



Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

Concept Stage | Date Prepared/Updated: 04-Aug-2017 | Report No: PIDISDSC22671



BASIC INFORMATION

A. Basic Project Data

Country Haiti	Project ID P163490	Parent Project ID (if any)	Project Name Haiti Rural Accessibility & Resilience Project (P163490)
Region LATIN AMERICA AND CARIBBEAN	Estimated Appraisal Date Jan 05, 2018	Estimated Board Date Mar 13, 2018	Practice Area (Lead) Transport & ICT
Financing Instrument Investment Project Financing	Borrower(s) The Republic of Haiti	Implementing Agency Unite Centrale d' Execution of the Ministry of Public Works (UCE)	

Proposed Development Objective(s)

The Objective is to (i) enhance accessibility in selected rural areas, and (ii) improve resiliency of the Recipient's transport network.

Financing (in USD Million)

Financing Source	Amount
IDA Grant	60.00
Total Project Cost	60.00

Environmental Assessment Category B-Partial Assessment	Concept Review Decision Track II-The review did authorize the preparation to continue
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Other Decision (as needed)



B. 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 one of the world's poorest countries,** with a GDP per capita of only US\$ 819.90 in 2013, and a Human Development Index ranking 163rd out of 188 countries in 2015. The 2012 Household survey (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 not been universal in providing benefits to the entire population; they have benefitted the urban population mostly in the capital. Consequently, inequality nationwide is high, with a Gini of 0.6 (highest in the Americas). The poorest regions, which are also the furthest from the capital, show extreme poverty rates exceeding 40 percent and very limited access to basic services and jobs opportunities.
3. **Poverty and extreme poverty are significantly higher in the rural and peripheral areas of the country than in urban centers:** 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 meaning that they cannot satisfy their food needs. In comparison, 12 and 5 percent of Haitians are extremely poor in urban areas and in metropolitan areas, respectively. This means that on average 67 percent of the nation's poor and 83 percent of its extremely poor live in rural areas.
4. **Poor and rural households have very limited access to basic services.** More than half of rural households use unimproved sources of water for their home consumption, compared to 13 and 10% in urban and metropolitan areas. In addition, connection to electricity is limited to urban households: 34 percent of households in Haiti have access to electricity, formally or informally, and only 9 percent of households in rural areas. Households with access to basic services are less likely to be poor.
5. **Haiti ranks as one of the countries with the highest exposure to multiple natural hazards.** With 96 percent of its population living in areas considered at risk. The most intense natural hazards are seismic (earthquakes, landslides) and hydro meteorological (hurricanes, flooding, droughts). Seismic hazards are associated with the interaction of the Caribbean and North American tectonic plates, which converts Haiti into a seismically active zone. Hydro meteorological hazards are related to the precipitation caused by northern polar fronts, tropical cyclones, and waves, the Inter-Tropical Convergence Zone, and convective-orographic activity. El Niño/El Niño-Southern Oscillation episodes have tended to delay the arrival of the rainy season, creating drought conditions, but also increasing the number and intensity of cyclones. Other secondary hazards impacting Haiti include landslides, torrential debris flows, soil liquefaction, and tsunamis.



6. **Health shocks are the most important for poor households and limited access to health services worsen their effects on welfare.** Fifty percent of the poor and of the vulnerable Haitians face health-related shocks, against 43 percent of the resilient population. Households with children are the most likely to be hit by a health shock, compared to households without children. For more than 60 percent of Haitian households, health shocks are the most severe shocks to negatively impact their income, keeping the poor population in a poverty trap (World Bank 2014a).
7. **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.** Climate projections for the Caribbean estimate that temperatures could rise from 1.2°C to 2.3°C by 2100, with a median increase of 2.0°C during the 21st century. In addition to claiming human lives, climate-related hazards may also take a heavy toll on all sectors of the Haitian economy and revert hard-won development gains.
8. **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.** Between 1971 and 2016, Haiti's economy has been subjected 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 (see annex 3). Recent disasters in Haiti confirm an increasing level of vulnerability facing its hard-won development gains. On average, based on the analysis of historical data from 1976–2012, annual losses and damages associated with hydro meteorological events are estimated at an amount equivalent to 1.95 percent of the GDP. However, as assets are created and concentrated, losses associated with adverse natural events are increasing. In 2016, Hurricane Matthew hit the southern peninsula causing damages and losses equivalent to 32 percent of GDP.

Sectoral and Institutional Context

9. **Transport services represent a significant share of Haiti's GDP, at 12 percent and comprise 8 percent of household expenditures when using those services.** With up to 80 percent of motorized traffic by land, roads remain the primary mode of transportation for both people and goods. Haiti scores poorly in the Logistical Performance Index (159/160, LPI 2016) undermining its ability to attract Foreign Direct Investments (FDI) increasing costs of trade and lowering internal competitiveness. Mobility of goods and people is further constrained by the poor condition of the network and the price of transports services, making its unaffordable for the poorest populations.
10. Significant investments have been made on the primary and secondary networks within the past decade contributing to increased intercity connectivity and modest gains on rural access along rehabilitated corridors. These improvements, however, also create new challenges in term of road safety, with an increase of fatalities and serious injuries associated with increased speeds, exacerbated by improper designs and / or inadequate road maintenance. Haiti's road network also remains limited and vulnerable to climate events and struggles to provide efficient, affordable, reliable and effective services. Continuous efforts and investments are planned by



the GoH and supported by development partners with the goal of achieving consistent access along the main roads network over the next decade.

11. **Connectivity remains limited in rural areas since the tertiary and rural network have only benefitted from few investments, leaving 50 percent of the national territory poorly connected, while entire regions remain isolated for several days at a time during the rainy season.** 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.
12. Two-thirds of rural Haitians, an estimated 3.2 million people, live in these poorly accessible areas, where poverty rates are significantly higher. The least accessible departments of the country are also those having the highest and most extreme poverty rates, including the North East and North West ((RAI 22 and 21 percent, respectively).
13. The poor condition of the Haitian tertiary and rural road networks creates important logistical challenges, often impeding transport of products to markets and contributes to high cost of freight with significant negative impacts on agricultural value chains. Trucking operations in Haiti are expensive and fragmented within multiple small operators, with a price per ton-km transported of \$0.43 USD, 3.9 times higher than the regional average for Central America, and the highest in the region. Road conditions are a significant contributor to this high cost of transport, pushing the price per ton-km up by 25 percent according to Trucking Survey in Haiti (WB; 2014). Up to 30 percent of agricultural production, like mangoes or avocados, is lost as a result of lack of access to markets in remote areas or rotting during transport.
14. Limited accessibility to basic services (health, education, administrative centers) and economic opportunities is a key constraint to development in rural areas and exacerbates vulnerabilities associated with disaster incidents. 43% percent of women reported distance as a constraint in seeking healthcare. In rural areas that figures reaches 59% and it goes up to 74% for the lowest quintile. 43% percent of women reported distance as a constraint in seeking healthcare. In rural areas that figures reaches 59% and it goes up to 74% for the lowest quintile. Geographic access to health centers is also a bottleneck which also impacts supply and demand not only for parents that have to travel long distances to bring their sick children to health centers, but also for health agents, and for the logistics necessary for the delivery of vaccines, medicine and the costs. The percentage of the assisted births by a qualified staff also diminishes with birth order within families, this can range from 54.6% for first born children to 17.3% for sixth born children or more. This assertion can be linked to the fact that the more children women have, the greater the difficulties are in accessing health centers, either due to lack of money (ranging from 71.3% for women without children to 89 % for women with five children or more), or the distance to reach health centers (ranging from 40.8% for women within children to 58.1% for women with five children or more). Non-farming revenues represents a large share (up to 30 percent) of rural households and is a strong predictor for not being poor, thus non-farming economic opportunities are usually concentrated in small towns in rural areas and inaccessible for the poorest because of poor connectivity or unaffordable transport services. Similarly, the rural poor are most affected in the event of disaster incidents, in which food and medical aid cannot reach remote villages connected with precarious infrastructure.



15. Hurricane Matthew provides yet another recent example of the vulnerability of Transport Infrastructure to disaster and climate events and the critical importance to develop climate resilient transport. Damage and losses in the transport sector due to the destruction of bridges and roads in this hurricane were more significant than the historical average, amounting to 18 percent of total losses, most of which were associated with severe flooding. The importance of road and bridge maintenance and the need for investing in upgraded critical infrastructure to climate resilient standards to protect costly assets was demonstrated in this hurricane; properly protected roads and bridges were less affected by the event.
16. The absence of an Integrated Transport Master Plan is hindering the effective and efficient development of complementary and supplementary transport networks and transport services in the country. In addition, absence of functional classification of road hierarchy has limited the scope of implementing asset management effectively. Every crisis revealed several important shortfalls in Haiti's infrastructure policies and national disaster risk management system. Critical identified issues include: (1) a lack of integrated approach to disaster prevention (including urban planning, inefficient water control and strong erosion caused by environmental deterioration); (2) inadequate technical standards for infrastructure construction; (3) lack of infrastructure maintenance; and (4) lack of capacity and institutional arrangements to properly handle crisis management and reconstruction. In the context of a decreasing support by the traditional donors (decline of funding) limited coordination and planning of road investments become more and more a priority. Significant progress must be made on better evaluation, integration and planning of road investments.
17. Rapid urban development also represents a neglected aspect of the country's sustainable transport picture. The recent urbanization review reassessed the definition of urban and found that Haiti might already be one of the most urbanized countries of the region, at 64 percent urban. In the next ten years, the urban population is expected to increase by almost 2 million people and could surge to around 11 million by 2050, becoming 76 percent urban. Urban transport governance and management are two important areas of development for Haiti to address sustainable mobility challenges. Governance is fragmented across different ministries, with no clear leading role and dominated by unregulated informal operators leading to poor quality services and affordability issues for the poorest, thus hampering their ability to access economic opportunities. Sector Knowledge is limited and few efforts have been made so far to develop a comprehensive approach to reform it. However, awareness of the challenges and need to tackle them is growing; the GoH has recently installed a presidential commission to modernize urban transport.

Relationship to CPF

18. 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 proposed project supports all areas of focus of the FY16-19 Country Partnership Framework, approved on September 29, 2015 which are creating economic opportunities (1), building human capital (2) and Strengthen Climate Resilience (3). The 2015 Systematic Country Diagnostic 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.



19. The proposed project would contribute to the CPF's objectives that are respectively: (a) Contribute to Enhancing Income Opportunities; (b) Improve Access to Quality Primary Education; (c) Increase Access to Health Services for Mothers and Children (d) Improve Disaster Prevention and Strengthen Climate Resilience.
20. Thus, the proposed project is in line with the CPF's following expected outcomes – (i) expanded access to markets in key agricultural value chains (ii) creating greater economic opportunities and better jobs, including through infrastructure and human capital; and (iii) reducing vulnerabilities and building resilience.
21. It contributes to the strategic objective of promoting inclusive growth especially in rural areas where Quantitative analysis shows that income growth for the poorest 40% would be positively impacted by improvements in health status and education access, that are strongly correlated with infrastructure access. The project would help connect rural communities to the nearest towns and markets, improving farmers' access to markets and enabling them to get better prices for their produce, while lowering the cost of transport and the risk of losing. It makes it easier for children to reach schools and puts remote communities especially women within reach of doctors and medical facilities in the provincial towns.
22. The project would also bring operational synergies across the Portfolio with the following investments operations, Relaunching Agriculture: Strengthening Agriculture Public Services II Project (P126744), Improving Maternal and Child Health (P123706), Center and Artibonite Regional Development Project (P133352), Disaster Risk Management and Reconstruction Project (P126346), Business Development and Investment Project (P123974), Strengthening Hydro-Met Services (P148259), Resilient Productive Landscapes in Haiti (P162908), Haiti - Education for All Project - Phase II (P124134), HT Sustainable Rural and Small Towns Water and Sanitation Project (P148970).

C. Proposed Development Objective(s)

The Objective is to (i) enhance accessibility in selected rural areas, and (ii) improve resiliency of the Recipient's transport network.

Key Results (From PCN)



23. The following preliminary indicators for the key results are under consideration:

PDO indicators

- Number of people who live in rural areas within 2 km of an all-season road (RAI); (core sector indicator) (gender disaggregated)
- Length in km of vulnerable corridors upgraded to climate resilient standard
- Number of people who benefits from a climate resilient connectivity
- % of beneficiaries satisfied with investments in select project areas (gender disaggregated)

Intermediate Indicators

- Number of people who can access health service facilities within 60 minutes in select project areas, (gender disaggregated)
- Number of women who can access health service with obstetrical facilities within 60 minutes in select project areas
- Number of people who can access regional size markets within 120 minutes in select project areas, (gender disaggregated)
- Number of people who can access main administrative services within 120 minutes in select project areas, (gender disaggregated)
- Time travel and travel costs on selected roads
- Number of km of road rehabilitated (core sector indicator)
- Number of Community level mobility plan developed (gender and climate informed)
- Number of climate resilient critical infrastructure protected
- Measure of capacity for planning and managing assets to be determined during preparation.
- Roadmap and strategies to achieve Sustainable Mobility prepared (Universality, Efficiency, Safety and Green)
- Establishment of a national M&E system to monitor Sustainable Mobility Objectives

D. Concept Description

24. The project is built on the experience attained and lessons learned from the Bank's experience in Haiti in Transport Operations, PTDT (P095523), PROReV (P114292), PRGRD (P126346), IIERP (P120895) and BCA (P133352) with an approach centered on vulnerability reduction, improved resiliency and enhanced connectivity in a context of limited resources and lack of coordination and planning through a combination of spot improvement, assets management; and technical assistance.

25. The Bank has been supporting the transport sector since 2006, with a particular focus on (i) strengthening maintenance with the creation of a road maintenance fund, (ii) improving resilience and protection of assets and (iii) to support the GoH's capacity to engage in preventative measures and respond (and ultimately recover) to the adverse effects of natural hazards. In particular, the Bank has contributed to enhanced resiliency on a critical corridor (RN2), stabilizing access to the four departments in the south with the reconstruction of 4 bridges (Dolin; Chalon; Fauche; and La Digue) and the protection/rehabilitation of 20 bridges. The Bank has strengthened GoH capacities to respond to disasters and to reduce the vulnerability of the road network through the creation of a Crisis Management Unit & a Bridge Management Unit. The Bank has also supported MTPTC with the completion of the Rural Access Index Survey (RAI) in 2015, road's conditions assessment and identification of critical spots/segments to enhance all weather connectivity in the



10 departments (2016), the first National Bridge Inventory (2016) and technical guidance for better quality of hydraulic studies in transport operations (2017).

26. The design of the project benefits also from the experience, lessons learned and knowledge attained across the all portfolio. In particular, the extensive knowledge work program developed by the Bank over the years, on natural hazard risk understanding and exposure, expected climate change impacts, agricultural value chains logistics constraints, dynamics of environmental degradation and associated change in river flows and river sedimentation, geospatial dataset developed to locate schools, health facilities, markets and administrative centers, urbanization, poverty and household coping strategies to disasters, constraints created by reduced mobility to tackle poverty and improve service delivery for the poorest.
27. The program objective of the Project is to support the social and economic inclusion, sustainable growth and contribute to poverty reduction by improving connectivity, mobility and accessibility to existing basic services in Haiti through improved and robust road infrastructure, strategically enhanced rural connectivity, better sector policies, and better roads sector planning investments and management.
28. It would be achieved through combination of investment, technical assistance and capacity building. The GoH would improve vulnerable infrastructures and segments of the road network to be stabilized, retrofitted or rebuilt to ensure universal safe and effective mobility through a combination of all-weather access standards, better designs and enhanced asset management. The detailed provisions for the prioritization of target areas would be discussed during preparation, but key criteria may include vulnerability of the road network, poverty and access to basic services (Health, Education, ...), agricultural potential and criticality of the infrastructure in the transport system (mostly bridges).
29. The project would be implemented over a 5-year period.

Component 1 – Enhance Rural Connectivity (US\$35.0 million)

30. The critical importance for the GoH to develop a cost effective, inclusive and climate informed strategic planning approach and prioritization tools is supported by preliminary simulations of accessibility enhancement showing that the investments gaps to achieve universal coverage in rural areas are important and would require important and sustained resources over a long period (several hundreds of millions).
31. The proposed component would focus on resilient & all-weather access and finance rehabilitation and upgrades on the tertiary and rural network to contribute to increase universal access and would support small sized project to favor local socio-economic inclusion.
32. The selection of investments would follow a three-step approach: (i) identification of priority investments areas (RAI rate, poverty & level of access to basic services, agricultural potential); (ii) prioritization of roads to be upgraded to maximize access within selected areas (population serviced & technical standard to be applied, cost efficiency); and (iii) community identification of complementary small size improvements on feeder tracks or trails along the roads selected for upgrade. The exact location of works would be the outcome of a participatory process of identification and design with rural communities during project implementation. The



project is expected to boost all weather access in areas that would be selected and benefit 300,000 to 500,000 people. The project would support the development of a planning and prioritization strategy to target investments and the technical standards adapted to the different category of roads to be upgraded to all-weather status. The selection methodology developed would also inform the investments financed by the national budget and the main donors and partners of the sectors (EU, IDB).

Component 2- Improving Transport Infrastructure Resiliency (US\$ 15.0 million)

33. This investment component aims to maintain existing all-weather access and to strengthen resilience on the primary and secondary road network, key to continue the country's economic activities and the population's access to market and social services through improvement of the primary and secondary road network, with a focus on climate change adaptation. This would include works and related studies for the rehabilitation of vulnerable road sections, bridges, river crossings, and critical spot interventions along the primary and the secondary network. To ensure the long-term sustainability of these investments, adaptation measures to climate change impacts most likely to manifest themselves in Haiti (increase in frequency and magnitude of hurricanes, sea-level rise threatening coastal facilities) would be mainstreamed into infrastructure design and maintenance. Among the measures that might be included are reinforcement of hydraulic protection for bridges or slope stabilization works.
34. This component would help to repair roads and bridges of the primary and secondary road network. It would focus on damaged and vulnerable roads segments and bridges, and upgrade, rehabilitate existing infrastructure to higher standards to strengthen their resilience to climate change and extreme weather events by focusing mostly on protecting existing essential/critical connection points of the system and flows of individuals and goods. Primary roads to be included in the project would be selected based on their function as links between major economic poles or key links to critical basic services infrastructure (port, regional hospitals, schools).
35. Precise roads and sections would be determined based on risk and vulnerability assessments. Secondary roads to be included in the project would be prioritized based on their connectivity to rural road systems targeted by Component 1, to enhance the value added of the overall project investment. For both primary and secondary roads, in addition to the above, economic and social factors, including condition of the asset and urgency of repair or replacement, as well as a cost-benefit analysis would be taken into account in prioritization of interventions.
36. To control project costs and ensure adequate pace of program output, this component would not include any large paving, widening or realignment for the primary and secondary road network. Rather the project would finance a suite of activities such as flood mitigation interventions and rehabilitation / protection of critical bridges.

Component 3 – Technical Assistance and Capacity Strengthening (US\$ 5.0 million)

37. This component would develop capacity to enable Haiti to develop the Sustainable mobility for all agenda (universal access, efficient systems and services, safety, and clean and resilient pathways for development) with likely emphasis on two key elements: resilient transport and urban transport.



- 38. Sub-component 3.1: Inform Sustainable Mobility policies and support the establishment of a monitoring and evaluation system.
- 39. Sub-component 3.2: Resilient transport and road asset management.
- 40. Sub-component 3.3: Urban transport and management.

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

- 41. Due to the high risk of a catastrophic event in Haiti, the proposed Project includes a provisional component, designed as a mechanism for rapid response in the event of an eligible emergency, subject to the request of the GoH. Such components of "Provision of support to respond to an eligible emergency, as needed", 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 the operational experience acquired in Haiti in dealing with response to natural catastrophic events.

Component 5: Project Management (U\$4.0 million)

- 42. This component would finance the overall management, supervision, fiduciary control and monitoring and evaluation (M&E) of the Project, and the associated staff. It would finance the key personnel, operational costs and equipment for this function. 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 to ensure close supervision and oversight in the targeted areas.
 - 43. **Gender.** Previous analysis of gender relations and the role of women show that women play a pivotal role in Haiti's rural society. They also play a key role in the marketing of agricultural products, and on that account are likely to be one of the population segments targeted by the project that should benefit most from project interventions. Women are well represented in the workforce and primarily in traditionally "female" agricultural jobs and in petty trade, and most of the production is transported to and sold in markets by women and girls. Improved connectivity and access would benefit all, but women in particular, through time savings, access to basic services (including health centers) and improved transport conditions.
 - 44. **Climate co-benefits.** It is estimated that up to 70% of the project's proceeds would contribute to Climate co benefits. For instance, infrastructure rehabilitated or constructed under the project would upgraded existing road network to climate resilient status and policies developed under the technical assistance component would informed climate adaptation and mitigation strategies. As part of project preparation, a detailed assessment of the project's climate co-benefits would be carried out, in order to update the estimate with accurate figures.
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SAFEGUARDS

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

A small 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 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.

The actual location of the roads or sections that would need improvements aren't determined yet. The project would screen the national territory based on prioritization criteria such as poverty, population, service delivery levels, and isolation (RAI) to identify departments to target. Within these departments a similar process would focus on high impact investment areas. The exact location of works would be the outcome of a participatory process of identification and design with rural communities during project implementation.

The project will not finance new roads and only focus on rehabilitation and reconstruction of existing roads. It would not necessitate large-scale resettlement or large scale land-acquisition.

B. Borrower's Institutional Capacity for Safeguard Policies

The Project Implementation Unit of the Ministry of Public Works, Transportation and Communications (Unité Centrale d'Exécution du Ministère des Travaux Publics, Transports et Communications: UCE - MTPTC) will be in charge of the project preparation and subsequent implementation of the project. The UCE has a history of implementing Bank financed projects and supervising implementation partners in the application of social and environmental safeguards. A social specialist and an environmental specialist are in place at the UCE to cover environmental and social safeguards aspects, they have overall performed satisfactorily in previous projects and is arguably one of the strongest PIUs in Haiti in terms of their experience. Nevertheless during project preparation the Bank team will assess if the safeguard PIU team needs to be strengthened in any capacity. It is also important that this safeguards PIU team keeps receiving safeguards training and that the World Bank team provides close implementation support.

C. Environmental and Social Safeguards Specialists on the Team

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



Ximena Rosio Herbas Ramirez, Environmental Safeguards Specialist

D. Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The project is rated as an environmental risk category B.</p> <p>Components 1 and 2 of the project will finance rehabilitation and reconstruction of existing roads (primary, secondary, tertiary and rural roads). The main environmental impacts for this type of works are: impacts on soils (through accidental hydrocarbon contamination), impact on ground and surface water, air pollution and loss of vegetation among others. Most of these impacts can be mitigated through standard mitigation measures.</p> <p>The actual location of the roads or sections that would need improvements aren't determined yet and there isn't sufficient detail available to assess and address specific impacts, therefore an Environmental and Social Management Framework (ESMF) that will contain reference to the World Bank Group Environmental, Health, and Safety Guidelines and should also follow the guidance of the Industry Sector guidelines WBG EHS Guidelines for Toll Roads will be prepared with procedures to assess the environmental and social impacts, measures to reduce and mitigate the potential impacts, provision for estimating and budgeting the cost of such measures and model contracting clauses addressing environmental protection during construction and maintenance. The ESMF will serve as the guiding document for site-specific Environmental and Social Management Plans (ESMPs) and the roles and responsibilities for implementing the safeguards instruments will be clarified and defined in the project's Operational Manual.</p> <p>Component 3 refers to technical assistance and capacity strengthening activities to enable Haiti to develop the Sustainable mobility for all agenda (universal access, efficient systems and services, safety, and clean and resilient pathways for development) with likely emphasis on two key elements: resilient transport and urban transport. While the TA activities themselves do not have direct</p>



		<p>adverse environmental or social impacts, the Bank team will integrate environmental and social principles and objectives as an integral part of the process.</p> <p>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. 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</p>
Natural Habitats OP/BP 4.04	TBD	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, therefore during project preparation it would be determined if this policy needs to be triggered.
Forests OP/BP 4.36	TBD	During project preparation, the team will determine if the geographic location of the proposed interventions merits to trigger this policy
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 will include 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	<p>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.</p> <p>No decisions have been taken at PCN stage on the</p>



roads and infrastructure that will be rehabilitated. Therefore, an RPF will be prepared, consulted, and disclosed by appraisal. 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 should 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 should 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 should not be triggered because the proposed project will not affect disputed areas as defined under the policy.

E. Safeguard Preparation Plan

Tentative target date for preparing the Appraisal Stage PID/ISDS

Feb 20, 2018

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

An Environmental and Social Management Framework (ESMF) and RPF will be prepared and disclosed by appraisal.



CONTACT POINT

World Bank

Pierre Xavier Bonneau
Program Leader

Borrower/Client/Recipient

The Republic of Haiti

Implementing Agencies

Unite Centrale d' Execution of the Ministry of Public Works (UCE)
Robenson Leger
Coordonateur
rjleger@yahoo.fr

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):	Pierre Xavier Bonneau
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Approved By

Safeguards Advisor:	Svend E. Jensby	14-Aug-2017
Practice Manager/Manager:	Cecilia M. Briceno-Garmendia	15-Aug-2017
Country Director:	Raju Singh	28-Aug-2017

