



Concept Environmental and Social Review Summary

Concept Stage

(ESRS Concept Stage)

Date Prepared/Updated: 01/04/2021 | Report No: ESRSC01777



BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Djibouti	MIDDLE EAST AND NORTH AFRICA	P174300	
Project Name	Djibouti-Addis Road Corridor		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	4/23/2021	5/31/2021
Borrower(s)	Implementing Agency(ies)		
The Republic of Djibouti	DPCR		

Proposed Development Objective

The proposed PDO is to improve the quality and safety of transport and transit along the Djiboutian section of the Djibouti – Addis Ababa road corridor.

Financing (in USD Million)	Amount
Total Project Cost	70.00

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

No

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

The project is part of global initiative for regional integration in the HoA. The project will be designed around three components (1) improvement of the road and border infrastructure along the southern corridor on the Djiboutian section to Addis-Ababa via Dewele (2) development of a “smart and safe” corridor and (3) technical assistance for increasing private participation in the operation and maintenance of corridors in Djibouti and project management.

D. Environmental and Social Overview



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

The road connections between Djibouti and Ethiopia currently experience heavy traffic (estimated at 1,200 daily truck transits) and road safety risks. Road safety remains poor throughout the country. Roads outside Djibouti city are poorly lit, tend to have poor visibility and often lack guard rails. Many trucks and vehicles are in poor conditions. Moreover, pedestrians and livestock tend to cross the roadways day and night, which often lead to accidents. Many drivers consume khat, which can lead to unpredictable and unsafe behavior. With the increase in truck traffic between Djibouti and Ethiopia, vehicle collisions remain an important safety concern.

The project involves 3 components related to (i) civil works associated with rehabilitation and upgrades of existing corridors; (ii) road safety, freight improvement and awareness campaigns and support to women-led businesses along the corridor; (iii) capacity-building to the private sector to implement Performance Base Contract (PBC) and to the government in establishing Public Private Partnerships (PPP).

With regards to Component 1 (civil works), the World Bank financed a pre-feasibility study for the three corridors proposed in this project that was prepared by the engineering firm INGEROP in September 2020. Based on the latter, activities under Component 1 include:

* RN1 (21 km): The rehabilitation of National Road 1 (RN1) consisting in geometrical improvements of sections of the existing two-lane RN1 beginning at the outside of Balbala in Djibouti city (PK12) to Arta (PK30) for a length of 21 km to address traffic congestion and road safety issues. RN1 is currently in good conditions.

*RN5 (12 km): The rehabilitation of National Road 5 (RN5) starting from the intersection with RN1 to Ali Sabbieh for a length of 12 km. This section is currently in poor conditions.

* RN 19 (9 km): The upgrade of the existing road through geometrical improvements to address safety issues from Ali Sabbieh to Guelile (border with Ethiopia). This road section is currently in good conditions.

Civil works will include improving drainage facilities, widenings in certain road sections, road markings and signaling, as well as surfacing. In urban/settlement areas, civil works will also include safety measures, walking infrastructure and crosswalks. Moreover, civil works will include the construction of truck rest areas and parking places, as well as the refurbishment or development of border post facilities at Guelile.

The RN1 section that is proposed to be rehabilitated is located in the regions of Djibouti and Arta, while RN5 and RN19 are located in the region of Ali-Sabieh, whose population estimate for 2020 are 636392, 80, 434 and 98,765 inhabitants, respectively (Djibouti Vision 2035, 2018). These areas are considered very poor, with extreme poverty rates estimated at 37% in the Djibouti region, 66% in Arta and 72% in Ali Sabieh (Direction of Statistics and Economic Studies of Djibouti, Poverty Profile 2012). The project corridor will mostly cross rural and barren areas, used for pastoral activities or with no apparent economic or agricultural activities and only a few, scattered settlements. These settlements have been preliminarily identified as the cities of Ali Sabieh and Guelile, totaling a population of around 20,000 people, mostly concentrated in Ali Sabieh city.

D. 2. Borrower's Institutional Capacity

The project will be housed in the Djibouti Ports Corridor Road (DPCR), an entity created in 2018 and responsible for managing all road corridors. The establishment of a project coordination unit (PCU) is still under discussion. This is the first transport project in Djibouti.



While DPCR has experience in working with bilateral and multilateral donors (JICA and the AFDB), the entity does not have experience in applying the ESF or the former World Bank safeguard policies. In this perspective, the capacity of the implementing agency to manage the environmental and social risks and impacts in line with the requirements of the ESF has been assessed as weak.

II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)

Substantial

Environmental Risk Rating

Substantial

The proposed project corridor starts from Djibouti City, the country’s capital and biggest city, which hosts the Djibouti port complex including a new free trade zone. No other industrial areas have been identified along the corridor at this stage and no impact is expected on agricultural areas. The corridor passes through the regions of Arta, Dikhil, and Ali Sabieh, crossing mostly rural areas and two (2) major cities (Ali Sabieh and We’a) and a few wadis. Though it will not cut through critical natural habitats, the northern part of the corridor will pass near the protected area of Djalélo. The site of Djalélo constitute biotopes that are indispensable for the maintenance of the "Giraffe Gazelle", *Litocranus walleri*, a species with high biodiversity value and also shelters threatened species such as the Beira Antelope, the Soemmering Gazelle, the Pelzeln Gazelle and the Salt Dik-dik. Some road widening (about 1,5 meters on each side) is expected as part of the rehabilitation work along RN19 in the southern part of the corridor to improve road safety and reduce congestion. The road width is narrow along that section, but currently accommodating an increasing traffic in the area. Further, a section of about 18 km of RN1 at the exit of Djibouti City may require more significant widening to reduce congestion, but that option is still to be confirmed based on technical and financing feasibility.

The road improvement measures will include (a) limited widening of the existing carriageway to improve mobility and safety; (b) rehabilitation/reconstruction of degraded road sections; (c) construction of culverts, sidewalks and roundabouts and (c) development of a smart corridor including the implementation of road safety strategies, driver’s training, and awareness raising for communities along the corridor. Potential negative environmental impacts from road works include: (i) possible erosion and run-off to water bodies during earthworks; (ii) occupational and community health and safety including temporary traffic blockages and traffic safety; (iii) the possibility of cutting small trees/branches; (iv) pollution from construction (dust, noise and vibration, wastewater, solid wastes and used oil); (v) use of construction materials such as soil, gravels, and uses of water for the construction; (vi) possibility of irrigation or drainage channel blockages, (vii) negative impacts on wildlife crossing, etc. These impacts are likely temporary and reversible and could be managed by applying good construction practices. . Component 2 of the project will be designed to address potential safety risks during the road operations phase including improving lighting, creation of designated pedestrian crossings, traffic lights, regular maintenance to mitigate blocking of irrigation/drainage channels, etc. Given the overall scale of the project, the potential moderate to significant impacts if left unmitigated, the diversity of locations, the borrower’s burgeoning experience with the ESF, the implementing agency’s unfamiliarity with the ESF, the risk at this stage is deemed substantial.

Social Risk Rating

Substantial

Social risks and impacts are substantial, as the scale of the population expected to be affected is expected to be medium to large. Most impacts are expected to be temporary and predictable, and the project is not expected to lead



to social conflict. The project is expected to lead to physical and economic involuntary resettlement and carries risks associated with protecting the labor force, such as the potential for child and forced labor. While the number of construction workers are not known at this stage, the project is likely to lead to high labor influx, which in turn can lead to illicit behavior, sexual exploitation and abuse (SEA), and an increase in the propagation of transmittable diseases. The SEA screening tool has been applied and SEA risks have been rated as moderate. These risks are mostly limited to the construction phase of the project and can be managed through mitigatory and compensatory measures with a reliable level of predictability. Other risks, such as traffic and road safety risks, span across the construction and operation phases, and require adequate mitigation measures integrated into the project design, construction and operational phases. Finally, some of the other activities, such as support to women-led businesses could lead to elite capture should the eligibility criteria not be well designed and disseminated and the selection process not transparent. Finally, the risk of exposure or propagation of SARS-CoV-2 has been identified as a transversal risk to all project activities.

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

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Project:

This ESS is relevant. The project will lead to environmental and social risks and impacts ranging from possible erosion and run-off to water bodies during earthworks, community health and safety including temporary traffic blockages and road safety, limited loss of vegetation, changes to modified habitats, pollution from construction (dust, noise and vibration, wastewater, solid wastes and used oil), use of construction materials such as soil, gravels, and water consumption for the construction, possibility of irrigation or drainage channel blockages and impacts on ecosystem services, physical displacement and impacts on livelihood, impacts associated with occupational health and safety and working conditions, risks of sexual abuse and sexual harassment and elite capture with regards to support to women-led businesses. The risk of exposure and propagation of COVID-19, particularly during the construction phase, has also been identified as a potential risk. At this stage of the due diligence, no associated facility has been identified and little information has been provided on project alternatives.

To manage the risks highlighted above, the Borrower will prepare an Environmental and Social Impact Assessment (ESIA), labor management procedures (LMP), a road safety management plan (RSMP), a resettlement framework (RF) and a Stakeholder Engagement Plan (SEP) prior to appraisal. Resettlement plans (RPs) for each corridor will be prepared once the detailed design are ready.

An Environmental and Social Commitment Plan (ESCP) will be developed before project appraisal to define and recommend the type of assessment, mitigation plans, timeframe and resources to implement to avoid, mitigate and reduce possible negative risks and impacts induced by project activities.

The ESIA will assess the potential environmental and social risks and impacts of the project throughout its entire life cycle, evaluate alternatives, and design appropriate mitigation, management and monitoring measures. The ESIA will assess risks and impacts associated with the construction and operation phases, assess noise impacts, aspects associated sensitive, aspects associated with sexual exploitation and abuse and assess whether the use of paid security forces will be required. It will propose mitigation measures to adequately manage these risks and impacts,



including measures to minimize and mitigate the risk of propagation and exposure to COVID-19 and other diseases, and address concerns raised by stakeholders during the preparation phase. The ESIA will also assess whether pastoral corridors and transhumance pathways may be affected or interrupted by the project and include a gender analysis on land use, means of transport and pedestrian habits and livelihood to assess how the project may affect women in particular. Moreover, the assessment will outline the eligibility criteria and selection process for beneficiaries of the support program to women-led businesses. The ESIA will assess the traffic noise as well as the ecological baselines.

The ESMP will include specific provisions for pollution management (air, noise, solid and liquid wastes, etc.), the sustainable use of resources (sand, gravel, water and energy usage), occupational health and safety, labor influx and sexual abuse and exploitation, GHG emission, cultural heritage management, as well as the prevention of communicable diseases, including COVID-19. A stand-alone Community Health and Road traffic safety will also be prepared and for both the construction and operation phases and will inform the ESIA/ESMP. The ESMP will also propose mitigation measures for the operation of the road, including but not limited to right-of-way maintenance, traffic noise, air pollution and road safety.

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

The use of the Borrower Framework is not being considered

ESS10 Stakeholder Engagement and Information Disclosure

ESS10 is relevant to the project. Primary stakeholders identified in the project include DPCR, international and national contractors, engineering firms and primary suppliers involved in the project, and groups and individuals directly affected by the project such as residents along the road corridor and road users, in particular frequent road users such as truck drivers. Secondary stakeholders include local government agencies (representatives from local towns, villages and prefectures, etc....), line Ministries closely associated with the project (e.g. the Ministry of Urbanism, Environment and Tourism), businesses (in particular import-export and trade businesses), and civil society organizations (CSOs). Vulnerable stakeholders include economically or physically affected persons and pedestrians (in particular children).

Given the wide range of impacts of the project, stakeholder management is extremely important. A good engagement with stakeholders during preparation will inform the project design and help mitigate some of its potential negative impacts. Meaningful consultations will also be an integral part of the preparation of the ESF instruments.

The Borrower will prepare a Stakeholder Engagement Plan (SEP) that will be implemented during the entire project life cycle. The engagement process will include diverse outreach and participation mechanisms that are gender-sensitive, and customized to meet the needs of the various stakeholders, including marginalized groups. The SEP will detail the actions and methods to inform, consult, and manage relations with all stakeholders within the Project area of influence. The stakeholder engagement process will include stakeholder mapping, engagement processes, information about project activities and its environmental and social impacts, ways in which stakeholder feedback will be integrated and/or responded to, as well as a grievance mechanism. Special provisions will be integrated in the SEP to include vulnerable groups in the stakeholder engagement process.



Given the context of the COVID-19 pandemic, the Borrower will favor means that limit face-to-face interactions and interactions with groups of people. Any face-to-face interactions will abide with the existing presidential decree on reopening and the World Bank Technical Note on conducting consultation in the context of COVID-19, and include the appropriate mitigation measures (i.e. limited number of participants at each meetings, mask wearing and physical distancing).

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

ESS2 is relevant to the project. Direct workers will include workers from the implementing agencies, both civil servants and consultants. The project is expected to have a significant number of contracted workers, as it will require the recruitment of one or more contractors and a supervision engineer. The project is also expected to have both local and international primary suppliers, such as equipment/materials necessary for the project functions.

Labor risks may include poor working conditions and inadequate protection of the labor force (i.e. risks associated with discriminatory practices, child and forced labor) and occupational health and safety, including traffic management during construction activities and the risk of exposure to SARS-Cov-2.

DPCR will prepare Labor management Procedures (LMP) before appraisal. The LMP will lay out its approach to labor management in compliance with ESS2 to manage recruitment practices, labor camps, health and safety – including mitigation measures and protocols to manage SARS-Cov-2, road safety during construction, addressing grievances among workers, potential risks of sexual harassment in the workplace, and the application of standards for primary supply workers. The contractor(s) will be required to develop their own labor and supplier management plans based on the requirements outlined in the LMP.

ESS3 Resource Efficiency and Pollution Prevention and Management

Water consumption is expected primarily in the mixing plants and campsites during the construction phase. As the project activities mainly involve rehabilitation/upgrading of existing roads focusing on key sections, it is not expected to consume very large amounts of energy and raw materials, nor use or procure pesticides. However, water resources are scarce in Djibouti and care must be taken to use them as efficiently as possible. The choice and use of quarries for raw material must also be carefully assessed as potential impacts include potential loss of habitat for fauna, potential degradation and fragmentation of natural habitat, potential degradation of water quality on or near the site. The ESIA and ESMP will identify mitigation measures for efficient use of these resources where technically and practically feasible as well as to prevent use of resources from unlicensed sources. Typical pollutions generated from road improvement activities include: (i) dust and other forms of air pollution from construction site, transportation and auxiliary facilities; (ii) noise and vibration; (iii) solid waste (domestic waste and construction waste including used oil and lubricant); and (iv) wastewater from workers camps.

These impacts are expected to be temporary, site-specific and can be managed through a set of mitigation measures to be include in the ESIA and ESMP. Road improvement may require clearance of vegetation or fauna habitats and



may lead to soil loss and erosion especially in areas with steep terrain. Soil erosion can lead to blockage of drainage or change of surface water flow or sedimentation. The ESIA and ESMP will provide guidance to screen and assess impacts and provide mitigation measures including application of good practice and close supervision of works to: (i) ensure that cutting of trees and vegetation is limited to a minimum and justified by technical requirements and that relevant national legislation is followed, and replacement where vegetation clearance is unavoidable; and (ii) soil loss and erosion is avoided/minimized.

The draft Climate Change and Disaster Risk screening identifies Extreme Temperature, Extreme Precipitation and Flooding, Drought, Landslides, Wildfires as the current and historical drivers of risk, while Extreme Temperature, Extreme Precipitation and Flooding, Drought, and Sea Level Rise (for Port Infrastructure) will be the future drivers of risk. The resilience of transport infrastructure such as roads can be affected by sustained temperatures above 42°C which may affect pavement integrity, while excessive precipitation and flooding may overwhelm drainage systems capacity. The ESIA will address these risks.

The ESIA/ESMP will look at risks and mitigation measures during the operational phase, including but not limited to noise, air pollution and drainage, etc...

ESS4 Community Health and Safety

ESS4 is relevant to the Project, as it could potentially lead to substantial community health and safety risks. The project is expected to lead to impacts associated with traffic disruptions, restriction of access and temporary disruption to utilities and services during the construction phase. The project will also lead to high labor influx during construction, most of which is expected to come from outside the project area. This could lead to negative risks and impacts, such as tensions with the communities and illicit behavior or crime (e.g. theft, physical assault, substance abuse and prostitution). High labor influx can also increase the risks of the propagation of communicable diseases, such as sexually transmitted diseases and COVID-19, as well as competition over limited natural resources (food and water).

The project has been screened for the risks of sexual exploitation and abuse (SEA). The SEA risks have been rated as moderate, given the potential for high labor influx. and some sections of the roads crossing a city and a village in proximity to facilities and services accessed by women and girls. That said, the road sections under construction are easily accessible for supervision. While military force is not expected to be required, it is not known at this stage whether the project will use security personnel to protect project-related personnel and property during construction. This will also be assessed prior to appraisal as part of the preparation of the ESIA.

Road safety is another major risk associated to community health and safety. The project will assess construction and operational traffic risks under a stand-alone road safety assessment that will be prepared prior to appraisal. Risks to project workers, road users and affected communities through the project life cycle will be assessed.

The draft ESIA will include mitigation measures to manage impacts associated with labor influx, including a SEA prevention action plan, and COVID-19 mitigation measures. The ESIA will also incorporate the recommendations of the road safety assessment and align with the recommendations of the stand alone RSMP. Mitigation measures to



ensure minimal traffic and utility disruption and access restrictions as well as pedestrian accessibility during the construction phase will also be proposed.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

ESS 5 is relevant for the project, as it requires road widening in sections of all three corridors. The pre-feasibility study estimated around 65,000 sqm to be required for the project, among which 90% is deserts with a few pockets of agricultural use and 10% is urban land, mostly located in the city of Ali Sabieh. The project is expected to lead to involuntary resettlement, both economic and physical. At this time, there is no estimate of the number of people affected, although all corridors are sparsely populated outside urban areas. Informal and customary land tenure systems will need to be further assessed, as well as the project's impacts on the corridors of nomadic groups.

Given that the detailed design will not be ready by the time of appraisal, it is proposed to prepare a resettlement framework initially. A resettlement plan will be prepared once the detailed design are ready. These requirements will be outlined in the ESCP.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

ESS6 is relevant to the project. The project will not finance road improvement that would provide access to critical habitats. It is anticipated that any potential impact on flora and fauna will be limited to the construction sites along the proposed corridor. The ESIA will include an assess of impacts to biodiversity and flora, fauna community and proposed appropriate measures to avoid, reduce and/or mitigate potential impacts from the project. The location and distance of the northern road corridor from the Djalélo protected area will be screened and assessed to ensure that project activities will not cause negative impacts to this important biodiversity site and if there are potential risks and impacts, a biodiversity management plan will be prepared.

The ESIA will include guidance to ensure that cutting of trees and vegetation is limited to a minimum and justified by technical requirements, that relevant national legislation is followed, and that replacement is provided where vegetation clearance is unavoidable.

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

There are no groups and communities in Djibouti that meet the requirements of this ESS.

ESS8 Cultural Heritage

The pre-feasibility study indicates that the country does not have any site considered as heritage site by UNESCO. It has however made a request to classify 10 sites which are on the indicative list. Except for the Djalelo protected area, none of them are located near the proposed project corridor. However, the ESIA will include results of (1) screening for the presence along the corridor of any cultural heritage asset identified as such by the communities (both tangible



and intangible) and (2) the assessment of their significance in consultation with the affected stakeholders. Given the nature of the civil works to be conducted under this project, the ESIA will also include chance find procedures.

ESS9 Financial Intermediaries

This ESS is not relevant for this project.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways No

OP 7.60 Projects in Disputed Areas No

III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

A. Is a common approach being considered? No

Financing Partners

A common approach is not being considered for this project.

B. Proposed Measures, Actions and Timing (Borrower’s commitments)

Actions to be completed prior to Bank Board Approval:

The following instruments will be prepared and disclosed prior to appraisal:

- The draft Environmental and Social Impact Assessment (ESIA)
- The Labor Management Procedures (LMP), which will include a Labor Influx Management Plan
- The Resettlement Framework (RF)
- The Road Safety Management Plan (RSMP)
- The Stakeholder Engagement Plan (SEP)

Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):

- Staffing and resources needed to management environmental and social risks and impacts
- Implementation, monitoring and reporting of the ESIA, LMP, RF, RSMP, and SEP
- Updating the ESIA, ESMP and related plans based on the detailed design
- Prepare, disclose and implement resettlement plans based on detailed design
- Contractor’s and sub-contractor’s obligations including preparation of contractor- ESMPs and - Community Health and Safety Plans, monitoring and reporting
- Incident monitoring and reporting

Development and implementaion of a capacity building plan for the staff under DPCR, contractors, etc.

A commitment that activities under components 2 and 3 (such as support to women-led businesses and technical studies under component 3) comply with the ESF.

Public Disclosure



C. Timing

Tentative target date for preparing the Appraisal Stage ESRS

31-May-2021

IV. CONTACT POINTS

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Borrower/Client/Recipient

Borrower: The Republic of Djibouti

Implementing Agency(ies)

Implementing Agency: DPCR

V. FOR MORE INFORMATION CONTACT

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VI. APPROVAL

Task Team Leader(s):	Anne Cecile Sophie Souhaid
Practice Manager (ENR/Social)	Dahlia Lotayef Recommended on 22-Dec-2020 at 19:52:12 GMT-05:00
Safeguards Advisor ESSA	Gael Gregoire (SAESSA) Cleared on 04-Jan-2021 at 12:32:49 GMT-05:00