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

Appraisal Stage | Date Prepared/Updated: 05-Apr-2018 | Report No: PIDISDSA23163

Public Disclosure Authorized

BASIC INFORMATION

A. Basic Project Data

Country	Project ID	Project Name	Parent Project ID (if any)
Haiti	P163490	Haiti Rural Accessibility & Resilience Project	
Region	**Estimated Appraisal Date**	**Estimated Board Date**	**Practice Area (Lead)**
LATIN AMERICA AND CARIBBEAN	29-Mar-2018	30-May-2018	Transport & Digital Development
Financing Instrument	**Borrower(s)**	**Implementing Agency**	
Investment Project Financing	The Republic of Haiti	Unite Centrale d' Execution of the Ministry of Public Works (UCE)	

Proposed Development Objective(s)

The Project Development Objective is (i) to increase all-weather road access in selected sub-regions, and (ii) to improve the resilience of selected segments of the road network.

Components

Enhancing Rural Connectivity
Improving Resilience of Transport Infrastructure
Promoting Sustainable Mobility Development
Contingent Emergency Response Component
Project Management

Financing (in USD Million)

Financing Source	Amount
IDA Grant	75.00
Total Project Cost	**75.00**

Environmental Assessment Category

B - Partial Assessment

Decision

The review did authorize the preparation to continue

A. Introduction and Context

Country Context

1. **Haiti's geography, people, and history provide it with many opportunities.** The third largest Caribbean nation by area and population (10.4 million), Haiti shares the island of Hispaniola with the Dominican Republic. Haiti benefits from proximity and access to major markets with favorable trade agreements, a young labor force, a dynamic diaspora, and substantial geographic, historical, and cultural assets. The country possesses untapped markets and untapped potential for the private sector to explore, including agribusiness, light manufacturing, and tourism.

2. **However, Haiti is also the poorest country in the Western hemisphere and one of the poorest in the world, with a GDP per capita of only US$ 738.3 in 2017, and a Human Development Index ranking 163rd out of 188 countries in 2015**. The 2012 Household Survey and Poverty Assessment (ECVMAS) undertaken jointly by the Government of Haiti (GoH) and the World Bank shows that the percentage of extremely poor Haitians fell from 31 percent to 24 percent between 2000 and 2012. Nevertheless, Haiti's achievements in poverty reduction have disproportionally benefited the urban population, with the greatest gains observed in the capital, Port-au-Prince. Inequality remains very high, with a Gini coefficient of 0.6 (highest in the Americas).

3. **Poverty and extreme poverty are significantly higher in rural and remote areas than in urban centers**. While extreme poverty in Haiti has declined since 2000, it remains stagnant in rural areas, where75 percent of Haitians are poor and 38 percent extremely poor - meaning that they cannot satisfy their food needs. In comparison, 12 and 5 percent of Haitians are extremely poor in urban areas and in Port-au-Prince, respectively. About 67 percent of the nation's poor and 83 percent of its extremely poor live in rural areas. More than half of rural households use unimproved sources of water for home consumption, compared to 13 percent and 10 percent in urban and in Port-au-Prince, respectively.

4. **Haiti is one of the countries with the highest exposure to multiple natural hazards in the World, and climate change exacerbates these risks.** Ninety-six percent of the Haitian population live in areas considered at risk. The most intense natural hazards are seismic (earthquakes, landslides due to the interaction of the Caribbean and North American tectonic plates) and hydro-meteorological (hurricanes, flooding, droughts caused by precipitation from northern polar fronts, tropical cyclones, and waves, the Inter-Tropical Convergence Zone, and convective-orographic activity). While climate projections predict that temperatures in the Caribbean could increase by 1.2-2.3 °C, the arrival of the rainy season has already been delayed by "*El Niño/El Niño-Southern Oscillation*" episodes, creating drought conditions and increasing the number and intensity of cyclones. Other secondary hazards impacting Haiti include landslides, torrential debris flows, soil liquefaction, and tsunamis.

5. **The combined effects of exposure to natural hazards, high vulnerability of its infrastructure, high level of environmental degradation, institutional fragility and weaknesses, and the lack of adequate resources invested in resilience have often resulted in catastrophic impacts of natural hazards in Haiti.** Between 1971 and 2016, Haiti's economy has been subject to nearly annual recurrence of natural disasters with adverse effects on growth. The country has a higher number of disasters per square kilometer than the average smaller Caribbean country. Recent disasters

in Haiti confirm an increasing level of vulnerability threatening its hard-won development gains. In 2016, Hurricane Matthew hit the southern peninsula causing damages and losses equivalent to 32 percent of GDP.

6. **In this context, the Haitian government has identified Transport; Agriculture and irrigation; Education; Environment and Energy Access as key priorities to drive development, achieve greater geographical balance in development, enable rural areas to reach their potential, and reduce poverty traps resulting from lack of connectivity and low-level access to job opportunities and basic services.** The GoH, the private sector and Haiti's development partners are committed to building human capital, improving the business environment, decentralizing and maintaining investments in physical infrastructure, and increasing connectivity to markets and services for rural inhabitants. With such investments, Haiti's regions have the potential to grow and serve as a platform for longer-term development.

7. **Furthermore, GoH's Action Plan for National Recovery and Development (PSDH 2013) underlines climate-resilience, including climate resilient all-weather roads, as a priority for all development policies.** The Action Plan requires an analysis of climate risks for all infrastructure investments as well as climate-resilient design and construction. In its efforts to achieve all Sustainable Development Goals (SDGs) by 2030, the GoH has prioritized sustainable mobility and transport as an essential component to reach the SDGs linked to food security, health, energy, infrastructure.

Sectoral and Institutional Context

8. **The Government of Haiti has prioritized road investments and set an ambitious target to build 4000 km of roads to (i) achieve intercity connectivity and (ii) develop the rural road network by 2021.** The Government's new policy commitments and the ongoing investments Program across the country provides new opportunities for strengthening roads asset management and the development of a sustainable mobility agenda. Furthermore, with the installation of a Presidential committee mandated to prepare a national policy on urban transport, it is a new opportunity for energizing and deepening the capacity of the state to organize urban transport services.

9. **Transport services are mainly provided via roads but this network is limited and in poor condition.** Up to 80 percent of the transportation of people and goods takes place on roads. However, the road network is limited to about 3450 km (700 km of national roads, 1,500 km of departmental roads, and 1,200 km of tertiary roads for a territory a 28,773 km^2. In comparison, Burundi (27,834 km^2) has 12,322 km of roads. In addition to a small road network, mobility of goods and people is further constrained by the poor condition of the network and low maintenance of existing infrastructure. Financial needs of the sector are thus extremely high, with close to US$85.56 million alone estimated to be needed to repair damage to road infrastructure resulting from Hurricane Matthew. Further, less than 20 percent of the financing needs for maintenance are covered by the dedicated maintenance fund or the budget set aside for periodical maintenance.

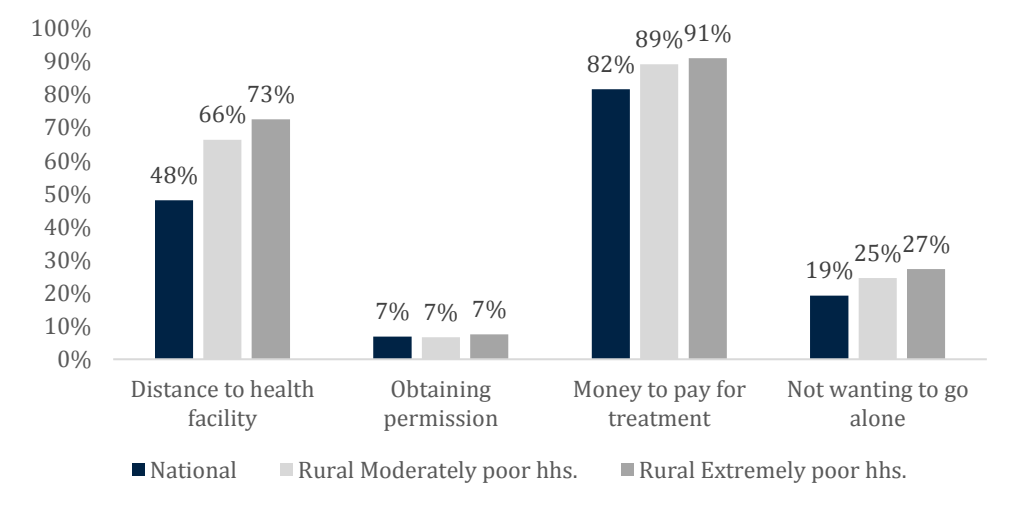
10. **Significant investments have been made within the past decade, but were concentrated on national roads (primary road network). While this increased intercity connectivity, 50 percent of the national territory remains poorly connected and entire regions totally isolated for days at a time during the rainy season and following major storms and hurricanes.** In 2015, only 39 percent of the population was living within 2km of an all-season road (as measured by the Rural Access Index), with most of tertiary and rural networks in very poor condition and barely trafficable. Overall, 3.2 million Haitians, live in these poorly accessible areas, where poverty rates are significantly higher than the national average. Additionally, while there is still insufficient knowledge and data on road safety issues in Haiti, anecdotal evidence suggests that connectivity improvements between cities creates new challenges in terms

of road safety. These challenges can include an increase in fatalities and serious injuries associated with increased speeds, exacerbated by improper designs and/or inadequate road maintenance.

11. **The poor conditions of the Haitian tertiary and rural road networks creates substantial logistical and financial challenges impeding rural households' access to agricultural markets and engagement in more lucrative agricultural value-chains.** Trucking operations in Haiti are expensive and fragmented with multiple small operators. The price per ton-km transported is US$0.43 for freight, the highest in the Caribbean region and about 3.9 times the average for Central America. Road conditions are a significant contributor to this high cost of transport, pushing the price per ton-km up by 25 percent according to the Trucking Survey in Haiti.[1] Up to 30 percent of agricultural production, like mangoes or avocados, is lost due to a lack of access to markets.

12. **Limited accessibility to basic services (health, education, administrative centers) and to economic opportunities is a key constraint to development in rural areas and exacerbates vulnerabilities associated with disaster incidents.** While lack of money is the most common reason for 15 to 49-year-old women not to seek medical care, distance to health facility is the second most cited reason, with 48 percent of households on the national level having at least one woman between 15 and 49 years old confirming (Figure 1). In rural areas, this increases to 62 percent of households and up to 73 percent for extremely poor rural households.

Figure 1: Challenges to Accessing Health Care by Women in Haiti



Source: Perge & Touray estimates using EMMUS 2012. Note: poverty estimated using survey-to-survey imputation and the national poverty line.

13. **In addition, the vulnerability of Haiti's transport infrastructure to disaster and climate events is extremely high.** Climate projections indicate a steady increase in extreme weather events in the future, and the GoH recognizes the critical importance of developing a climate resilient transportation network. In 2016, Hurricane Matthew hit the southern tip of the Hispaniola island resulting in severe flooding. Total damages and losses incurred were equivalent to 32 percent of GDP of which 18 percent were in the transport sector due to the destruction of bridges and roads. As

[1] World Bank, 2014

a result of Hurricane Matthew, 1.2 million people in the South of the capital were cut off from emergency help, supplies and services. This highlighted the importance of upgrading critical road and bridge assets to climate resilient standards and maintaining them.

14. **Crises following adverse natural events have revealed important shortfalls in Haiti's infrastructure policies and its national disaster risk management system**. Critical issues identified include the need to develop and bolster: (i) an integrated approach to disaster prevention (including urban planning, efficient water control, and erosion caused by environmental degradation); (ii) appropriate and effectual technical standards for infrastructure design and construction and road safety; (iii) infrastructure maintenance; and (iv) capacity and institutional arrangements to properly handle investments planning, crisis management and reconstruction.

B. Higher Level Objectives to which the Project Contributes

15. **Promoting Shared Prosperity and Ending Extreme Poverty**. The proposed Project would contribute to the Bank's twin goals of ending extreme poverty and promoting shared prosperity. Poverty in Haiti is placed-based (i.e., urban or rural) and linked to mobility. The poor do not have access to areas of higher productivity, employment, and services. By seeking to improve all-weather physical access to markets and services for the households in selected rural areas, the Project would promote inclusive growth and improve the livelihoods of populations and their resilience to shocks. The project will contribute to lower transport costs and reduce waste, enabling farmers to retain higher returns. Better connectivity would also facilitate access to health facilities in the provincial towns where emergency obstetrics and newborn services of critical importance for women can be accessed.[2]

16. With a view to strengthening the synergies between IDA investments, Project activities will also be coordinated with activities financed under the Relaunching Agriculture: Strengthening Agriculture Public Services II Project (P126744); the Improving Maternal and Child Health (P123706); the Center and Artibonite Regional Development Project (P133352); the Disaster Risk Management and Reconstruction Project (P126346); the Business Development and Investment Project (P123974); the Strengthening Hydro-Met Services (P148259); the Resilient Productive Landscapes in Haiti (P162908); the Haiti - Education for All Project - Phase II (P124134); and the Haiti Sustainable Rural and Small Towns Water and Sanitation Project (P148970).

17. **Relationship to SCD and CPF**. The Project is aligned with the World Bank Group's 2015 Systematic Country Diagnostic (SCD) for Haiti and the World Bank Group's Haiti Country Partnership Framework (CPF) for FY2016-2019.The SCD identified: (a) poor connectivity and access to markets and services; (b) extreme vulnerability; and (c) poor quality of transport and logistics services in Haiti as binding constraints contributing to poverty, low productive capacity of poor farmers and inequitable delivery of basic services. The proposed Project would also contribute to three of the four areas of focus of the FY16-19 CPF, which include: (i) creating economic opportunities; (ii) building human capital; and (iii) strengthening climate resilience by (a) enhancing farmers' access to markets; (b) improving physical access to schools; (c) improving physical access to available health services for mothers and children; and (d) improving climate resilience and practicability of the road network in the project areas.

C. Proposed Development Objective(s)

[2] Basic Emergency Obstetrics and Newborn Service Facilities (SONU B) and Complete Emergency Obstetrics and Newborn Services (includes SONU B services, and Blood Transfusion and C-Section – SONU C) (e.g., surgery table for C-Section)

18. The Objective is (i) to increase all-weather road access in selected areas, and (ii) to improve the resiliency of selected segments of the road network.

19. The achievement of the PDO would be monitored through the following PDO level indicators:

- Share of the population in selected sub-regions within 2 km to an all-weather road (Component 1)
- Total population living in areas serviced by connecting roads upgraded to a climate resilient standard (Component 2)

20. The project will also track increases in physical access to markets and obstetrical and emergency health facilities for populations in the project area.

D. Project Description

21. The proposed Project will build on lessons learned and results from previous WB-financed transport projects including past experience in tackling climate change challenges and in engaging citizens in a fragile environment.

22. The proposed US$75 million Project will finance five Components:

Component 1 – Enhancing Rural Connectivity (US$45.0 million)

23. This component would improve all-weather road access to essential services (i.e. obstetrical and emergency health facilities) and markets for the targeted population and build resilience to climate events, primarily in the South; South-East and Nippes departments where the following, pre-selected sub-regions have been identified: (i) Marigot-Belle-Anse-Thiotte; (ii) Bainet-Cotes de fer; and (iii) Barradere-Aquin.

24. This component would finance: (i) the rehabilitation of about 400 km of the tertiary and rural road network, as well as the corresponding supervision activities and, as needed, associated technical studies and technical assistance: (ii) small complementary facilities and structures, as described below, to enhance the impact of the improved road network: and (iii) technical assistance, training and technical guidelines for the National All-Weather Rural Road Access Program. Proposed investments include, inter alia: (a) correcting the surfaces with limited re-graveling or limited paving to provide a more durable running surface over poor soils; (b) constructing drainage structures (culverts, small bridges, and on steep gradients, removing landslides); and (c) constructing retaining walls and erosion control structures within the existing right of way. This component would finance detailed design studies including relevant social and environmental safeguards instruments for selected investments.

25. The Departmental Directorates of MTPTC (DDTP) of the Project's targeted departments have identified a long-list of 300 + critical points/segments to be rehabilitated (lists exist for Haiti's 10 departments). For project implementation, the central GoH, local Governments, and the MTPTC's regional offices would establish a short-list of priority investments. The physical condition of each road being considered would be assessed to verify that the road is impassable during part of the year. Socio-economic data would be collected for each segment and a multi-criteria analysis conducted, considering factors such as: (i) impact of rehabilitation on access to essential services; (ii) transport time required today; (iii) accessibility during the rainy season; (iv) hazard and climate vulnerability; (v) engineering

complexity; and (v) cost. To maximize value for money and ensure cost efficiency, segments would be assessed also on the ratio of cost/km versus population connected.

26. Finally, local mobility plans would be prepared through consultation and engagement with the local MTPTC directorate, local authorities and the communities to prioritize interventions for local access (to schools and health centers for instance) and small complementary facilities such as lighting, bus stops, safety structures in inhabited areas, near schools, around water kiosks and health centers. Such investments would enhance benefits from improved connectivity, target gender specific needs, facilitate the inclusion of, and acceptance by, the communities in the works, contribute to a reduction in overall fragility, and represent around 3 to 5 percent of component financing.

27. The use of local small and medium-sized enterprises (SMEs) and labor-intensive works (LIW) would be prioritized whenever possible, building on successful experiences in recent transport operations. The project would pay close attention to the priorities, safety and needs of women and girls in the identification and funding of small-scale complementary investments, and promote the recruitment of female staff in work mobilization.

Component 2 – Improving Resilience of Transport Infrastructure (US$ 22.0 million)

28. This component would strengthen the resilience of the primary and secondary road network by upgrading, rehabilitating, and, as appropriate, reconstructing existing infrastructure to strengthen its resilience to climate change and extreme weather events, with the objective of protecting essential/critical connecting points of the road network to prevent the interruption of the flow of individuals and goods.

29. This component would finance, *inter alia*, works and related studies for the repair and rehabilitation of damaged and vulnerable critical spots/segments such as bridges, culverts, and river crossings along the primary and the secondary road networks, as well as drainage structures. retaining walls and erosion control structures all within the existing right of way. To ensure the long-term sustainability of these investments, the component would also finance reinforcement of coastal protection, hydraulic protection for bridges and slope stabilization works wherever necessary.

30. Corresponding supervision activities would also be funded under this component and, as needed, associated technical studies or technical assistance. This would include a study of the vulnerability of the national primary and secondary road network and the identification of critical points, which would be used to identify and prioritize works to be financed under the component. Technical assistance would be engaged to design construction, rehabilitation and maintenance guidelines for transport infrastructure works, as well as training activities and materials. This component would also finance the development of a National Bridge Management Program, a roadmap to improve the resilience of the primary network by 2030, and a Planning and Bridge Assessment and Management System.

Component 3 – Promoting Sustainable Mobility Development (US$ 3.0 million)

31. This component aims to strengthen Government's management of its transport infrastructure assets (roads and bridges), building on a longstanding dialogue between the MTPTC and the World Bank supported by investments and Technical Assistance. The component would support the sustainability of project outcomes. This component is designed to enhance: (a) informed sustainable mobility policies; (b) institutional sustainability, through continued assistance to the MTPTC on resilient transport and road asset management; and (c) sustainable urban transport policies and management, through improved Investments strategy and planning.

32. In particular, support would focus on improving policies and capacity to plan and manage investments in climate resilient roads and tailored support to improving urban transport.

33. The component would finance expertise, training, management tools to:

- Inform Sustainable Mobility policies and support the establishment of a planning, monitoring and evaluation system and of a road map to achieve the climate resilient sustainable mobility by 2030
- Establish a road traffic data base
- Explore options for urban transport services reform
- Carry out a prefeasibility study for to improve one of the urban corridors identified in the urban mobility diagnostic (Carrefour – Port-au-Prince – Tabarre)
- Carry out an Urban mobility study for Cap-Haitian.

34. The project would also provide technical assistance, training, and goods to the GoH to strengthen its capacity to: (i) improve the inclusion of gender aspects and road safety measures in road and transport planning and design and (ii) carry out technical studies to assess, appraise, and select investments.

Component 4: Contingent Emergency Response Component (US$1.0 million)

35. Due to the high risk of a catastrophic events in Haiti, the proposed Project includes a contingent component for rapid response in the event of an eligible emergency, subject to the request of the GoH. Such components, which include triggers and conditions for the use of funds, are included in most investment projects in Haiti, in keeping with the recommendations of the 2011 World Development Report (WDR) on Conflict, Security and Development, and with IDA's operational experience in Haiti when responding to natural catastrophic events.

Component 5: Project Management (U$4.0 million)

36. This component would finance the overall management, supervision, fiduciary control and M&E of the Project, and the associated staff. It would finance key personnel, operational costs, and equipment. The principle for this proposed setup is the gradual integration of the project management team within the existing government structure, to allow for long term sustainability for the project. Support would also be provided to ensure strong local presence for close supervision and oversight in the targeted areas.

E. Implementation

Institutional and Implementation Arrangements

37. The proposed Project would be implemented by the Ministry of Public Works, Transport and Communications (MTPTC) through its Project Implementation Unit, the MTPTC/UCE (*Unité de Centrale d'Execution*) and its technical and local directorates. This PIU is familiar with the Bank's fiduciary and safeguard procedures, has implemented PTDT, PROReV, and the ongoing PRUII and PRGRD. There is a broad agreement to use mostly the same fiduciary and safeguards staff, and implement the proposed Project using the institutional framework, procurement, financial management and disbursement arrangements in place under the previous projects, all of which have demonstrated results and have the capacity to absorb additional funds. Both financial management and procurement would be carried out in accordance with the Bank's Financial Management and Procurement Guidelines.

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

A Caribbean nation with a surface area of 27,750 km2, Haiti occupies the western half of the island of Hispaniola, shared with the Dominican Republic. An extremely damaged environment characterizes the environmental setting in Haiti. The country has experienced rapid deforestation over the last century. Stripped of vegetation, Haiti's topsoil has become vulnerable to erosion by water and wind and degradation in quality. The combined effects of exposure to natural hazards, high vulnerability, high level of environmental degradation, institutional fragility, and weaknesses and the lack of adequate resources invested in resilience have often resulted in catastrophic impacts of natural hazards in Haiti. The country has a higher number of disasters per square kilometer than the average smaller Caribbean country. Climate change is expected to exacerbate the risk of hydro meteorological hazards by increasing the frequency and/or intensity of extreme events, further increasing Haiti's vulnerability. Poverty and extreme poverty are significantly higher in the rural and peripheral areas of the country . While extreme poverty in Haiti declined since 2000 it remains stagnant in rural areas. Seventy-five percent of rural Haitians are poor, and 38 percent are extremely poor. 67 percent of the nation's poor and 83 percent of its extremely poor live in rural areas. Connectivity remains limited in rural areas since the tertiary and rural network have only benefitted from a few investments, leaving 50 percent of the national territory poorly connected. The rural access index (RAI, 2015) for Haiti is about 39 percent and the tertiary and rural networks are in very poor conditions as they are barely trafficable. Investment areas have been pre-identified through preliminary modelling on ArcGIS on the basis of two parallel assessments of: (1) all-weather connectivity, climate vulnerability, accessibility to services and associated linkages to poverty, the focus of Component 1 and prioritizes areas; and (2) climate vulnerability and criticality analysis of the road network. The selection of the areas of intervention will integrated existing or planned investment operations from Development Partners (EU and IDB). The project will not finance new roads and only focus on rehabilitation and reconstruction of existing roads.

G. Environmental and Social Safeguards Specialists on the Team

Nyaneba E. Nkrumah, Environmental Safeguards Specialist
Asli Gurkan, Social Safeguards Specialist
Felipe Jacome, Social Safeguards Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project is rated category B in terms of its risk, and Environmental Assessment OP/BP 4.01 has been triggered. Components 1 and 2 of the project will finance the rehabilitation and reconstruction of existing roads (primary, secondary, tertiary and rural roads). The main environmental impacts for this type of works include potential impacts on soils (through accidental petroleum or oil spills), impact on ground and surface water (in the case of bridges), air pollution and loss of vegetation among others. Most of these impacts can be mitigated through standard mitigation measures. The actual location of the roads or sections that would need improvements aren't determined yet. Therefore an Environmental and Social Management Framework (ESMF) that outlines potential risks and draws attention to the World Bank Group Environmental, Health, and Safety Guidelines was prepared, consulted, and disclosed on April 3, 2018. Industry guidance (Industry Sector guidelines WBG EHS Guidelines for Toll Roads) will be referred to as best practice. The ESMF will reduce and mitigate potential impacts, outline roles and responsibilities of key actors, provide budget and costs for mitigation and training (where needed) and give guidance to contractors and PIU environmental specialists in terms of managing contracts with firms. The ESMF will also serve as the guiding document for site-specific Environmental and Social Management Plans (ESMPs). Component 3 refers to technical assistance and capacity strengthening activities to Promote Sustainable Transport will likely emphasis on two key elements: resilient transport and urban transport. While the TA activities themselves do not have direct adverse environmental or social impacts, the Bank team will integrate environmental and

		social principles and objectives as an integral part of the terms of reference and supervision of the TA. With regards to social risks, the resettlement, land acquisition, and adverse economic impacts are discussed under OP 4.12 section. Other social risks could include labor influx, as well as potential community safety (eg. accidents) and worker safety risks during the rehabilitation works. Risks linked to labor influx are expected to be limited. They will be mitigated by prioritizing local labor and ensuring clarity on where laborers coming from outside will be hosted through their stay period and ensuring that bidding and contract documents are consistent with ESMF provisions. Provisions to minimize site-specific community and worker safety risks is included in ESMPs. No works will commence prior to the preparation and implementation of appropriate safeguard instruments.
Natural Habitats OP/BP 4.04	Yes	Some of the civil works could include rehabilitation or construction of small bridges and culverts that could impact aquatic fauna. Also special attention should be taken to the practice of quarrying in riverbeds. These risks will be outlined and mitigation measures proposed in the ESMF and any resulting ESMPs for the bridges.
Forests OP/BP 4.36	No	The sites are not known at this stage, however, Haiti does not have many intact forests and to ensure that the project focuses on building resiliency, no construction will occur in forest areas. In addition, the project focuses on rehabilitation and does not intend to widen roads. For this reason, the OP on forests is not triggered. Despite this, there will be careful guidance for isolated tree stands to ensure that the project does not result in undue loss of trees during rehabilitation works.
Pest Management OP 4.09	No	This policy is not triggered as there will not be purchase, use or storage of pesticides as part of the project.
Physical Cultural Resources OP/BP 4.11	Yes	Small rehabilitation works and minor mitigation works may result in the chance find of culturally significant objects during preparation. The ESMF includes procedures to address chance findings of archeological and cultural resources during construction works.

Indigenous Peoples OP/BP 4.10	No	The policy is not triggered because there are no groups in Haiti who meet the definition of IPs of OP 4.10.
Involuntary Resettlement OP/BP 4.12	Yes	This policy is triggered given that construction works (the repair of existing roads and infrastructure) under this project may require land acquisition leading to involuntary resettlement, including the loss of income sources and means of livelihood such as the loss of trees and crops. Given that works financed under the project are expected to focus on the repair of existing roads and infrastructure, the likelihood of involuntary land acquisition leading to resettlement is low. No decisions have been taken appraisal stage on the roads and infrastructure that will be rehabilitated. Therefore, an RPF was prepared, consulted, and disclosed on April 3, 2018. Site-specific Resettlement Action Plans (RAPs) and/or Abbreviated Resettlement Action Plans (ARAPs) will be prepared once the sites are determined, if required. No works will commence prior to the preparation and implementation of appropriate safeguard instruments. Voluntary Land Donations (VLD) would be avoided as much as possible, however it could still take place under exceptional circumstances. The RPF will ensure that all instances of VLD adhere to the principles of OP 4.12. A VLD Protocol will be included as part of the ESMF and RPF.
Safety of Dams OP/BP 4.37	No	This policy will not be triggered given that the project will not support the construction or rehabilitation of dams nor will support other investments which rely on the services of existing dams.
Projects on International Waterways OP/BP 7.50	No	This policy will not be triggered because the project will not affect international waterways as defined under the policy.
Projects in Disputed Areas OP/BP 7.60	No	This policy will not be triggered because the proposed project will not affect disputed areas as defined under the policy.

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:
The Project is rated category B and Environmental Assessment OP/BP 4.01 has been triggered. The Project's proposed activities focus on rehabilitating existing infrastructure (roads, culverts, small bridges) instead of building new infrastructure, and therefore the physical footprint of the project will be small. The project's activities are not expected to produce any large-scale, significant and/or irreversible impacts.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
There are no indirect or long-term impacts since there are no anticipated future activities that are known. Physical activities considered under this project mostly relate to the rehabilitation and strengthening of existing infrastructure and community-identified infrastructure. However, relevant screening and assessment procedures will be used to guide the identification and mitigation of short-term potential adverse impacts.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.
Planned works aim mainly at repairing or rebuilding existing transport infrastructure and community-identified small works minimizing the footprint of the works. Avoiding or minimizing adverse impacts will be a key consideration in the TOR for the design studies as well as a key factor in the assessment of alternatives. The ESMF prepared for the project includes measures to screen out any potential long-term negative impacts. The PIU´s safeguards team will be involved early in site selection and in the terms of reference and evaluation of the engineering/design studies.

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.
An Environmental and Social Management Framework (ESMF) and the Resettlement Policy Framework (RPF) have been prepared and consultations on both documents have been completed. The final versions of the safeguards instruments were disclosed in the Bank and MTPTC's website on April 2, 2018.

A more focused consultation project affected people will occur once the sites are known and these discussions will be incorporated into the Environmental and Social Management Plans (ESMPs). Negative environmental impacts related to the project are likely to be site specific and no cumulative impacts are envisioned. Environmental impacts may include issues related to waste/debris removal and disposal, worker and fire safety, soil removal and erosion, increased levels of dust and noise, oil spill or leakage from machinery etc. The ESMF will outline the potential impacts and mitigation measures.

The borrower is capable of preparing and supervising these subprojects. The PIU, which comprises both environmental and social specialists, have experience garnered through many World Bank projects. The team has been repeatedly trained over the years and capacity has been enhanced.The proposed PIU (MTPTC/UCE) has substantial experience planning and implementing safeguards activities in compliance with the Bank´s OPs. One risk is that the safeguards specialists are working on multiple donor- funded projects. The division of their time to cover the necessities of this project will need to be discussed and agreed with the other task teams.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies,

with an emphasis on potentially affected people.
Key stakeholders are the Ministry of Public Works, Transport, Energy and Communications (MTPTC), local authorities, and the beneficiary population. At the ESMF stage, the project consulted on the draft document with various stakeholders including affected ministries related to infrastructure, roads and transport, local authorities at the Mayor and decentralized levels of Government, as well as relevant NGOs and members of the community. The draft RPF document has been shared as part of the consultations, as well as a summary of key RPF information in Creole . The final versions of the safeguards instruments will be disclosed in the Bank and MTPTC's website.

A more detailed set of consultations will occur once the sites are known and these discussions will be incorporated into the Environmental and Social Management Plans (ESMPs) and Resettlement Action Plans (RAPs)

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank	Date of submission for disclosure	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
15-Feb-2018	30-Mar-2018	

"In country" Disclosure

Resettlement Action Plan/Framework/Policy Process

Date of receipt by the Bank	Date of submission for disclosure
15-Feb-2018	02-Apr-2018

"In country" Disclosure

Haiti
02-Apr-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 4.04 - Natural Habitats

Would the project result in any significant conversion or degradation of critical natural habitats?
No
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?
Yes

OP/BP 4.11 - Physical Cultural Resources

Does the EA include adequate measures related to cultural property?
NA
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?
NA

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

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