



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

Appraisal Stage | Date Prepared/Updated: 17-May-2018 | Report No: PIDISDSA21893



BASIC INFORMATION

A. Basic Project Data

Country Togo	Project ID P161772	Project Name Togo - Urban Infrastructure Project	Parent Project ID (if any)
Region AFRICA	Estimated Appraisal Date 21-May-2018	Estimated Board Date 17-Jul-2018	Practice Area (Lead) Social, Urban, Rural and Resilience Global Practice
Financing Instrument Investment Project Financing	Borrower(s) Ministry of Economy and Finance	Implementing Agency Ministre de l'Urbanisme, de l'Habitat et du Cadre de Vie	

Proposed Development Objective(s)

The project development objective (PDO) is to: a) improve access to urban infrastructure and basic services in selected cities, and b) strengthen the institutional capacity of participating cities in urban planning and management.

Components

Urban Infrastructure and Services
Institutional Strengthening and Technical Assistance
Management, Coordination, Monitoring and Evaluation
Contingent Emergency Response

PROJECT FINANCING DATA (US\$, Millions)

SUMMARY

Total Project Cost	30.00
Total Financing	30.00
of which IBRD/IDA	30.00
Financing Gap	0.00

DETAILS

World Bank Group Financing

International Development Association (IDA)	30.00
---	-------



IDA Credit	30.00
Environmental Assessment Category	
B-Partial Assessment	
Decision	
The review did authorize the team to appraise and negotiate	

None

B. Introduction and Context

Country Context

1. **With a population of about 7.3 million people, Togo is a small country in Sub-Saharan Africa facing big development challenges.** In the past half century, since its independence in 1960, the country's economy has gone through some initial steady growth followed by a period of volatility, and even experienced a few dips into negative growth. The country currently faces significant challenges as it emerges from a period of relative isolation following years of political and economic troubles and donor disengagement in the 1990s and 2000s. These challenges include a high level of poverty (47.9 percent in 2016 and an estimated 47.1 percent in 2017), lower living standards than comparable countries, weak governance and institutional capacity, and an unfinished political reform agenda. Togo's per capita gross domestic product (GDP) in 2016, at US\$578 (in current terms), was about a third of that of its neighboring country, Ghana; and its current gross national income per capita is the ninth lowest among the 35 countries in Sub-Saharan Africa. Meanwhile, Togo was ranked 162 out of 188 countries in the United Nations Human Development Index 2015.

2. **In recent years, the country has experienced some significant growth and made modest progress in reducing poverty, but its economy appears to be vulnerable to shocks and remains unsustainable.** Agriculture and the services sectors are the mainstay of Togo's economy, which account for 41 percent and 22 percent of GDP, respectively. Industrialization is at its infancy, mostly located at the coastal region of the country. Economic growth over the past few years (2010–2015), averaging at 5 percent annually, was driven primarily by the growth in the tertiary sector, particularly in trade and other services. The country is now positioned to become a transport and commercial hub in the subregion, owing to its favorable geographic location, a recently upgraded national transport infrastructure, and a natural deep sea port. Growth in agriculture was also significant but volatile due to impacts of natural shocks and high climate risks. The country's main goods exports consist of crude materials such as carbonated phosphate. Togo also has other less exploited mineral reserves which could play an important role in the country's future economic development. Poverty rates in Togo declined from 61.7 percent to 55.1 percent between 2006 and 2015.¹ To accelerate and sustain poverty reduction, Togo will need to

¹ République Togolaise. 2015. *Rapport Final: Questionnaire des Indicateurs de Base du Bien-Etre.*



unleash a more robust, inclusive, and sustainable growth process, led by private economic agents, and supported and amplified by more effective Government policies, public investments, and services.

Sectoral and Institutional Context

3. Urbanization in Togo has been accelerating since the end of the 1960s, and the role of urban markets and service centers is becoming increasingly important in the modernization of the economy.

At 4 percent per year, urban population growth rates in Togo are among the highest in the world. Currently, about 2.9 million people (or about 40 percent of the national population of 7.2 million) live in urban and peri-urban areas. Lower than expected rainfall, as well as periodic flooding has caused agricultural soil erosion and worsened already poor rural market access, leading to increased urban migration. If the current trend persists, by 2030, the population of Togo is projected to reach 10 million inhabitants with the urban population representing over 50 percent of the country's total population.² The country's capital city, Lomé, also doubling as the country's commercial capital, holds nearly half of the country's urban population, estimated at 1.8 million inhabitants. Secondary cities are fairly small in Togo, but they are growing rapidly. The number of cities with a population of more than 50,000 has grown from none to six in the past two decades, namely Kara, Sokodé, Kpalimé, Atakpamé, Dapaong, and Tsévié. The total population living in these six secondary cities nearly tripled between 1981 and 2016, with an estimate of nearly 500,000 inhabitants in 2016.³

4. Cities in Togo are rapidly expanding yet there is a big service delivery gap in most municipalities.

More than 60 percent of Togo's urban population lives in slums, which suffer from poor water and sanitation services, as well as higher risks of flooding due to inadequate drainage and other preventative investments. The inadequate drainage and lack of maintenance also put the urban roads network in a poor condition—only 18 percent of the 56 km of paved roads, and 16 percent of the 148 km of unpaved roads in Lomé are in good condition. Infrastructure services in secondary cities and rural areas are even more inadequate, and those that pose the most binding constraints vary by locality. Modern toilets are used by only about 3 percent of households in almost all secondary municipalities. Trash pickup services are not available to most residential neighborhoods. Haphazard and illegal dumping of solid waste in many sensitive areas of urban centers (mostly waterways) have led to the spread of many diseases, especially malaria and cholera which have reached epidemic levels in some cities. Poor access to clean water, proper sanitation, and solid waste management have led to many urban health issues, including severe negative impacts on the welfare of citizens and economy.

5. Togo, as is the case with most countries in West Africa, is vulnerable to climate variability and climate change along with the climatic disaster risks, mainly flooding, drought, and coastal erosion.

Togo has experienced severe flooding events in 2007, 2008, 2009, and 2010, among which the 2010 flood caused damages and losses worth of more than US\$38 million.⁴ Densely populated urban areas, such as Lomé and its surroundings, bore the biggest loss as the impacts of the disastrous flooding were exacerbated by unplanned growth with informal settlements in low-lying lands, lack of functioning storm water drainage systems, and insufficiency of gutters. About 15,000 houses or about 75,000 to 100,000 residents of most cities in Togo are particularly vulnerable to climate risks, subject to recurrent flooding

² World Bank. 2016. *Togo Systematic Country Diagnostics*. Report No. 108184-TG.

³ *Direction Générale de la Statistique et de la Comptabilité Nationale, République Togolaise*, Population Projection 2016.

⁴ World Bank. 2010. *Togo Post-Disaster Needs Assessment*, November 2010.



for more than 20 days every year and incur heavy yearly repair and maintenance expenses. In the face of increased climate risks, inadequate urban investments, combined with outdated master plans and restraining regulations are the major barriers toward effective, resilient, and feasible urban development, management, and upgrading. Through better urban planning and regulations and improved infrastructure and services, the exposure of population to damages and losses caused by similar disastrous events in the future could have been reduced significantly. For example, through investments on improving the drainage system under the recently completed World Bank-supported project, Emergency Infrastructure Rehabilitation and Energy Project (*Projet d'Urgence de Réhabilitation des Infrastructures et des Services Electriques*, PURISE, P113415), a total of 858,062 people in Lomé are now protected against periodic flooding. This shed light on the importance and urgency of strengthening urban management and infrastructure services in Togo's cities and informed the design of this project.

6. **Overall, urban growth in Togo has not been matched by the appropriate amount of urban investment, and public infrastructure investments rely heavily on donor financing.** Investment in basic urban infrastructure is mainly public- and donor-financed, notably including the construction of a network of primary urban roads and the rehabilitation and extension of a few major drains, financed, among others, by the World Bank, *Agence Francaise de Développement* (AFD), West African Development Bank, and the European Union (EU). Private sector investment in urban infrastructure has remained negligible. On average, public investment in urban infrastructure in the last five years stood at around CFAF 1 billion per year or less than US\$3 per capita. This amount represents about 3 percent of the overall public investment budgeted in 2014, which is quite limited for addressing the huge infrastructure gaps that urban areas are facing. At the same time, urban public assets are deteriorating rapidly because of lack of maintenance. The Government has developed urban rehabilitation programs with the support of some technical and financial partners (including the World Bank, EU, German Agency for International Cooperation [*Deutsche Gesellschaft für Internationale Zusammenarbeit*, GIZ], AFD, and African Development Bank [AfDB]). The mobilization of private financing for the urban municipal infrastructure and related interventions (the financial viability of which is not yet established) remains difficult.

7. **Stagnant decentralization efforts and limited capacity of municipalities in Togo are further preventing the service delivery gaps from being filled, especially in secondary cities.** As in many other African countries, local governments in Togo are generally weak, with inadequate revenue mobilization, weak legal bases for tax collection at local levels, and unavailability of the necessary resources to finance municipal services. There is a strong need to empower the local governments and to better facilitate intergovernmental fiscal transfers to bring resources to the local governments where it is most needed. However, Togo's decentralization efforts have been feeble and quite slow. The stagnant national decentralization agenda leaves cities with limited means and capacity to discharge their functional mandate. In spite of a decentralization policy enshrined in the Decentralization Law (no. 2007-011 dated March 13, 2007), this law is still encountering implementation difficulties, mainly due to (a) the Government's delay in genuinely transferring powers (responsibilities) and the resources needed for their effective implementation by local governments, (b) the lack of institutional capacity of these local governments, and (c) the lack of defined urban policies and the failure to enforce land-use regulations and public investment management.

8. Under the circumstances summarized above, after the closing of PURISE (rated Satisfactory), the Government of Togo (GoT) requested the World Bank for its support on a new operation to scale up



investments on urban infrastructure and to improve basic services in more cities. The design of this project is therefore shaped by the iterative discussions between the GoT and the World Bank.

C. Proposed Development Objective(s)

Development Objective(s) (From PAD)

9. The project development objective (PDO) is to (a) improve access to urban infrastructure and basic services in selected cities, and (b) strengthen the institutional capacity of participating cities in urban planning and management.

10. Activities proposed under this project will improve the access to basic infrastructure services for the population of the most deprived districts of beneficiary municipalities, through rehabilitating, restoring, and improving urban infrastructure facilities; and to strengthen the capacity of participating cities in managing sustainable urban development, through technical assistance, trainings, and other capacity building activities.

Key Results

11. The achievement of the PDO will be measured by the following PDO-level results indicators:

- **People provided with improved urban living conditions** (sub-indicator: Percentage of female beneficiaries) (Corporate Results Indicator). These include those who benefit from project investments with any one or more of the following: (a) reduced exposure to flood risks due to improvement in drainage and solid waste management systems, (b) increased access to all-season roads (for households within 500 meters from each side of the roads), (c) improved access to potable water sources, (d) reduced health risks due to improvement in the sanitation conditions of the community, and (e) improved access to markets and other socioeconomic infrastructure financed by the project. When calculating the total number of beneficiaries, beneficiaries of any of the above five categories will be aggregated with cross-validation to avoid double counting.
- **Number of cities with improved urban planning and management**, as measured by the completion and update of Local Development Plans (LDPs) and Detailed Urban Plans (DUPs) with prioritized investments in urban infrastructure services. To ensure that the development of these plans would translate into investment actions with tangible impacts on the communities, all investment proposals included in the plans will be elaborated with detailed strategies on implementation, sequencing, and financing, so that they would be ready to implement when financing becomes available.

D. Project Description

12. **The proposed project has four components:** (1) Urban Infrastructure and Services; (2) Institutional Strengthening and Technical Assistance; (3) Management, Coordination, Monitoring and Evaluation; and (4) Contingent Emergency Response.



Component 1: Urban Infrastructure and Services (US\$22 million⁵)

13. The objective of this component is to increase access to urban infrastructure and basic services in underserved neighborhoods in the three cities of Lomé, Kara, and Dapaong. Average investment per capita in all three cities will be approximately US\$11. The per capita investment in Kara and Dapaong is much higher than in Lomé (which has received significant investment under PURISE), given that this is the first urban infrastructure project financed by the World Bank to invest significantly in these two cities. The detailed funding split among the three cities is described in annex 1. Based on sequencing of project activities, tentative investments under this component are divided into two subcomponents.

14. **Subcomponent 1.1: Priority investments.** A priority investment program was developed during the project preparation phase, in collaboration with the Borrower and the municipalities of the three targeted cities. The identification and selection of these priority investments were largely based on the local priorities of each city according to their own infrastructure plans and/or development agenda, while taking into consideration the number of beneficiaries to be reached, feasibility and financing amount, as well as readiness for implementation. The agreed priority investment program includes (a) the completion of a few urban road segments including drainage in Lomé for a total length of two kilometers, (b) the construction/rehabilitation of urban roads including storm water drainage in Kara for a total length of three kilometers, and (c) the rehabilitation of 760 meters of urban roads, the construction of 1,600 meters of storm water drains, and the construction of 110 meters of covered drainage gutters.

15. **Subcomponent 1.2: Urban infrastructure and services.** This subcomponent will finance, the following potential activities: (a) urban roads and public space improvements, including street lighting and landscaping; (b) water supply points/systems; (c) drainage and storm water management systems; (d) small social infrastructure such as school and health facilities; and (e) small economic infrastructure such as markets and merchant stalls. The activities will be selected in a participatory manner at the local level on the basis of the priorities defined in the LDPs and DUPs. Selection criteria will include feasibility and sustainability, impacts on beneficiaries, value-added of World Bank assistance, and complementarity with other donors.

Component 2: Institutional Strengthening and Technical Assistance (US\$5 million)

16. This component will provide technical support to strengthen the institutional capacity of the seven participating cities, namely the three cities financed under Component 1 as well as Kpalimé, Tsévié, Atakpamé, and Sokodé. Activities will focus on the areas of urban planning, asset management and investment planning, municipal finance, and citizen engagement. During preparation, the World Bank team and the GoT have held multiple consultations and meetings with other donors and development partners to coordinate efforts on capacity building in municipalities. As a result, the project has carefully selected priority areas and activities to complement other donors' projects to create maximum synergy and to avoid duplication.

17. **Subcomponent 2.1: Technical assistance on urban planning and technical studies.** This subcomponent will provide technical support to the seven cities to (a) develop (where LDP is nonexistent), update (where LDP is existent but expired or toward expiration), and elaborate their LDPs, which will serve

⁵ This includes US\$1.25 million for the Project Preparation Advance (PPA).



as the strategic documents to guide future urban development and prioritize urban infrastructure investments; (b) develop/update DUPs in accordance with the LDPs to prioritize the urban infrastructure investments and to manage spatial growth in the future; (c) prepare technical studies and bidding documents of proposed investments to be financed under this project, or to be financed by other donors, when deemed relevant; and (d) take stock of capital assets and develop or update asset management plans. Awareness on the global and local trends of increasing climate risks as well as the importance of urban resilience will be raised throughout the planning process. Concrete strategies and practical solutions to promote sustainable development, such as mixed-use and compact land development and non-motorized transport planning, will be included in these LDPs and DUPs to guide urban development in both the short and long runs.

18. **Subcomponent 2.2: Capacity building and institutional strengthening of municipalities.** This subcomponent will implement a program of capacity-building activities in various formats, based on the needs and the findings of the financial and institutional assessment studies of each city. Activities will focus on the areas that are enclosed with the legal mandates of the municipalities to help them better carry out their functions, notably on information management, capital investment, and municipal finance and operations. Tentative activities would include but not be limited to (a) training of city officials on municipal management and finance, including environmental and social safeguards, planning, budgeting, accounting, reporting, auditing, and M&E; (b) technical support on drafting standard procedures/manuals for FM in the municipalities; (c) technical support on the establishment and enhancement of municipal information management systems; and (d) city-specific analysis and demand-driven just-in-time technical assistance on topics of each municipality's priority area.

19. **Subcomponent 2.3: Community awareness and citizen engagement.** This subcomponent will finance activities for raising awareness on citizen engagement and promoting community participation in urban management and planning process. The objective of these activities is mostly to encourage residents and community groups to take ownership of the project deliverables (for example, civil works and services) to ensure the sustainability of project investments in the long run.

Component 3: Management, Coordination, Monitoring and Evaluation (US\$3 million)

20. This component will finance the direct costs of the management and operation of this project to ensure smooth implementation of all project activities in accordance with the World Bank's policies and guidelines. It will support the borrower in the areas of project coordination, supervision, financial management (FM), procurement, monitoring and evaluation (M&E), communication, audits, and preparation and supervision of implementation of the safeguards instruments, preparation of related surveys, including through the provision of training, operating costs, goods and services for the required purpose. Specific activities to be financed under this component are included in annex 1.

Component 4: Contingent Emergency Response (US\$0 million)

21. This Contingent Emergency Response Component (CERC) is included under the project in accordance with OP/BP 10.00, paragraphs 12 and 13, for situations of urgent need of assistance, as a project-specific CERC. Given the increasing climate risks in Togo, particularly the risks of flooding and drought, the Government may request the World Bank to reallocate project funds to support mitigation, response, recovery, and reconstruction. Therefore, it is advisable to have a contingent component to



prepare for quick responses to emergencies. This will allow for rapid reallocation of project funds in the event of a natural or artificial crisis during the implementation of the project to address eligible emergency needs under the conditions established in its Operations Manual. This component will have no funding allocation initially and will draw resources from the category with unallocated expenditure in the case of activation. If an Immediate Response Mechanism (IRM) is established, this component will serve as an IRM CERC to allow the reallocation of uncommitted funds from the project portfolio to the IRM Designated Account (DA) to address emergency response and recovery costs, if approved by the World Bank.

E. Implementation

Institutional and Implementation Arrangements

22. **The project implementation arrangements rely on two tiers of institutions, at central and local levels.** At the central level, the MUHCV will be the World Bank's main counterpart responsible for this project to establish a Permanent Secretariat as the implementation unit of the project; a Central Steering Committee (CSC) chaired by the MUHCV consisting of other related central ministries and key stakeholders has been formed for coordination and monitoring purposes. At the local level, each of the seven participating cities will have a Local Steering Committee (LSC) chaired by the mayor to facilitate and coordinate project implementation in their communities.

23. **Project Implementation Permanent Secretariat.** The Permanent Secretariat of the Urban Development and Infrastructure Project (*Secrétariat Permanent du Projet d'Infrastructures et de Développement Urbain, SP-PIDU*),⁶ has recently been created within the MUHCV, hosted under the Department of Infrastructure and Urban Services (*Direction Générale des Infrastructures et des Équipements Urbains, DGIEU*) to coordinate project preparation, implementation, and management tasks. The MUHCV has previous experience in implementing infrastructure projects, such as PURISE, but its capacity still needs to be strengthened through trainings and addition of consultants on fiduciary, safeguards, and technical aspects. For this project, the Government opts to have this project implemented by the relevant departments to ensure better ownership of the project and the sustainability of investments. The SP-PIDU will be responsible for managing the project at the central level, coordinating overall project implementation in various locations, ensuring the timely availability of fund transfer, maintaining project accounts and producing financial reports, M&E program implementation and impacts, and reporting results to various stakeholders. The Director of DGIEU functions as the Permanent Secretary of SP-PIDU, which will consist of both civil servants and experienced consultants. The consultants will help building the capacity of SP-PIDU and will phase out from the project over time. Training and capacity-building tasks will be included in consultants' contracts. In particular, the SP-PIDU will include a Procurement Specialist (with extensive engineering, contract management, procurement, and communications knowledge), a Communications Officer, a Senior Municipal Engineer, an FM Specialist, an Accountant, Environmental Safeguards Specialists, and Social Safeguards Specialists. To reduce wage disparities between civil servants and consultants, all the civil servants within the SP-PIDU will receive an

⁶ The creation of the Permanent Secretariat was formalized through a Government decree Arrête No. 264/2018MUHCV-CAB/SG/DGIEU, dated March 14, 2018.



allowance, the amount jointly determined by the MUHCV and the Ministry of Economy and Finance (*Ministère de l'économie et des finances*, MEF).

24. **Central Steering Committee.** A CSC has been established for project supervision and monitoring, chaired by the minister or his representative from the MUHCV, and includes representatives from relevant line ministries (including the MEF, Ministry of Development and Planning, Ministry of Infrastructure and Transport, Ministry of Land, Decentralization and Local Governments, Ministry of Environment and Natural Resources, and Ministry of Water and Sanitation), Director of the DGIEU under the MUHCV, the mayors or their representatives from the participating municipalities, as well as representatives from traditional communities, civil societies, and private sectors. A detailed description of the CSC and its modality of operation have been specified in a recent Government decree released on March 1, 2018.⁷

25. **Local Steering Committee.** In each of the three participating cities, an LSC chaired by the mayor will be established and include representatives of deconcentrated services, local government technical services, associations of the private sector, and representatives of local communities. Women and youth, who are commonly marginalized from local decision making, will be included in local consultative forums through local women's and youth organizations. These LSCs will ensure coordination, planning, and monitoring of implementation of the project activities and submit reports to the SP-PIDU to be reviewed by the CSC on a regular basis. As the city administrations do not, at the outset, have the adequate capacity to implement project activities, this implementation responsibility will be held at the SP-PIDU through a "delegated management agreement" between each participating city and the SP-PIDU. This agreement will set forth the roles and responsibilities of the SP-PIDU and each target city in respect of the implementation of the project. Several elements of the project are designed to help the cities achieve the basic required capacity to gradually take on implementation responsibility, through technical assistance and other capacity-building activities. Subject to the cities developing sufficient capacity during project implementation, they will be given responsibility for procurement and/or supervision of smaller works after an initial start-up phase, with a differentiated approach to take into account variation in capacity among targeted cities.

26. **Coordination between central and local levels.** The participating cities, the principal beneficiaries of the project, will be responsible for developing investment proposals through a participatory process. Horizontal coordination within each municipality will be ensured through the LSC by ensuring close consultations with various sectors and technical services. Proactive citizen engagement strategies will be developed and applied to ensure that women and youth, and other commonly marginalized groups, will be involved in local consultation sessions.

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

The proposed project will be implemented in Lomé and six other participating urban communities (Kpalimé, Tsévié, Atakpamé, Sokodé, Kara and Dapaong). This corresponds to five regional capitals of Togo and an important tourism center, assuring equitable repartition of investments throughout the country. While all seven cities will receive project support in terms of technical assistance and capacity building, only three cities (Lomé, Kara, and Dapaong) will be targeted for physical infrastructure investments. Therefore, the

⁷ Arrete No. 231/2018/MUHCV-CAB/SG. The CSC is called Comite Interministeriel de Pilotage (CIP) in French.



safeguards analysis is majorly focused on the investments in these three cities. And, in safeguard perspective, there are no major concerns in these three cities expected to host physical investments.

G. Environmental and Social Safeguards Specialists on the Team

Abdoul Wahabi Seini, Social Safeguards Specialist
Fatoumata Diallo, Social Safeguards Specialist
Abdoulaye Gadiere, Environmental Safeguards Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The project aims at financing activities that will include the rehabilitation and/or construction of socio-economics infrastructures such as roads, small bridges, integrated health centers, primary schools, and other municipal infrastructure in the targeted cities. In addition, drainage, and anti-erosion works will be carried out under component 1.</p> <p>Furthermore, the sites and subprojects will also be selected by local governments on the basis of their local development plans which potentially include the rehabilitation of roads and construction works, that usually involve the opening of quarries. All these activities may induce negative environmental impacts but of limited significance and magnitude, which can be easily managed and mitigated.</p> <p>Therefore, the project is classified as a category "B". However, because the exact locations of the project's activities are yet to be identified, an Environmental and Social Management Framework (ESMF) was prepared, reviewed by the Bank, consulted upon and disclosed both in country on April 25 and at the World Bank Website on April 27, 2018.</p> <p>For those investments whose sites are known to date namely roads paving or asphaltting in Lome, Kara and Dapaong, 03 ESIA's were developed, reviewed, consulted upon and disclosed in Togo on</p>



May 2, 2018 and, thereafter on the bank's website on May 3, 2018.

Performance Standards for Private Sector Activities OP/BP 4.03	No	This policy does not applied to the current operation.
Natural Habitats OP/BP 4.04	No	This policy is not triggered as there will be no potential adverse impact on natural habitats.
Forests OP/BP 4.36	No	The proposed project is not expected to have any impact on forests.
Pest Management OP 4.09	No	There will be no use of pesticides or health-related concerns with respect to vector management.
Physical Cultural Resources OP/BP 4.11	Yes	The project is not expected to pose risks of damaging cultural properties. Nevertheless, some of the works may take place in inhabited areas and may involve excavations and probably resulting in the destruction of artifacts of cultural significance. The possibility of chance finds of physical cultural resources are not negligible. However, no separate safeguards instrument is needed to be prepared. The ESMF developed in line with OP4.01 includes a chapter related to physical cultural resources, describing the assistance for preservation of historic or archeological sites. In case such opportunities occur, cultural property management plans would be prepared for such sub-projects.
Indigenous Peoples OP/BP 4.10	No	There are no indigenous people as per the Bank's definition in the project areas.
Involuntary Resettlement OP/BP 4.12	Yes	Component 1 of the project, Urban Resilience, Infrastructure and Access to Basic Services, will finance investments to rehabilitate or build important urban socio-economic infrastructure such as roads, markets, sub-water supply and sanitation projects, health and social centers, erosion control and environmental works, in three cities, namely Lome, Kara and Dapaong. The realization of these investments will involve acquisitions of land that would lead to involuntary resettlement operations. Since not all specific locations of expected investments are known, a Resettlement Policy Framework (RPF) was prepared and will serve as a guide for developing and implementing subsequent Resettlement Action Plans (RAPs) as needed. Three Resettlement Action Plans (RAP) were prepared for the investments whose sites are known to date in Lome, Kara et Dapaong. The RPF and RAPs prepared



were reviewed, consulted upon and approved by the Government and the Bank and disclosed both in the country and on the World Bank website on May 16, 2018.

Safety of Dams OP/BP 4.37

No

This policy is not triggered, as there will be no dam construction or rehabilitation of dams that will necessitate safety status reports.

Projects on International Waterways OP/BP 7.50

No

The project will not finance any activities with impacts on international waterways.

Projects in Disputed Areas OP/BP 7.60

No

This policy is not triggered because project intervention sites will not be within disputed areas.

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:

Although the overall impacts of the project implementation will be positive in terms of improving the living conditions of the local communities, the realization of the rehabilitation and infrastructure construction sub-projects, even on a small scale, would lead to the soil pollution, the impact on vegetation and air quality as well as Occupational Health and Safety. In addition to that, involuntary resettlement operations due the losses of property, losses and disruptions of incomes sources, could also happen.

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

The activities of the project to be financed will have minimal or moderate impact on the long term. Constructions and rehabilitation will be realized on existing roads sections. That means no significant potential indirect or long term or cumulative impacts are foreseen during project implementation and operational phases. Nonetheless, negative impacts include an increase of rate of accidents due to increased motorized traffic.

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

N/A

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 project was rated as a category "B" and triggers three (03) safeguards policies. In order to prepare for addressing the potential negative impact, the Government has prepared an Environmental and Social Management Framework (ESMF), a Resettlement Policy Framework(RPF), 03 Environmental and Social Impact Assessment(ESIA) and 03 Resettlement Action Plans(RAP).

The ESMF was prepared for some investments whose locations are unknown to date. It outlines an environmental and social screening process for component's activities. It also includes: Guidelines for an Environmental and Social Impact Assessment (ESIA); Environmental Guidelines for Contractors as well as sub-contractors; and a summary of the World Bank's safeguard policies). It also contains a chapter taking into account Physical Cultural Resources matters. That



means guidance and guidelines have been included in the ESMF to this end.

Like the ESMF, the RPF was also developed to address potential land acquisition or loss of economic activity on the part of individuals or groups of individuals in project intervention zones.

All these documents were prepared, in full compliance with national legal and regulatory framework and World Bank safeguard policies, including a broad consultation framework involving all relevant stakeholder groups, both public and private, as well as civil society. After consultations, the ESMF was disclosed within the country on April 25, 2018 and at the Bank's website on April 27, 2018 while the 3 ESIA's were disclosed in Togo on May 2, 2018 and, on the Bank's website on May 3, 2018. The RPF and 3 RAPs were disclosed in Togo and at the Bank's website on May 16, 2018.

A Grievance Redress Mechanism (GRM) was set up to allow stakeholders and interested parties to bring up any concern regarding the project to the PIU with the aim of finding a solution. Safeguards documents include guidelines on Occupational, Health and Safety(EHS/OHS), and clearly mentions that the company Environmental and Social Management Plan (Works-ESMP) must be approved by the PIU and their partners prior to the works commencement. Moreover, the bidding documents and the contracts for main contractors as well as the sub-contractors must also include sections related to EHS/OHS. With respect to potential labor influx, the project will establish guidance and rules for (i) contractors to enhance the ESMPs and workers contracts will include measures for managing the potential impacts of such an outside workforce on the local community. Specific details will be prepared during the investment activities for contractors who will bring in workers and operators from outside the area, and these are likely to be housed in work camps during construction. To ensure that the safeguard instruments prepared in line with policies triggered by the project are implemented properly, the PIU will hire an environmental safeguard specialist and a social safeguards specialist. The environmental safeguards specialist must have additional experience in EHS/OHS, and the social safeguards specialist in GBV, Social inclusion and any labor related risk. Both specialists will be fully in charge of all aspects of environmental and social safeguards aspects and will regularly monitor all safeguard requirements. More specifically, the two specialists, the whole PIU, the implementing agencies as well as the other stakeholders will ensure that children are not employed in civil works as labor force. World Bank implementing support missions will also include environmental and social safeguards specialists to ensure that all safeguard issues are addressed properly, in a timely manner.

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

During the preparation of the safeguards documents, various consultation workshops and meetings were carried out, both at the central level and in each of the participating cities, to engage with key stakeholders, including relevant ministries and departments, municipal governments of target cities, neighborhood development committees (Comité de Développement du Quartier) of the project areas, and civil society organizations. Meeting minutes and list of participants were attached as annexures to the safeguards documents. Modalities of consultation with PAPs and mechanisms for identification and compensation were all included in the RAP and will be disclosed to the public. One of the key principles of this project from the outset was to foster participation of all relevant stakeholders. This approach will be sustained throughout project implementation. The objective was to raise awareness of project activities and impacts and foster ownership on their part. All the relevant bodies have been adequately informed of the Project. Concerns of the communities and some details of consultations have been taken into account in the body of the report and other results provided as Annexes in the ESMF, ESIA's ,RAPs and the RPF. The key concerns raised during the consultation process included: (i) permanent information and sensitization of the population, (ii)



compensation process for those impacted by the project, (iii) participation of local population as employee on works they qualify for, (iv) development of access to homes, businesses and social infrastructure during the execution of works. All these concerns have been addressed in the alternatives proposed through the ESMF, ESIA, RAPs and the RPF. During the implementation phase, the same process will be followed for the preparation of ESIA and RAPs once sites would be determined with certainty for those that are not the case to date.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank 17-Apr-2018	Date of submission for disclosure 27-Apr-2018	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
--	--	--

"In country" Disclosure

Togo
25-Apr-2018

Comments

The ESMF and the 3 ESIA were disclosed in Lome, the capital city as well as in Kara and Dapaong where these civil works will also take place.

Resettlement Action Plan/Framework/Policy Process

Date of receipt by the Bank 16-May-2018	Date of submission for disclosure 16-May-2018
--	--

"In country" Disclosure

Togo
16-May-2018

Comments

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

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 4.11 - 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 4.12 - 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

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

World Bank

Mahine Diop
Senior Municipal Engineer

Koffi Hounkpe
Senior Disaster Risk Management Specialist

Borrower/Client/Recipient

Ministry of Economy and Finance
Sani Yaya
Minister
secretariat.ministre@urbanisme.gouv.tg

Implementing Agencies

Ministre de l'Urbanisme, de l'Habitat et du Cadre de Vie
Fiatuwo Kwadjo Sessenou
Minister
secretariat.ministre@urbanisme.gouv.tg

FOR MORE INFORMATION CONTACT

The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: <http://www.worldbank.org/projects>

APPROVAL

Task Team Leader(s):	Mahine Diop Koffi Hounkpe
----------------------	------------------------------

Approved By

Safeguards Advisor:		
---------------------	--	--



Practice Manager/Manager:	Meskerem Brhane	17-May-2018
Country Director:	Pierre Laporte	18-May-2018
