

# INTEGRATED SAFEGUARDS DATA SHEET

## IDENTIFICATION / CONCEPT STAGE

**Report No.:** ISDSC14551

**Date ISDS Prepared/Updated:** 28-Jul-2015

### I. BASIC INFORMATION

#### A. Basic Project Data

<b>Country:</b>	Guinea	<b>Project ID:</b>	P156557
<b>Project Name:</b>	RURAL ROADS EMERGENCY INFRASTRUCTURE PROJECT		
<b>Team Leader(s):</b>	Kulwinder Singh Rao, Tojoarofenitra Ramanankirahina		
<b>Estimated Date of Approval:</b>	20-Oct-2015		
<b>Managing Unit:</b>	GTIDR	<b>Lending Instrument:</b>	Lending Instrument
<b>Sector(s):</b>	Rural and Inter-Urban Roads and Highways (100%)		
<b>Theme(s):</b>	Other social protection and risk management (70%), Rural services and infrastructure (30%)		
<b>Financing (in USD Million)</b>			
Total Project Cost:	3	Total Bank Financing:	0
Financing Gap:	0		
<b>Financing Source</b>			<b>Amount</b>
Ebola Recovery and Reconstruction MPF			3
<b>Environment Category:</b>	B - Partial Assessment		

#### B. Project 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.

#### C. Project 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.

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

The project will intervene in the region of Guéckédou or Macenta near Liberia and Sierra Leone borders. About Six (06) bridges would be built/rehabilitated using innovative technologies (Bailey bridge) requiring a heed to site-specific ecologies and safety issues during work. Also, the region is in an equatorial climatic zone where heavy humidity or run-off can impact the sustainability of the investments depending on the adequacy of materials or technologies. Biophysical aspects will there be on scrutiny during project preparation. It is expected that the project would be a category B project

#### **E. Borrower's Institutional Capacity for Safeguard Policies**

The government capacity in handling environmental and social safeguard is still weak, but the DNPR has a fairly good track record in handling the environmental and social safeguards. As per the ICR, no major issue occurred during the implementation of the Guinea Second National Rural Infrastructure Project which was a category A project. The implementation of the safeguard aspects

was done satisfactorily. During preparation, assessment will be done to check whether DNPR has kept its capacity.

#### **F. Environmental and Social Safeguards Specialists on the Team**

Maman-Sani Issa (GENDR)

Yacouba Konate (GSURR)

#### **II. SAFEGUARD POLICIES THAT MIGHT APPLY**

<b>Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/ BP 4.01	Yes	Though project activities are along existing roads and do not expand the existing right of way, some environmental and social are susceptible to occur; there are however expected to be of low to moderate magnitude. Because, the specific road sections are not yet chosen, an environmental and social management framework (ESMF) will be prepared, consulted upon and disclosed in the country and at the Bank Infoshop, not later than 3 months after the project becomes effective.
Natural Habitats OP/BP 4.04	TBD	This needs to be confirmed during preparation because of the project area which is located in a forest zone
Forests OP/BP 4.36	TBD	This needs to be confirmed during preparation because of the project area which is located in a forest zone
Pest Management OP 4.09	No	The project will not finance acquisition, storage, transport, distribution or use of chemical and pesticides.
Physical Cultural Resources OP/ BP 4.11	Yes	This policy is triggered because of the use of borrow pit and excavation in road works. A chance find procedure will be described in the ESMF and later on slotted in the enterprise contracts to safeguard any uncovered underground artefacts.
Indigenous Peoples OP/BP 4.10	No	There are no indigenous people in the project intervention area
Involuntary Resettlement OP/BP 4.12	Yes	The project activities are along existing roads and do not expand the existing right of way. Therefore, it is expected to have minimal resettlement implication. A Resettlement Policy Framework (RPF) will be prepared, consulted upon and disclosed in the country and at the Bank Infoshop, not later than 3 months after the project becomes effective.
Safety of Dams OP/BP 4.37	No	The project will not finance dam construction,

		rehabilitation, maintenance or any activity linked to existing dam, or downstream section of existing dam's influence area.
Projects on International Waterways OP/BP 7.50	No	The project activities will not impact such a watercourse.
Projects in Disputed Areas OP/BP 7.60	No	The project will no finance activities in disputed areas.

### III. SAFEGUARD PREPARATION PLAN

#### A. Appraisal stage ISDS required?: Yes

##### i. Explanation

The proposed operation includes works that impact the physical environment and have the poten

##### ii. Tentative target date for preparing the Appraisal Stage ISDS

20-Sep-2015

#### B. 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 ISDS.

All environmental plans will be completed within three months of the approval.

### IV. APPROVALS

Team Leader(s):	Name: Kulwinder Singh Rao, Tojoarofenitra Ramanankirahina	
<b><i>Approved By:</i></b>		
Safeguards Advisor:	Name:	Date:
Practice Manager/ Manager:	Name:	Date:

<sup>1</sup> 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.