



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

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Appraisal Stage | Date Prepared/Updated: 06-Sep-2019 | Report No: PIDISDSA27228



**BASIC INFORMATION**

**A. Basic Project Data**

Country Mozambique	Project ID P171093	Project Name Additional Financing for Integrated Feeder Road Development Project	Parent Project ID (if any) P158231
Parent Project Name Integrated Feeder Road Development Project	Region AFRICA	Estimated Appraisal Date 09-Sep-2019	Estimated Board Date 30-Sep-2019
Practice Area (Lead) Transport	Financing Instrument Investment Project Financing	Borrower(s) Republic of Mozambique	Implementing Agency Road Fund, National Roads Administration (Administração Nacional de Estradas, ANE)

Proposed Development Objective(s) Parent

The Project Development Objective is to enhance road access in selected rural areas in support of livelihoods of local communities and to provide immediate response to an eligible crisis or emergency as needed.

Components

- Rehabilitation and Maintenance of Feeder Roads
- Rehabilitation of Primary Road Network
- Pilot Rural Transport Services
- Capacity Building and Project Administration
- Contingency Emergency Response

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

**SUMMARY**

<b>Total Project Cost</b>	130.00
<b>Total Financing</b>	130.00
<b>of which IBRD/IDA</b>	110.00
<b>Financing Gap</b>	0.00

**DETAILS**



**World Bank Group Financing**

International Development Association (IDA)	110.00
IDA Grant	110.00

**Non-World Bank Group Financing**

Counterpart Funding	20.00
Borrower/Recipient	20.00

Environmental Assessment Category

B-Partial Assessment

Decision

The review did authorize the team to appraise and negotiate

Other Decision (as needed)

**B. Introduction and Context**

Country Context

**Mozambique is highly exposed to extreme rainfall and flooding that may become even more frequent because of global climate change.** Mozambique’s geography and long coastline, coupled with changing land use patterns and the impacts of climate change, mean that it is regularly affected by extreme weather events, principally flooding. Catastrophic flooding occurs almost annually during the rainy season, and is largely influenced by La Niña and the Intertropical Convergence Zone (ITCZ). Prior to the most recent cyclones Idai and Kenneth, devastating floods in 2015 affected 326,000 people, killed 140, and caused damages estimated at US\$371 million in parts of Zambezia, Nampula, and Niassa Province, another northern province. In 2013, a flood affecting the Limpopo lower basin killed 113 people, displaced more than 200,000, and ruined nearly 89,000 hectares of cultivated land. Other major floods (in 2000 and 2007) and cyclones (in 2008, 2012, and 2017) caused fatalities and severe damage in different parts of the country (World Bank 2018). Climate change projecting indicated that rainfall pattern may become less certain for the country as a whole and vary by region and the proportion of days with heavy rainfall events have increased by 2.6 percent per decade or an estimated 25 days per year.

Sectoral and Institutional Context

The road and rail networks have suffered extensive damage over the last 20 years, with substantial sums being diverted from network improvement to the repair of flood-related damage. Since the



Mozambican road network has a low redundancy, those disruptions sometimes isolate communities for extended periods of time, and thus have a significant detrimental impact on their local economics. Following the devastation due to cyclones Idai and Kenneth, the United Nations (UN), World Bank and European Union (EU) in partnership with the Government of Mozambique, conducted a Post Disaster Needs Assessment (PDNA).

**The PDNA process identified over US\$3 Billion worth of damages, with road sector needs estimated at nearly half Billion dollars.** The PDNA process documented the severe damage and loss due to this disaster on the road system of the country. The damages caused by the cyclone and heavy rains in the Central Region, impacted roadways the most: about 1,962 km of roads, 90 culverts, 15 bridges and 24 drifts were damaged, resulting in the impassability of 4,613km. This situation resulted in reduction of the transit ability in the four provinces by about 24% for the network of the central region and 7% for the national classified network.

Table 1. Damages caused by cyclones Idai and Kenneth

PROVINCES	Culverts damaged (No)	Bridges damaged (No)	Drifts damaged	Total Extension affected (km)	Total Extension Damaged (km)
SOFALA	55	1	0	1450	1011
MANICA	8	5	4	667	69
TETE	10	4	8	1003	89
ZAMBEZIA	17	5	12	1493	783
NAMPULA	11	7	6	939	9
CABO DELGADO	41	7	5	590	7
<b>Total</b>	<b>142</b>	<b>29</b>	<b>35</b>	<b>6142</b>	<b>1968</b>

**The project considers economic losses from extreme flooding and rainfall and the benefits of climate resilience in the assessment and prioritization.** The project design used a multi-criteria analysis to identify ten (10) candidate districts within the two Provinces (the parent project). The analysis assessed flood risks based on (a) flood likelihood maps under various climate change scenarios; and (b) vulnerability functions for bridges, culverts, and road surface. Finally, the prioritized project areas were chosen to ensure close collaboration and coordination with ongoing and planned development projects in the country to maximize synergy across sectors. The nature of civil works/ interventions envisaged under the proposed AF are similar to and will not change from the originally designed works; but will expand the geographic coverage with four additional provinces that were affected by cyclones Idai and Kenneth: Sofala, Manica, Tete, and Cabo Delgado. Flood disruption risk and damage to the infrastructure is expected to be reduced.

**C. Proposed Development Objective(s)**



#### Original PDO

The Project Development Objective is to enhance road access in selected rural areas in support of livelihoods of local communities and to provide immediate response to an eligible crisis or emergency as needed.

#### Current PDO

The PDO will not change. The Project Development Objective is to enhance road access in selected rural areas in support of livelihoods of local communities and to provide immediate response to an eligible crisis or emergency as needed.

#### Key Results

The project will continue to have four PDO level indicators:

1. Rural accessibility (% of rural population within 5 kilometers of good condition roads) in the project areas (Percentage)
2. Rural accessibility (% of rural population within 2 km of good condition roads) in the project areas (Percentage)
3. Road conditions measured as roads in good and fair condition as a share of total road network in project areas (Percentage)

Access to markets from land with high agriculture potential in Nampula and Zambezia provinces (Square kilometer(km<sup>2</sup>))

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

**Project components and costs.** The IFRDP will continue to have the same five components. Component 1: Rehabilitation and Maintenance of Feeder Roads and Component 4: Capacity Building and Project Administration will be scaled up to incorporate new activities as part of the proposed Additional Financing. No changes will be introduced to other components. The project will be reimbursed out of the Additional Financing in the amount of USD35 million for Component 5: Contingent Emergency Response, that has been triggered immediately following the declaration of emergency by the GoM. This amount will be replenished to Component 1, from where it was reallocated. The increased scope of the project and the proposed restructuring will be reflected in the project components as described in the following paragraphs.

**Component 1 Rehabilitation and Maintenance of Feeder Roads (Total cost: US\$125 million; IDA: US\$105 million).** The nature of civil works/ interventions envisaged under this sub-component will not change from the originally designed works under Component 1 of the parent project. The only change is the expansion of the geographic coverage of the project. The parent project was limited to two provinces of Zambezia and Nampula. With the proposed AF, the financing under this component will be extended to include rehabilitation and maintenance works, as well as design studies and supervision activities in four additional provinces that were affected by cyclones Idai and Kenneth: Sofala, Manica, Tete, and Cabo Delgado.



**Component 4: Capacity Building and Project Administration (Total cost: US\$5 million; IDA US\$5 million).** This component will be scaled up to include additional activities related to climate resilient designs, additional resources for GBV consultant coverage in additional four provinces. This component will also finance capacity building to strengthen the ability of ANE central and provincial offices to ensure supervision, monitoring, and contract administration.

Table 2. Project Financing (US\$, millions)

Project Components	IDA Financing	Counterpart Financing	Total Financing	IDA Financing	Counterpart Financing	Total Financing
	Parent Project			Proposed Additional Financing		
Component 1: Rehabilitation and Maintenance of Feeder Roads	42.5	17.5	60.0	105.0	20.0	125.0
Component 2: Rehabilitation of Primary Road Network	62.5	17.5	80.0	0.0	0.0	0.0
Component 3: Pilot Rural Transport Services	2.5	0.0	2.5	0.0	0.0	0.0
Component 4: Capacity Building and Project Administration	7.5	0.0	7.5	5.0	0.0	5.0
Component 5: Contingent Emergency Response	35.0	0.0	35.0	0.0	0.0	0.0
<b>Total Financing</b>	<b>150.0</b>	35.0	185.0	<b>110.0</b>	20.0	130.0

**Closing date of the Project.** The closing date of the project is proposed to be extended by 12 months to December 30, 2025.

**E. Implementation**

Institutional and Implementation Arrangements

**Implementation arrangements.** Implementation arrangements will remain the same. ANE and the Road Fund will continue to be responsible for day to day implementation of the project. ANE will hire additional staff to support with project implementation, including technical, environmental and social oversight of civil works, and review and implementation of technical assistance activities. The following specialists will be hired: deputy project coordinator / engineer (international), road engineers, procurement specialists, environmental and social specialists (local). These additional specialists will be paid from the operating costs of the project and will be hired on Terms of References and qualifications,



satisfactory to the Bank.

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

The IFRDP AF project will rehabilitate and upgrade (re-establish connectivity) existing roads in Sofala, Manica, Tete and Zambezia Provinces, where the exact project location is still to be identified/selected. Initial visit to cyclone damaged areas indicates that physical or economic displacement of people of its livelihoods are not expected from project activities. Under the original IFRDP the Component 1: Rehabilitation and Maintenance of Feeder Roads, the project will work in ten districts, five each in Nampula and Zambezia. In Nampula: Memba, Mogincual, Mossuril, Namapa, and Monapo Districts; and in Zambezia: Maganja da Costa, Morrumbala, Chinde, Lugela, and Pebane Districts. The specific feeder road segments will be decided upon based on multi-criteria analysis after project effectiveness. Under the original IFRDP the Component 2: Rehabilitation of Primary Road Network, the preliminary results of the analysis prioritized the following section on the N1 and N10 highways: Quelimane to Namacurra (70 km). Based on the descriptions of the project impact in the ESIA prepared for N1/N10, the area along the road is already degraded and the road does not pass through any high valued biodiversity and habitats or impact animal or plant species or natural forests. The ESIA sub sections on Fauna and Natural Reserves (under Biophysical Environment) state that “there are no records of significant or threatened species along the road under analysis” and “no conservation area was identified along the rehabilitation route”.

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

Paulo Jorge Temba Sithoe, Environmental Specialist  
Eden Gabriel Vieira Dava, Social Specialist

**SAFEGUARD POLICIES THAT MIGHT APPLY**

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The AF Project triggers OP4.01 and like the original project it is screened as Category B under the environmental screening category. The project has increased the geographical areas from initial two provinces Nampula and Zambezia to six provinces affected by the cyclone Idai and Kenneth, namely Sofala, Manica, Tete and Cabo Delgado, with the main objective to establish connectivity in the new provinces. The project’s civil works will focus on rehabilitating or upgrading the existing roads in six



provinces, hence activities are not expected to generate long-term or unprecedented negative environmental or social impacts. Potentially adverse environmental and social impacts will mainly occur during construction phase, emanating from earth movements of the superficial layers of the soil in the preparation of the construction site, degradation of productive land due to soil erosion and compaction from the movement of construction vehicles and heavy machinery, soil and water body contamination due to spillage of pollutants which could lead to decreased water quality, loss of vegetation, fauna disturbance, solid waste generation, dust and noise emissions. In addition, civil works may result in a potential loss of agricultural plots and sources of livelihoods and generate moderate to high risks to the community health and safety as well as increased risks to occupational health and safety of the construction workers/artisans. Consequently, OP 4.01 was triggered and an the existing ESMF was updated to provide overall guidance and procedures for the preparation of subsequent ESIA/ESMPs once the specific details of the subprojects design and location are known. Although the GBV/SEA risks are considered high in cyclone affected areas, the risk assessment on GBV remain the same as in the Parent Project and the same adequate mitigation measures through increase of scope of GBV/SEA service provider to cover the six provinces will be considered. Moreover, the hired GBV/SEA NGO will also sensitize the public on GBV/SEA, raise public awareness about the different entry points to place complaints with the GRM, train stakeholders (contractors, communities, PIU), assist and refer survivors to appropriate service providers, and monitor implementation of the GBV/SEA mitigation and response measures (i.e. that Codes of Conduct for contractors and workers are in place and signed, and that the GRM and PLC are maintaining case confidentiality and acting in conformance with the response protocol). The supervision engineer will monitor that the courses for contractors regarding the Code of Conduct obligations and awareness raising activities to the community are in place. The information so gathered will be monitored and





		reported to the World Bank and other stakeholders by ANE, the implementing agency.
Performance Standards for Private Sector Activities OP/BP 4.03	No	This Policy is not triggered
Natural Habitats OP/BP 4.04	Yes	This policy is triggered predicated on the fact that civil works may involve bridge repairs along river banks adjacent to natural habitats. Nevertheless, ANE will need to work with local administrations, NGOs, and communities to ensure that improved access does not result in degradation of natural habitats. The ESMF contain specific provisions to avoid or mitigate impacts on natural habitats, ensuring that all subprojects with critical habitat will be screened out. The ESMF contain guidance for site-specific ESIA/ESMPs to ensure protection of critical natural habitats should subprojects are ever to include areas where such habitats are located.
Forests OP/BP 4.36	No	While there are some important forests in the Six targeted Provinces, the policy is not triggered because there are no forest reserves in the ten districts where the proposed AF subprojects will be implemented. Additionally, the ESMF includes screening criteria to exclude roads works that may adversely impact forest reserves or critical forest areas as defined under this policy.
Pest Management OP 4.09	No	The policy is not triggered.
Physical Cultural Resources OP/BP 4.11	Yes	Physical and Cultural Resources is also triggered owing to the imminent risks to affect the integrity of the tangible or non-tangible PCR. Hence, chance finds procedures were included in the ESMF to guide the preparation of subprojects ESIA/ESMPs to avoid or mitigate impacts on sites with cultural or archaeological significance during construction.
Indigenous Peoples OP/BP 4.10	No	The policy is not triggered.
Involuntary Resettlement OP/BP 4.12	Yes	An assessment shows that project activities are not likely to result in economic or physical displacement of people. However, the rehabilitation of roads and construction of work sites may result in temporary loss of agricultural plots and sources of livelihoods. Hence, (OP/BP 4.12) policy was triggered. The borrower prepared a Resettlement Policy Framework (RPF) to guide the preparation of site-specific Resettlement Action Plans (RAPs) acceptable to the World Bank once such details are known. The RPF was extensively consulted upon will be re-



		disclosed publicly both in country and on the World Bank's external website prior to appraisal.
Safety of Dams OP/BP 4.37	No	The policy is not triggered.
Projects on International Waterways OP/BP 7.50	No	The policy is not triggered.
Projects in Disputed Areas OP/BP 7.60	No	The policy is not triggered.

**KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT**

**A. Summary of Key Safeguard Issues**

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

The project has increased the geographical areas from initial two provinces Nampula and Zambezia to six provinces affected by the cyclone Idai and Kenneth, namely Sofala, Manica, Tete and Cabo Delgado, with the main objective to establish connectivity in the new provinces. The project's civil works will focus on rehabilitating or upgrading the existing roads in six provinces; hence activities are not expected to generate long-term or unprecedented negative environmental or social impacts. Potentially adverse environmental and social impacts will mainly occur during construction phase, emanating from earth movements of the superficial layers of the soil in the preparation of the construction site, degradation of productive land due to soil erosion and compaction from the movement of construction vehicles and heavy machinery, soil and water body contamination due to spillage of pollutants which could led to decreased water quality, loss of vegetation, fauna disturbance, solid waste generation, dust and noise emissions. In addition, civil works may result in a potential loss of agricultural plots and sources of livelihoods and generate high health and safety risks to the communities living in the vicinity of the works sites as well as increased risks to occupational health and safety of the construction workers/artisans. Consequently, OP 4.01 was triggered and the existing ESMF for the original project was updated to provide overall guidance and procedures for the preparation of subsequent ESIA/ESMPs once specific details of the subprojects design and location are known. The ESMF also include provisions to address OP 4.12 (Involuntary Resettlement), OP 4.04 (Natural Habitats) OP 4.11 (Physical Cultural Resources) safeguards policy requirements, including applicable WBG General Environmental Health and Safety Guidelines. The ESMF includes provisions for the development of Stakeholder Engagement Plans for the Project and for each subproject as part of their ESMPs. Each ESMP will also address relevant social aspects such as gender and vulnerability, equitable access, environmental and hygiene education, and health and safety issues mainly during construction infrastructures. Appropriate Grievance Management System and E&S monitoring and supervision framework will also be established at the PIU and other relevant entities. The ESMF also includes the GBV risks and identification measures including the need for capacity building activities of PIUs and a sample of code of conduct for contractors' workers.

The Recipient has identified the road stretches affected by the cyclone Idai and Kenneth and an initial site visit to the area along the roads shows that it is already degraded and the road does not pass through any areas of high biodiversity value or critical habitats that could generate adverse impacts on animal, plant species or natural forests along the rehabilitation routes. Furthermore, no encroachment or illegal occupation was identified, meaning that no physical or economic displacement is expected. Prior to any construction activity, site-specific ESMPs will be prepared by the Borrower and reviewed by the Bank and disclosed nationally and on the World Bank external website.



Combined social and environmental risk is rated as “High”. Despite relatively low influx of workers and moderate to high absorptive capacity communities in the project areas, the project has a high risk of sexual exploitation and abuse due to the prevalence of SEA drivers due to high levels of poverty. Notwithstanding, the reported rates of SEA and social acceptance of at least one reason for spousal abuse, but high for child marriage. While SEA risks cannot be eliminated, since the original project, the team is undertaking several measures, such as requirements for local hiring, use of Code of Conduct, and SEA mitigation Action Plans to reduce SEA risks that will also be extended to the IFRDP AF project areas. Additionally, the OPRC will track environmental and social safeguards compliance on a regular basis during both construction and maintenance phases, and penalties will be applied to OPRC payments if environmental and social safeguards are not fully complied with. The project will mitigate risks of traffic accidents through specific road safety interventions on the project roads, capacity building activities, education and enforcement. The Environmental Risk for the AF is also rated as substantial despite that the safeguards instruments already prepared were deemed sufficient to mitigate the expected risks associated with rehabilitating and upgrading existing roads in Nampula and Zambezia provinces. Hence, the same approach is expected to be applied for the extended areas of Sofala, Manica, Tete and Cabo Delgado provinces.

The project activities are not expected to involve physical or economic displacement of people or their livelihoods activities, since the project will only focus in rehabilitation of existing roads affected by the both cyclones and to re-establish its connectivity. Nonetheless, as a preventive measure the borrower prepared a Resettlement Policy Framework (RPF) under the parent project to guide the preparation of site-specific Resettlement Action Plans (RAPs) acceptable to the World Bank once such details are known. The RPF has been updated for the AF. All RAPs will be fully completed by the Client, consulted upon and submitted for Bank’s review and clearance as part of subproject preparation, disclosed both in country and in the World Bank external website and fully implemented before construction begins on the corresponding roads.

The World Bank notes that this project falls under environment screening Category B for World Bank purposes. Based on the above statement and damages caused by both cyclones, it can be concluded that the negative impacts of this project on the environment and socially are low to moderate, localized and of short duration”, which is typical for World Bank Category B project. Nevertheless, site specific ESMP will be prepared by the Borrower for each road stretch to be selected.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:  
The project activities are not expected to have long-term or unprecedented negative environmental or social impacts.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.  
The two alternatives considered for IFRDP are carrying out needed rehabilitation or conducting no rehabilitation, thus maintaining the current, degraded, road conditions. The alternative chosen is to conduct the planned rehabilitation, which will improve road quality and implies improved integration between production and consumption zones. The improved roads also imply increased traffic and speed, requiring an emphasis on road safety during the operation and maintenance period of the OPRC.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

Like in the original IFRDP project, ANE will retain the oversight of safeguards risks management for the AF and has updated the existing Environment and Social Management Framework (ESMF) and a Resettlement Policy Framework (RPF) of the parent project to cover works under the new geographical areas affected by both cyclones. As stated in



the ESMF, once the damaged road is identified, site-specific ESIA/ESMP, and where needed a RAP/ARAP, will be prepared as part of the final design process and integrated into the implementation of the works contract. The updated ESMF and RFP satisfactory to the World Bank have been disclosed nationally and on the World Bank External website.

Both the ESMF and RPF, include specific guidance for the preparation of ESIA/ESMP and RAP/ARAP for the contractors and supervising consultants which is required to ensure compliance with social and environmental safeguards requirements as well as applicable national regulations throughout implementation. The contractors will also be required to have a qualified Environmental Officer, Health and Safety Officer, and community liaison officer on site for the proper implementation of the ESMPs and specific OHS Plans.

The project is undertaking specific measures to reduce, minimize and/or mitigate the risks related to Gender Based Violence (GBV), Sexual Exploitation and Abuse (SEA), including requirements for local hiring, use of codes of conduct and contractual sanctions, and preparation and implementation of Labor Influx Management Plan and a GBV/SEA action plan.

The ANE GRM procedures consolidated with those of the OPRC contractor, and will be expanded and enhanced to cover all project related impacts, including GBV/SEA, and improve its accessibility and systematic monitoring prior to signature of the first road civil works contract. Under the parent project the GRM procedure has been disseminated in affected communities to create awareness and enable project-affected people to file complaints. Additionally, an NGO (JhPiego) has been hired initially for the original two provinces. The contract has been amended to extend the scope of work for the additional four provinces. When the GRM receives a complaint on GBV/SEA, it will only record information on (i) the nature of complaint (what the complainant says in hers/his own words); and, (ii) if, to the best of their knowledge, the survivor believes the perpetrator was associated with the project. The GRM will refer the survivor to the NGO to ensure the adequate provision of case management (while always maintaining the survivor's confidentiality). If the survivor needs to be referred to other services, the NGO will provide consistent case-level support and advocacy. The NGO will also sensitize the public on GBV/SEA, raise public awareness about the different entry points to place complaints with the GRM, train stakeholders (contractors, communities, PIU), assist and refer survivors to appropriate service providers, and monitor implementation of the GBV/SEA mitigation and response measures (i.e. that Codes of Conduct for contractors and workers are in place and signed, and that the GRM and PLC are maintaining case confidentiality and acting in conformance with the response protocol). The supervision engineer will monitor that the courses for contractors regarding the Code of Conduct obligations and awareness raising activities to the community are in place. The information so gathered will be monitored and reported to the World Bank and other stakeholders by the implementing agency.

The above actions will be integrated in the project ESMF/ESMPs for subprojects and will continue to be integrated into the final design of ESIA and ESMP. Both the RF and the ANE have experience in successfully delivering similar IDA-financed projects through the implementation of ESMFs and RPFs. The ANE's central Monitoring Unit is staffed with professional environment and social specialist (four) who are well-versed in both national regulations and World Bank safeguards requirements and will be responsible for the overall safeguards implementation of the project. ANE has currently at least one ESHS focal point in their provincial offices and is also in the process of strengthening their environment and social presence in the provinces. ANE will also ensure that the site-specific ESMPs and RAP/ARAP for individual roads being rehabilitated are incorporated into the works and supervisory contracts and that reporting on safeguards implementation is timely and detailed enough to be useful for project monitoring and supervision as well as for capacity building in ESHS management.



The parent project is still in its initial stage of implementation having become effective recently. ANE is still in the process of selection of priority feeder roads to be rehabilitated under the component 1 of parent project. Additionally, the E&S screening for civil works under this component is currently being carried out as part of the selection of feeder roads and in anticipation of site-specific ESIA/ESMP and RAP preparation. On the other hand, for component 2, an ESIA, an ESMP and RAP have been prepared by ANE including hiring a RAP Consultant to implement the RAP for N1/N10: Quelimane-Nicoadala-Namacurra road section (70 Km) prior to works commencement. While subproject activities have not yet started, the borrower has already prepared and submitted bidding documents for N1/N10 section containing environmental and social health and safety (ESHS) provisions set out in the already existing ESMP and RAP that were approved prior to original IFRDP appraisal. The ESHS provisions will form part of the contractor's and supervisors' obligations.

Implementation arrangements will remain the same. RF will only be involved in the financial management of project funds while ANE will keep the overall responsibility for compliance with safeguards requirements as well as applicable national regulations for the original and AF operations. Over the years, ANE has gathered considerable experience in implementing and managing environmental and social risks for complex Bank-funded operations having established clear procedures and protocols for sub-project preparation, review and approval. ANE will also be the main interface between the project, local authorities and other stakeholders. ANE will also hire additional staff to support with project implementation, including technical, environmental and social oversight of civil works, and review and implementation of technical assistance activities. The following specialists will be hired: deputy project coordinator / engineer (international), road engineers, procurement specialists, environmental and social specialists (local). These additional specialists will be paid from the operating costs of the project of which Terms of References and qualifications, who need to be satisfactory to the Bank.

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

The key stakeholders include local communities in Sofala, Manica, Tete, Cabo Delgado, as well as, Zambezia and Nampula Provinces, local NGOs working in the project area, those six respective Provincial Governments, and the National Government (RF and ANE).

As part of the preparation of the ESMF and RPF, ANE and consultants conducted numerous site visits to both cyclones affected provinces (Sofala, Manica, tete and Cabo Delgado) in March/April 2019 to identify the main environmental and social impacts of the roads as well as to assess the capacity of provincial and district authorities to implement and monitor the ESMF and RPF. Teams have visited several roads and bridges sections affected by the cyclones.

As part of the preparation of safeguards instruments, public consultations were carried out between Aug 5 – 9, 2019, in Sofala, Manica, Tete and Cabo Delgado provinces as part of the ESMF and RPF preparation. The WB team worked closely with the Client to ensure adequate and smooth consultation process, whereby the Client shared with the WB the consultation planning, stakeholder's engagement plan and mechanism for consultation and disclosure of information within the affected areas.

Additional consultations including relevant authorities, traditional leaders and project proponents and affected persons will be held in accordance with Mozambican and Bank Requirements during the implementation stages for all subproject activities to be financed under this project. Both the ESMF and RPF include provisions for stakeholder identification and participatory subproject screening and assessment.



**B. Disclosure Requirements (N.B. The sections below appear only if corresponding safeguard policy is triggered)**

**Environmental Assessment/Audit/Management Plan/Other**

Date of receipt by the Bank	Date of submission for disclosure	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
06-Sep-2019	06-Sep-2019	

**"In country" Disclosure**

Mozambique

06-Sep-2019

Comments

<http://fe.gov.mz/index.php/projectos>

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

Date of receipt by the Bank	Date of submission for disclosure
06-Sep-2019	06-Sep-2019

**"In country" Disclosure**

Mozambique

06-Sep-2019

Comments

<http://fe.gov.mz/index.php/projectos>

**If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.**

If in-country disclosure of any of the above documents is not expected, please explain why:

**C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting) (N.B. The sections below appear only if corresponding safeguard policy is triggered)**

**OP/BP/GP 4.01 - Environment Assessment**

Does the project require a stand-alone EA (including EMP) report?

NA

**OP/BP 4.04 - Natural Habitats**



Would the project result in any significant conversion or degradation of critical natural habitats?

No

If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?

NA

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

Does the EA include adequate measures related to cultural property?

Yes

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

Yes

**OP/BP 4.12 - Involuntary Resettlement**

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

Yes

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

Yes

Is physical displacement/relocation expected?

TBD

Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)

TBD

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

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

Yes

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

Yes



### All Safeguard Policies

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

Yes

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

Yes

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

Yes

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

Yes

### CONTACT POINT

#### World Bank

Rakesh Tripathi  
Senior Transport Specialist

Nargis Ryskulova  
Senior Transport Specialist

#### Borrower/Client/Recipient

Republic of Mozambique  
Adriano Ubisse  
Director  
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#### Implementing Agencies

Road Fund  
Ângelo António Macuacua Macuacua  
Chairman  
angelomc@fe.gov.mz

National Roads Administration (Administração Nacional de Estradas, ANE)  
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