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

Appraisal Stage | Date Prepared/Updated: 01-Jun-2017 | Report No: PIDISDSA20444



BASIC INFORMATION

A. Basic Project Data

Country Central African Republic	Project ID P160500	Project Name Rural Connectivity Project	Parent Project ID (if any)
Region AFRICA	Estimated Appraisal Date 06-Mar-2017	Estimated Board Date 30-Jun-2017	Practice Area (Lead) Transport & ICT
Financing Instrument Investment Project Financing	Borrower(s) Government of Central African Republic	Implementing Agency Ministère de l'Équipement, des Transports, de l'Aviation Civile, et du Désenclavement	

Proposed Development Objective(s)

The Project Development Objective (PDO) is to improve rural road connectivity to markets and social services, and in the event of an Eligible Crisis or Emergency, to provide an immediate and effective response.

Components

Rural Roads Rehabilitation and Maintenance
Project Implementation, Management and Monitoring
Resettlement
Contingency Emergency Response

The processing of this project is applying the policy requirements exceptions for situations of urgent need of assistance or capacity constraints that are outlined in OP 10.00, paragraph 12.

Yes

Financing (in USD Million)

Financing Source	Amount
International Development Association (IDA)	45.00
Total Project Cost	45.00

Environmental Assessment Category

B - Partial Assessment



Decision

The review did authorize the preparation to continue

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Other Decision (as needed)

B. Introduction and Context

Country Context

The Central African Republic (CAR) is an extremely poor country that has suffered from repeated cycles of violence and conflict. With a land area of about 620,000 square kilometers and an estimated population of around 4.7 million, CAR is not densely populated.

The crisis which has afflicted CAR since 2012 disrupted the functioning of the State especially outside Bangui. A French and African-led military intervention managed to put an end to the generalized conflict in 2013. The Multidimensional Integrated Stabilization Mission in CAR (MINUSCA) took over from it in 2014. CAR benefits from an unprecedented international support. At a donor conference in Brussels held on November 17, 2016, the international community pledged an unparalleled USD 2.2 billion to cover the most urgent needs and priorities for the period 2017-21 as reflected in the Recovery and Peacebuilding Assessment (RPBA) prepared by the authorities.

Sectoral and Institutional Context

CAR suffers from the lack of connectivity both with its neighbors and within the country. The road infrastructure asset base remains very limited and cannot fully address the needs of the population. More specifically, out of a total road network of 24,137 km only 855 km are paved. Only 16 percent of the 15,000 km rural road network is classified as being in “good” conditions. Much of the country is beyond the reach of the road network posing a problem of local access in a country where agriculture is a major source of income and accounts for about 70 percent of employment. Road density in CAR is estimated at 1.5 km/100 km², significantly below that of SSA countries (15 km/100 km²) and even countries such as DR Congo (approximately 7 km/100 km²).

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.

Development Objective(s) (From PAD)

The Project Development Objective (PDO) is to improve rural road connectivity to markets and social services, and in the event of an Eligible Crisis or Emergency, to provide an immediate and effective response.



D. Project Description

The project has four components:

Component 1: Rural Roads Rehabilitation and Maintenance (IDA Financing of US\$37.3 million; parallel co-financing of US\$6.7 million¹)

- 1. Component one will focus on the rehabilitation of rural roads in two selected intervention areas, in the North-West and North-East of the country.** The proposed project will consist of improving the critical infrastructure areas, such as bridges, and carrying out drainage improvements and road surfacing through Labor Intensive Public Works (LIPW), and some mechanized works. The methodology for the LIPWs will be similar to the lottery-based one adopted under the LONDO project (P152512), which was considered the most transparent by populations concerned. Road works and design will also consider climate resilience aspects where possible to improve the durability of the road improvements. Program implementation will require flexibility to take account of possible security concerns.
- 2. Subcomponent 1.1 North-West Road Rehabilitation:** This subcomponent aims at improving a network of targeted rural roads in the North-West basin (about 500km) covering the Ouham and Ouham-Pendé prefectures. The roads have been selected to ensure maximum impact on agriculture production. The works will be implemented through performance-based arrangements. The supervising engineering firm will monitor the quality of the works.
- 3. Subcomponent 1.2 North-East Road Rehabilitation:** This subcomponent would further strengthen emergency works undertaken on the Kaga Bandoro-Ndele road under the ongoing LCEP (P157923), and extend the emergency works approach to the Ndele-Birao section (about 350 km).
- 4. This component will also help improve road asset management in both regions through maintenance activities.** It will finance the implementation of a community-based maintenance system in the production basins. This system will allow the day-to-day local maintenance of the roads for the duration of the project and following project execution. Local maintenance committees would be set up and trained to encourage the sustaining of the light maintenance system, which is to be handed over to the METACD for supervision and payment once the project ends.

Component 2: Project Implementation, Management and Monitoring (IDA Financing of US\$7.4 million; parallel co-financing of US\$1.7 million²)

- 5. Capacity building for PIU.** This component will finance institutional strengthening for the Project Implementation Unit (PIU), including the hiring of new staff. It will include technical assistance, equipment, training and operating costs of the PIU. This component will also include capacity building and operating costs of the decentralized field staff of the METACD in the North-West and the North-East.

¹ The French Development Agency (Agence Française de Développement, AFD) is expected to approve parallel co-financing in July 2017 for Sub-Component 1.2 (North-East Road Rehabilitation) and Component 2 (Project Implementation, Management and Monitoring).

² AFD



6. **Supervision consultant.** This component will cover project monitoring and evaluation costs. A supervising entity will be hired to monitor quality of works and implementation of safeguards. It will oversee the implementation of the rehabilitation and maintenance activities under Component One in both the North-West and North-East regions.

7. **Sustainability of maintenance funding and institutional reform.** The project will study how best to implement institutional reform for sustainable road maintenance funding in the country.

Component 3: Resettlement (IDA Financing of US\$0.3 million)

8. The project will finance compensation for resettlement. Resettlement-related payments may include: i) cash compensation for land and properties; ii) moving allowances; and iii) temporary income losses directly associated with the rehabilitation of rural roads. This component will maximize the chances of success of the project in the very fragile environment of CAR.

Component 4: Contingency Emergency Response (US\$0 million)

9. This component will have an initial zero-dollar allocation. In case this component is activated, it will be completely financed with IDA funds. This component allows for the possibility to access resources for eligible expenditures in the event of an Eligible Crisis or Emergency, to provide immediate and effective response to said Eligible Crisis or Emergency. This component is being proposed for incorporation into the project with zero allocation, given that CAR remains vulnerable to shocks.

E. Implementation

Institutional and Implementation Arrangements

10. **In both the North-West and the North-East regions** the existing Project Implementation Unit (PIU) implementing the Central African Monetary and Economic Community Transport and Transit Facilitation Project (CEMAC TTF) will implement the proposed project. The PIU is housed within METACD and has proven experience in implementing the full suite of fiduciary and safeguards measures required for World Bank-financed projects. A Social and Environmental Specialist within the PIU will be responsible for properly implementing the Safeguards agenda in due compliance with both nation and WB policies.

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

The project will be located in rural areas of the Ouham and Ouham-Pendé prefectures (North West basin) and along the Kaga-Bandoro - Ndélé - Birao road in the North-East basin, within the boundaries of the



existing right of way.

G. Environmental and Social Safeguards Specialists on the Team

Cheikh A. T. Sagna, Emeran Serge M. Menang Evouna, Medou Lo, Mamadou Diedhiou

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project activities for re-opening and maintenance of roads have the potential for some localized environmental and social adverse risks and impacts. These include vegetation clearing, dusts, soil erosion due to borrow pits areas, injuries, noise and poor construction related waste management. The road works may also induce labor influx, and may contribute to increasing the prevalence of HIV/AIDS and SDTs at work sites and/or adj. Since the project activities, characteristics and physical footprint are known specific safeguards documents related to rehabilitation and maintenance of the selected road section will be prepared. As the proposed project is processed through OP 10.00 Para 12, the preparation of the environmental and social safeguards assessment documents has been deferred to the implementation stage, within 6 months of project effectiveness. The Project Appraisal Document (PAD) includes an environmental and social safeguards action plan (ESSAP) and a timetable agreed with the Borrower for the preparation of the ESIA/ESMPs which will be consulted upon, and publicly disclosed both in country and at the Bank website within 6 months into project effectiveness and prior to the commencement of project civil works.
Natural Habitats OP/BP 4.04	No	No project activities are expected to impact natural habitats.
Forests OP/BP 4.36	No	The project will not finance activity in forest, and no project activities are expected to impact the welfare of forests.



Pest Management OP 4.09	No	<p>The project involves no agriculture related activities that would require usage of pesticides.</p>
Physical Cultural Resources OP/BP 4.11	Yes	<p>The project is not expected to have an impact on physical cultural resources. However, in light of such possible encounter especially during roads construction activities, the policy is triggered and “Chance-Finds” mechanism/approach will be embedded in the ESIA/ESMPs to adequately mitigate such risks and impacts.</p>
Indigenous Peoples OP/BP 4.10	No	<p>Proposed construction activities, although expected to be minimal and mostly site specific and easily manageable, will occur within the already set right-of-way boundaries within which there are no Indigenous Peoples living in or expected to be living in, as these IP most often live in remote areas of the forest, and thus away from the main roads boundaries. In light of the above and project description, the policy will not be triggered. However, provision will be made in the ESIA/ESMP to provide some accompanying/ancillary social measures if during project implementation such communities are found scattered along the main road as a result of the conflict (safety & security).</p>
Involuntary Resettlement OP/BP 4.12	Yes	<p>Activities described in component 1 include road construction/rehabilitation mostly in existing footprints. Though the likelihood of encroaching on private land is unlikely, this policy is triggered in case there is a need for minor re-alignments or removal of structures along the existing Right of Way (RoW) for the proposed roadside civil works, which might lead to some losses and/or temporary restriction of access to livelihood/incomes resources, hence negatively impacting project affected persons. The current Environmental and Social Safeguards Action Plan (ESSAP) includes Environmental and Social Assessment TORs that provide useful guidance for the preparation of site specific Resettlement Action Plan (RAP). Like the other required safeguards instruments, the RAP will be prepared, amply consulted upon and publicly disclosed both in-country and at the InfoShop prior to the physical start of project activities civil works. The Government has requested and obtained the authorization to use IDA money for expected compensation.</p>



Safety of Dams OP/BP 4.37	No	There are no dam-related activities in the project.
Projects on International Waterways OP/BP 7.50	No	There are no activities related to international waterways in the project.
Projects in Disputed Areas OP/BP 7.60	No	The Project is not located in a disputed area as defined by the policy.

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:

No activity funded under the project is expected to have a significant negative environmental and/or social risks or impacts. The potential environmental and social negative risks and impacts of the proposed project are associated with the rehabilitation and basic maintenance activities of access roads to production basins. They may have some environmental /or social risks and impacts which are likely to be minimal, site-specific, low and limited in scope and time, and easily manageable. The potential adverse impacts include vegetation clearing, dusts, soil erosion due to small scale borrow area, roadside traffic injuries, labor influx, increased prevalence of HIV/AIDs, and poor construction-related waste management. Therefore, the project triggers OP/BP 4.01 (Environmental Assessment). It is also expected that no activity will lead to loss of assets, piece of land or source/means of livelihood; OP/BP 4.12 (Involuntary Resettlement) is triggered in case there is a need for minor re-alignments or removal of structures along the existing Right of Way (RoW) for the proposed roadside civil works. OP/BP 4.11 (Physical Cultural Resources) is triggered to reflect the possibility that artifacts can show during civil works. No large-scale or irreversible adverse impacts and risks is expected.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
The project is not expected to cause long term risks and impacts, as the environmental and social impacts associated with the reopening and the basic maintenance activities of the road corridors are localized and can be mitigated.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.
N/A

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.
Recognizing the emergency nature of the proposed project while also ensuring due diligence in managing potential environmental and social risks, an Environmental and Social Safeguards Action Plan (ESSAP) agreed with the borrower is annexed to the Project Appraisal Document. It details the measures to be taken during project implementation to address environmental and social issues. Within the Ministry of Equipment, an Environmental and Social Division has been created to ensure proper implementation, monitoring, documentation, and reporting on the mitigation measures. It has some experience with the World Bank Safeguard policies' requirements through the ongoing regional CEMAC TTF Project. However, their capacity to assessment and address safeguards compliance will be enhanced through a capacity building process during the project implementation. Regarding resettlement, the Government has requested and obtained the authorization to use IDA money for expected compensation.



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 of the project are the people living in the production basins, local, regional and national authorities. A social assessment will be undertaken under the project to better identify the needs of the populations in the production basins. As part of the preparation of the safeguard documents, transparent and fairly engaging consultations will be organized throughout the project intervention areas. Potentially affected people and vulnerable groups will be systematically consulted and they will remain engaged during the implementation, supervision, and evaluation stages. The safeguard documents will be prepared and publicly disclosed within 6 months of project effectiveness and prior to the commencement of civil works both in-country (preferably in a form and language that are understandable and accessible to the consulted and affected groups) and at the Bank InfoShop.

B. Disclosure Requirements

The review of this Safeguards has been Deferred.

Comments

As the proposed project is processed through OP 10.00 Para 12, the preparation of the environmental and social safeguards assessment documents has been deferred to the implementation stage, within 6 months of project effectiveness.

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C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment

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

Yes

If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?

NA

Are the cost and the accountabilities for the EMP incorporated in the credit/loan?

NA

OP/BP 4.11 - Physical Cultural Resources

Does the EA include adequate measures related to cultural property?



NA

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

NA

OP/BP 4.12 - Involuntary Resettlement

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

NA

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

NA

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank's Infoshop?

NA

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?

NA

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

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APPROVAL

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Rural Connectivity Project (P160500)
