

**INTEGRATED SAFEGUARDS DATA SHEET  
ADDITIONAL FINANCING**

**Report No.: ISDSA1170**

**Date ISDS Prepared/Updated:** 27-Aug-2015

**Date ISDS Approved/Disclosed:** 27-Aug-2015

**I. BASIC INFORMATION**

**1. Basic Project Data**

<b>Country:</b>	Senegal	<b>Project ID:</b>	P153078
		<b>Parent Project ID:</b>	P101415
<b>Project Name:</b>	Transport & Urban Mobility Additional Financing (P153078)		
<b>Parent Project Name:</b>	SENEGAL: TRANSPORT & URBAN MOBILITY PROJECT (P101415)		
<b>Task Team Leader(s):</b>	Aguiratou Savadogo-Tinto,Ibou Diouf		
<b>Estimated Appraisal Date:</b>	10-Aug-2015	<b>Estimated Board Date:</b>	26-Nov-2015
<b>Managing Unit:</b>	GTI05	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Rural and Inter-Urban Roads and Highways (38%), Public administration-Transportation (19%), General transportation sector (12%), Ra ilways (1%), Urban Transport (30%)		
<b>Theme(s):</b>	Rural services and infrastructure (33%), Regional integration (33%), Infrastructure services for private sector development (17%), T rade facilitation and market access (17%)		
<b>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?</b>			No
<b>Financing (In USD Million)</b>			
Total Project Cost:	65.00	Total Bank Financing:	50.00
Financing Gap:	0.00		
<b>Financing Source</b>			<b>Amount</b>
BORROWER/RECIPIENT			15.00
International Development Association (IDA)			50.00
Total			65.00
<b>Environmental Category:</b>	B - Partial Assessment		

<b>Is this a Repeater project?</b>	No
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## 2. Project Development Objective(s)

### A. Original Project Development Objectives – Parent

The development objectives of this project are to: (i) improve effective road management, maintenance and safety, both at national level and in urban areas; and (ii) help improve safety, efficiency and environmental quality of public transport in the GDA. The project results would be measured through the following outcome indicators: (i) reduced transport time [or cost] inside the area; and (ii) increase in customer satisfaction with public transport services in the Greater Dakar Area (GDA).

### B. Proposed Project Development Objectives – Additional Financing (AF)

## 3. Project Description

The project activities will be scaled up by the construction and rehabilitation of about (i) 69 km of interurban roads, (ii) about 30 km of urban roads paving using labor based approach, and (iii) complementary studies for pilot BRT, and (iv) technical, environmental and social impact assessment studies for rural and urban roads. The targeted roads are those connected to the Grandes Niayes roads under rehabilitation by the original Project and are located in the peripheral zone of Dakar (Pikine, Guédiawaye and Parcelles Assainies and Sangalkam). The AF for the Project will also finance technical assistance to CETUD in the development of a pilot BRT project in Dakar. Finally the Project would continue supporting implementation, monitoring and evaluation activities and the coordination unit's operating costs.

The main activities would also take into account:

Component 1: Support to Interurban and Urban Road Infrastructure Development (estimated cost: US\$53million financed by IDA): This component comprises two sub-components: (i) Institutional strengthening; and (ii) Interurban and Urban Road Infrastructure investments.

Sub-component1: Institutional strengthening (estimated cost: US\$1million IDA):

This sub component aims to support the operational capability of the institutions in charge of road management, maintenance and safety (FERA, DR and DTR). This Component would finance targeted technical assistance, awareness campaign for road safety, light training needed for project implementation, as well as light equipment for the key sector agencies (FERA, DR, DTR and AGEROUTE). The AF will pursue the implementation of road safety activities started under the initial Project. The activities to be implemented comprise sensitization campaigns for road users and urban community members, particularly school children. For that, the Project will finance the implementation of part of the road safety priority program.

Focus will be put on continuous policy dialog regarding the Second Generation Road Fund's autonomy and the maintenance program managed by the FERA to strengthen road maintenance program planning and programming and ensure efficient road maintenance works. Support would be provided through capacity building, technical assistance and training activities as needed for FERA

and AGEROUTE and the Ministry in charge of finance on the mechanism of sustainable road maintenance system.

Sub-component 2: Investments (estimated cost: US\$52 million IDA):

This component would finance (i) works for 30 km of urban roads paving, (ii) works for around 70 km of inter urban roads, (iii) consultant services for urban and inter urban works control and supervision, (iv) environmental and social impact mitigations measures for urban roads paving and inter urban roads construction and (v) technical audit for works. The urban roads paving will use High Intensive Labor Works Method (HILM) in Dakar peripheral zones (Pikine, Guédiawaye, Parcelles Assainies and Sangalkam).

Paving of urban roads through High Intensity Labor Approach (US\$15 million).

The project would finance the works for the 30 km of urban roads paving including (i) Consultant services for works control and supervision and (ii) Environmental and social impact mitigations measures for urban roads paving. Urban roads are located in the GDA periphery and densely populated zones (Pikine, Guédiawaye and Parcelles Assainies and Sangalkam) connected to the Grandes Niayes. The construction will be executed through High Intensive Labor Works approach. The Project would finance the update of the detailed studies, the economic analysis and the EIA of the roads works. The bidding process should be initiated during the preparation process to enable having contractors sometime after the effectiveness.

The main objective of paving those urban roads is to improve living conditions of the targeted zones and contribute in reducing poverty by creating jobs. The works will also help fighting flooding.

Rehabilitation of about 69 km of interurban roads (estimated cost about US\$37 million of which IDA is funding US\$22 million and the GoS US\$ 15million).. This concerns the road section Lompoul-Leona-Potou–Gandiolo and including (i) Consultant services for works control and supervision and (ii) Environmental and social impact mitigations measures for interurban roads asphaltting. This road is approximately 68 km long and is located in the North West of the country in the region of Louga and Saint Louis. The road contains three main sections:

- Section Lompoul – Léona: 43 kilometer
  - Section Léona – Potou: 7 kilometer
- Section Potou – Gandiolo: 19 kilometer

Component 2: Support capacity building for the Development of Public Transport Services in the GDA and complementary studies and technical assistance in designing a pilot BRT project in Dakar. (Estimated cost: US\$4 million financed by IDA). The activities proposed to be financed under this component are: (i) an institutional study for the BRT pilot Project and design of the Public and Private Partnership scheme; (ii) technical assistance to CETUD for BRT project implementation (advisory activities for technical design, financial engineering and legal expertise); (iii) facilitation of institutional arrangements to define responsibility of the different stakeholders, and (iv) support to a participatory/consultative process to build ownership and social acceptance of the Project (information, sensitization and communication on the BRT concept).

Component 3: Support to implementation, monitoring and evaluation (US\$0.5 million). The component will finance the management cost of the Project and the audits and monitoring and evaluation. The detailed activities financed are as follows: (i) operating costs; (ii) technical and financial audits; and (iii) support for monitoring and evaluation, including surveys and beneficiary

assessments for the project.

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

The urban activities will be implemented in the Greater Dakar Area (Pikine, Guédiawaye and Parcelles Assainies and Sangalkam). The interurban activities will be implemented in the Grandes Niayes area identified during project preparation. The road section concerned is Lompoul-Leona-Potou–Gandiolo (69 km).

**5. Environmental and Social Safeguards Specialists**

Yacouba Konate (GSURR)

<b>6. Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/BP 4.01	Yes	The project will involve road upgrading and road construction (national and rural programs) in selected areas. The Environmental and Social impact Assessments (ESIA) for both the interurban and urban roads and associated Environmental Management Plan (EMPs) have been prepared, published in-country on July 23, 2015, and cleared by RSA and submitted at Bank Infoshop on August 21, 2015. These studies have confirmed that the projects do not present significant environmental risks or impacts. Additional public consultations will be organized by the PCU to better inform various stakeholders of the content of the ESIA reports.
Natural Habitats OP/BP 4.04	No	The project activities would not result in any conversion or degradation of critical natural habitats.
Forests OP/BP 4.36	No	There is no standing forest in the project area. Nevertheless the project has provisioned a budget to do a reforestation.as per the EMP.
Pest Management OP 4.09	No	
Physical Cultural Resources OP/BP 4.11	Yes	OP 4.11 is triggered because Senegal, as a country, is viewed as a rich physical cultural resource area. While it is not known at this point which sites may contain PCR, it would be prudent to exercise caution when implementing road sub-projects. This will entail ensuring that EIAs consultants, Resident Engineers and contractors are teamed up with PCR experts, to ensure that impacts on PCR are covered and mitigation measures commensurate to those impacts, including proper handling of chance finds are implemented in the design, implementation and maintenance of road subproject, in accordance with national and Bank policies and procedures. Since the locations of sub-projects are not known, the updated environmental safeguard framework will provide guidance for determining that the suitability of the

		location from the perspective of PCR is included in the selection, screening, impact assessment, development of mitigation measures, and the monitoring and reporting of the implementation procedures. The project team and implementers will ensure that proposed mitigation measures derived from Sub-projects specific ESIA/EMPs: (i) have been discussed with and agreed upon by concerned parties; (ii) include an assessment of the capacity to implement the measures; and (iii) are acceptable within the national regulatory and legal framework, including laws and regulations concerning cultural heritage and antiquities.
Indigenous Peoples OP/ BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	Yes	The RPF were prepared by Gos and cleared by the safeguards adviser and disclosed in-country on March 19, 2015 and at the Bank's Infoshop on March 19, 2015. When required, a Resettlement Action Plans (RAPs) will be prepared and implemented before any starting of works.
Safety of Dams OP/BP 4.37	No	
Projects on International Waterways OP/BP 7.50	No	
Projects in Disputed Areas OP/BP 7.60	No	

## II. Key Safeguard Policy Issues and Their Management

### A. Summary of Key Safeguard Issues

<p><b>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</b></p> <p>Environmental Assessment (OP/BP 4.01). The project will involve road upgrading and road construction (national and rural programs) in selected areas. The Environmental and Social impact Assessments (ESIA) for both the interurban and urban roads and associated Environmental Management Plan (EMPs) have been prepared, published in-country on July 23, 2015, and cleared by RSA and submitted at Bank Infoshop on August 21, 2015. These studies have confirmed that the projects do not present significant environmental risks or impacts. Additional public consultations will be organized by the PCU to better inform various stakeholders of the content of the ESIA reports.</p> <p>Physical Cultural Resources (OP/BP 4.11). OP 4.11 is triggered because Senegal, as a country, is viewed as a rich physical cultural resource area. While it is not known at this point which sites may contain PCR, it would be prudent to exercise caution when implementing road sub-projects. This will entail ensuring that EIAs consultants, Resident Engineers and contractors are teamed up with PCR experts, to ensure that impacts on PCR are covered and mitigation measures commensurate to those impacts, including proper handling of chance finds are implemented in the design, implementation and maintenance of road subproject, in accordance with national and Bank</p>
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<p>policies and procedures. Since the locations of sub-projects are not known, the updated environmental safeguard framework will provide guidance for determining that the suitability of the location from the perspective of PCR is included in the selection, screening, impact assessment, development of mitigation measures, and the monitoring and reporting of the implementation procedures.</p> <p>The project team and implementers will ensure that proposed mitigation measures derived from Sub-projects specific ESIAs/EMPs: (i) have been discussed with and agreed upon by concerned parties; (ii) include an assessment of the capacity to implement the measures; and (iii) are acceptable within the national regulatory and legal framework, including laws and regulations concerning cultural heritage and antiquities.</p> <p>Involuntary Resettlement (OP/BP 4.12). The RPF were prepared by Gos and cleared by the safeguards adviser and disclosed in-country on March 19, 2015 and at the Bank’s Infoshop on March 19, 2015. When required, a Resettlement Action Plans (RAPs) will be prepared and implemented before any starting of works.</p>
<p><b>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</b></p>
<ul style="list-style-type: none"> <li>• Increase incidence of poaching to access roads;</li> <li>• soil erosion and degradation;</li> <li>• sedimentation of water bodies due to lack or improper borrow pits rehabilitation;</li> <li>• improper waste management;</li> <li>• Noise pollution due to operating machinery;</li> <li>• Air pollution due to dust and smoke emanating from machinery during civil works;</li> <li>• Increase in the prevalence of HIV/AIDS and STDs at construction sites and at the enterprise base</li> <li>• Risks of loss of livelihoods due to relocation</li> </ul>
<p><b>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</b></p>
<p>Most investments consist in the rehabilitation of existing roads in an interurban environment and the paving of existent urban roads section. Environmental and social impact is one of the key criteria used for the identification of the roads section to be financed under this project. The HILM used has less adverse impact on the environment and provide huge benefit in terms of social impacts. Although the location of each road is not likely to be changed, alternatives will be considered during the implementation to minimize negative impact (adjustment of standards, improvement of drainage of neighboring areas, etc.).</p>
<p><b>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.</b></p>
<p>The borrower will draw lesson from the implementation of initial project.</p>
<p><b>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</b></p>
<p>The key stakeholders are: (i) the transport operators, population of villages along the roads, the periphery zones of Dakar populations.</p> <p>For the initial project, Safeguard instruments were prepared and disclosed (an Environmental and Social Management Framework –ESMF- for the entire project and the Resettlement Policy Framework –RPF- for the entire project). The implementation of social and environmental safeguards is rated Moderately Satisfactory: (i) the environmental and social mitigation measures</p>

identified through the Environmental and Social Management Plan (ESMP) of roads works on the Grandes Niayes have been integrated in contracts, implemented and reported; (ii) during the works on lot 3 Diogo-Lompoul (23 km), few impacted peoples were numbered (essentially field impacted by deviations and road section enlargement); (iii) a full compensation evaluation has been prepared by the national compensation committee, and people affected (mainly on the Diogo-Lompoul road section) have been successfully compensated by the GoS and reported; (iv) the Government has disbursed about XOF 13.770.129 or 25,000US to compensate the affected people (around 15 people); and (v) a safeguard compliance assessment study recommended during the supervision missions was completed on May 2015. The report was cleared and disclosed in the country on July 23 2015 t. The study provided the necessary recommendations to further improve safeguards monitoring for both the original Project and the Additional Financing activities. All the safeguards supervision reports revealed that the project environmental and social adverse impacts are actually few and very low in magnitude.

**B. Disclosure Requirements**

<b>Environmental Assessment/Audit/Management Plan/Other</b>	
Date of receipt by the Bank	30-Jun-2015
Date of submission to InfoShop	21-Aug-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	////
<b>"In country" Disclosure</b>	
Senegal	23-Jul-2015
<i>Comments:</i>	
<b>Resettlement Action Plan/Framework/Policy Process</b>	
Date of receipt by the Bank	26-Jan-2015
Date of submission to InfoShop	28-Jan-2015
<b>"In country" Disclosure</b>	
Senegal	26-Jan-2015
<i>Comments:</i>	
<b>If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.</b>	
<b>If in-country disclosure of any of the above documents is not expected, please explain why:</b>	

**C. Compliance Monitoring Indicators at the Corporate Level**

<b>OP/BP/GP 4.01 - Environment Assessment</b>	
Does the project require a stand-alone EA (including EMP) report?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.11 - Physical Cultural Resources</b>	

Does the EA include adequate measures related to cultural property?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.12 - Involuntary Resettlement</b>	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>The World Bank Policy on Disclosure of Information</b>	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
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 [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>All Safeguard Policies</b>	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Have costs related to safeguard policy measures been included in the project cost?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]

### III. APPROVALS

Task Team Leader(s):	Name: Aguiratou Savadogo-Tinto,Ibou Diouf	
<b><i>Approved By</i></b>		
Safeguards Advisor:	Name: Glenn S. Morgan (SA)	Date: 27-Aug-2015
Practice Manager/ Manager:	Name: Nicolas Peltier-Thiberge (PMGR)	Date: 27-Aug-2015