Appraisal Environmental and Social Review Summary
Appraisal Stage
(ESRS Appraisal Stage)

Date Prepared/Updated: 01/23/2024 | Report No: ESRSA03236
## I. BASIC INFORMATION

### A. Basic Operation Data

<table>
<thead>
<tr>
<th>Operation ID</th>
<th>Product</th>
<th>Operation Acronym</th>
<th>Approval Fiscal Year</th>
</tr>
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<tbody>
<tr>
<td>P180982</td>
<td>Investment Project Financing (IPF)</td>
<td>STP WACA+</td>
<td>2024</td>
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<table>
<thead>
<tr>
<th>Operation Name</th>
<th>STP Coastal Areas Resilience and Sustainable Tourism Project</th>
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<thead>
<tr>
<th>Country/Region Code</th>
<th>Beneficiary country/countries (borrower, recipient)</th>
<th>Region</th>
<th>Practice Area (Lead)</th>
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<tr>
<td>Sao Tome and Principe</td>
<td>Sao Tome and Principe</td>
<td>EASTERN AND SOUTHERN AFRICA</td>
<td>Environment, Natural Resources &amp; the Blue Economy</td>
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<tr>
<th>Borrower(s)</th>
<th>Implementing Agency(ies)</th>
<th>Estimated Appraisal Date</th>
<th>Estimated Board Date</th>
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<td>Democratic Republic of Sao Tome and Principe</td>
<td>Ministry of Economy, Ministry of Environment</td>
<td>15-Jan-2024</td>
<td>22-Mar-2024</td>
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<table>
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<tr>
<th>Estimated Decision Review Date</th>
<th>Total Project Cost</th>
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<tr>
<td>20-Dec-2023</td>
<td>24,200,000.00</td>
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### Proposed Development Objective

To increase the resilience of targeted coastal communities and the sustainability of tourism in São Tomé and Príncipe

### B. Is the operation 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 Activities

*Description imported from the PAD Data Sheet in the Portal providing information about the key aspects and components/sub-components of the project*

Climate change resilience, coastal adaptation and the sustainable tourism agendas are inextricably linked in São Tomé e Príncipe (STF). The STP Coastal Areas Resilience and Sustainable Tourism Project (WACA+) aims to strengthen the resilience of targeted coastal communities and promote sustainable tourism in São Tomé e Príncipe, through two interrelated operational components, in addition to components on project management and Contingent Emergency...
Response Component (CERC). The operation builds on foundations and lessons learned from the West Africa Coastal Areas Resilience Investment Project (WACA, P162337), further strengthening early warning and disaster risk management systems, and financing coastal adaptation investments in priority areas. In addition, it will develop institutional capacity for the development of sustainable tourism and carry out investments to catalyze a sustainable tourism economy in selected destinations, building on the experience of other small island and coastal states. Project components are summarized below.

1. Strengthening the Policy and Institutional Framework for Coastal Adaptation
   This component will support improvements in the regulatory and institutional framework underpinning coastal adaptation and tourism development. Sub-component 1.1: Policy and Institutional Framework for Coastal Adaptation
   This subcomponent aims to strengthen STP’s policy framework and key institutions involved in coastal management and adaptation, weather and climate services, and disaster risk reduction through technical and financial support. The following specific areas will be targeted: (i) strengthening the National EWS, with a focus on improving the capacity to generate and transmit more accurate and reliable meteorological forecasts and warnings in a timely manner to allow effective early actions; (ii) strengthening the National Council for Disaster Prevention and Response (CONPREC), the National Service for Civil Protection and Fire Brigade, and local risk management committees (LRMCs) to enhance their capacity to reduce and manage disaster risks; (iii) enhancing the capacity of relevant institutions to reduce and manage incidents at sea due meteorological-related conditions, with a specific focus on artisanal fishers; (iv) implementing recommendations from the WB-supported Disaster Risk Finance (DRF) diagnostic (ongoing) to support a risk layering approach; and (vi) strengthening the national coastal observatory within the context of the WACA network of national coastal observatories. Sub-component 1.2. Supporting the Blue Economy Transition
   This sub-component will support planning and institutional strengthening activities aligned with STP’s Blue Economy Transition Strategy. Activities will be implemented in coordination with Government entities and other stakeholders engaged in the blue economy, including the Blue Economy Intelligence Unit at the Ministry of Planning, Finance, and Blue Economy (MPFEA). It will: (i) support legal framework, capacity building and policy reform on integrated blue economy planning and specific blue economy sectors (e.g. sustainable fisheries, energy, transport, natural resource extraction, trade, tourism etc.); (ii) provide analytics and technical assistance towards the implementation of the Blue Economy Transition Investment Plan; (iii) undertake demand-driven assessments and studies linked the blue economy, such as alternatives to the unregulated sand extraction and use in the construction sector, just-in-time feasibility assessments for investment projects, ecosystem extent and health analysis and carbon assessments. This sub-component is under the overall technical responsibility of the MPFEA. Sub-component 1.3. Institutional Capacity for Sustainable Tourism Development
   This subcomponent will support DGTH in upgrading its capacity for better tourism planning and management, involving other relevant agencies. As priority, the project will strengthen the capacity and resources of DGTH to undertake essential functions, such as improving its internal organization, managing the Tourism Fund, and elaborating and deploying promotional strategies for destination promotion, with a focus on digital tools. The project will support DGTH to increase STP’s digital presence and brand visibility to reach untapped demand and support expanding to new markets. The activities will strengthen DGTH’s convening role in policy dialogue and coordination of initiatives promoting sustainable tourism and private tourism investment. This may include studies and technical assistance on good practices for sustainable destination planning and management, financing of low carbon tourism development, and public-private dialogue. The subcomponent will support the development, in collaboration with the private sector, of sustainability and quality guidelines for accommodation and tour operator, which will include follow up to measure uptake. This subcomponent will also reinforce inter-institutional coordination for the production of tourism statistics and deployment of visitor surveys by strengthening the coordination with relevant stakeholders such as the National Statistics Institute (INE) and Service of Migration and Frontiers (SMF).

2. Strengthening National Physical and Social Investments
   This component will have a geographic focus and will support investments in coastal adaptation and community climate and economic resilience, and the implementation of selected integrated tourism destination
initiatives Sub-component 2.1 - Physical and social investments for coastal resilience This sub-component aims to increase the resilience of targeted coastal areas by financing physical and social investments in select vulnerable coastal communities. It will support site-specific grey, green, and/or hybrid physical rehabilitation and infrastructure investments for erosion and flood control, as well as the planned relocation strategy underway in target communities. In terms of erosion and flood control, the project will support: (i) green infrastructure, such as vegetation enrichment aimed at trapping sand and protecting coastal areas; mangrove and coastal forest restoration; and beach replenishment; (ii) grey infrastructure such as the construction of breakwaters, seawalls, revetments, groynes, dikes and drainage channels; and (iii) land claiming and reclamation. In terms of planned relocation, the project will support: (i) development of green spaces in SEZs, using, where feasible, alternative construction materials; (ii) supporting social infrastructure within SEZs and targeted communities, through training and advice to connect access financing opportunities. Sub-component 2.2. Integrated Tourism Destination Development This sub-component aims to improve the physical conditions of high-potential tourism areas and increase economic opportunities from tourism for the local MSMEs and communities. This will be done by identifying a short list of destinations with existing or potential tourism attraction, to develop a distinct set of tourism products that could be developed by the private sector by leveraging the existing natural and cultural assets in these areas. Activities will follow an integrated destination development approach focused on enhancing the attractiveness of the area for tourists and fostering economic participation of locals while supporting natural habitat preservation and reducing environmental and climate negative externalities associated with increased tourism. Women-led/owned MSMEs, and activities supporting low-carbon, circularity, biodiversity conservation and climate adaptation measures, will be prioritized. Activities under this subcomponent will include (i) investment in last mile infrastructure, (ii) training and advice to support the economic resilience of targeted communities, and (iii) matching grants for the adoption of circular economy practices. 3. Project and Knowledge Management This component will cover the incremental costs of maintaining an efficient Project Implementation Unit (PIU) to ensure smooth coordination and management, safeguards, monitoring and evaluation, and communications. 4. Component 4: Contingent Emergency Response Component – CERC This component is added to the project structure to help the government respond swiftly to eligible crisis or emergency, including climate and natural disasters, and public health emergencies. Including a contingent emergency response component, albeit with no funding, provides for flexibility for an agile response to an imminent or actual emergency (e.g., pandemics like COVID-19; natural disasters like extreme flooding) through quick disbursement of uncommitted balances from other components. The crisis response expenditures could cover, for instance, the facilitation of emergency payments to vulnerable groups using mobile money or ensuring business continuity of core government functions. The contingency emergency response component is not expected or intended to finance activities that may present risks or lead to any activities that result in adverse environmental or social harm. A CERC annex will be included in the project implementation manual (PIM) and the CERC Manual will be required to disburse against this disbursement category.

D. Environmental and Social Overview

D.1 Overview of Environmental and Social Project Settings

[Description of key features relevant to the operation’s environmental and social risks and opportunities (e.g., whether the project is nationwide or regional in scope, urban/rural, in an FCV context, presence of Indigenous Peoples or other minorities, involves associated facilities, high-biodiversity settings, etc.) – Max. character limit 10,000]

The project will be implemented in Sao Tome Island and the Autonomous Region of Principe (RAP). STP is an island nation, made up of two main islands (São Tomé and Príncipe), and several rocky islets located in an archipelago of islands about 350 km off the western equatorial coast of Central Africa in the Gulf of Guinea. It is divided into seven
administrative districts, six on São Tomé Island and one on Príncipe Island. The country has a rich biodiversity (including virgin rainforests and pristine beaches), and a distinctive volcanic landscape, which make it attractive for nature-based tourism. The island has an Exclusive Economic Zone of approximately 160,000 km² with a coastal area of approximately 260km of extension. The coastal areas and the marine environment are an essential component that maintain the species. Principe’s coastal waters fall within the Gulf of Guinea marine biodiversity hotspot and support high numbers of coral reef fish and mollusc species that are unique to the area, as well as providing important breeding grounds for hawksbill, green and leatherback turtles. Island of Principe is a Biosphere Reserve and is part of the biodiversity hotspot of tropical forests of West Africa, containing a wide range of plant communities and habitats of high international importance such as primary tropical forests, forest shade, palm trees and lowland riparian habitats.

São Tomé and Príncipe (STP) is particularly vulnerable to climate-related hazards such as floods, overexploitation of fisheries and coastal aggregates; rising sea levels, increased sea temperature, severe coastal erosion and shoreline loss that is damaging to public and private infrastructure. STP has a three-month dry season that takes place between June and August. The increasing occurrences of floods has an adverse impact on growth, infrastructure, people’s homes, public health, and biodiversity along the coast. Coastal urbanization has not been accompanied by sufficient resources to manage expansion. Climate change poses additional risks, as increasing coastal flooding can increase vulnerability, especially for populations in informal settlements, which is key target beneficiary group of the project. The project selected communities who live along and depend on the coast for their livelihoods are at immediate risk from coastal erosion and flooding, and their livelihoods are highly dependent on natural resources and ecosystem services that are being degraded.

Most of the national infrastructure is located in low-lying areas along the shoreline, port, airport, the oil reservoirs, hotels, and therefore, directly exposed to the elevation of the sea-level, which, in addition to increased consequences of coastal flooding, exacerbates coastal erosion. Artisanal fishing boats frequently suffer as result of extreme weather, leading to damages and disruptions to the livelihoods of local fishermen. Additionally, the erosion and degradation of beaches and other coastal ecosystems diminish the tourism potential of the region, undermining economic prospects in the nature-based tourism sector.

STP’s development challenges include a small population and land area which constrain growth and development outcomes and result in limited economies of scale. STP is classified as a lower-middle-income country (the income per capita is USD $2360), but its poverty rate is still high – with 15.6% of the population living with under USD $2.15 per day in 2017. Female labor participation stands at 58.7 percent, compared to 87.5 percent for men, and women workers tend to concentrate in low-skilled jobs with lower salaries. Opportunities for economic advancement among women are further curtailed by uneven access to education, and high rates of adolescent pregnancy result in lower secondary education completion rates for women. Furthermore, women have less access to finance instruments than men. Major social challenges include lack of access to higher education, water, sanitation, and gender equality. There is a high incidence of domestic violence, affecting an estimated 20% of women. Gender minorities experience significant discrimination, affecting educational achievement and labor force participation.

The proposed physical investments will be implemented in the twelve communities targeted by WACA ResIP (P162337), where critical investment needs have already been identified within the scope of the ongoing operation. The proposed project will support one additional area which is the neighborhood of Chimalô, located near the Port of Santo Antônio, the capital of RAP. The proposed area has been selected due to significant coastal erosion threatening to close the only
access road in the area. Terms of reference for the feasibility studies have been prepared and include environmental
and social assessment.

D.2 Overview of Borrower’s Institutional Capacity for Managing Environmental and Social Risks and Impacts
[Description of Borrower’s capacity (i.e., prior performance under the Safeguard Policies or ESF, experience applying E&S
policies of IFIs, Environmental and social unit/staff already in place) and willingness to manage risks and impacts and of
provisions planned or required to have capabilities in place, along with the needs for enhanced support to the Borrower –
Max. character limit 10,000]

The proposed Project will be implemented under the authority of the Ministry of Infrastructure, Natural Resources, and
the Environment (MIRNMA). A Project Implementation Unit (PIU) will be established at MIRNMA’s General Directorate
of Environment (DGA) and will follow the same structure as WACA ResIP. MIRNMA has been managing E&S risks under
the WACA project, which has had a satisfactory track of implementation E&S safeguards policies provisions, including a
functional GRM and timely development of site-specific E&S instrument. Nonetheless, MIRNMA E&S management
capacity is very weak, and they are not familiar with the new ESF. The PIU will be supported by an Environmental and
Social Management Unit, comprised of one environmental specialist, and one social development specialist with
GBV/SEA/SH experience to support management of E&S risks. Moreover, to strengthen PIU’s capacity regarding E&S
risk management measures, the project will prepare a capacity building plan to be implemented as specified in the
ESCP.

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

A. Environmental and Social Risk Classification (ESRC)

A.1 Environmental Risk Rating

[Summary of key factors contributing to risk rating, in accordance with the ES Directive and the Technical Note on
Screening and Risk Classification under the ESF – Max. character limit 4,000]

The environmental risk rating is considered Substantial mainly due to key risks and impacts under component 2
derived from i) site-specific rehabilitation and construction of infrastructure investments for erosion and flood control
such as the construction of breakwaters, seawalls, revetments, dikes and drainage channels; ii) investment in tourism
infrastructure (e.g. rehabilitation of access roads, trail and paths improvements, on-site signage and interpretation,
renovations to existing public spaces, sanitation facilities, waste collection points, and creation of market spaces for
vendors); and iii) activities related to land claiming and reclamation. At this stage, scale of works are expected to be
medium scale, risks and impacts are mostly likely to be temporary, predictable and/or reversible. Nevertheless, the
magnitude of works shall be later assessed during scoping phase. Additionally, the Project will finance the
development of green spaces in Safe Expansion Zones. The Environmental risk rating also considers the capacity of
the PIU to manage potential risks, particularly under the new ESF requirements of which they have no prior
experience. Key environmental risks and impacts related to the activities identified include dust and noise emissions,
hazardous and non-hazardous waste generation, occupational health and safety (OHS) risks, impacts on water quality;
risks related to marine’s and other coastal biodiversity disturbance during construction and operation; and traffic
safety risks as a result of civil works. Potential impacts to natural habitats are anticipated as a result of the
construction of seawalls. Under Component 1, the project is expected to provide technical assistance including
feasibility assessments for investment project, ecosystem extent and health analysis and carbon assessments. Such
activities are classified as Type-1 (technical studies, designs & citizen engagement) and could lead to risks and impacts on the people and the environment.

A.2 Social Risk Rating

[Summary of key factors contributing to risk rating, in accordance with the ES Directive and the Technical Note on Screening and Risk Classification under the ESF – Max. character limit 4,000]

Based on the project’s components, the social risk is rated Substantial due to the project’s likely social risks and impacts, mainly along the physical and social investments in vulnerable coastal communities, particularly in relation to the following risks: (i) potential resettlement of households to Safe Expansion Zones (SEZs) and other activities envisaged under component 2; ii) labor influx issues, such as GBV/SEA/SH, teenage pregnancy, early marriage, and STDs, as well as issues relating to workforce-community interactions associated with the construction works; iii) community health and safety risks related to the investments in tourism infrastructure (e.g. rehabilitation of access roads, renovations to existing public spaces, sanitation facilities, and creation of market spaces for vendors); and iv) potential social issues related to land reclamation. Other related factors include MIRNMA’s low capacity to manage social risks and limited experience in implementing projects under the ESF.

[Summary of key factors contributing to risk rating. This attribute is only for the internal version of the download document and not a part of the disclosable version – Max. character limit 8,000]

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

B.1 Relevance of Environmental and Social Standards

ESS1 - Assessment and Management of Environmental and Social Risks and Impacts Relevant

[Explanation - Max. character limit 10,000]

Although the project is expected to reap positive environmental and social benefits through the improvement of coastal protection infrastructure, mangrove restoration, additional income generation opportunities in targeted areas, amongst others, it has potential environmental and social risks and impacts associated physical works. The project will finance civil works under component 2. The proposed activities are expected to generate adverse environmental and social risks and impacts mainly related to inadequate disposal and management of waste, Occupational Health and Safety (OHS) to contracted workers as well as substantial community health and safety risks including changes in the current patterns of traffic and road safety risks. Moreover, the construction of seawalls can modify coastal areas and potentially adversely impacting natural habitats and ecosystem services and marine biodiversity. As part of environmental and social due diligence, preliminary geospatial screening conducted by the Bank indicates that soil erosion risk in coastal areas is higher in Principe than Sao Tome. The coastal and marine areas of both islands feature high biodiversity values, with Principe in particular designated as an UNESCO World Biodiversity Reserve for both terrestrial and marine habitat. Such risks and impacts will mainly occur during construction and maintenance phases. Other anticipated risks and impacts will be likely related to physical and /or economical displacement, labor influx, including issues related to worker-community interactions, and risks of GBV/SEA/SH. The proposed project will continue with the planned relocation (development of Safe Expansion Zones, initiated under the WACA ResIP). The SEZ’s will benefit from development of green spaces, social houses, schools, and others construction and renovation are planned to be developed within the SEZ’s. At this stage, detailed project
information is still unknown, thus difficult to assess accurately the spatial and temporal dimension of the likely cumulative impacts. In order to manage environmental and social risks, the project will prepare an ESMF which will be consulted upon and disclosed no later than one (1) month after the Effective Date. The ESMF will provide information on the applicable legislative and regulatory frameworks, and policies, as well as an overview of the baseline conditions and a summary of key anticipated environmental and social impacts. It will also include both a baseline of the area of influence and an analysis of the risks and potential impacts of the package of infrastructure and tourism products and activities to be developed as part of the Destination Development Initiatives in/near the vulnerable communities and in the Safe Expansion Zones (SEZs). It will further provide mitigation and monitoring measures and an E&S screening tool for assessing and classifying impacts at sub-project level and will include a list of exclusions, particularly sub-projects classified as high risk. The ESMF will include labor management procedures (LMP) and a SEA/SH Action Plan, and will include an exclusion list as part of the screening process to state that any sub-project activities that cause adverse impact on critical habitats or present high environmental risks particularly related to biodiversity, will not be financed. The ESFM will provide guidance for the preparation of a sub-project level environmental and social impact assessments and preparation of sub-project specific Environmental and Social Management Plans (ESMPs), C-ESMP’s, sub-level project specific Occupational Health and Safety Plans (OHSP), Traffic Management Plans (TMPs), EHS guidelines for Construction Materials Extraction as well as Chance find procedures during the implementation phase. The ESMF will provide guidelines for the preparation of the CERC – ESMF as an annex to the ESMF. All CERC-funded activities are subject to World Bank ESSs and will make use of the original Project's E&S assessments, ensuring that risks and management measures are known in anticipation of an emergency response. Borrower has developed Terms of Reference to prepare one ESIA for the communities of Ribeira Afonso in S. Tomé and Chimalô in the Autonomous Region of Príncipe. Additionally, to comply with ESF requirements, borrower will update the ESIA prepared under the safeguards operational policies for the construction of grey infrastructure (breakwaters, seawalls, drainage channels) in Praia Cruz and Lochinga. Both ESIA’s will be consulted upon and disclosed prior to commencement of works. Under subcomponent 2.2 (integrated tourism destination development), Borrower will prepare an ESIA as part of the feasibility study for the selected touristic areas. The ESIA will be prepared to assess risks and impact on the investment in last-mile enabling and tourism infrastructure (e.g. rehabilitation of access roads, trail and paths improvements, on-site signage and interpretation, renovations to existing public spaces, sanitation facilities, waste collection points, and creation of market spaces for vendors). The project will mainstream E&S capacity into the design aimed at improving the Borrower’s overall project management capacity including the creation of systems, procedures, and best practices to address capacity gaps in responding to critical environmental and social risk management (ESRM) gaps in the country. The capacity building program aimed at strengthening the Borrower’s ability to manage E&S risks will include training topics such, labor right issues, health and safety, Grievance Mechanism (GM) and GBV/SEA/SH. No security personnel are currently planned to be deployed to the project areas. However, if required, Borrower will prepare, adopt, and implement a stand-alone Security Personnel Management Plan (SPMP) consistent with the requirements of the ESS’s. Any security personnel engaged by the project will be provided suitable training and sensitization according to national law and GIIP, and codes of conduct shall apply for such personnel.

ESS10 - Stakeholder Engagement and Information Disclosure

Relevant

[Explanation - Max. character limit 10,000]

This standard is relevant for the project as meaningful consultation with and engagement of intended project beneficiaries and affected communities (particularly women, persons with disabilities and other vulnerable groups), as well as other stakeholders – including a wide range of civil society and institutional stakeholders - is crucial for both
the design and the successful implementation of the project. To ensure a participatory, inclusive, and culturally appropriate approach during the project’s life cycle, the Borrower prepared a Stakeholder Engagement Plan (SEP) in line with ESS10 requirements. The SEP is being consulted upon and will be disclosed in-country and on the Bank’s external website before Appraisal, and will include a record of the stakeholder activities carried out, along with information about the feedback from the stakeholders and the way the project will address their potential concerns. The SEP included other interested parties (OIPs), various beneficiaries, and directly impacted affected persons and communities, including disadvantaged and vulnerable groups. Key projects stakeholders include: i) Ministry of Infrastructure, Natural Resources, and the Environment (MIRNMA); ii) local authorities; iii) affected communities and households; iv) civil society, including local organizations working in the project’s thematic areas (e.g., regional planning, tourism); and v) international donors. Other stakeholders will be identified and consulted during project implementation. During the consultation process, the Borrower provided information to stakeholders on the project and its potential environmental and social risks and impacts, and integrated stakeholder inputs into project design and subsequent mitigation measures. The project will implement a grievance mechanism (GM) for managing project-related grievances. The West Africa Coastal Areas Resilience Investment Project (P162337) already has in place an operational GM, which will be adapted for this project. The PIU will be responsible for updating, logging, and addressing grievances and information requests. The GM will have multiple uptake channels, including grievance boxes, a dedicated telephone line (ideally, a toll-free line), and an email address. Response and resolution timing are specified in the SEP and might be updated as needed. A specific GBV and SEA/SH grievance procedure will be developed to address potential GBV and SEA/SH cases in a confidential manner and adopting a survivor-centered approach. A database will be developed for registering every grievance received and documenting resolution steps. The Social Specialist who will be hired full-time and maintained by the PIU throughout project implementation will be responsible for coordinating, managing, and supervising the implementation of the GM.

ESS2 - Labor and Working Conditions

[Explanation - Max. character limit 10,000]

ESS2 is relevant. The project interventions will involve direct workers, contract workers and primary supply workers. To ensure fair labor practices and health and safety of workers during the construction and operational and maintenance phases of the project, the borrower will take into consideration the STP Labor Laws and ESS2 provisions and the good international industry practices (GIIP). Occupational health and safety risks associated with the construction and operational phases of the road intervention; physical hazards from repetitive exposure to work activities (noise, electrical and vibration) that can cause accidents and injuries; chemical hazards due to chronic repetitive exposure to toxic, corrosive, sensitizing or oxidative substances; biological hazards from exposure agents, to pathogens and vectors that can cause human disease; traffic safety from heavy machinery and equipment in work sites as well as in ancillary facilities (quarries, waste disposal sites). The borrower will include in ESMF and other E&S risk management instruments, measures for the identification and mitigation of project Occupational Health and Safety risks associated with the construction, rehabilitation, O&M aspects consistent with the GIIP and the World Bank Group General Environmental, Health and Safety Guidelines (EHSG) and the Industry Sector EHSG for Infrastructures. Direct workers are those engaged by the PIU; contracted workers will be those involved in project through third party (e.g., contractors); primary supply workers may be involved in supplying of goods and services directly to the project and community workers may be involved in providing community works through contractors in civil works. Civil works interventions may outsource medium to major works to contractors and contract local communities for routine maintenance works. Estimates of the number of workers which will be engaged by the project are not available at this
stage. The Project will also ensure that staff hired for technical assistance (TA) will be provided with good working conditions in line with local laws and consistent with ESS2. As mitigation measures, the Project will implement adequate occupational health and safety (OHS) measures (including emergency preparedness and response measures) in line with the ESMF and WHO guidelines on communicable diseases to prevent its spread in all project interventions. The OHS measures will take into account the World Bank Group’s General Environment, Health and Safety Guidelines (EHSGs) and other guidelines relevant for the project stated in the ESMF. The Project will need to also ensure that all contractors and sub-contractors do not engage forced labor (compulsory labor, bonded, or child labor), or trafficked labor during construction. If a Labor Camp is established for construction purposes, the facility must follow guidelines established by the Project to ensure safe and hygienic living conditions. The borrower will include Labor Management Procedures (LMP) as an Annex to the ESMF that will detail how workers, including project workers from the implementing agencies and primary suppliers (at this stage the project does not foresee the inclusion of community workers), are going to be managed throughout the project life cycle. The LMP will clarify that: (a) civil servants are bound by their labor contracts, but the project will also ensure they meet ESS2 requirements regarding principles on the prohibition and prevention of child labor, forced labor, and nondiscrimination, along with provisions on equal opportunity, establishment of workers’ organizations, and OHS; (b) provisions that all workers must meet the above requirements regarding child labor, forced labor and OHS, as well as measures to establish written labor management procedures and ensure clear proper working conditions, non-discrimination, equal opportunity, and the right to form workers’ organizations or unions; and (c) norms of conduct with SEA/SH provisions. The project will include a grievance mechanism (GM) for labor-related grievances, based on national laws and procedures, as well as the requirements of ESS2. The Borrower will incorporate the requirements of ESS2 into contractual agreements with contractors together with appropriate non-compliance remedies. Once on board, contractors will prepare labor management plans to set out the way project workers will be managed in accordance with the requirements of national laws and ESS2. OHS risks and impacts will continually be assessed following ESS2 requirements. Contracts for all workers shall include a Code of Conduct (CoC) specifically designed to prevent instances of SEA/SH referred to in the LMP and in the SEA/SH Action Plan in the ESMF. Should the hiring of workers from outside the local areas of project interventions be required, worker influx and accommodation will need to be managed in line with ESS2 and ESS4.

ESS3 - Resource Efficiency and Pollution Prevention and Management

[Explanation - Max. character limit 10,000]

This standard is relevant. In accordance with ESS3 the project should avoid or minimize project-related emissions and generation of nonhazardous waste and promote the sustainable use of energy. The proposed project activities may generate some adverse impacts related to inadequate disposal and management of waste during the construction phase, occupational health and safety of workers and pose significant public health concerns due to nuisance related to air and noise and dust emission. The construction of coastal protection structures such as seawalls will rely on the use of sand, rocks and aggregate and there may be a need to explore ancillary facilities such as borrow-pits and quarries from which the mentioned materials may be sourced during construction phase. It is anticipated that during the project implementation, air emissions may be generated due to transport vehicles, and fugitive dust generated by digging activities. The implementation of mitigation measures such as dust suppression and vehicle maintenance will be applied to minimize the impact of air emissions during construction/rehabilitation phase. Noise might likely be generated from the use of construction machinery and vehicle movements. The ESMF will provide guidance for subproject level ESIA/ESMPs which will include an assessment of the available regulated capacity of licensed disposal
facilities for generated waste, including hazardous wastes, guidance to ensure the prioritization of resource recycling and reuse, such as reusing of building materials and recycling metal and measures for addressing closure of any ancillary facilities such as borrow-pits and quarries during the construction phase. A Waste Management Plan (WMP) will be prepared as part of C-ESMP to include and adopt measures specified in the WBG General EHSGs in line with GIIP including to the extent technically and financially feasible and in manner proportionate to the projects impacts and risks. The proposed investments are not expected to generate significant GHG emissions including significant use of water or energy. The discharge of sediments from coastal protection works and other physical works is likely to cause some pollution. Sediment discharge management will be captured in site-specific ESIs, ESMPs and the Contractor's ESMPs. The project design includes actions to mitigate the potential impact of tourism on the climate, such as developing sustainability and quality standards criteria and incentives for tourism operators to adopt circular economy practices. The project will opt for green infrastructure wherever possible.

ESS4 - Community Health and Safety

Relevant

[Explanation - Max. character limit 10,000]

ESS4 is relevant. The project will undertake civil works that could lead to adverse health impacts on local communities in work sites as well as in ancillary facilities (quarries, waste disposal sites). Increased traffic and road safety risks and use of machinery are likely to impact safe movement of people leading to changes in travel speeds, travel modes, traffic composition or traffic patterns. The main projected Community Health and Safety impacts and risks include: (i) increased risk of traffic hazards and incidents associated with presence of trucks and other heavy machinery; (ii) blocking or diversion of traffic to potentially less accessible routes in terms of mobility; (iii) exposure to hazardous materials and possible health risks associated with inappropriate storage/use of chemicals; (iv) exposure vibration, dust emission and noise pollution; (v) health risks linked to inappropriate disposal of nonhazardous and hazardous waste; (vi) spillage and contamination of water courses; (vii) health issues including communicable diseases such as HIV/AIDS associated with labor influx; (viii) landslides or rockfalls. Additional to the above risks identified, open excavations and trenches may pose a community safety concerns, resulting in serious injuries or fatalities from community member and especially children falling into open excavations and trenches if access is not adequately prevented and managed. It is not expected that the project will negatively affect the ecosystem services, that would result in adverse health and safety risks to and impacts on local communities. On the contrary the project seeks to protect the coastline and restore coastal ecosystems such as mangroves and wetlands. To address these risks, the ESMF will outline detailed management and mitigation measures for community health and safety management during construction and operation. Mitigation measures should be taken to reduce impacts on communities to minor/acceptable levels, including controlling access to project sites, developing community emergency response procedures, and implementing measures to prevent disease and exposure to toxic materials such as the proper disposal of non-hazardous and hazardous waste and adherence to good construction practices to water crossing infrastructures. Risks and impacts could relate to the design and safety of infrastructure, traffic, and road safety which may lead to an increased exposure to natural hazards. Consequently, the ESMF will consider the incremental risks of the public’s potential exposure to operational accidents or natural hazards, including extreme weather events and adopt technical design standards and specifications aligned with climate resilient alternatives, as well as address capacity gaps in responding to critical environmental and social risk management (ESRM) gaps in the country**, while assessing borrower’s capacity. The ESMPs will include detailed road safety monitoring and reporting frequency, overall roles and responsibilities for remedial actions as well as guidelines for preparation of O&M manuals to be used during project Implementation or in the post-project Operations Phase. The mitigation measures of any expected civil
works’ impacts will be clearly specified in the future ESMP, C-ESMP to be prepared by the borrower and contractors, respectively, and based on the project’s ESMF. The ESMP will include mitigation (prevention and response) measures against potential SEA/SH risks and impacts. Issues relating to SEA/SH, particularly those resulting from worker-community interactions (due to labor influx related to civil works) will receive particular attention. A SEA/SH prevention and response action plan will be developed as part of the ESMF to cover a range of measures such as implementation of CoCs and specific grievance procedures, will be developed in accordance with the Bank’s Good Practice Note on "Addressing Sexual Exploitation and Abuse and Sexual Harassment (SEA/SH) in Investment Project Financing involving Major Civil Works".

ESS5 - Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

[Explanation - Max. character limit 10,000]

ESS5 is relevant to the project. The project will include physical and social investments in select vulnerable coastal communities. It will support site-specific grey, green, and/or hybrid physical rehabilitation and infrastructure investments for erosion and flood control, as well as the planned relocation strategy underway in target communities, also to improve the physical conditions of high-potential tourism areas and increase the benefits of tourism for the local communities, with a particular emphasis in those communities living in or near areas of physical interventions, and in municipalities with existing tourism activities (component 2). The relocation of households from risk-prone areas to Safe Expansion Zones (SEZs) will entail physical displacement and necessitate measures to support affected households during the transition. These and other interventions might result in land acquisition and/or (temporary or permanent) restrictions on land use, leading to physical and/or economic displacement. The Borrower will prepare a Resettlement Planning Framework (RPF). The RPF will be consulted upon and disclosed in-country and via the Bank’s external website no later than 1 month from project Effectiveness. Resettlement Plans (RPs) will be developed in line with the RPF for specific sites/activities for which displacement impacts are confirmed (i.e., relocation of households to SEZs and any other activities entailing displacement). MIRNMA will be responsible for monitoring the income and living conditions of the PAPs to ensure that, at a minimum, those individuals maintain their level of income and living conditions as result of project implementation. In the unlikely event that a loss of income or living conditions is not identified by MIRNMA during their monitoring of the project area, project-affected people will be able to submit a loss of income/livelihood grievance to the project’s Grievance Mechanism (GM), which will be operational throughout the overall project’s implementation phase (See ESS10). During the community consultations in the project preparation phase, concerns were raised by community members about delays in the implementation of resettlement processes under the West Africa Coastal Areas Resilience Investment Project (P162337) and the expectations created in the communities, especially among vulnerable groups such as the elderly, who have been waiting for a long time for resettlement to Safe Expansion Areas and are highly affected by climate change.

ESS6 - Biodiversity Conservation and Sustainable Management of Living Natural Resources

[Explanation - Max. character limit 10,000]

This standard is relevant. The construction or rehabilitation of breakwaters, seawalls, revetments, dikes can modify coastal areas and potentially adversely impact natural habitats and ecosystem services. Nevertheless, the proposed activities will contribute to a better protection and restoration of critical habitats such as mangroves and wetlands. At this stage, exact project locations are not known and therefore, no critical habitats have been identified. The extent of
potential risks will be confirmed during the finalization of the design of physical interventions. Moreover, the region is characterized by coastal sensitive areas such river crossings, riverine, hillside, mangroves and wetlands. As part of the ESMF, Borrower will carry out a preliminary assessment of the potential impacts of project activities on biodiversity and natural resources and will include a negative or exclusion list of protected and sensitive areas, or areas considered important due to its ecosystem. The exclusion list will also state that any sub-project activities that cause adverse impact on critical habitats will not be financed. A proper habitat mapping for sensitive/critical areas will be used as a screening criterion for selection of subprojects, and the outcomes of the screening assessment will determine if specific management plans are needed to ensure that requirements of ESS6 on natural and critical habitats are followed. A comprehensive marine biodiversity baseline shall be carried out as part of the development of the ESIA.

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

[Explanation - Max. character limit 10,000]

ESS7 is not relevant to the project as there are no known IP/SSAHUTLCs in STP.

ESS8 - Cultural Heritage

[Explanation - Max. character limit 10,000]

ESS8 standard is relevant considering civil works that will be implemented under Component 2. Project activities will involve excavations and may occur in areas where cultural heritage is present. The ESMP will address the need to include a Chance Finds Procedure (CFP) as part of the ESMF. The CFP will also be included in the construction contracts and Borrower will ensure the contractors’ compliance with the CFP if they encounter cultural heritage resources during implementation.

ESS9 - Financial Intermediaries

[Explanation - Max. character limit 10,000]

ESS9 is not relevant as there is no financial intermediaries involved in the project.

B.2 Legal Operational Policies that Apply

OP 7.50 Operations on International Waterways

No

OP 7.60 Operations in Disputed Areas

No

B.3 Other Salient Features

Use of Borrower Framework

[Explanation including areas where “Use of Borrower Framework” is being considered - Max. character limit 10,000]
Use of Common Approach

[Explanation including list of possible financing partners – Max. character limit 4,000]

No

N/A

B.4 Summary of Assessment of Environmental and Social Risks and Impacts

[Description provided will not be disclosed but will flow as a one time flow to the Appraisal Stage PID and PAD – Max. character limit 10,000]

The environmental risks and impacts will occur mainly under component 2, which derived from i) site-specific rehabilitation and construction of infrastructure investments for erosion and flood control such as the construction of breakwaters, seawalls, revetments, dikes and drainage channels; ii) investment in tourism infrastructure (e.g. rehabilitation of access roads, trail and paths improvements, on-site signage and interpretation, renovations to existing public spaces, sanitation facilities, waste collection points, and creation of market spaces for vendors); and iii) activities related to land claiming and reclamation. Key risks and impacts are related to dust and noise emissions, hazardous and non-hazardous waste generation, occupational health and safety (OHS) risks, impacts on water quality; risks related to marine’s and other coastal biodiversity disturbance during construction and operation; and traffic safety risks as a result of civil works. Additional expected risks and impacts are identified related to labor working conditions, waste management, exploration and rehabilitation of borrow pit areas. The Environmental risk rating also considers the capacity of the PIU to manage potential risks, particularly under the new ESF requirements of which they have no prior experience.

Social risks and impacts will be likely related to physical and /or economical displacement, labor influx, including issues related to worker-community interactions, and risks of GBV/SEA/SH. At this stage, detailed project information is still unknown, thus difficult to assess accurately the spatial and temporal dimension of the likely cumulative impacts.

C. Overview of Required Environmental and Social Risk Management Activities

C.1 What Borrower environmental and social analyses, instruments, plans and/or frameworks are planned or required by implementation?

[Description of expectations in terms of documents to be prepared to assess and manage the project’s environmental and social risks and by when (i.e., prior to Effectiveness, or during implementation), highlighted features of ESA documents, other project documents where environmental and social measures are to be included, and the related due diligence process planned to be carried out by the World Bank, including sources of information for the due diligence - Max. character limit 10,000]

1) Environmental and Social Management Framework (ESMF) (including Labor Management Procedures (LMP), CERC ESMF, and SEA/SH Action Plan (AP) as Annexes) - to be adopted, consulted upon, and disclosed no later than one (1) month after the Effective Date.

2)-Stakeholder Engagement Plan (SEP) - disclosed at Appraisal and will be updated and redisclosed no later than one (1) month after the Effective Date.
3) Resettlement Planning Framework (RPF) - to be adopted, consulted upon, and disclosed no later than one (1) month after the Effective Date.

4) The ESIAs/ESMP (including SEA/SH risk mitigation and response measures) - Adopt and disclose the site-specific ESIAs and ESMPs before launching the procurement processes for the construction works of infrastructure.

5) Site-specific Resettlement Plans (RPs), to be prepared, disclosed, and implemented prior to start of civil works.

III. CONTACT POINT

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