack of appropriate maintenance in Guinea. In fact, bridges and structures are more sustainable as they require less frequent maintenance than earth works. Thus, eligible roads would be those which do not require major earth works (i.e. the surface conditions are not too poor) but with missing/defective bridges/structures. By improving these bridges/structures, accessibility through the roads would be substantially better.

The project will repair localized bad spots on rural roads which constitutes real bottlenecks on regular basis especially during rainy season. A long list of 14 road sections in the total length of 115 km in the region of Guéckédou and Macenta has been proposed by the DNPR. 6 bridges in the total length of 62 meters and 36 box culverts are among the rural roads. According to the DNPR, these rural roads do not require much earth works but in need of bridges, structures, and localized bad spots improvements. A simplified multi criteria selection process will be used to prioritize project interventions along the selected corridors.

The project will use innovative approach to quicken implementation. The innovative approach includes the use of Bailey bridges and timber road sections. Bailey bridges are demountable metallic bridges which can be set up rapidly after the abutments and piers are in place. In addition, Bailey bridges can be moved without major difficulty from one place to another. Timber roads are demountable road structure which can be set up fast using labor based technique. Timber roads will be used on the localized bad spots. They also can be moved without major difficulty from one place to another. Since these approaches are new in Guinea, the cumulative length of timber roads will be about 0.5km. In-depth comparison of the classic approach (concrete bridge / gravel road) versus the new approach (Bailey bridge / timber road) will be undertaken during project preparation to make a final decision on the most appropriate solution.

The project area will be near the border with Liberia and Sierra Leone and the works are likely to be implemented during the coming dry season. It is in that area that the accessibility problems between the population and any Ebola Treatment Center are the most serious. This is why the rural roads proposed by the DNPR are either in the region of Guéckédou or Macenta. In addition, preparation and implementation would be planned to have the works getting started and completed during the dry season between November and April. To enable rapid deployment of resources, the team proposes to invoke Paragraph 12 of OP 10.0, Projects in Cases of Urgent Need of Assistance or Capacity Constraints and defer preparation of Safeguards documents to the implementation period.

Taking into account the above mentioned concept and the encountered challenges, the project will have three main components. The first component is the rehabilitation/reconstruction of bridges and structures which include the set-up of Bailey bridges. The second component is the spot improvement of rural roads which includes the set-up of pilot timber roads. The third component is capacity building which would support the DNPR to implement the project. The allocation of resources among these three components and the eventual contingencies will be defined during project preparation. The project as envisaged will be implemented quickly using proprietary products which require direct contracting. However, all contracts will be prior reviewed by the Bank.

IV. Safeguard Policies that Might Apply

Safeguard Policies Triggered by the Project	Yes	No	TBD
Environmental Assessment OP/BP 4.01	x		
Natural Habitats OP/BP 4.04			x
Forests OP/BP 4.36			x
Pest Management OP 4.09		x	
Physical Cultural Resources OP/BP 4.11	x		
Indigenous Peoples OP/BP 4.10		x	
Involuntary Resettlement OP/BP 4.12	x		
Safety of Dams OP/BP 4.37		x	
Projects on International Waterways OP/BP 7.50		x	
Projects in Disputed Areas OP/BP 7.60		x	

V. Financing (in USD Million)

Total Project Cost:	3	Total Bank Financing:	0
Financing Gap:	0		
Financing Source			Amount
Ebola Recovery and Reconstruction MPF			3

VI. Contact point

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