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Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

Concept Stage | Date Prepared/Updated: 29-Jun-2017 | Report No: PIDISDSC20608



BASIC INFORMATION

A. Basic Project Data

Country Congo, Democratic Republic of	Project ID P161877	Parent Project ID (if any)	Project Name Second High Priority Roads Reopening and Maintenance Project (P161877)
Region AFRICA	Estimated Appraisal Date Dec 04, 2017	Estimated Board Date Mar 29, 2018	Practice Area (Lead) Transport & ICT
Financing Instrument Investment Project Financing	Borrower(s) Ministere des Finances	Implementing Agency Cellule Infrastructures	

Proposed Development Objective(s)

The Project Development Objective is to re-establish lasting earth and paved road access between provincial capitals, districts and territories, in the project impact area and to improve the road sector institutional organization

Financing (in USD Million)

Financing Source	Amount
Borrower	157.50
IDA Grant	300.00
Total Project Cost	457.50

Environmental Assessment Category A-Full Assessment	Concept Review Decision Track II-The review did authorize the preparation to continue
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Note to Task Teams: End of system generated content, document is editable from here.

Other Decision (as needed)



B. Introduction and Context

Country Context

1. DRC is the largest country in sub-Saharan Africa (SSA) with about 2,345,000 square km and the second most populated country with a population of about 75 million. Over the 2010 – 2015 period, the country Real Gross Domestic Product (GDP) growth accelerated to reach 9.5 percent in 2014, in large part due to an increase in revenues from the extractive industries sector. Despite this growth, DRC’s Fragile States Index (FSI) score has not significantly improved. According to the 2015 FSI, DRC remains a very fragile state based on the social, economic, political, and security pressures that contribute to the risk of fragility. DRC is ranked the fifth most fragile country among 178 countries and was labeled a high alert state. 2016 GDP growth has slowdown to 2.5 percent. This growth should bounce back in 2017 and 2018 but may not reach the levels observed in 2010-15.

2. Inflation remained low in 2014-15, and the consumer price index increased on average by 1.2 percent in 2014 and 1.3 percent in 2015. This is a stark contrast with previous rates, particularly the 45 percent increase in 2009. The food price index remained in line with the general index, increasing by 1.5 percent on average in 2014 and by 1.7 percent in 2015. Data available as of November 2016 shows an acceleration of the inflation to 4.1 percent on average, and to 4.9 percent for food items. In Kinshasa, those figures were 5.2 and 6.1 percent, respectively. Economic growth remains highly dependent on the mining sector, which is subject to exogenous shocks. It has not yet translated into increased employment in the private sector. The country remains among the poorest in the world, and did not achieve any of the Millennium Development Goals (MDGS) by 2015. Poverty is pervasive and social indicators are particularly low. The DRC a Human Development Index ranking is 176 out of 188 countries in 2015. About two-thirds of the population lives below the poverty line. Almost 15 per cent or one out of six people is living in extreme poverty in the DRC. If the current demographic and economic trends were to continue, the number of poor may increase by 8 million by 2030.

3 Product and market diversification of DRC’s exports would promote long-term development objectives and increase the resilience of the country. The diversification of the economy requires removing infrastructure bottlenecks and enhancing human capital. DRC transport system is multimodal and the road network remains essential for linking remote areas to the river and railway transportation systems, ensuring mobility for people, goods and services. Decades of conflict have led to many years of neglect, mismanagement, and a near of collapse of the country’s physical infrastructure, however. Despite a number of rehabilitation programs financed by donors, including the Bank, DRC transport system remains highly dysfunctional.

Sectoral and Institutional Context

4 The development of the transport sector in DRC is a critical element of the government’s policy to stimulate broad-based economic growth, contribute to poverty reduction, and provide basic connectivity to the disparate parts of the country. The transport sector is also seen as a key enabler to increase agriculture sector output, improve internal and external trade competitiveness, support mining sector growth and provide basic access to isolated communities, in a country almost as large as the whole Western Europe.

5. Transport infrastructure is well below the level it had reached back in the late 1970s. Its performance is inadequate and is a key constraint to DRC’s ability to achieve sustained economic growth. The sector requires massive investment and reforms to contribute efficiently to DRC’s development. Interregional transportation is a major challenge



in DRC due to the country's vast landmass, low population density and poor condition of the existing road network. Connecting the entire DRC's various regions is impossible without a multimodal approach including waterways, roads, railways, and air transport. Despite the on-going transport infrastructure rehabilitation program, the transport network is still suffering from major connectivity gaps and bottlenecks.

6. DRC's transport system was initially designed as an integrated roads, rivers, and rail network (multimodal) connecting all parts of the country. But the country's transport infrastructure and performance has suffered from decades of neglect, mismanagement, conflict, and underinvestment. Railways, with a network of close to 3,500 km in the South (SNCC) and 400 km (SCTP) between Matadi and Kinshasa, are in a state of disrepair due to a historically failed management culture at the two railway companies. Waterways, with more than 25,000 km navigable network, constitute a potential backbone of the transport system, but institutional barriers prevent the development of a vibrant waterway transport private sector. Air transport infrastructure has been dilapidated over the years resulting in high incidence of accidents. DRC's compliance to the International Civil Aviation Organization safety and security standards is low. Efforts to improve the safety of air and river transport, stabilize railways are underway, building on the momentum gathered by the Multimodal Transport Project implementation (IDA- P092537 2011-2018), and support from the European Union (EU) and the African Development Bank (AfDB) in the river and air sectors respectively. However, progress on all these fronts is slow due to weak capacity in the public sector and limited financial resources being provided compared to a growing demand.

7. The total road network in DRC is about 152,400 kilometers long but, for a large part, it only exists on maps. The national roads network (including national and provincial roads) is about 58,000 km, complemented by 7,400 km of urban roads and about 87,000 km of local roads. The public road network density in DRC is only 25 km/1,000 sq. km. and 0.9 km / 1,000 inhabitants, against the African continent's average of 204 km/1,000 sq. km. and 3.4 km / 1,000 inhabitants. However, as part of the Government Minimum Partnership Program for Transition and Recovery (Programme Minimum de Partenariat pour la Transition et la Relance – PMPTR) enacted in 2004, the Government has identified, in coordination with its partners in the road sector, a high-priority road network of 15,800 km, on which it would concentrate its emergency investment and maintenance programs. At present, about 10,300 km out of these high-priority roads have been reopened/rehabilitated, since the resumption of international cooperation in 2001, with financing from donors, including the World Bank Group. The network needs steady funding for its maintenance. Only 5 percent of the national road network (about 3,000 km) is paved and around 50 percent of the network is in fair to good condition; the rest is impassable and in need of reopening, possibly rehabilitation, followed by steady maintenance. In spite of the reopening of about 10,300 km, about one half of DRC territory remains inaccessible by road or rail transport. Out of the current 26 provinces only 6 are currently connected by road (Matadi, Bandundu, Kananga, Mbuji-Mayi, Kenge and Tshikapa) to the capital city Kinshasa. Surface travel between major population centers, as well as access to rural areas is often not available.

8. The establishment of a Road Maintenance Fund (Fonds National d'Entretien Routier – FONER) in 2009 has substantially improved government funding for the road sector. FONER resources have increased from US\$60 million in 2009 to US\$120 million in 2014, but this is not sufficient to cover all maintenance needs. The system still suffers from inefficiencies in programming and implementation. FONER's activities have been hampered by some confusion regarding resources mobilization and allocation methodology. In particular, there is no clear allocation mechanism of resources between urban roads and feeder roads.

9. **Institutional framework.** Several agencies are in charge of planning and implementing the road program. According to the Constitution and the Decentralization Law, the feeder and urban roads networks are under the



responsibility of provinces. In reality, however, the planning and management of (i) feeder roads remain with the Rural Roads Directorate (Direction des Voies de Desserte Agricole – DVDA) under the Ministry of Rural Development and (ii) urban roads, with the Urban Roads and Drainage Office (Office des Voiries et Drainages - OVD) under the Ministry of Infrastructure, Public Works and Reconstruction (MIPWR), both are managed at the national level. MIPWR is responsible for the national road network, through a number of agencies, including the Road Agency (Office des Routes – OR), the Large Scale Works Congolese Agency (Agence Congolaise des Grands Travaux – ACGT) and a few Project Implementing Units, like the Infrastructure Unit (Cellule Infrastructures – CI). Streamlining the institutional framework is needed. The government has taken a first step through discussions within the Ministries of Rural Development and Infrastructure to help shape institutional reforms in the sector. Based on these initial discussions the ongoing Pro Routes Project has supported an institutional assessment of the MIPWR. Reform options are under consideration by the government for the way forward. Under a Bank-funded agriculture project a draft feeder road national strategy has been prepared. It will be implemented through pilot operations, included in the additional financing to the DRC agriculture project, in the three provinces covered by the project.

C. Relationship to Country Partnership Framework (CPF)

10. The proposed Pro Routes 2 is fully in line with the World Bank Group’s (WBG) objectives to reduce poverty and promote shared prosperity together with IDA 17 commitments for Fragile and Conflict-Affected States (FCS), the Africa Strategy, which focuses on strengthening governance and public sector capacity, and the objectives of the Regional Assistance Strategy to deepen regional cooperation and integration. The current DRC Country Assistance Strategy (CAS) was approved by the Board on April 12, 2013 for the period FY13-FY16 and was extended in April 2016 to FY17 in the Performance and Learning Review (PLR) of the CAS, the activities proposed under this project remain fully consistent and aligned with the three goals of that Country Assistance Strategy (CAS) as follows: (i) consolidation and expansion of DRC’s gains in macroeconomic stability, infrastructure, and human development (HD) through improved governance; (ii) development of the enabling environment for sustained and inclusive growth and raising HD indicators; and (iii) support to the country’s transition out of fragility, with a focus on addressing the developmental deficits that help to perpetuate violence and conflicts in the Eastern provinces.

11. The proposed Pro Routes 2 would extend the results of the ongoing Pro Routes project, which was approved by the Board on March 18, 2008, for the Initial Financing (IF), on June 28, 2011, for the first Additional Financing (AF1), and on February 16, 2016 for the Second Additional Financing (AF2). The three financing agreements became effective respectively, on October 07, 2008 for the IF, November 08, 2011 for the AF1 and December 06, 2016 for the AF2. Pro Routes’ objective, as amended by AF2, was “to re-establish lasting road access between provincial capitals, districts and Territories, in the Project impact area in a manner that is sustainable for the natural environment”. The closing date of the financing is February 28, 2018.

12. The PDO and Implementation Progress of the ongoing project are rated satisfactory during the last two years. As of today, all project ratings are satisfactory, with the exception of the institutional building component and Monitoring and evaluation which are moderately satisfactory. All legal covenants have been complied with. So far, 2,035 km are reopened / rehabilitated within the planned 2,700 km and 2,700 km are under maintenance contract compared to the planned 3,450 km. The stage construction approach used by the ongoing project has shown satisfactory results and appears much adapted to accelerate the reopening and rehabilitation of the country national earth road network. On the institutional side, the next step would depend on the decision to be made by the Government on the reform options. It is expected that the ongoing project finance the complementary detailed studies for the reform and its implementation plan, once Government has made decision on the reform option.



C. Proposed Development Objective(s)

Note to Task Teams: The PDO has been pre-populated from the datasheet for the first time for your convenience. Please keep it up to date whenever it is changed in the datasheet.

The Project Development Objective is to re-establish lasting earth and paved road access between provincial capitals, districts and territories, in the project impact area and to improve the road sector institutional organization

Key Results (From PCN)

14. PDO's achievements would be monitored by the following indicators, some being the same as for the ongoing Pro Routes PDOs:

- (a) Days per year with roads not passable by 4x2 vehicles on reopened sections;
- (b) Measurement of the impact of the project on the forest alongside the roads in the project areas¹;
- (c) Adoption and implementation of the institutional reform in the road sector
- (d) Share of rural population with access to an all-season road, and;
- (e) Direct project beneficiaries.

D. Concept Description

15. The project aims to reopen or rehabilitate, and thereafter maintain, as many kilometers as possible of the remaining sections of the country high-priority roads network (the remaining length is about 5,500 kilometers from a total of 15,800 kilometers) not yet funded through any other financing, including other Bank-financed operations. The project would continue the reopening basic technical standards roads using a spot improvement method; all the targeted roads are earth roads and their traffic, as of today, remains low. This would complement the road rehabilitation programs already completed or underway funded by donors and covering about 10,300 kilometers of high-priority roads. The technical characteristics of the reopened road would also remain the same as for the ongoing Pro Routes Project with a cross profile not less than 7 meters between the internal sides of the ditches and the roadway. The road surface will be made of a compacted laterite wearing course of about 15 centimeters and 6 meters wide, placed on top of a reinstated foundation course or at some places on the platform directly. Road surface quality must be good enough for a 4X2 pickup truck to travel at an average speed of 50 kilometers per hour, considering that all roads rehabilitated would be closely maintained thereafter. For safety reasons, the roadway would be widened to a normal standard of 7 meters in areas of restricted visibility like bends and slopes.

16. In synergy with the ongoing interventions, MIPWR has identified the following sections to be considered for inclusion in the project: (i) Gemena – Bursinga - Lisala – Bumba – Bunduki (650 km) and its extension to the Nord Ubangi capital, Bursinga – Gbadolite – Mombayi (200 km), connecting the Sud Ubangi province to the Bas Uele province,

¹ The formulation of this indicator will be fine-tuned during the project preparation.



crossing the Nord Ubangi and Mongala provinces. These sections, reopened under European Union (EU) financing, are again closed to traffic due to low level of initial investment and lack of maintenance. This undermines the objective of the ongoing Pro Routes AF2 to reopen the DRC sections of the Economic Community of Central Africa (ECCA) Corridor, Goli (Uganda border) to Zongo (Central African Republic - CAR border) through Kisangani in the North of DRC, if appropriate actions are not taken now. The crossing of the Ubangi river at Zongo, is currently done using a ferry to Bangui, capital of the CAR; (ii) Bukavu –Kasongo – Mbuyi-Mayi (1,020 km) connecting the Sud Kivu province to the Kasai Oriental province through the Maniema and Lomami provinces. This section was part of the Bank-funded Emergency Economic and Social Reunification Support Project (P081850), but was not executed due to a financing gap. It would mainly help to reconnect the Central and Eastern parts of DRC; (iii) Niania – Isiro (235 km) liaising the Haut Uele province to the Ituri and Tshpo provinces. This section had been considered at the time of the Pro Routes AF1, but was cancelled due to financing constraint, and; (iv) Bukavu – Hombo – Walikale (200 km). This route was planned to be initially included in the ongoing Pro Routes AF2, but was finally not selected due to time and financing constraints. The reopening of this road would help reconnect the Eastern part of DRC to Kisangani, the large city and important economic center in the central north of the country.

17. Using a stage construction approach, the proposed project would complement other donor interventions in paving some roads where the volume of traffic requires higher design standards and level of service. This could include the unpaved sections, Kananga – Mbuyi-Mayi (200 km), on the national road 1 (RN1), Kinshasa – kikwit – Batshamba – Tshikapa – Kananga – Mbuyi-Mayi, where the African Development Bank (AfDB) and the EU are funding paved roads works which complement the sections of paved roads previously rehabilitated by the Bank under the Emergency Multisector Rehabilitation and Reconstruction Project (P057296). This could also include sections reopened as earth roads under the ongoing Pro Route project such as the Kisangani – Komanda – Goli road sections where the increase of traffic justifies such intervention.

18. In case the proposed project credit size is large enough, Pro Routes 2 would also consider the pavement of Kananga – Mbuyi-Mayi (200 km), as described above, allowing Bukavu to have a land connection with Kinshasa (2,320 km) on a paved road from Kinshasa to Mbuyi-Mayi (1,300 Km) and on an all-season passable earth road from Mbuyi-Mayi to Bukavu (1,020 km). This will require an additional total cost of about US\$200 million. In addition, and in support to the reopening of the DRC part of the regional corridor Goli (Uganda border) to Zongo (CAR border) through Kisangani, it would be appropriate to build the 800-meter-long bridge from Zongo to Bangui as an alternative to the current ferry services. This bridge, with a 2-lanes roadway would require about US\$100 million. The feasibility study will be financed under the ongoing project.

19. Complementary with the rehabilitation of the road section Gemena – Bursinga – Lisala – Bumba – Bunduki described in paragraph15 above, the construction of Zongo’s bridge would mainly allow sustainable traffic service continuity on the ECCA corridor traversing the northern part of DRC territory through Kisangani (from Uganda border at Goli to CAR border at Zongo). It also would expand the expected outcomes of the Regional Peace, Security, and Cooperation Framework adopted by the countries of the Great Lake to CAR. In addition, the construction of the bridge might include the common border control post, between DRC and CAR, at Zongo for trade facilitation.

1. Description

20. Based on the current US\$100 million available for IDA contribution, the project would only reopen and maintain thereafter the road sections Gemena – Bursinga - Lisala – Bumba – Bunduki (650 km) and its extension to the Nord Ubangi capital, Bursinga – Gbadolite – Mombayi (200 km) and Bukavu – Hombo – Walikale (200 km), totaling about



1,000 km of high-priority roads. This amount would be complemented by a counterpart financing by the DRC Government through the Road Maintenance Funds of US\$157.5 million to allow maintenance of the 3.345 km reopened under the ongoing project (see the basic Cost Table below. However, such scenario would have a very limited impact on the objective to accelerate the reopening of the remaining sections of the high-priority road network and would make difficult to obtain support required from the Government.

Components		US\$ million (including physical and financial contingencies, net of taxes)							
		Total			Total cost	IDA Credit		GoDRC (FONER)	
1	Reopening and Maintenance	226.1	87.8%		226.1	76.5	76.5%	149.6	95.0%
2	Institutional Strengthening	18.5	7.2%		18.5	13.0	13.0%	5.5	3.5%
3	Environmental and Social Program	12.4	4.8%		12.4	10.0	10.0%	2.4	1.5%
4	Monitoring & Evaluation	0.5	0.2%		0.5	0.5	0.5%	0.0	0.0%
Project Total Cost		257.5	100%		257.5	100.0	100%	157.5	100%

21. Together with the CMU, and in line with the main conclusions and recommendations of the country diagnosis, making the difference in sector like the road sector remains with high value added in contributing to the country development toward the World Bank Group’s twin goals. Then it was agreed to draft a program which would raise funding around US\$200 million from IDA resources. This led to consider a reopening and maintenance program of 2,300 km of earth roads, estimated to amount US\$377.50 million, including physical and financial contingencies net of taxes, with IDA contributing US\$220 million and a counterpart financing by DRC Government through the Road Maintenance Fund (FONER) of US\$157.5 million (see map in Annex).

Components		US\$ million (including physical and financial contingencies, net of taxes)							
		Total			Total cost	IDA Credit		GoDRC (FONER)	
1	Reopening and Maintenance	315.7	83.6%		315.7	166.1	75.5%	149.6	95.0%
2	Institutional Strengthening	34.1	9.0%		34.1	28.6	13.0%	5.5	3.5%
3	Environmental and Social Program	26.6	7.0%		26.6	24.2	11.0%	2.4	1.5%
4	Monitoring & Evaluation	1.1	0.3%		1.1	1.1	0.5%	0.0	0.0%
Project Total Cost		377.5	100%		377.5	220.0	100%	157.5	100%

22. The total cost above would increase by US\$300 million to US\$677.5 million, shared between IDA US\$520 million and the Government through the Road Maintenance Fund, US\$157.5 million, when taking into account the pavement of Kananga – Mbuji-Mayi (200 km) and the construction of the Zongo bridge (see also map in Annex and Cost Table B below). A third scenario would only consider the addition of the construction of the Zongo bridge to the reopening of the 2,300 km of high-priority earth roads. In such case, the total cost of the project would increase from US\$377.5 million to US\$477.5 million, shared between IDA, US\$320 million and the Government through the Road Maintenance Funds, US\$157.5 million (see Cost Table C below).



PRO ROUTES 2 Costs Table B (2,300 km of Earth & Paved roads) (IDA 520 million & FONER 157.5 million)									
Components		US\$ million (including physical and financial contingencies, net of taxes)							
		Total			Total cost	IDA Credit		GoDRC (FONER)	
1	Reopening and Maintenance	542.2	80.0%		542.2	392.6	75.5%	149.6	95.0%
2	Institutional Strengthening	73.1	10.8%		73.1	67.6	13.0%	5.5	3.5%
3	Environmental and Social Program	59.6	8.8%		59.6	57.2	11.0%	2.4	1.5%
4	Monitoring & Evaluation	2.6	0.4%		2.6	2.6	0.5%	0.0	0.0%
	Project Total Cost	677.5	100%		677.5	520.0	100%	157.5	100%

PRO ROUTES 2 Costs Table C (2,300 km of Earth roads & Zongo Bridge) (IDA 320 million & FONER 157.5 million)									
Components		US\$ million (including physical and financial contingencies, net of taxes)							
		Total			Total cost	IDA Credit		GoDRC (FONER)	
1	Reopening and Maintenance	394.4	82.6%		394.4	244.8	76.5%	149.6	95.0%
2	Institutional Strengthening	47.1	9.9%		47.1	41.6	13.0%	5.5	3.5%
3	Environmental and Social Program	34.4	7.2%		34.4	32.0	10.0%	2.4	1.5%
4	Monitoring & Evaluation	1.6	0.3%		1.6	1.6	0.5%	0.0	0.0%
	Project Total Cost	477.5	100%		477.5	320.0	100%	157.5	100%

23. Project components are similar to those of the ongoing Pro Routes', and would be as follows:

Component 1: Road reopening and maintenance works.

24 This component would help re-establish a land connection between the Sud-Ubangi, Nord-Ubangi, Mongala and Bas-Uele provinces, and link them to Kisangani, the most important economic center in the North of the country. This component will also provide connection between the Haut-Uele and Ituri provinces, also leading to Kisangani, and finally between the Sud-Kivu, Maniema, Lomami and Kasai Oriental provinces, and connecting the Eastern part of the country to Kinshasa, the capital city. It would mainly include about 2,300 km kilometers of high-priority national earth roads within the 5,500 km remaining and closed to four wheel vehicles in the national high-priority road network and concerning highly populated regions and important areas suitable for agriculture. The roads sections are as indicated below;

- a. Bunduki – Bumba – Lisala - Bursinga – Gemena (650 km). This section would complement the already completed (Bunduki – Buta – Kisangani - Komanda) or the ongoing sections (Komanda – Bunia – Goli and Akula – Gemena – Zongo), reopened under the ongoing Pro Routes which ensures an all-weather link through DRC (2,355 km) from Goli (Uganda border) to Zongo (Central Africa Republic – CAR - border). This is part of the Transport Corridor Mombasa – Nairobi – Kampala - Kisangani – Bangui – Yaoundé – Lomé. It would provide CAR with an access to the East, contributing to extending the economic benefits of the Great Lake initiative to that part of the territory, and also open a way to CAR.
- b. Bursinga to Gbadolite and Mobayi (200 km). As an extension of the section above, this road would open



access to the capital of the Nord Ubangi province. It would also support the DRC Agriculture Services Recovery and Revival Project by providing traffic continuity to a great part of the 2,500 km of feeder roads rehabilitated by that project in the three provinces (3) new Sud-Ubangi, Nord-Ubangi and Mongala provinces. The Additional Financing to the Agriculture project was approved in March 2017. This will increase the length of feeder roads in the same area;

- c. Bukavu – Kasongo – Kabinda - Mbuji-Mayi (1,020 km). The reopening of this section was planned in the Bank-funded DRC Emergency Economic and Social Reunification Support Project (P081850, 2003 - 2009) but, due to resource constraints, it was not included. Since then all attempts to re-include it in a new road project were unsuccessful in spite of the road being the only land link between the Eastern part of the country (Goma and Bukavu) and the Central part of DRC, from the Sud-Kivu province to the Kasai Oriental province crossing Maniema and Lomam provinces. Furthermore, Bukavu – Kasongo – Kabinda – Mbuji-Mayi. This would complement the ongoing paving works funded by AfDB and the EU between Lovua – Batshamba – Tshikapa – Kananga toward Mbuli-Mayi, ensuring traffic continuity on the link between Bukavu and Kinshasa through Mbuji-Mayi, linking 7 provincial capitals to Kinshasa. It would also contribute to enhancing the level of service on the DRC part of the Central African Economic Community (CAEC) road corridor;
- d. Niania – Isiro (235 km). Isiro is the capital of the new Haut Uele province, a rich agricultural area with important mineral resources. The reopening of this road would facilitate transportation of people and goods from Isiro to Kisangani. It would also link this area with the Eastern part through Niania – Komanda – Beni and Niania Komanda Bunia;
- e. Bukavu (Hombo) – Walikale (200 km). This section was included in the second Additional Financing (AF2) of the ongoing Pro Routes, but, because of time constraints, it was taken out. Its reopening would complement the Kisangani – Lubutu – Walikale road contributing to reconnecting the Eastern part of DRC (mainly Sud and Nord Kivu provinces), to Kisangani (Tshopo province), and then to Kinshasa by river transportation, creating an intermodal corridor. The planned road works would facilitate internal connectivity and enhance trade opportunities between different parts of DRC. Furthermore, and together with the Bukavu – Kasongo – Kabinda – Mbuji-Mayi, it would reduce the isolation of large parts of the Eastern provinces of Congo caused by decades of conflict, lack of infrastructure and neglect by the central government. This has created a large area of insecurity in the country where armed groups and criminal elements can operate with virtual impunity, holding back economic and social development that are crucial for the long-term stability of DRC and, more generally, for the Great Lakes region. The re-establishment of the link Bukavu – Walikale – Lubutu – Kisangani would reduce the distance by more than 500 km from the current trip from Bukavu to Kisangani.

25. With additional resource (Cost Table B), This component would include the pavement works on Kananga – Mbuji-Mayi and the construction of the Zongo bridge on the Ubangi River.

26. In line with the plan for the reopening or rehabilitation works, the project would also fund the first year of maintenance for all project roads, before FONER takes over during the remaining project timeframe. This funding from FONER would also cover the maintenance of about 3,450 km to be reopened or rehabilitated by the Pro Routes 1, before project completion. Resources from FONER would complement IDA's contribution to Pro Routes 2.

27. The reopening or rehabilitation works would be outsourced to the private sector through Output Performance-based Rehabilitation and Maintenance Contracts (OPRC) or by inputs based roads rehabilitation contracts. These contracts, including OPRC, were used under the ongoing Pro Routes and have led to satisfactory results with good ownership from the Cellule Infrastructures (CI), the Project Implementing Unit (PIU) for the Pro Routes project. The maintenance program would also be contracted out to the private sector using local Small and Medium Enterprises



(SMEs), as is presently the case under the on-going project.

Component 2: Institutional strengthening.

28. Pro Routes 2 would be implemented by CI under MIPWR's supervision. CI is a well-experienced entity established in 2004 to implement donor-funded infrastructure projects. This component would help MIPWR prepare a multi-year road investment and maintenance program and finalize and implement an institutional reform program. A road sector institutional assessment was completed under Pro Route project. The proposed project would help to support the implementation of the reform action plans. It would also include support to CI and technical assistance and training programs to MIPWR, OdR and FONER. It would also provide support to the development of the DRC road construction industry.

Component 3: Environmental and Social program.

29. This component would support public entities like the Congolese Institute for Nature Conservation (Institut Congolais pour la Conservation de la Nature – ICCN), the Congolese Agency for the Environment (Agence Congolaise de l'Environnement – ACE) and the Ministry of Environment and Sustainable Development (Ministère de l'Environnement et du Développement Durable – MEDD) in protecting natural habitats, biodiversity and forests and enforcing relevant legislation. Participatory Land use planning, community-based management and local livelihoods initiatives would also be supported. The issues of illegal logging, large-scale poaching and participatory management of existing protected areas would be addressed as a follow-up to Pro Route project. The project would also specifically protect indigenous people potentially affected by the road works and support HIV/AIDS prevention and road safety programs. It would include the preparation and implementation of all environmental and social management instruments, including the Environmental and Social Management Framework (ESMF), Environmental and Social Impacts Assessments (ESIAs), Environment Management Plans (EMPs), Resettlement Planning Frameworks (RPFs), Resettlement Action Plans (RAPs), Indigenous People Development Plans (IPDPs) and Indigenous People Planning Framework (IPPF).

30. An international firm would be recruited as a Delegated Management Contractor (DMC) for the implementation of this component under the supervision of the Environmental Unit of CI. DMC would provide MEDD and its public entities, with training, methodological support and equipment to ensure overall coordination and implementation of the component. NGOs and Consultants would be contracted as needed for the activities. In addition, the project would fund the recruitment of an Independent Environmental and Social Advisory Panel (ESAP), which would be visiting the project twice a year to monitor the environmental and social activities.

31. As for the ongoing project, the proposed Pro Routes 2 project would also finance the use of remote sensing to track deforestation and land degradation in the project areas to assess project impact. To achieve this, the project would acquire the satellite images of the roads sections planned for rehabilitation every six months to compare the before and after situation. The aim is to measure the deforestation along all project roads to identify as much as possible deforestation directly caused by roads works, and to learn from the Pro Route projects and prevent such impacts through better planning in the future. It's not worthy to highlight that the project roads are existing roads maintained on their initial Specific support would be provided by the project to MIPWR staff in this respect.

Component 4: Monitoring and Evaluation.

32. The component would support monitoring and evaluation of all project activities, including finalization of a road



data collection system. Household surveys and economic and social impact studies would be carried out in project areas at the start of project implementation, at mid-term review and at the end of the project to assess its impact.

Note to Task Teams: The following sections are system generated and can only be edited online in the Portal.

SAFEGUARDS

A. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

These characteristics are as follow:

- The Gemena-Businga-Lisala-Bumba-Bunduki and Mombanza-Mobayi sections are extensions of the Kisangani-Buta-Bunduki, Kisangani-Beni-Kasindi and Komanda-Bunia-Goli road already rehabilitated under the ongoing project. They would contribute to provide a land link covering all the northern part of the country from Zongo (CAR border) to Goli and Kasindi (Uganda border). They are located in South and North Ubangi, Mongala Provinces. They cross equatorial forests and secondary and herbaceous savannahs, with inclusions of tropophilic or peri-Guinean forest flakes, indicative of presence of a larger forest;
- the Miti-Hombo-Walikale section is the missing link between Kisangani and Bukavu via the RN3. It is located in South and North Kivu Provinces. It crosses mountain forests, including the Kahuzi-Biega National Park (KBNP), for about 20 km, and areas populated by Indigenous People Batwa «Impunyu»;
- The rehabilitation of the Mbuji-Mayi-Bukavu RN2 section, combined with ongoing investments on the RN1 from Kinshasa to Mbuji-Mayi, will open up the central part of the country connecting directly Kinshasa to Bukavu and Goma in the eastern part of the country. This link is part of the trans-African priority corridor "Djibouti-Libreville"; it is located in the South Kivu, Maniema, Lomami and Kasaï Oriental Provinces. It crosses rainforest, savannah wooded and grassy lands. Indigenous People Mbuti Batwa also lives in that areas.
- RN25: the Niania - Isiro road would help to liaise the Haut Uele province to the Ituri and Tshopo provinces. It crosses equatorial forest and areas populated by Indigenous People Mbuti (Efe).

B. Borrower's Institutional Capacity for Safeguard Policies

The Cellule Infrastructure (CI), would be the Project Implementing Unit (PIU). It includes an Environment and Social Unit (ESU) comprising of an International Environment specialist assisted by a national environment and social specialist. ESU would work closely with the public entities under the Ministry of Environment and Sustainable Development, as it is currently the case with the ongoing Pro Routes (P101745). Furthermore, it is envisaged that the implementation of the environmental and social program of the project would be managed through a Delegated Management Contract which would be outsourced to a private firm.

C. Environmental and Social Safeguards Specialists on the Team

Lucienne M. M'Baipor, Antoine V. Lema, Abdoulaye Gadiere, Joelle Nkombela Mukungu

D. Policies that might apply



Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The project is rated EA category A.</p> <p>The project roads traverse equatorial forests, Afro-montane rain forests and a protected area (Kahuzi-Biega National Park, classified as a UNESCO World Heritage Site, home for plains gorillas, elephants and chimpanzees), which are Highly sensitive and fragile ecosystems.</p> <p>An Environmental and social impact assessment (ESIA) for each known road section will be prepared, consulted upon, approved and disclosed in-country and by through the Bank website before appraisal. In addition, an Environmental and Social Management Framework (ESMF) would be prepared and disclosed to address the environmental and due diligence of the subprojects that locations are unknown through Board stage.</p>
Natural Habitats OP/BP 4.04	Yes	<p>The RN2 and RN3 roads cross equatorial forests, Afro-montane rainforests and the Kahuzi-Biega National Park (classified as a UNESCO World Heritage site and home for plains gorillas, elephants and chimpanzees), which are Natural habitats for resources that could be impacted by the rehabilitation of the concerned roads if appropriate conservation and mitigation measures are not taken.</p> <p>The crossing of the KPNP would necessitate that a particular attention be paid to these particular ecosystems. The ESIA would highlight how natural habitats would be protected during the implementation of activities.</p>
Forests OP/BP 4.36	Yes	<p>All project roads traverse various forest formations and very sensitive fragile ecosystems. Although the project is not a logging operation, it may have impacts on the health and quality of these forests by facilitating accessibility if appropriate conservation and mitigation measures are not taken.</p> <p>This is the case for NR2, NR3, and NR25. The ESIA would highlight how forested areas would be protected and managed during the implementation of activities.</p>
Pest Management OP 4.09	No	The project does not have any relation with pest management



Physical Cultural Resources OP/BP 4.11	Yes	Targeted impact areas of the project include KPNP, a UNESCO World heritage area classified as a site in danger since 1997. In addition, these areas include areas, which hosted civil wars. This means unexpected graves could be discovered alongside roads to be rehabilitated. "Chance finds" would integrally be taken into account in the ESMF and ESIA.
Indigenous Peoples OP/BP 4.10	Yes	The roads to be rehabilitated under PRO-ROUTES II traverse forests and fragile ecosystems. IP Mbuti, Batwa, and others are under severe pressures because natural forests have almost disappeared on some road sections (RN2, RN3, RN25, with the exception of KPNP). In addition, economic development generated by the rehabilitation of the roads could have negative impacts on Indigenous People Mbuti and Batwa, who might lose their access to natural resources and their cultural identity. An Indigenous Peoples Plan (IPP) would be prepared to guide the consultation of IPs, and particularly to support local development initiatives that would benefit IPs in the areas of intervention. The IPP would be consulted upon and publicly disclosed in country and on the World Bank's InfoShop prior to appraisal.
Involuntary Resettlement OP/BP 4.12	Yes	This policy is triggered seeing as the concerned roads traverse some villages and cities. The Right of Way (RoW) may induce some involuntary resettlement of populations leaving alongside the roads or in the vicinity of the borrowing sites of materials for the roads, requiring formal expropriation and compensation. Additionally, there may be some no RoW resettlement related to the creation of excavation points or borrowing sites of materials for the road works in the vicinity. The project would prepare a Resettlement Action Plan (RAP) for the roads that have already been identified, namely RN2, RN3, and RN25. For the roads that have yet to be identified, the project would prepare Resettlement Policy Framework (RPF). The RAP and RPF would be consulted upon and publicly disclosed in country and on the World Bank's InfoShop prior to appraisal.
Safety of Dams OP/BP 4.37	No	The project does not finance dams nor rely on dams.
Projects on International Waterways OP/BP 7.50	No	The project is not expected to affect international waterways. However, the project is considering to build a bridge on the Ubangi's river, shared between



the Central African Republic and the DRC, to facilitate transportation between Zongo (DRC) and Bangui (CAR). In case the final decision is made to build this bridge, the project will carefully consider any potential impacts of the proposed investments, and ensure that: (i) all riparian are notified about the project; (ii) project will not cause harm to the riparian countries; and (iii) no activities are expected to have any adverse effects on the water quality or quantity. The riparian should sign an agreement or put in place an institutional framework for the river in the context of the project.

Projects in Disputed Areas OP/BP 7.60

No

The project is not located in a Disputed Area.

E. Safeguard Preparation Plan

Tentative target date for preparing the Appraisal Stage PID/ISDS

Nov 15, 2017

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

May to November 2017.

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APPROVAL

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