



Appraisal Environmental and Social Review Summary

Appraisal Stage

(ESRS Appraisal Stage)

Date Prepared/Updated: 01/31/2022 | Report No: ESRSA01857



BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Senegal	AFRICA WEST	P176419	
Project Name	Enhancing Connectivity in the Northern and Central Agricultural Production Areas of Senegal		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	2/9/2022	3/16/2022
Borrower(s)	Implementing Agency(ies)		
Ministry of Finance and Budget	AGEROUTE		

Proposed Development Objective

The Project Development Objective (PDO) is to enhance safe and resilient transport connectivity in selected agricultural areas of Senegal.

Financing (in USD Million)	Amount
Total Project Cost	200.00

B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

No

C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]

Senegal has adopted a new development model to accelerate its economic and social development. This strategy, called the Emerging Senegal Plan (PSE), is the reference for economic and social policy in the medium and long term. Within the framework of the PSE, the Government is implementing a 2019-2023 Priority Action Plan that includes 3 axes: (i) Structural transformation of the economy and growth; (ii) Human capital, social protection and sustainable development and (iii) Governance, institutions, peace and security. Axis 1, relating to structural transformation, includes the strategic objective 3 on 'strengthening quality infrastructure'.



To achieve the vision and objectives of the PSE as they regard transport connectivity, the government has defined its strategy through a sector policy letter covering the period 2020-2024. This sector policy letter focuses on the management and implementation of sustainable transport infrastructure to support the rural and urban economy. This includes the establishment of an adequate logistics and transport system to facilitate the transportation of agricultural products to consumption centers. Linking areas with high production potential to markets (consumption, export, processing) is a crucial objective. The road sector is of particular importance to Senegal, as more than 90% of travel is by road. Thus, three of the six indicators under the strategic objective 3 on 'improving the quality of infrastructure' directly measure progress in the road sector (km of paved roads, km of rural tracks, and rural accessibility index). The other three indicators for infrastructure other than roads are: km of railroads, logistics performance index, and installed electrical power.

The proposed project is fully consistent with the Country Partnership Framework, focusing the investment on geographic areas with the highest needs and seeking to reduce service gaps and build synergies across sectors in each region of Senegal. Under the CPF, selected transport interventions will aim at improving national and regional connectivity with the goal of strengthening the competitiveness of key economic sectors. The strategy will adopt a more intentional spatial approach to focus investments on the geographic areas with the highest needs to reduce service gaps and build synergies across sectors in each region, while also strengthening economic ties to better integrate the broader regional economy. The focus of the IDA portfolio will be intentionally more concentrated in specific regions of Senegal, such as (a) rural areas in the center and south of the country, where multi-sectoral approaches would have greater impact in lifting people out of poverty; and (b) urban and peri-urban areas, where the absolute number of poor and new job creation opportunities are the highest.

The proposed project will enhance connectivity in selected main agriculture areas in the North and the Center of the country through climate-resilient interventions on road networks. The proposed project aims to improve connectivity between agricultural production and markets in these areas of high agricultural potential and high poverty. The project will be designed to consider the resilience of the project and through the project. It will also support the agenda of spatial equality, poverty reduction, and economic and social development. Direct project beneficiaries would be the population living in the area of influence of the project. In particular, the project will facilitate the direct and indirect job creation of youth through High-Intensity Labor-based Method (HILM) for rehabilitation and maintenance. A particular emphasis will be put on addressing gender gaps, with attention to ensure benefits from enhanced connectivity will bring to women and girls.

The project objective will be achieved through the following components: (i) Improvement of connectivity in the selected areas, (ii) Support for Access to Economic Opportunities and Small Community Infrastructure ; (iii) Institutional support for the transport sector ; (iv) and a project management component.

D. Environmental and Social Overview

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

The proposed project aims to improve connectivity between agricultural production and markets in the areas of high agricultural potential and high poverty. The project will be implemented in rural areas among the agricultural zones of Senegal in the North (Ferlo), the Center (groundnut basin: Thies, Kaolack, Kaffrine), the sylvopastoral zone (Louga, St Louis and Matam), and in the Niayes zone (Thies and Louga). These rural areas are characterized by a "fragility" trap, driven by land pressures from rapid population growth; environmental degradation; poor basic infrastructure a lack of economic opportunity, particularly for young women and men; the omnipresence of road traffic and the lack of intermodal coordination; back quality of rural road with a lot of accident and death; the weak capacity of actors,



especially in the private sector; the insufficient quality of infrastructure, mainly due to the lack of maintenance. Agriculture and livestock remain the principal economical activities for communities in most of the project's areas. Livestock is carried out by men, but also by women who often own livestock (sheep, goats, poultry) and are at the heart of the production, processing and marketing of milk and other livestock products, which, along with daily milking, constitutes the main female livestock activity. The other socio-economic activities practiced by women are trade and market gardening/agriculture on small plots of land made available to them by local authorities (often granted to women's groups) or their husbands.

The silvopastoral zone is characterized by the advance of the agricultural settlement front in the southern part of the Ferlo, which contributes to exacerbating competition for space between agricultural and pastoral activities. Insofar as these activities are carried out by different groups, the conflicts between them take on a particular tone, especially since the Law on the National Estate does not recognize livestock as a form of land development. Another important constraint worth to be mentioned concerns the accelerated destruction of forests.

The groundnut basin area is characterized by traditional agro-pastoral systems that favored integrated land management, which have been profoundly destabilized by several factors (rainfall deficit, introduction of plow cultivation, popularization of deforestation and stump removal techniques for crop plots, marketing of agricultural by-products, etc.). In the groundnut basin, agriculture occupies a large part of the population, including women, who are mainly involved in agricultural activities, the processing and marketing of agricultural products and small-scale trade. Illiteracy, poverty, gender inequalities, the low economic power of women, the practice of entrusting children (in the Daara), and limited access to land and means of production make women, girls and boys more vulnerable.

The construction of roads, basic social infrastructures and platforms in such an environment could result in the loss/restriction of access to agricultural land.

Road safety is becoming a majeure problem and the main causes for road accidents and mortality are: (i) infrastructures not equipped with adequate safety equipment (ii) safety technologies in the fleet of vehicles hardly regulated (iii) road users' behavior. Direct project beneficiaries would be the population living in the area of influence of the project.

The prevalence of gender-based violence, including genital mutilation and early marriage occur in some areas of the implementing zone. The Niayes area is characterized by its vulnerability, of which several constraints have been identified in the agricultural systems of the Niayes area due to overexploitation of land and progressive soil degradation caused by soil impoverishment and depletion, salinization and groundwater pollution. Several strategies (reforestation, phosphating, protection, etc.) have been implemented to restore these natural ecosystems. Project activities relevant to the ESF include Component 1 (Improving Rural Connectivity), and component 2 (Support for Access to Economic Opportunities and Small Community Infrastructure) on the following segments:

- Section 1: Development and paving of the Mbirkelane-Mabo-Sinthiou Wanar-Touba Saloum et Mbirkelane-Djamal (52km)
- Section 2: Development and paving of the Kahone Guinguinéo-Mboss-Gnibi (36km)
- Section 3 : Development and paving of Koungueul-Lour-Ribo Escale-Payar (73km)
- Section 4: Development and paving of Koungueul-Sali-Maka Goui- The Gambie border (25km)
- Section 5: Development and paving of Payar-Vélingara-Ferlo-Loumbel Lana-CFN3 (107km)
- Section 6 : Réhabilitation of the Mboro-Diogo road (23km)
- Section 7: Development and paving of Tivaouane-Pambal-Darou Alpha (20km)
- Section 8 : Development and paving of Dahra-Mbeuleukhé y compris la bretelle de Yang Yang (44km)

The influx of foreign workers could increase the risk of sexual exploitation, sexual abuse, and harassment in road construction sites, which attract a relatively large number of workers.



In some of the roads sections particular attention should be given to species with particular status such as: Moringa olifeira and l'Adansonia digitata, protected by the GoS (These species cannot be cut or cleared without prior authorization from services in charge of water and forests (Référence Code forestier du Sénégal, loi n° 98-164 du 20 février 1998), Spilopelia senegalensis mentioned on the CITES's ANNEX III of species in danger of extinction, Red monkeys (Erythrocebus patas) also threatened of extinction.

D. 2. Borrower's Institutional Capacity

The project will be implemented by the Agence de Gestion des Routes (AGEROUTE) which has capitalized on several experiences in fiduciary and technical management of development projects financed by multiple other Technical and Financial Partners, including the World Bank Group, notably with the implementation of the Senegal Transport & Urban Mobility project (PATMUR) (P101415) and Dakar Bus Rapid Transit Pilot Project (BRT) (P156186). With this capacity, AGEROUTE will be responsible for planning and implementation of project's activities, either directly or in collaboration with other stakeholders like Conseil Exécutif des Transports Urbains de Dakar (CETUD), Fonds d Entretien Routier Autonome (FERA), Direction des Transports Routiers (DTR) and Direction des Routes. Agence de Travaux et de Gestion des Routes(DR). AGEROUTE has also gained experience in managing Environmental and Social risks and impacts related to roads activities in Senegal. It has a Social Development Specialist and an Environmental Specialist. Their performance in supervising the implementation of safeguards instruments has been moderately satisfactory in the context of previous transport projects. Because AGEROUTE is implementing numerous activities, including projects financed by the World Bank, three additional environmental and social specialists dedicated to the support of this project will be hired to ensure that E&S risks and impacts are well managed throughout projects life cycle. This includes one Occupational Health and Safety (OHS) consultant, an additional environmental specialist as well as a social development specialist. All other agencies that will be involved in the implementation of the project's activities such as CETUD, will be also required to have in place well trained environmental and social specialists. AGEROUTE and other stakeholders involved in the project have limited experience applying the ESF, so their capacity will still need to be complemented/enhanced, as well as the capacity of all other agencies that will be involved in the implementation of the project, to comply with ESF requirements.

Public Disclosure

II. SUMMARY OF ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC) Substantial

Environmental Risk Rating Substantial

The environmental risk rating is substantial. Risks and impacts are anticipated to result mainly from Component 1 (Improving Rural Connectivity), Component 2 (Support for Access to Economic Opportunities and Small Community Infrastructure) as well as from the CERC component that if activated. Activities planned under these components will involve civil work that will entail risks related to labor and working conditions including traffic safety, labor influx; community health and safety, including SEAH risks; land acquisition and involuntary resettlement; resource efficiency and pollution, mainly due to disposal and management of construction and hazardous waste; nuisances related to air and noise emissions; use of water, biodiversity as identified in the Environmental and Social Impacts Assessments. Most of the anticipated risks and impacts will be site specific and will be managed through in a systematic manner throughout the project cycle with solid mitigation measures proportionate to the nature and



scale of the project. The risk rating also takes into account potential risks and impacts from the implementation in a COVID-19 context.

Social Risk Rating

Substantial

The social risk of this project is rated as substantial, reflecting challenges and concerns regarding significant environmental and social (E&S) issues related to: (i) land acquisition and resettlement of Project Affected Persons (PAPs) as part of major civil works; (ii) loss of economic activities for impacted communities with agricultural activities; (iii) potential social discontent and unrest at the sites selected to host the project facilities; (iv) potential risks related to livelihood restoration and socio-economic reintegration; (v) exclusion of vulnerable groups; (vi) risks of Sexual Exploitation, Abuse and Harassment (SEAH) that may arise during civil works with the influx of workers; (vii) community health and safety issues related to a range of factors, including worker-community interactions; (viii) possibility of social tension due to lack of non-recruitment of local workers; and (ix) lack of communication.

B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Project:

This standard is relevant. The proposed infrastructure works under the project will include roads paving and asphaltting (Component 1), and community infrastructures (Component 2), as well as the CERC component. Potential environmental and social adverse risks and impacts are expected to be site-specific and mainly from civil works planned under these components. They were assessed through the Environmental and Social Impacts Assessment (ESIAs), and the Environmental and Social Management Framework (ESMF) (mainly for activities under component 2) prepared for the project, with proposed mitigation measures proportionate to the level of risks.

Considering that all proposed road sections are known (8 in total), it was agreed at concept stage that the E&S assessment of the activities to be conducted, be addressed in same document (ESIA) if situated in the same area. Therefore, four (4) ESIAs were prepared, consulted upon, reflecting requirements of all ESSs relevant to the project: (i) ESIA for the sub-project related to the development and asphaltting works of MBIRKILANE-MABO-SINTHIU WANAR-TOUBA SALOUM (52km) and KAHONE-GUINGUINEO-MBOSS-GNIBI (36km); (ii) ESIA for the sub-project related to the development and asphaltting works of Kougheul-frontière Gambie (25 km), Kougheul- Lour-Ribo Escale-Payar (73km) and Payar-Vélingara-Ferlo-Loumbel Lana Vélingara-RN3 (107km); (iii) ESIA for the sub-project related to the rehabilitation and asphaltting works of MBORO-DIOGO (23KM) and TIVAOUANE-PAMBAL-DAROU ALPHA (20KM); (iv) ESIA for the sub-project related to the development and asphaltting works of DAHRA-MBEULEUKHE (D8100, 40 Km) including the BRETELLE DE YANG-YANG, and KAMB-NDODJ-GOULOUM (20 KM). Each prepared ESIA includes an Environmental and Social Management Plan (ESMP) with defines mitigation measures for construction and operational phases, roles and responsibilities, measures for monitoring, environmental and social requirements to be included in bidding documents, costs and implementation producers for each mitigation measures recommended.

The nature and scope of activities related to small community infrastructures and Income Generating Activities (IGA) to be financed under component 2 are not known at this stage. The Borrower has prepared an ESMF , providing guidance for the environmental and social screening process of the activities once they are determined. Specific E&S risks and impacts management instruments for activities under component 2 will be defined and prepared

Public Disclosure



accordingly. ESIA's and the ESMF will be disclosed in the country and the World Bank external website prior to the project appraisal. In case the CERC component is activated, an ESMF-CERC addendum will be prepared prior to the CERC package approval.

as part of the E&S risks and impacts management, construction Contractors will be required, as a condition of their contracts, to implement and comply with the ESIA's ESMPs, including preparing contractors Environmental and Social Management Plans (C-ESMP) that includes all necessary specific management plans and procedures (waste management plan, Occupational Health and Safety plan) provided in the ESMPs.

A summary of the specific environmental and social measures was included in the Environmental and Social Commitment Plan (ESCP), prepared by the Borrower in collaboration with the Bank. The ESCP includes commitment from the Borrower regarding the management of E&S risks and impacts including a timeline for each action: preparation of site specific instruments, especially for community infrastructures and IGA, when the site, scope of activities will be defined, provision for E&S experts as part of the PIU including additional experts to be hired, capacity building sessions, timely reporting of incidents/accidents, management measures of contractors and suppliers, management of security personnel if required. The project prepared also an Resettlement Policy Framework (RPF) and four Resettlement Action Plans (RAPs) which will be disclosed prior to appraisal as well.

ESS10 Stakeholder Engagement and Information Disclosure

In consultation with the Bank, the Client prepared an inclusive Stakeholder Engagement Plan (SEP) proportional to the nature and scale of the project and associated risks and impacts. The first draft of the SEP will be disclosed prior to Appraisal. It may be revised if need be to reflect any changes or developments in the project or in relation with stakeholders' feedback, and redisclosed. The SEP has identified three main types of project stakeholders: (I) Project affected parties: individuals who could lose their means of livelihood (farmers, breeders) or those who could lose their land in case needed for the expansion of the road, (ii) other interested parties, (iii) Vulnerable groups.

The project managed to conduct proper consultations during the preparation of the SEP, as well as during the preparation of all other E&S instruments. Public consultations involved the municipal councils of 16 communes and the populations of 33 villages where Project interventions will take place. In addition to the Regional Development Councils (RDCs) of Thiès, Kaffrine and Kaolack, the prefects of Linguère and Koungueul were also consulted, as well as civil society organizations (such as Forum Civil, Enda, Espace de Co-production et des Offres Populaires pour l'environnement et le développement (ECOCOP), Cadre stratégique de réflexion, de concertation, de synergie, de recherche et d'action (COSYDEP), etc.).

A project-wide grievance mechanism (GM), proportionate to the potential risks and impacts of the project was also prepared.

Among recommendations made during consultations to avoid or minimize negative effects the SEP mentions - provision of all relevant information on the Project to stakeholders.

The SEP will be implemented throughout the life cycle of the Project. It will therefore be continuous, and the list of stakeholders will be regularly updated, in accordance with the NES 10 and national regulations on the subject.



B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

ESS2 Labor and Working Conditions

The Borrower developed a Labor Management Procedure (LMP) that specifies the terms and conditions of employment, non-discrimination and equal opportunities, workers' organizations, measures against child and forced labor, grievance redress mechanism for labor disputes, occupational safety and health measures for the workers (direct and contract), and provisions to prevent and manage SEA/SH will be prepared prior to the start of works. The LMP provides information on categories of workers expected under the project: direct workers, contract workers including private security personnel to be recruited by contractors for the safety of equipments and contractors personnel, migrant workers, community workers and primary supply workers. In addition, to ensure health and safety of workers during the construction and operational phases of the project, the PIU will develop and implement a Health, Safety and Environmental (HSE) plan (as part of the ESMP) that is consistent with World Bank Group's Environmental, Health and Safety (EHS) Guidelines. The HSE plan will include procedures for incident investigation and reporting, recording and reporting of any non-compliances, emergency preparedness and response procedures and continuous training and awareness to workers as required. The clients shall ensure that the ESS2 requirements are incorporated into: (a) the contracts between the Recipient and the Contractor and any entity (including the Owner's Engineer) supervising the Project's civil works; and (b) the contracts between the Contractor and any Contractors' subcontractors. Thus, civil works contracts will incorporate social and environmental mitigation measures based on the WBG EHS Guidelines; other referenced plans, e.g. Stakeholder Engagement Plan (SEP), RAP, etc., as well as specific language referring to setting priorities for hiring local unskilled labor. All civil works contracts will include standard industry codes of conduct, which include measures to prevent SEAH. All workers will be required to sign a Code of Conduct that reflects environmental and social mitigation measures.

Workers Accommodation: Where on-site workers accommodation is confirmed, a Labor Camp Management Plan will be required as part of the C-ESMP, including among other camp health and safety measures, specific measures to prevent SEAH along with corrective measures.

AGEROUTE will mobilize personnel from its relevant Departments and Units for the project, which will play the roles of support and delegated project manager.

The staff to be mobilized will come mainly from the Directorate of Major Works and Engineering Structures (DGTOA), responsible for the works; the Studies Coordination Unit (CCE), responsible for monitoring and validating technical studies; the Environment and Social Unit (CES), responsible for occupational health and safety issues; the Directorate of Finance and Accounting (DFC) for all matters relating to payment of services; the Procurement Unit (CPM), responsible for procurement procedures; the Legal Unit (CJ), responsible for the implementation of the resettlement; the Communication and Public Relations Unit, responsible for providing information to the public and the Monitoring and Evaluation Unit (CSE), responsible for project monitoring.

The planned works are divided into four (04) lots with two (02) sub-lots for each lot, that is a total of eight (08) work contracts, which will be entrusted to several companies. Similarly, concerning the control and supervision of works, an allotment in four (04) contracts is retained.

The implementation of the project will be ensured by the management team of the Project, the technical team, the field teams, the companies, subcontractors and experts who will be recruited within the framework of the project.



The manpower requirements for the execution of the works placed under the responsibility of the works companies are about 240 people, including possibly a dozen expatriates and subcontractors. The presence of foreigners workers could lead to SEAH and sexual transmissible disease in rural areas. The influx of foreign workers could increase the risk of sexual exploitation, sexual abuse, and harassment at road construction sites that attract relatively large numbers of workers.

The total manpower requirements for the project, excluding AGEROUTE staff, are estimated at about 2,000 persons. Depending on the company in charge of the work, it may be necessary to hire up to ten expatriate workers for the project.

ESS3 Resource Efficiency and Pollution Prevention and Management

Raw Materials: The required construction material will potentially include stones, sand, concrete blocks and timber. These materials are expected to be obtained from sources localized in the project areas, such as quarries in the implementation zones, or in clear agreement with owners. The prepared ESIA's recommend that appropriate measures for improving the efficient use of raw materials are included as part of the contractors' ESMP.

Soil erosion and runoff: road rehabilitation/construction may entail vegetation and soil loss which could result in erosion and runoff, that could adversely impact surface waters. The scope of vegetation loss was assessed as part of the prepared ESIA's. Proposed mitigation measures include: replant two trees for each cut tree, clearing only the needed space, associate communities as well as the administration in charge of forests in the reforestation activities. The ESIA's also assessed potential for surface runoff from road surfaces during the operations phase and propose appropriate mitigation measures where erosion risks are high, such measures to improve drainage and/or slope stability.

Management of air pollution: During the construction phase, air emissions will include exhaust from heavy vehicles and machinery, and fugitive dust generated by construction activities. Those most likely to be affected are workers and people living within the proximity of the work sites, as well as road users. The implementation of mitigation measures such as dust suppression and vehicle maintenance, regulation of car speed will be applied to minimize the impact of air emissions during construction, transportation of material, and residual impacts is expected to be limited in scope and duration. The ESIA's provided mitigation measures to the increased impacts to ambient air quality from projected increased road utilization by vehicles, such as, planting tree and regulate car speed.

Noise: During the construction phase, noise is likely be generated from the use of construction machinery and vehicle movements. that is expected to present short-term nuisance to the public and to owners adjacent to some of the project sites. The ESIA's propose mitigation measures to minimize and manage the noise levels such by applying standard restrictions to hours of site work. The Project will ensure that work is conducted in a way that noise levels will not be excessive or cause long-term nuisances.

Management of hazardous and non-hazardous wastes: The ESIA's identify all source of hazardous and nonhazardous waste and propose mitigation measures proportional to the level of risk. The ESIA's also identify the presence and locations of licensed facilities for the transport, treatment and disposal of solid and hazardous wastes in the vicinity of project sites. The Contractor will be responsible of developing and implementing a waste management plan during project implementation.

This being a road project, important amount of water might be needed. As for the raw materials, the ESIA's proposed to prioritize the construction of boreholes to avoid competition with communities regarding water use in the project



implementing zone. The project is not anticipated to be a significant emitter of significant quantities of greenhouse gases.

ESS4 Community Health and Safety

Proposed project will finance construction/rehabilitation of road segments which could negatively affect the health, safety and security including the risk of sexual exploitation, abuse, and harassment of the neighboring communities, sensitive rights of vulnerable pastoral and agricultural groups; community health and safety issues related to a range of factors including , worker-community interactions . While most of non-skilled workers for the civil works are likely to be from the local communities, experience has shown that any influx of workers into a project area can lead to adverse social impacts (SEAH, sexually transmitted and communicable diseases), particularly in rural areas. To manage these impacts, the ESIA/ESMPs have assessed and include HIV mitigation measures , COVID-19 prevention measures, and proposed clear incident response procedures (e.g;. worker-community interactions.). The ESMP make use of the general and sector-specific EHSs for the identified subprojects in relation to community health and safety.

Traffic and road safety (particularly during construction and road exploitation), or community exposure to nuisance, and public health issues such as exposure to communicable diseases from labor influx. Machinery and trucks that will be used for the works could pose traffic hazards and road safety risks for local communities including exposure to hazardous materials and possible health risks associated with any inappropriate storage of hazardous materials; health risks linked to inappropriate disposal of solid waste. Measures are proposed in the ESIA to ensure safety of communities, pedestrians, and other visitors during the civil works by identifying and adopting adequate Occupational Health Safety (OHS) protocols following WBG EHS Guidelines. Proposed mitigation measures include: Hazardous waste premises must have a waterproof slab and a retention equal to the volume likely to be stored; oil and/or diesel filters will be drained, gutted if necessary in order to separate the metal from the filter material. These filters will be stored in barrels; a waste oil recovery tank of at least 2 m3 must be installed or use drums fitted with caps; the used absorbent kits will be stored in barrels or plastic drums; Soiled soil will be stored in a paved and sealed area protected from blowing away and bad weather while awaiting treatment.

The project's communities will be informed of the grievance mechanism (GM) and provided information on how to register complaints and address safely and ethically and document complaints and allegations (including those involving SEAH) during the project implementation. The Borrower will include targeted and regular involvement of women and other groups at-risk in stakeholder engagement. The ESMPs include measures to address SEAH and road security risks, among which: sensitization of both community members and workers on SEAH, as well as corrective measures in case of misbehaving by workers, signing of a code of conduct, regular awareness regarding road safety, reduction of car speeds, provide information regarding the MGP to address SEAH case, have in the team of the supervising engineers a specialist of SEAH and safety on site (OHS). Procedures related to the ethical, safe, and survivor-centered reporting incidents related to SEAH are be addressed in the SEAH Mitigation and Response Action Plan included in the specific ESIA.

The contractor's ESMP will include a security plan for the project sites and a Code of Conduct for all workers (long and short term) during the entire construction period. The equipment and vehicles/engines will be brought together to the base building site when the work is stopped to ensure both community and workers' safety. The contractor will make use of the general and sector-specific EHSs for the identified activities in relation to community health and



safety. In case security personnel will be needed, the Borrower will make sure that they receive the appropriated training and sign a code of conduct.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

The project will involve the construction of road in the rural areas covered by the project, as well as small community infrastructures and IGA to be determined. For economic activities, a resettlement action plan was prepared for each section. The RAPs described the impacts and nature of compensation and procedure for livelihood restoration with a GRM and a special provision for vulnerable communities.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

This ESS is relevant. Assessment made in the prepared instruments, ESMF/ESIAs reveal that there will not be expected direct impacts to protected areas and/or critical habitats as result of the project. Direct impacts that will result from roads construction/rehabilitation, or construction material extraction, assessed in the ESIAs are mainly related to clearing of some forested areas for the need of space. Proposed mitigation measures , Proposed mitigation measures include avoidance as possible of sensitive habitats, as well as development of proper compensation measures for wildlife habitats, receive authorization before cutting projected species, encourage the collection of construction material through sourcing from operating quarries outside of potential critical habitat areas. These measures should also be part or contractors' ESMP and suppliers' contracts.

ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities

This ESS is not relevant

ESS8 Cultural Heritage

Though the possibility is not considered significant in the project area, the ESIAs will describe the presence of known cultural heritage in the project area and provide guidance on chance finds. The ESIA will include assessment of any cultural heritage - including archaeological relics, fossils, human graves, shrines, sacred trees or groves - in the project area. During construction, it is possible that both known and unknown physical and cultural resources may be uncovered. Any sites identified will be avoided and if avoidance is not possible, the ESMP will identify measures required to address these impacts in accordance with the mitigation hierarchy. In addition, all construction contracts will include a "Chance Find" clause which will require contractors to stop construction if cultural property sites are encountered during construction and follow national legal requirements for managing cultural heritage

ESS9 Financial Intermediaries



This ESS is not currently relevant.

B.3 Other Relevant Project Risks

Road safety will be a point of attention during project implementation to ensure safety of communities.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways No

OP 7.60 Projects in Disputed Areas No

B.3. Reliance on Borrower’s policy, legal and institutional framework, relevant to the Project risks and impacts

Is this project being prepared for use of Borrower Framework? No

Areas where “Use of Borrower Framework” is being considered:

The project will not rely on the Borrower’s Framework but will comply with all relevant national environmental and social laws, policies, and regulations.

IV. CONTACT POINTS

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Borrower/Client/Recipient

Borrower: Ministry of Finance and Budget

Implementing Agency(ies)

Implementing Agency: AGEROUTE

V. FOR MORE INFORMATION CONTACT

Public Disclosure



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VI. APPROVAL

Task Team Leader(s):	Fatima Arroyo Arroyo, Papa Modou Ndiaye
Practice Manager (ENR/Social)	Maria Sarraf Cleared on 20-Jan-2022 at 12:53:9 GMT-05:00