



Additional Financing Appraisal Environmental and  
Social Review Summary  
Appraisal Stage  
**(AF ESRS Appraisal Stage)**

Date Prepared/Updated: 12/22/2022 | Report No: ESRSAFA505



**BASIC INFORMATION**

**A. Basic Project Data**

Country	Region	Borrower(s)	Implementing Agency(ies)
Cabo Verde	WESTERN AND CENTRAL AFRICA	Republic of Cabo Verde	Ministry of Finance and Business Development, Ministry of Infrastructure, Territorial Planning and Housing, Ministry of Culture and Creative Industries and Ministry of the Sea, Ministry of Tourism and Transports
Project ID	Project Name		
P179274	Cabo Verde Resilient Tourism and Blue Economy Development AF		
Parent Project ID (if any)	Parent Project Name		
P176981	Resilient Tourism and Blue Economy Development in Cabo Verde Project		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Finance, Competitiveness and Innovation	Investment Project Financing	1/23/2023	3/10/2023

**Proposed Development Objective**

To increase diversity and resiliency in the tourism offering and small and medium enterprise (SME) participation in tourism-related value chains in targeted destinations.

<b>Financing (in USD Million)</b>	<b>Amount</b>
<b>Current Financing</b>	<b>35.00</b>
<b>Proposed Additional Financing</b>	<b>0.00</b>
<b>Total Proposed Financing</b>	<b>35.00</b>



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

No

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

The Project addresses key constraints to unlocking tourism potential in selected destinations in Cabo Verde, which collectively have the potential to diversify and enhance the inclusiveness of Cabo Verde's tourism, focusing on segments with higher involvement of communities and sustainable protection of natural assets. Through a series of cross-sectoral interventions, the Project will seek to enhance the tourism sector's offerings, diversify its impact, and enable wider participation in the tourism value chain. Expected outcomes include longer lengths of stay, increased average expenditure, increased domestic benefits from tourism, and increased visitor satisfaction with the quality and diversity of products. Finally, it will support the SME sector and women-led enterprises to provide demand-driven services for tourism.

**D. Environmental and Social Overview**

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

Cabo Verde has experienced growth in domestic and international tourism over the past few years; however, there has been a sharp decline over the past year due to the COVID pandemic situation. While international tourism will take time to rebound, it is expected that the domestic market will boost the immediate and fast recovery of the tourism sector. Further, future market demand will be determined by improved accessibility, supply of quality accommodation and tourism products and services including health care facilities.

Project interventions will focus on addressing key operational and market failures that limit attractiveness of the tourism sector in Cabo Verde. Proposed interventions aim to catalyze private investment and local economic opportunities in selected tourist destinations, making selected destinations more attractive for visitors, thus generating income and jobs throughout the destination. Given shortfalls in the diversification and sustainable development of the sector, a substantial amount of public sector investments is required to structure and catalyze the sector, to make private sector engagement impactful and attractive. The cultural and natural based tourism sector is underdeveloped, and consequently private sector actors require sensitization and technical assistance to be able to understand the markets and opportunities that exist.

The AF will add funding to the rehabilitation of the national road (EN1-SL-01 Espargos-Santa Maria) on Sal island and update the disbursement estimation and indicator related to the road. The road is the main transport infrastructure connecting the two main urban areas on the island, Santa Maria (12,000 inhabitants) and Espargos (17,000 inhabitants). Most of Sal's touristic resorts are in Santa Maria, while most of the tourism industry's workers live in Espargos. The road is also the main access gateway to the port of Palmeira and to and from the Amílcar Cabral International Airport (the largest airport in the country). Built 20 years ago, it needs to be rehabilitated to accommodate the rapid increase in traffic (from 2,000 vehicles per day in 2012 to 4,000 in 2020) and to offer a better level of service. It is estimated that 72 percent of pavement surface is cracked (more than 35 percent are low severity cracks and 37 percent are already medium to high severity levels) with considerably high numbers of potholes (over 50 reported). The deteriorated condition and lack of lighting have led to a heightened occurrence of accidents, and

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the recent rainy season during the summer of 2022 has further accentuated the precarious state of the road and the need for urgent rehabilitation throughout the full length.

The environment and biodiversity around this road do not present any particular sensitivity or specificity, with the exception of roadside trees (acacia) and shrubs which shall be replanted or offset for if cut during civil work on that section of road. As required by national legislation, supervisory teams and the contractor will be responsible for accounting for and replacing trees at a rate of three trees replaced for every tree removed.

On the social side, in Cabo Verde, gender parity and women's empowerment are on track. Poverty reduction policies and programs are consistently high on the development agenda, as evidenced by the rapid decline in poverty rates. Despite its limited resources, the country provides a generous social safety net, demonstrating a link between social inclusion and growth. However, cases of sexual abuse of minors in Cabo Verde, such as prostitution and child pornography, as well as rape and sexual exploitation of children, especially in the tourist islands of Sal and Boavista, led Cabo Verde to adopt the National Plan to Combat Sexual Violence against Children and Adolescents.

#### D. 2. Borrower’s Institutional Capacity

The implementing agency will be the Special Projects Management Unit, also called the Unidade de Gestão de Projetos Especiais (UGPE) is under the Ministério das Finanças of Cabo Verde. The UGPE will be the Project Implementation Unit (PIU) that deals with the procurement, the environment and social safeguards management of projects. The UGPE has prior multiple experience with World Bank investment projects and has already applied the new Environmental and Social Framework (ESF), such as : Cabo Verde Tourism and Blue Economy (P176981) rated as Moderately Satisfactory; Cabo Verde: COVID-19 Emergency Response Project (P173857) and AFs (P174299, P175807, P177181), with an overall ESS Performance: satisfactory; Digital Cabo Verde Project (P171099) with an overall ESS Performance: Moderately satisfactory; Cabo Verde Renewable Energy and Improved Utility Performance Project (P170236 - Pipeline); Cabo Verde Human Capital Project (P175828 - pipeline). The UGPE staff benefited from several rounds of training on the World Bank Operational Policies and, more recently, on the ESF. To date, a senior E&S consultant has been coordinating the projects’ E&S aspects and will remain engaged throughout project implementation. Given the growing number of World Bank financed-operations, the UGPE has recruited two full time E&S Specialists, who will be responsible of managing and supervising the projects’ overall E&S aspects in the CV portfolio. UGPE plans to hire a third E&S specialist in January 2023.

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

### A. Environmental and Social Risk Classification (ESRC)

Substantial

#### Environmental Risk Rating

Moderate

Since the AF Project is only an addition of funding related to the shortfall in the initial amount needed to fully rehabilitate the Espargos-Santa Maria Road, with no additional activities, the risks and anticipated impacts related to this activity have already been identified during the preparation of the parent project (P176981). Espargos-Santa Maria Road traverses peri-urban land and the renovation works will be undertaken within the existing road easement. The potential environmental risks and anticipated impacts are limited to those associated with the civil works



required to complete the rehabilitation of the Espargos-Santa Maria road, namely potential pollution from fuel/lubricant spills, noise and dust impacts from construction activities, and community and worker health and safety risks associated with vehicle and pedestrian traffic, mobile plant operation during construction and materials sourcing activities. The Moderate environmental risk rating is justified as these risks are considered predictable and are expected to be temporary and/or reversible given the nature of the civil works activities proposed. Risks and impacts are of low magnitude and are confined to existing footprints; apart from noise and air quality risks that may temporarily impact adjacent residential receivers (very few). Civil works may require clearing of vegetation along the road, but these will not be located near sensitive biodiversity areas or other areas of environmental interest. Scarce vegetation is limited to a few trees (acacias) and bushes along the sides of the road that will need to be replanted or compensated for if they have to be cut down for road renovation (as required by Cape Verdean regulations and the ESF). There is a low probability of serious adverse effects to human health and the environment given the low hazard of the construction works. Therefore, the risks and impacts can be readily mitigated in a predictable manner using standard methods and techniques associated with civil works activities. The environmental risk associated with the operational phase of the project is expected to be low. The current ESMP prepared and disclosed for the Parent Project (P176981) remains valid. The Project will be implemented by the UGPE which has several previous experiences in the implementation of Bank projects, and in the management of E&S impacts and risks in accordance with ESF provisions.

**Social Risk Rating**

Substantial

The anticipated social risk for the AF remain substantial like the parent Project . It is only an addition of funding related to the shortfall in the initial amount needed to fully rehabilitate the Espargos-Santa Maria Road. This AF will not have additional activities and all social risks already identified in the Parent project are considered relevant in the AF. 1. Key risk from projects activities particularly during the construction/ rehabilitation: i) risk of resettlement and socio economic impact , ii) risk of unequal employment opportunity, iii) harassment, intimidation and/or exploitation, including addressing gender-based violence risks, iv) destruction of cultural heritage during the rehabilitation of cultural sites) lack of consultation and citizen engagement, lack of communication , v). Risk of sexual abuse of minors, such as prostitution as well as rape and sexual exploitation of children, especially in the tourist islands of Sal and Boavista.

**Sexual Exploitation and Abuse/Sexual Harassment (SEA/SH) Risk Rating**

Substantial

The AF SEA/SH risk assessment rating is substantial. There is a possible risk of sexual exploitation abuse during the rehabilitation of facilities. Some adverse environmental and social impacts during the civil work such as harassment and gender-based violence by construction workers remains a risk to the community. The AF will use the SEA plan already prepared by the parent project which identified and assessed the risks of SEA/SH, including social and capacity assessments of the institution responsible for implementing. Furthermore, the Parent Project built the capacity of the relevant agencies in country to be able to provide psychological counseling and needed medical attention. In addition, the assessment included a section on, prevention and responses action plan outlining the existence and capacities of services providers and how the Project will put in place the required protocols to address SEA/SH risks, and how to address any SEA/SH allegations that may arise. The plan included an Accountability and Response Framework, which details how allegations of SEA/SH will be handled (investigation procedures) and disciplinary action for violation of the Code of Conduct (CoC) by workers. This accountability framework was also be included in the LMP and provisions for raising awareness and conducting trainings on GBV for both project implementers and contractors will be made. During procurement, the Project will ensure that contractors have codes of conduct for its employees that respects women, children and the community.

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

### B.1. General Assessment

#### ESS1 Assessment and Management of Environmental and Social Risks and Impacts

##### **Overview of the relevance of the Standard for the Project:**

Since the AF Project is only an addition of funding related to the shortfall in the initial amount needed to fully rehabilitate the Espargos-Santa Maria Road, with no additional activities, the current ESMP prepared for the Parent Project (P176981) remains valid.

Environmental and social risks and potential impacts associated with the sub-projects are listed below and are mainly associated with construction activities and include: i) air quality impacts from construction-generated dust, construction equipment operation and material sourcing activities; ii) noise impacts from construction activities; iii) water pollution risks due to poor storage/management of fuels and oils; iii) solid and liquid waste management; iv) occupational health and safety risks associated with the renovation activities such as involving powered mobile equipment and materials sourcing activities; v) community health and safety risks largely associated with temporary access restrictions along road and vehicle/pedestrian traversing of construction zones; vi) minor impacts to communities or livelihoods due to temporary restricted or reduced access to sites and regular travel routes during construction; vii) anti-social behavior and sexual exploitation and abuse (SEA) and sexual harassment (SH) associated with project workforce; and viii) COVID-19 transmission risks.

The ESMP, already prepared and disclosed for the Parent Project, identifies mitigation measures for construction and operational phases, roles and responsibilities, time plans, costs and implementation procedures for each mitigation measures recommended. Contractors will be required, as a condition of their contracts with the Project, to implement and comply with the ESMP, including LMPs and OHS measures outlined in the ESMP. Contractors and their workers will also be subject to and trained on codes of conduct which includes SEA/SH prevention measures, interacting with local communities and security provisions. Labor and working conditions (including labor influx) and SEA/SH Management and Mitigation: The findings of the Bank's initial SEA/SH Risk Assessment will guide the identification of SEA/SH risks and the subsequent development of mitigation plans. The LMP also describes the working conditions and include measures for any gaps with the Bank's ESF.

The ESCP summarizes the material measures and actions for the Project to meet the ESSs requirements. The agreed measures and actions between the Borrower and the Bank is outlined in the ESCP with the timeline for completion and responsible parties.

Stakeholder engagement includes an identification and capacity assessment of a range of Stakeholders. Activities will impact communities: worker influx and camps, land acquisition from civil works resulting in relocation but also restriction of access to economic resources for people along the peers. The screening will consider the scope for including training and community response plans. It will also include the potential cultural heritage sites and possible impacts on non tangible heritage. Impacts on vulnerable groups (eg access to people with disabilities, where feasible) will also be included.



For the parent project, with the support of the World Bank, the Borrower had already prepared and disclosed the Environmental and Social Commitment Plan (ESCP), which set out the necessary actions to ensure that the project complies with the ESSs. The ESCP identified the material measures and actions that are required as well as their timeframe and dates of completion and defined the responsibilities of different institutional partners.

### **ESS10 Stakeholder Engagement and Information Disclosure**

For the parent project, in consultation with the Bank, the Borrower had prepared, disclosed a Stakeholder Engagement Plan (SEP), whose and are in the process of implementing a SEP for the parent project. started, and which consistent with the requirements of ESS10 and The Borrower is following the process of engage in meaningful consultations with all stakeholders throughout the Project life cycle, paying attention to the inclusion of all group so enable them to be engaged in the planning and decision-making steps to ensure that tourism investments opens up opportunities equally to men, women, and youth. The safeguards team, with the support of specialists from the Ministry of Transport and Tourism, organized consultation in project sites. They are working with the Ministry of Women Affairs to promote equality and attention on vulnerable communities.

Key stakeholders identified for the Parent Project include the following: the Ministry of Economy and Finance, Ministry in charge of the Environment, Ministry of Tourism, hoteliers, actors of tourism, local producer groups (restaurants, store, handicraft, ecotourism, etc.), traders, committee with representatives from different social groups women and youth-led groups. The SEP outlines a process by which the Borrower will provide stakeholders with timely, relevant, understandable and accessible information, and consult with them in a culturally appropriate manner, which is free of manipulation, interference, coercion, discrimination and intimidation, during project implementation.

Gender analysis was conducted during the consultation and preparation of the SEP, and the results were incorporated into the action plan for the implementation phase. (where a number of consultation activities have already taken place at the prospective investment sites for example in São Vicente and Santo Antão). For this additional financing, there is no need to update the action plan as the works for the full rehabilitation of the Espargos – Santa Maria road were already contemplated.

Other vulnerable groups , such as youth, the elderly and the disabled, were consulted with an action plan to address issues and gaps in terms of participation and information through the life cycle of the project. The consultation during the preparation of the SEP gave the opportunity to identify specific benefits that projects can bring to women and other vulnerable members of society, and where necessary specific awareness programs will be proposed for these groups. The project started the identification of vulnerable or disadvantaged individuals or groups and the limitations they may have in participating and/or understanding project information on an ongoing basis. Women who work in the extraction activities on the beaches of São Vicente and Tarrafal de Santiago who, due to their low income level, or no education/isolation have limited access to information; unemployed young people from fishing areas with limited access to information; traders in the areas to be rehabilitated in the limited period of execution of the works. Additional support or resources necessary to enable these people to participate in the consultation process were provided.



Information prior to and during project implementation has being made available through a variety of approaches, tailored to the audience and needs. Local radio will be used for community-wide messages, such as information from open information sessions. Presentation and meetings was done for the communication of more complex information.

The safeguards specialists with the support of the technical specialists of the Ministry of Tourism organized communication sessions to inform communities and NGO's on the code of conduct for workers. Traditional leaders, community, and women's and youth groups will also be involved at various points and at different stages of implementation.

There are a variety of engagement techniques used to build relationships with stakeholders, gather information from stakeholders, consult with stakeholders, and disseminate information about projects to stakeholders.

When selecting an appropriate technique, culturally appropriate consultation methods, and the goal of engaging with a stakeholder group should be considered.

The project will inherently benefit vulnerable groups, such as people with disabilities, by increasing opportunities to access a range of government and private services, including government systems, education, vocational training, internship and employment opportunities, tourism and health services, and housing. Since the project is intended to be delivered nationally, including to any outside atolls, all people will have theoretical benefits from the project. Measures will be developed through the project to enable access to project benefits. The main barriers for vulnerable people benefiting from the project will be related to access to information and project benefits. Partners will have a key role to play regarding the latter, to ensure that the project does not deepen inequality.

Additional vulnerable groups in this project may be identified during future phases of community engagement, and the plan will be revised accordingly to reflect this identification of new stakeholders.

Given the fact that the PIU handles all Bank projects , the existing GM developed at UGPE will be used for this project. The GM takes into account culturally appropriate ways of dealing with community concerns. Processes have been specified to document complaints and concerns, including time commitments to resolve issues.

The GM has been and will continue to be communicated to all stakeholder groups during each planned engagement activity. Special communications will be conducted with the vulnerable groups identified at each project implementation site.

Complaints and grievances will be handled at two main levels of redress, consisting of: i) local level; and ii) central level. Depending on the complexity of the complaint and the reception channel used by the complainant, complaints will be handled at the local level by the Complaints Focal Point at each entity involved and/or at the central level by the UGPE E&S Specialist. To this end, Local Committees for Complaints Management based at the level of each entity involved and managed by the Complaints Management Focal Point, and a Central Complaints Management Committee (CCGR) will be set up centrally within the UGPE with representation from key partners.

## **B.2. Specific Risks and Impacts**

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

### **ESS2 Labor and Working Conditions**





This standard is relevant because project activities are expected to have some risks and impacts related to labor and working conditions. As part of the parent Project preparation, the Project has developed a Labor Management Plan (LMP) which contains detailed information on working conditions, including the explicit prohibition of child labor. In addition to measures for PIU staff, the LMP includes measures to protect community members, including women, providing work on an informal basis, and the health and safety of workers. Consistent with ESS2, the LMP includes a dedicated workers' grievance mechanism (GM) for all categories of project workers. It also describes the roles and responsibilities of monitoring the conditions of workers. and a dedicated workers grievance mechanism that is consistent with ESS 2. The LMP sets out measures for nondiscrimination, equal employment opportunity, to prevent and address harassment, intimidation and/or exploitation, including addressing sexual exploitation, abuse and harassment risks. The project will use the national Labor Code in addition to the ESS2. In practice, there are documented country risks associated with realizing safe and fair work and prevention of harmful child labor which may not be encountered during the implementation of the subprojects. Nevertheless, this was explored in the ESMP and the results have informed the preparation and implementation of preventative management measures. Occupational health and safety risks for project workers on civil works sites was also addressed with application of the World Bank EHSs and preventative measures relevant to the response to COVID-19.

### **ESS3 Resource Efficiency and Pollution Prevention and Management**

This standard is relevant, because several activities proposed for this Project, especially the civil works, have the potential to generate pollution during the construction phase. The scale of physical works are expected to be relatively medium sized requiring moderate resources and materials. Construction and rehabilitation works by its nature include removal of the significant amounts of rubble-type materials that may include various types of waste, including hazardous waste. The ESMF and ESMP have assessed all these risks/impacts and identified mitigation measures to minimize and manage those risks and impacts. The generation of waste will be minimized and the reuse, recycling and recover of waste will be encouraged. Potential pollution hazards associated with the road rehabilitation include air and noise pollution, hazardous materials (e.g., fuels and oils), and solid and liquid waste the risks, namely the following (i) Air pollution potential will be largely limited to the construction phase and will mainly comprise nuisance dust resulting from the road rehabilitation. Emissions from the renovation are not expected to be significant in the peri-urban context in which the works will be undertaken. The road sub-projects are not expected to result in additional traffic generation, therefore not affecting overall vehicle-based emissions in Cabo verde; (ii) Noise from construction activities is unlikely to cause other than nuisance impacts to nearby receivers and will be only short-term. Works will be limited to weekday business hours and Saturday mornings, hence sleep disturbance would be negligible;(iii) the risk of pollution from hazardous materials is limited to accidental spills of fuel and oil from construction equipment. (iv) Solid waste generation is expected to be limited to cleared vegetation, packaging materials (eg. bitumen drums, cement bags), redundant infrastructure components (eg. concrete and steel culverts) and domestic waste from employee activities. These materials are effectively inert and can be readily disposed to landfill with limited impact. The project is not expected to require pesticide use.

The Project will adopt measures, to the extent that they are technically and financially feasible, specified in the WB Group EHS and other Good International Industry Practice, for efficient use of raw materials and for optimizing energy use. The mitigation measures contained in the ESMP has been included in bid and contractual documents.



#### **ESS4 Community Health and Safety**

The standard is relevant. Community health and safety risks during rehabilitation include community exposure to: i) physical hazards on sites where the community has access; ii) traffic and road safety hazards associated with the operation of project vehicles (i.e. government, contractors, suppliers); iii) communicable diseases such as COVID-19; iv) anti-social behavior and SEA/SH associated with project workforce; and v) nuisance level noise, dust and vibration impacts. Community health and safety risks associated with the Project are assessed and managed through the ESMP and the SEP.

The ESMF of the parent project includes a section on Civil Works Guidelines for construction activities and workers during Covid . Because sexual exploitation, abuse and harassment by construction workers remains a risk to the community, the LMP included provisions for raising awareness and conducting trainings on SEA/SH for all project workers.

#### **ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement**

The standard is relevant. Activities of Component 1 level, aimed at upgrading local infrastructure and rehabilitating cultural sites, could involve land acquisition or economic displacement. and upgrading tourism-related infrastructure. This activity could involve land acquisition or economic displacement.

For sites that are already known, the project will use the ESMF screening to verify whether there will be physical or economic displacement. This will determine if a RAP will be required. Prior to Appraisal, The project will prepare and submit to the Bank for approval of the TORs for preparation of safeguards instruments (ESIA, RAP etc.) . For investment for which the exact locations are not yet known, an RPF, and disclosed (on May /6th /2022) by the Borrower, indicates the requirements to be met by the client in terms of compliance with the Bank's standards and National regulations. As soon as the locations and activities are known, and the screening determines the need, site-specific resettlement action plans will be prepared and the RAP will be approved and implemented prior to the start of construction.

#### **ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources**

This standard, which aims, among others, to protect and conserve biodiversity and habitats, is relevant. There are potential adverse impacts on biodiversity from developing and operating tourism activities in municipalities, beach areas and natural areas (park, hiking trails). Thus, the project activities could be located in sensitive areas. Implementation of specific investments that include civil works, if not adequately designed and managed during implementation, could have high negative impacts on natural habitats and the biodiversity. The road rehabilitation will take place in an area where biodiversity is almost non-existent and will require negligible clearing of vegetation (few trees and bushes). As noted above, the Espargos-Santa Maria road crosses peri-urban land and the renovation work will be undertaken within the existing road easement. Hence potential negative impacts on biodiversity are



expected to be negligible under this activity. The ESMP already prepared identifies the types of habitats that could be affected by the Project activities, and identifies mitigation measures for construction and operational phases.

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

This standard is not considered relevant as there are no Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities currently identified in the project area. Should the presence of indigenous communities be confirmed through further screening during implementation, the necessary assessments, consultations and instruments will be undertaken per the requirements of this standard.

**ESS8 Cultural Heritage**

This standard is considered relevant for the proposed AF activities (road rehabilitation). The ESMF, through the subproject screening process, includes measures to address cultural heritage, particularly chance finds. If the additional financing activities encounter any cultural heritage, the measures prescribed in the ESMF will be applied. Chance find procedures clauses shall be included in all work contracts in case any cultural heritage is unexpectedly found.

**ESS9 Financial Intermediaries**

This standard is not relevant to the proposed project interventions, as no financial intermediaries will be used.

**B.3 Other Relevant Project Risks**

No.

**Should "Other Relevant Project Risks" be disclosable?** No

**C. Legal Operational Policies that Apply**

**OP 7.50 Projects on International Waterways** No

**OP 7.60 Projects in Disputed Areas** No

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

**Is this project being prepared for use of Borrower Framework?** In Part

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

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The project will use Borrower’s E&S Framework to address the risks and impacts of the project in a manner to achieve objectives materially consistent with the ESSs

**III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE**

**A. Is a common approach being considered?**

No

**Financing Partners**

None

**IV. WORLD BANK ES OVERSIGHT**

Oversight is being provided by the Environmental and/or Social Practice Manager.

**V. CONTACT POINTS**

**World Bank**

Contact:	Cristina Navarrete Moreno	Title:	Senior Private Sector Specialist
Telephone No:	5360+3310	Email:	cnavarretemoreno@worldbank.org
Contact:	Veruschka Schmidt	Title:	Environmental Specialist
Telephone No:	3730	Email:	vschmidt@worldbank.org

**Borrower/Client/Recipient**

Borrower: Republic of Cabo Verde

**Implementing Agency(ies)**

Implementing Agency: Ministry of Finance and Business Development

Implementing Agency: Ministry of Infrastructure, Territorial Planning and Housing

Implementing Agency: Ministry of Culture and Creative Industries and Ministry of the Sea

Implementing Agency: Ministry of Tourism and Transports

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**VI. 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>

**VII. APPROVAL**

Task Team Leader(s):	Cristina Navarrete Moreno, Veruschka Schmidt
Practice Manager (ENR/Social)	Maria Sarraf Cleared on 22-Dec-2022 at 03:25:8 EST
Safeguards Advisor ESSA	Nathalie S. Munzberg (SAESSA) Concurred on 25-Jan-2023 at 21:31:31 EST

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