



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

Appraisal Stage | Date Prepared/Updated: 25-Jan-2019 | Report No: PIDISDSA25230



**BASIC INFORMATION**

**A. Basic Project Data**

Country Sao Tome and Principe	Project ID P161842	Project Name Sao Tome e Principe Transport Sector Development and Coastal Protection Project	Parent Project ID (if any)
Region AFRICA	Estimated Appraisal Date 11-Dec-2018	Estimated Board Date 21-Mar-2019	Practice Area (Lead) Transport
Financing Instrument Investment Project Financing	Borrower(s) Ministry of Planning, Finance and Blue Economy	Implementing Agency INAE (instituto Nacional das Estradas), AFAP	

Proposed Development Objective(s)

The proposed PDOs is to improve connectivity, sustainability, safety and climate resilience of selected roads.

Components

- Component 1: Institutional Strengthening
- Component 2: Sao-Tome - Guadalupe road rehabilitation
- Component 3: Project management and implementation support
- Unallocated
- Component 4: Contingency Emergency Response

**PROJECT FINANCING DATA (US\$, Millions)**

**SUMMARY**

<b>Total Project Cost</b>	29.00
<b>Total Financing</b>	29.00
<b>of which IBRD/IDA</b>	29.00
<b>Financing Gap</b>	0.00

**DETAILS**

**World Bank Group Financing**



International Development Association (IDA)	29.00
IDA Grant	29.00

Environmental Assessment Category

B-Partial Assessment

Decision

The review did authorize the team to appraise and negotiate

Other Decision (as needed)

## B. Introduction and Context

### Country Context

1. **The Democratic Republic of São Tomé and Príncipe (STP) is a small island state comprised of two main volcanic islands**, and several islets located off the west coast of central Africa in the Gulf of Guinea. São Tomé, the largest island, covers an area of 859 km<sup>2</sup> with around 192,000 inhabitants. Príncipe Island, situated 150 km to the north, covers about 142 km<sup>2</sup> with around 8,200 inhabitants. The country is divided into six districts (Agua Grande, Cantagalo, Caué, Lembá, Lobata, Mé-Zóchi) plus the Autonomous Region of Príncipe, which has been self-governed since 1995.

2. **As many of small island states, STP is highly vulnerable to the effects of climate change and sea level rise** such as coastal or river mouth flash floods, storms and drought episodes. STP shares many of the challenges affecting other West African coastal countries: severe coastal erosion and shoreline loss; overexploitation of fisheries and coastal aggregates; rapid urbanization and unsustainable land use; and overlapping policies affecting the proper management of the coast. Because of its geography, and its volcanic origin, most of the national infrastructure is in low lying areas along the shoreline. The negative impacts of Climate Change are evident in all sectors of the national economy including agriculture, fisheries but also transport. Climate change adaptation and risk reduction from climate change impacts is a priority for the national authorities. STP has taken steps to identify measures<sup>1</sup> to contribute to the reduction of national Green House Gases (GHG) emissions and improve resilience to climate change. However, the implementation of these measures both for adaptation and mitigation require financial resources and institutional capacity.

<sup>1</sup> The World Bank group has initiated its support to the government of STP on its adaptation agenda with assistance to the preparation of their NAPA (National Adaptation Program of Actions) in 2006



3. **STP is a low-middle income country.** Gross National Income per capita is estimated at US\$1,770 (Atlas Method); Gross Domestic Product (GDP) per capita is US\$1,912<sup>2</sup>. STP's economy is based on services and the agriculture, with an almost non-existent industrial sector. The main economic activities are tourism, retail, transport, communication, and construction. Agriculture and fishing is a mainstay for most of the population despite its modest contribution to GDP. In 2012, the agriculture sector employed 20 percent of the work force. São Tomé and Príncipe faces the usual hardships associated with small island states with no natural resources. Domestic production is small, with almost all consumer goods being imported. The main agricultural product is cocoa, whose production is largely exported, although exports volumes have declined in the last couple of years due to weather related problems. Capital goods and fuels are also imported. Tourism is a relevant economic activity – generating more foreign currency inflow than cocoa – but still far from its potential in terms of exports, GDP contribution and job creation. As a result, STP presents a structural current account deficit that is normally compensated by some foreign direct investment and largely by external aid. STP is in debt distress's situation.

4. **Poverty remains high and disproportionately affects women<sup>3</sup>.** In 2015, more than 60 percent of the population was estimated to be living below the poverty line. Poverty affects women (71.3 percent) more than men (63.4 percent). Unequal income distribution shows that the gender wage gap is still high in São Tomé and Príncipe. On average, women earn half as much as men do. The rate of extreme poverty is higher in families headed by women (12.8 percent) than in those headed by men (10.7 percent). In the education sector, the country has made significant progress in gender equality. About half of the students enrolled in primary school are girls (49 percent) and in secondary level, the net enrollment rate is higher for girls than for boys (65 percent versus 55 percent). However, gender equality and empowerment of women remain a challenge. The country is ranked 115th in terms of gender inequality and still faces discrimination against women in access to employment: 60 percent of men are economically active against only 40 percent women.

5. **Despite its challenging development and macroeconomic situation, the country has recently made progress on the economic front.** After pegging the local currency to the Euro, inflation was brought to an all-time low of four percent in 2015. The country successfully implemented business environment reforms, bringing it to the top among African countries in some dimensions of the Doing Business survey. In 2017, GDP growth was sustained to 3.9%. Inflation is relatively low (4.7 % in 2017) and some fiscal consolidation is expected due to the International Monetary Fund (IMF) program, which requires the primary budget to be reduced.

## Sectoral and Institutional Context

6. **The responsibility for all transport related activities in São Tomé and Príncipe (STP) falls within the Ministry of Public Works, Infrastructure, Natural Resources and Environment (MOPIRINA).** STP has a total of 1,300 km of roads out of which 230 km are paved. The National Institute of Roads (INAE-Instituto Nacional das Estradas) manages the road network. Transport services are regulated by the Directorate for Terrestrial Transports (DTT). The National Road Fund (*Fundo Rodoviário Nacional*, FRN), an autonomous

<sup>2</sup> Source: World Development indicators for 2017

<sup>3</sup> São Tomé and Príncipe Transitional Interim Country Strategic Plan (Year 2018-2019). World Food Programme.



government fund oversees financing road maintenance activities. INAE is responsible for road maintenance, plans road projects, and compiles and manages the national road data base. Built on volcanoes, STP's population and economic activities are mainly located along the attractive coastlines. Therefore, a large part of the national primary road network (National Roads 1 and 2) is located along the coast. Stronger and increasingly unpredictable spring storms, combined with extensive sand mining, have led to high rates of coastline erosion (about 0.2-1.2 meters a year), which exacerbates the threat to the coastal infrastructures.

**7. Poor connectivity and unsafe mobility due to poorly maintained roads and limited transport services limit women's access to markets, inputs and economic opportunities.** It creates a heavier transport burden for women with an impact at the household level and on economic development. Lack of adequate transport infrastructure and high transportation costs also limit expansion of the agricultural and fishing sector in the country. This has an impact on the livelihoods of women who represent 12 percent of the total workforce in agriculture.

**8. STP uses a performance-based contracting approach to maintain its road network.** This approach is mainstreamed as a road management practice through the national federation of the associations in charge of road maintenance (FNAME -Federação Nacional das Associações de Manutenção de Estradas) using Roads Maintenance Intervention Groups (Grupos de Interesse para Manutenção de Estradas, GIMEs).

**9. Road maintenance groups such as the GIME network have provided significant employment opportunities for women in STP.** The GIME network is one of the main employment provider for women. Among the 1700 people engaged in the activities of GIME, nearly 50% are women and among the 240 Brigade Chiefs 29% are women, but only 2 have higher management positions. A total of 254 GIME members work along the Sao Tome – Neves (27 km) road of which 51% are women.

**10. The Sao Tome e Principe National Road Fund (*Fundo Rodoviário Nacional, FRN*), established in 2005, is supposed to cover all routine maintenance needs (estimated around US\$1.3 million/year) but currently has difficulties in mobilizing revenues.** Currently only the proceeds from vehicle license fees (\$0.25 m) are mobilized and channeled directly to the Road Fund. There is a need to support GIME and the Road Fund to consolidate this institutional set up and sustain the existing financing mechanism and improve road management practices. As a first step, technical assistance is required to estimate road maintenance needs, the financing gap and the level of road user charges (fuel levy, vehicle license fee and levy on vehicle insurance) that are required to fill the financing gap. Further support is required to develop a road asset management system and to improve INAE, FRN and GIME technical and management capacity.

**11. Most of the infrastructure is exposed to climate-related hazards and protecting road infrastructure against coastal hazards is a challenge.** The country's coastal roads, including the urban road along the waterfront of Sao Tome city, are particularly exposed to coastal hazards: coastal erosion and inundation from submersion and wave overtopping. The current coastal protections along the coastline from the international airport to the city center are degraded. They no longer protect the sea front and the main roads from impacts caused by submersion and erosion, affecting both the pavement and the structure of the road. For instance, the road connecting the international airport to the city center was washed away by the sea around thirty years ago. The current road section was rebuilt 30 meters further inland, but in a place already exposed to climate change impacts. Some localized temporary interventions have been undertaken, but not at a scale needed to protect the road infrastructure in the long term. Protecting the



Sao Tome sea front will also provide an enabling element for tourism development as the waterfront area has the significant tourism potential. A more elaborate presentation of the climate change analysis is presented in Annex 2.

**12. Road Safety remains a major issue in Sao Tome e Principe.** The number of fatalities was estimated to 60 or a rate of 31.1 persons per 100,000 of population in 2013. This rate is ten times the rates experienced in best performing EU countries where fatality per 100,000 persons is as low as 3.7 in United Kingdom or 3.9 in Netherlands<sup>4</sup>. For instance, the number of accidents along the Road National 1 have reached 250 causing in average 7 fatalities between 2013 and 2017. The number of motorcycles has also increased significantly in Sao Tome and this presents an additional challenge to road safety. This is a new mode of transport in STP and requires changes of regulations, road design/traffic management and road user behavior. The GoSTP seeks to gradually improve road safety by reducing the fatality and injury rate and partly meet the Road Safety Sustainable Development Goal. The government would like to develop and take systematic coordinated actions around a road safety strategy and action plan.

**13. Improved connectivity along the National Road N1 and coastal protection will lead to wider economic impact.** The National Road 1 provides transport access to basic social services and economic opportunities to around 60 % of Sao Tome's population. It connects Sao Tome (70,000 inhabitants)<sup>5</sup> to Guadalupe (20,000) and Neves (15,000) along 27 km. The paved road is 5-6 meters wide with a dangerous horizontal and vertical alignment. It is mostly in bad conditions and in need for rehabilitation. The average traffic is around 1500 vehicles/day with a high presence of motorcycles in urban/town areas. The road is part of an economic development corridor connecting Sao Tome to the North East region. It is the only road link to the fuel depot at Neves. This fuel is used for transport services and to provide electricity services by the rest of the country. The road is also used by small farmers and fishermen from the western part of the island to bring their products to the markets in the capital. The last section (around 12 km) between Guadalupe and Neves has a long portion of coastal road bordering a non-stabilized high slope on the left and the sea on the right with occasional sea walls protection.

### C. Proposed Development Objective(s)

Development Objective(s) (From PAD)

14. The proposed PDOs is to improve connectivity, sustainability, safety and climate resilience of selected roads.

Key Results

15. The key expected results from the implementation of the project and the respective monitoring indicators are:

(a) Improve road connectivity. This will be measured through:

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<sup>4</sup> WHO, "Global Status Report on Road Safety", 2013

<sup>5</sup> 2012 population census



- (i) Indicator 1: Reduction in vehicle operating cost on the project road section (US\$/Km).
  - (ii) Indicator 2: Reduction in travel time on the project road section (minutes).
- (b) Improve road sustainability. This will be measured through:
- (i) Indicator 1: road asset management system developed and implemented to inform the annual road maintenance program
- (c) Improve road safety on the project road section and on ST road network by reducing accident risks. This will be measured through:
- (ii) Indicator 1: Percentage of accident black spots corrected based on the number of small scale road safety interventions on the road network
- (d) Improve the resilience of the project roads to climate and disaster risk. This will be measured through:
- (iii) Indicator 1: Length of roads made resilient to climate and disaster risk (km)

The intermediary indicators are:

- (a) Length of the national road 1 rehabilitated and made climate resilient (km)
- (b) Climate informed Road asset management systems in place
- (c) Maintenance community group trained to innovative technique for road maintenance and for stabilization and coastal protection (with at least half of the persons trained being women)
- (d) Road safety strategy prepared, with an action plan started to be implemented
- (e) Total length of sidewalks along the road national 1 built or rehabilitated
- (f) Climate vulnerability assessment developed and adopted to inform maintenance and future investment strategy
- (g) Climate resilience design guidance manual prepared and piloted
- (h) Drainage condition of road national 1 improved (with construction of new and upgraded drainage outfall channels)
- (i) Percentage of comments received by citizens taken into consideration

#### **D. Project Description**

16. The proposed transport development and coastal protection project will rehabilitate National Road NR1 from Sao Tome to Guadalupe (13.3 km). The project will also strengthen the technical and management capacity of INAE, Road Fund and GIME with a focus on climate resilience. The project will develop climate resilience measures to protect the roads project from landslides and climate change impacts. The project will reinforce the capacity of the Directorate of terrestrial transport on road safety on the national network, through development and implementation of national strategy and intervention on road safety black spots.



17. The proposed project would consist of three components totaling **US\$29 million**:

**Component 1: Road Sector Institutional strengthening** (Estimated Cost: **US\$ 2.5 million, IDA financing**):

18. This project component will consolidate the road sector institutional set up and improve road asset management practices with a focus on climate resilience and road safety, including:

- (a) **Sub-component 1.1: *Technical and management capacity strengthening of GIME and local communities.*** This sub-component will seek to strengthen the capacity of local communities to engage in road maintenance activities which can serve as entry points to raising their access to economic opportunities and income. An emphasis will be placed on increasing the participation of women in the design, planning and execution of the maintenance programs through their involvement in the GIMEs, and dedicated training.
- (b) **Sub-component 1.2: Strengthening the institutional capacity of the national road fund and INAE in mobilizing road maintenance financing and improving the road asset management system;**
- (c) **Sub-component 1.3: Realization of the climate vulnerability assessment of the national road network to inform road maintenance strategy and supporting studies for future transport protection projects, including the preparation of a design guidance manual for drainages, slope stabilization and coastal protection intervention along the roads sectors.**
- (d) **Sub-component 1.4: Implementation of innovative road maintenance and coastal road protection interventions.** This will implement some of the recommendations from the findings of the coastal vulnerability assessment to identify affordable protection interventions and the design guidance manuals. The piloting of the maintenance and protection interventions will be carried out by GIMEs with technical assistance during the design and supervision of works;
- (e) **Sub-component 1.5: Preparation of a road safety strategy and action plan, with implementation of priority actions.** The preparation of the road safety strategy and action plan will be financed with the support of Global Road Safety Facility (GRSF). This strategy will focus on regulating and on seeking behavioral change of motorcycles use. This sub-component will also finance a road safety awareness campaign with a focus on motorcycles and on children and women as road users.
- (f) **Sub-component 1.6: Small scale road safety interventions along the entire Sao Tome road network (1300 km) to identify black spots, design, implement and supervise small-scale road**





safety interventions to improve road safety. This sub-component will also finance a set of road safety priority activities related to motorcycles.

- (g) **Sub-component 1.7:** Preparation of the detailed engineering design, the bidding documents and the safeguards instrument of the road section Guadalupe – Neves (13.7 km)

**Component 2: Sao-Tome - Guadalupe road rehabilitation - Civil works and project supervision (Cost estimate: US\$ 22.0 million, IDA financing).**

- (a) **Sub-component 2.1:** Rehabilitation and upgrade of the existing National Road N1 from Sao Tome to Guadalupe (13.3 km). The paved road is 5 meters wide with a dangerous horizontal and vertical alignment. It is mostly in bad conditions and in need for rehabilitation. The average traffic is around 3700 vehicles/day not including a high presence of motorcycles in urban/town areas. The road is also used by trucks to transport fuel and beer from Neves to the rest of the country. The upgrade will include the upgrade of sidewalks to improve the safety of pedestrians, composed of mainly women; the improvement of the drainage system to reduce the exposure of the road to the risks of flooding; the upgrade of bridges, to reflect the possible changes in river discharges due to climate change; and the stabilization of the slopes along the road. The cost estimate is around **US\$ 21.0 million** including contingencies;
- (b) **Sub-component 2.2:** Construction supervision and quality assurance services. (Estimated Cost: **US\$1.0 million**).

**Component 3: Project management and implementation support (Estimated Cost: US\$2.5 million, IDA financing).** This project component will finance the operation and incremental costs of the Project Implementation Unit (PIU) including (i) implementation support to PIU for contract management for the main civil works and consulting services under the project; and (ii) hiring of project management support consultants to fill AFAP and INAE project management and technical capacity gaps.

**Component 4: Contingency Emergency Response (US\$ 0.00 million, 100 percent IDA).** This zero-cost component would support preparedness and rapid response to an Eligible Crisis or Emergency, if needed. Following the declaration of a disaster or state of emergency, it allows for reallocation of credit and grant proceeds from other project components under streamlined procurement and disbursement procedures, or a mechanism to channel additional funds, should they become available, resulting from an emergency. These resources would be pooled with resources coming from other projects financed by the World Bank in the country. An Immediate Response Mechanism Coordinating Agency and expenditure management procedures will be defined in an Immediate Response Mechanism Operational Manual (IRM/OM), to be prepared separately and approved by the World Bank, in line with guidance provided under Operational Policy (OP) 10.00, paragraph 12.



**Unallocated: (US\$ 2.0 million, IDA financing)**

## **E. Implementation**

### Institutional and Implementation Arrangements

19. AFAP (Agência Fiduciária de Administração de Projectos) is the fiduciary agency for project administration in São Tomé and Príncipe. AFAP has a track record in the implementation of World Bank-financed education, telecommunications, and social protection and energy projects and will extend its service to the Transport Sector Development and Coastal Protection Project (TSDCP). The INAE will provide the technical leadership for Project Implementation. INAE reports to the Ministry of Public Works, Infrastructures, Natural Resources and Environment (*Ministerio das Obras Publicas, Infraestructuras, Recursos Naturais e Ambiente*, MOPIRINA).

20. AFAP will have the fiduciary responsibility for the day-to-day management of the project and coordination of project-related activities and report to the Steering Committee to ensure clear communication with all relevant ministries and obtain decisions on issues pertaining to multiple government stakeholders. A project monitoring and evaluation officer will be appointed and will report jointly to INAE and AFAP on technical activities related to project implementation. The project evaluation and monitoring officer, as a PIU member, will be responsible for the technical implementation parts of the project, with the support of the project supervision consultant, including on-site supervision of works and approval of contract deliveries. Considering the lack of capacity at both AFAP and INAE, a Project Management Support Consultant (PMSC), including a road engineer, an environment and social safeguard specialists will be hired to fill this capacity gap. The safeguard specialists will be located in INAE. The PMSC, the project supervision consultants will fill the capacity gap at both INAE and AFAP and will provide an opportunity to build local capacity by learning on the job over the project implementation period (5 years).

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

Sao Tome and Principe is located on the Equator, in the Gulf of Guinea, and consists of two main islands: São Tomé and Príncipe. Volcanic mountains fall steeply to the sea in the south and west of both islands. Elsewhere on the islands, mountains descend gradually to small plains in the northeast. The São Tomé Peak is the highest point on the islands, with a height of 6,640 feet above sea level. Road infrastructure in Sao Tome and Principe is in a generally advanced state of deterioration, which has enhanced the difficulty to transit in many areas. Additional details regarding the salient physical characteristics of the project area will become available once the detailed designs have been finalized. The proposed project activities will take place in the island of Sao Tome which is particularly vulnerable to climate related hazards floods, storms and drought episodes. The roads to be rehabilitated are located in low lying areas along the shoreline, directly exposed to the elevation of sea-level. The project will support civil works associated with the Rehabilitation of existing National Road N1 in component 2 between São Tomé and Guadalupe; the strengthening of pedestrians' sidewalks, improvement of the pedestrians' safety with protected crossings, in component 1.



**G. Environmental and Social Safeguards Specialists on the Team**

Paivi Koskinen-Lewis, Social Specialist  
Melissa C. Landes, Environmental Specialist  
Camilla Gandini, Social Specialist  
Nuno Maria Brilha Vilela, Environmental Specialist

**SAFEGUARD POLICIES THAT MIGHT APPLY**

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The project will mainly consist of road improvements, coastal protection, and stabilization of slopes which could lead to some adverse environmental and social impacts such as siting, solid and liquid waste generation, noise, vibration, dust emission, increased traffic, including risks to the health and safety of the construction workers and surrounding communities. Given the nature of the planned works, the project is classified as category B for Environmental Assessment (EA) purposes since potential environmental and social impacts are site-specific, minimal, and can be easily mitigated using appropriate measures and tools.</p> <p>The borrower has prepared an ESIA for activities pertaining to the rehabilitation of the National Road N1 (Component 2). Additionally, an ESMF is prepared for the entire project area. All Instruments have been consulted, reviewed and approved prior to appraisal. The ESMF is disclosed in country and on the world bank website on January 24th, 2019</p> <p>The project will not require a large influx of labor. Only a small number of high-skilled workers are expected to travel to Sao Tome, mainly with the objective of guiding the operation of the equipment that will be used for road maintenance, which will be imported (rented) from abroad. Road maintenance works will be undertaken by associations of local</p>



		road maintenance workers called GIMEs for their acronym in Portuguese (Grupos de Interesse de Manutenção de Estradas). GIMEs are mixed gender, local road-maintenance organizations that employ local community members.
Performance Standards for Private Sector Activities OP/BP 4.03	No	.
Natural Habitats OP/BP 4.04	Yes	<p>Project investments are not expected to directly affect the quality or the status of natural habitats as defined in the OP/BP 4.04. Notwithstanding, this policy is preventively triggered, as some civil works will be carried out in the vicinity of natural habitats or fragile ecosystems. The safeguard instruments (ESMF and ESIA) include provisions to ensure that likely negative impacts to natural habitats are adequately captured and taken into consideration during sub projects preparation and implementation.</p> <p>The project will not require a large influx of labor. Only a small number of high-skilled workers are expected to travel to Sao Tome, mainly with the objective of guiding the operation of the equipment that will be used for road maintenance, which will be imported (rented) from abroad. Road maintenance works will be undertaken by associations of local road maintenance workers called GIMEs for their acronym in Portuguese (Grupos de Interesse de Manutenção de Estradas). GIMEs are mixed gender, local road-maintenance organizations that employ local community members. They will be further trained on best environmental practices for maintenance works.</p>
Forests OP/BP 4.36	No	This policy is not triggered as no forests will be affected by project activities.
Pest Management OP 4.09	No	This policy is not triggered given that project activities will not (i) involve the purchase or use of pesticides and/or pesticide application equipment and (ii) directly or indirectly significantly increase pesticide use and its associated health and environmental risks.
Physical Cultural Resources OP/BP 4.11	Yes	Civil works to be carried out under this project will involve excavations; earth movements and land clearing that could inadvertently affect places or



objects of significant archeological or cultural value that should be protected. Hence, this policy is triggered to ensure that a “chance finds procedures” and any applicable national laws and guidelines are followed should such artifacts or places be encountered during project implementation. Such measures and guidelines have been properly included in the safeguard instruments (ESMF and ESIA).

Indigenous Peoples OP/BP 4.10	No	This policy is not triggered because there are no people that meet the four criteria to be considered indigenous under this Operational Policy.
Involuntary Resettlement OP/BP 4.12	Yes	<p>This Operational Policy is triggered because the rehabilitation of national road N1 from Sao Tome to Neves (component 2) will lead to economic displacement.</p> <p>A Resettlement Policy Framework (RPF) was prepared for the initial design project, which included coastal protection activities and the rehabilitation of six kilometers of marginal road. This former component has since been dropped. However, an updated RPF will continue to form part of project documentation and will be used to prepare RAPs if additional road-maintenance works are sought through additional finance and for the contingency emergency response component. The RPF was consulted on June 22, 2018 and revised and approved. It is publicly disclosed on the World Bank and the borrower’s websites on January 24, 2019. For the identified project’s investment, i.e., the rehabilitation of the national road 1, a detailed Resettlement Action Plan (RAP) was developed to provide measures to support those people who will be potentially affected by the project. The RAP has been publicly consulted with local authorities and civil society, including PAP, on January 18, 2019 and will be disclosed before negotiations.</p> <p>No temporary or permanent land acquisition is expected under the project. Road-maintenance works will be undertaken within the existing road, which will not be fully closed during works, and will be performed by reducing lanes and slowing traffic in the sections under rehabilitation. The total traffic flow in areas under maintenance is not expected to change during project works. Road rehabilitation</p>



works are not expected to affect store-fronts, which can continue open during construction.

As part of the RAP, an in-depth census has been conducted identifying 63 project's affected people (PAP) who will be permanently economically displaced. These 63 PAP comprise mainly informal sellers selling different products along the N1 road. Two main sites have been selected to host the PAP under safer, healthier and cleaner conditions. The identified areas are located close to their original sites and have been selected in close partnership with PAP and local authorities. As part of the compensation measures, PAP will have received an upgraded stall, made of more durable material and design. They will also be provided with assistance during relocation and ad-hoc training to improve their business management and overall well-being.

The National Roads Institute (INAE for its acronym in Portuguese) will be responsible for monitoring the income and living conditions of the PAP to ensure that, at a minimum, those individuals maintain their level of income and living conditions. In the unlikely event that a loss of income or living conditions is not identified by INAE during their monitoring of the project area, project affected people will be able to submit a loss of income/livelihood complaint to a project's Grievance Redress Mechanism (GRM). As part of their supervision activities, INAE will closely monitor that access to storefronts and homes along the road are not disturbed. Store-owners and people who live in houses along the road will also be able to notify INAE of unexpected restrictions of access to their homes and stores via the project's GRM.

A project-level Grievance Redress Mechanism (GRM) has been designed and will be operational before the starting of any construction and along the overall project's implementation phase. The INAE will be responsible for updating, logging, and addressing grievances and information requests. The GRM will have multiple uptake channels, including a physical mailbox, dedicated phone number, and an email address. All submissions will receive a response within ten business days and will be addressed within thirty working days. The GRM



includes specific provisions to address grievances pertaining to Gender-Based Violence (GBV), including options to submit grievances anonymously. Given the high importance attributed by the project to local labor force recruitment, the likelihood of gender-based violence is expected to be low. However, a set of preventive measures have been planned to reduce this occurrence. A mapping of local organizations working on GBV have been conducted to identify potential local support for GBV survivors. In-depth consultations have been held among these organizations to analyze the current GBV situation, ongoing activities and inform them about the project. Construction workers will be required to sign codes of conduct prohibiting inappropriate behaviors and setting ethical expectations. Ad-hoc training on GBV will be broadly conducted to sensitize local population along the project implementation area. The design and measures of the Grievance Redress Mechanism will include GBV specific measures.

Resettlement in Sao Tome and Principe has yet to be undertaken following World Bank Operational Policy 4.12 requirements which increases the risk of policy non-compliance. To manage those risks, INAE and AFAP will receive ongoing capacity building and support from the Task Team, and local and/or international consultants will be hired to support the implementation of environment and social safeguards. Specifically, a social development and safeguards specialist and an environmental safeguards specialist will be hired and located at INAE and AFAP to provide implementation support to the project and ad hoc technical and advisory assistance.

. A project-level Grievance Redress Mechanism has been designed and will be operational during implementation. AFAP/INAE, with the support of local institutions and community members recognized for their leadership, will be responsible for updating, logging, and addressing grievances and information requests. The GRM will have multiple uptake channels, including physical mailboxes, dedicated phone number, and an email



address. All submissions will receive a response within ten business days and will be addressed within thirty working days. The GRM includes specific provisions to address grievances pertaining to Gender-Based Violence, including options for submit grievances anonymously. An independent partner that specializes and that will be responsible for addressing GBV-related grievances has not been identified.

Safety of Dams OP/BP 4.37	No	This policy is not 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 is 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 is 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:

Proposed project activities are not expected to generate significant adverse or irreversible environmental impacts, but rather moderate and fairly easy to mitigate. Therefore, for Environmental Assessment (EA) purposes, the project was categorized assigned EA category 'B' (Partial Assessment). The following Environmental Safeguards Policies will be triggered: OP /BP 4.01 (Environmental Assessment), OP/BP 4.04 (Natural Habitats) and OP/BP 4.11 (Physical Cultural Resources). OP/BP 4.11 is triggered because the civil works that will be carried out under this project will involve excavations; earth movements and land clearing that could inadvertently affect places or objects of significant archeological or cultural value that should be protected. OP/BP 4.12 has been triggered due to the economic displacement of Project Affected People along both the sections 1 and 2 of the national road 1 (component 2).

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

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

In the case of the rehabilitation of the National Road N1 (component 2), the principal intervention under this project, three (3) possible scenarios were considered for the rehabilitation of the EN1, namely:

Scenario 0 - Scenario without any intervention (scheduled maintenance);

Scenario 1 - Scenario with rehabilitation of pavements and improvement of the safety conditions to a superficial level (without project change);





Scenario 2 - providing for a general review of the road's layout, both at a planimetry level and at an altimetry level, without however disrespecting the existing route, minimizing the intervention and the occupation of soils is that of the area of implantation of the existing route.

Three possible cross-sectional profile types are also considered for (i) rural areas (Type 1, with two lanes of 3.50 m each); (ii) urban areas without parking (Type 2, with two lanes of 3.50 m each); and (iii) urban areas with parking (Type 3, with two lanes of 3.0 each). Each of these types is accompanied by diverse elements of the trenches, berms, sidewalks and drains and with different dimensions.

The ESIA for National Road E1 details these alternatives and per the mitigation hierarchy, the avoidance and/or minimization of adverse impacts has been key in the selection of one option.

The scenario 1 has been selected, in order to minimize potential negative impacts, while providing significant benefits for road users. No permanent physical displacement will take place. 60 PAP will be economically displaced, and no change in vegetation will occur.

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.

As some localized activities are not yet known, especially in the case of the contingency emergency response component (component 4), the Borrower has prepared an Environmental and Social Management Framework (ESMF) and a Resettlement Plan Framework (RPF) to cover all project areas. These safeguards instruments have been consulted upon, and are approved, and they will be disclosed in-country and on the Bank Infoshop on January 24th, 2019.

Under component 2, the site and activities for the rehabilitation of National Road N1 are clearly identified. As a result, the Borrower has prepared an Environmental and Social Impact Assessment (ESIA) which has been consulted upon, reviewed, cleared and disclosed in-country on December 20, 2018 and on the World bank Infoshop on December 28, 2018 . A Resettlement Action Plan (RAP) has also been prepared, consulted and reviewed. The RAP will be approved and disclosed in-country and on the World bank Infoshop before negotiations.

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

Project stakeholders include road users (general population, business owners, tourists, etc.); GIMEs (Grupos de Interesse para Manutenção de Estradas), the local road maintenance associations established with the support of the European Development Fund, and government officials. A consultation on the ESMF and the RPF was held on July 22, 2018. There are very few past instances where resettlement has taken place in Sao Tome and the feedback obtained during consultations was mostly related to the types of impacts that may be caused by a project of this nature, including impacts on the visual landscape, as well as on other infrastructures (e.g. fiber-optic cable running close to areas where roads will be rehabilitated). The ESIA was presented and discussed in a public consultation on September 20, 2018. It was disclosed on the AFAP website, the newspaper Tela-Non on December 20, 2018, as well as on the World Bank Infoshop on December 28, 2018.

The RAP was publicly consulted on January, 18, 2019. Face-to-face consultations with local communities were also carried out along the road's project, from January 5 to January 16, 2019. The proposed mitigation measures were broadly discussed and agreed with the 60 identified PAP (12 in São Tome and 48 in Neves). Local and central authorities, including the districts associated with the project implementation areas, have played critical role in the



definition of the proposed measures and agreed to provide supports and align efforts in the implementation of the RAP. The final RAP will be disclosed on the AFAP's website, published in the Tela-Non newspaper and on the IDA website, before negotiation.

**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
07-Nov-2018	28-Dec-2018	

**"In country" Disclosure**

Sao Tome and Principe  
20-Dec-2018

Comments

AFAP website: <http://www.afap.st/index.php/licitacao/item/121-estudos-de-viabilidade-estudos-de-engenharia-e-estudos-de-impacte-ambiental-e-social>

Tela-Non newspaper: <https://www.telanon.info/suplemento/2018/12/20/28418/relatorio-final-de-3-estudos-sobre-a-estrada-nacional-no1/>

**Resettlement Action Plan/Framework/Policy Process**

Date of receipt by the Bank	Date of submission for disclosure
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**"In country" Disclosure**

**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?



No

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?

NA

**OP/BP 4.11 - Physical Cultural Resources**

Does the EA include adequate measures related to cultural property?

Yes

Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?

Yes

**OP/BP 4.12 - Involuntary Resettlement**

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?

Yes

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?

Yes

**The World Bank Policy on Disclosure of Information**

Have relevant safeguard policies documents been sent to the World Bank for disclosure?

Yes

Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?

Yes



### All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?

Yes

Have costs related to safeguard policy measures been included in the project cost?

Yes

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?

No

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?

No

### CONTACT POINT

#### World Bank

Mustapha Benmaamar  
Lead Transport Specialist

#### Borrower/Client/Recipient

Ministry of Planning, Finance and Blue Economy

#### Implementing Agencies

INAE (Instituto Nacional das Estradas)  
Nelson Cardoso  
Executive Director  
nerostp@hotmail.com

AFAP  
Alberto Leal  
Coordinator  
afap2@yahoo.com.br



**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):	Mustapha Benmaamar
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**Approved By**

Safeguards Advisor:	Maman-Sani Issa	27-Jan-2019
Practice Manager/Manager:	Nicolas Peltier	27-Jan-2019
Country Director:	Elisabeth Huybens	28-Jan-2019