

**COMBINED PROJECT INFORMATION DOCUMENTS / INTEGRATED
SAFEGUARDS DATA SHEET (PID/ISDS)**

Additional Financing

Report No.: PIDISDSA21708

Date Prepared/Updated: 28-Mar-2017

I. BASIC INFORMATION

A. Basic Project Data

Country:	Liberia	Project ID:	P161939
		Parent Project ID (if any):	P125574
Project Name:	Second Additional Financing to Liberia Road Asset Management Project (P161939)		
Parent Project Name:	Liberia Road Asset Management Project - LIBRAMP (P125574)		
Region:	AFRICA		
Estimated Appraisal Date:	05-Apr-2017	Estimated Board Date:	08-May-2017
Practice Area (Lead):	Transport & ICT	Lending Instrument:	Investment Project Financing
Borrower(s)			
Implementing Agency			
Financing (in USD Million)			
Financing Source			Amount
International Development Association (IDA)			40.00
Financing Gap			0.00
Total Project Cost			40.00
Environmental Category:			
Appraisal Review Decision (from Decision Note):	The review did authorize the team to appraise and negotiate		
Other Decision:			
Is this a Repeater project?	No		

B. Introduction and Context

Country Context

Liberia made a quick recovery after two civil wars (1989-1996 and 1999-2003) that cost thousands of lives and led to a dramatic loss of material wealth and social progress. In the past decade, Liberia has

progressively gained peace and stability, improved governance, rebuilt basic infrastructure, made progress on key human development indicators, and created conditions for private sector growth. Liberia's economy grew by around 7.5 percent annually from 2002 to 2012 and the share of economic activity coming from agriculture declined from 80.1 percent to 38.8 percent. However, Liberia's economy is largely driven by concessions and foreign aid and Liberia remains one of the poorest and most aid-dependent countries in the world.

In 2014, Liberia was buffeted by two challenges. A decline in global commodity prices imposed sobering fiscal constraints upon the Government. Simultaneously, an outbreak of Ebola Virus Disease (EVD) ravaged western Africa. The EVD outbreak lasted nearly 16 months and resulted in about 4,000 deaths. The outbreak disrupted the government's capacity to deliver basic services and led to a sharp decline of the economy and heightened social and political tensions. After a decade of annual growth rates averaging 7.5 percent, the economy went into a lasting recession.

Going forward, Liberia faces significant challenges. In 2012, Liberia ranked 174th out of 185 countries in the United Nations Development Program Human Development Index. In particular, 95 percent of the nation's primary, secondary and feeder roads remain unpaved, suffer from poor maintenance, and are severely impacted by heavy rainfall. The realization of the objectives and goals of the other priority sectors in the areas of education, health, water, agriculture, manufacturing, mining, energy, land, and good governance hinges on the availability of adequate and reliable transport to reach inputs to production points and also to distribute outputs from production points to consumption points/markets. It is likely that the Government of Liberia's (GoL) development strategy will continue to hinge on rebuilding its core transport network as a top priority.

Sectoral and Institutional Context

The road network is mainstay of in-country transportation in Liberia. Not only do the roads provide access to all parts the country, but trips using other transportation modes rely on roads during their initial and final legs. The main governmental institutions engaged in development and regulation of the transport sector are the Ministry of Public Works, Ministry of Transport (MoT), Ministry of Finance (MoF), Liberia Civil Aviation Authority, and National Port Authority.

The transport sector has struggled to recover technical and institutional capacity eroded by the protracted 14 years of civil war. Many of the country's qualified professionals, including engineers and professors, left the country during the wars and relatively few qualified staff have returned. The universities struggle to graduate technical staff capable of managing the transport sector's needs. As a result, institutional capacity in the road sector is still constrained.

Over the past eight years the government and Development Partners have focused on building Liberia's capacity to manage road transport works with an emphasis on policy/planning, project management, and procurement. Notable legislation has been enacted, including the Axle Load Law (2015) and the Road Fund Law (2016). The government is also planning to set up a road agency to manage its road assets. A draft Road Act is also under preparation.

C. Proposed Development Objective(s)

Original Project Development Objective(s) - Parent

The objective of the project is to support the Recipient's efforts to reduce transport costs along the road corridor from Monroviato the Guinea border and to maintain the road in good condition over a 10-year period.

Proposed Project Development Objective(s) - Additional Financing

The objective of the project is to support the Recipient's efforts to reduce transport costs along the road corridor from Monroviato the Guinea border and to maintain the road in good condition over a 10-year period.

Key Results

Rehabilitation of the 246 km road section from just outside Monrovia till Guinea Border, now renamed Suakoko Highway, is complete and under the maintenance phase. As a result, (i) transport cost borne by road users including vehicle operating costs and monetary value of travel time (measured in terms of roughness reduction, IRI rate) has decreased by about 50 percent; (ii) Share of rural population with access to an all-season road has increased by 11 percent; and (iv) Roads in good and fair condition as a share of total classified roads increased from one percent to 33.5 percent.

D. Project Description

The proposed AF2 will mitigate risks associated with the financing gap and the government's current fiscal challenges and non-safeguards related social impacts, such as traffic safety, without curtailing other project activities. The AF2 shall provide US\$29.85 million for existing civil works activities under Component 1 of the Project, of which US\$24.85 million will be utilized to offset the government's counterpart funding obligations from the original US\$72.8 million to US\$47.8 million. The balance of US\$5.0 million will be used to provide additional resources for the upgrading of the urban section of the highway between ELWA Junction and Coca Cola factory. A further 4.8 million will support resettlement along 6.5 km of Suakoko Highway in Monrovia (ELWA junction to Coca Cola Bottling Company).

Component Name:

Design, Rehabilitation, and Maintenance of Monrovia (Red Light)-Ganta-Guinea Border Road

Comments (optional)

This component is financing a 10-year output and performance-based road contracts (OPRC) designed in two procurement lots: (i) Lot 1 Monrovia (Red Light)- Gbranga (approximately 180 km); and (ii) Lot 2 Gbranga - Ganta to the Guinea border (approximately 69 km). This road is a vital primary road of strategic importance to the nation's reconstruction connecting four of the country's five biggest cities and providing critical cross-border connection. The additional financing will reduce government counterpart financing obligations for this component.

Component Name:

Consultant Services, Operating Costs, and Training

Comments (optional)

This component will finance a Firm/s who will provide the consultancy services for Monitoring Supervision (MC) for the OPRCs, and it will also finance the needed technical assistance for preparatory road feasibility studies for other infrastructure investments, as well as for the development of sector institutions through hiring of skilled staff and firm. Further, the component will provide for staff training programs, including the operating costs. The additional financing will not add additional resources to this component.

Component Name:

Road Safety and Right of Way Preservation

Comments (optional)

This component will finance road safety sensitization awareness, capacity building in road safety both within IIU and the newly inaugurated Road Safety Secretariat, and downstream implementation of recommendations from an i-RAP study planned for the corridor.

Component Name:

Resettlement Compensation

Comments (optional)

This component will finance resettlement compensation for Project Affected Persons (PAPs) along

the urban corridor in Monrovia.

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

The AF2 activities fall within i) an urban section of the 6.5 km in the suburban area of Monrovia and ii) within Lots 1 and 2, which extend from Coca Cola Bottling Company to Ganta and the Guinea Border. The urban section of the 6.5 kilometers is densely populated with diverse people carrying out petty trading activities within an estimated length of 1-1.5kms of the 6.5kms. Given the sensitive nature of livelihood activities, the planned relocation exercises must be carried out with utmost care.

F. Environmental and Social Safeguards Specialists

Edda Mwakaselo Ivan Smith(GSU01)

Seifu S. Mehari(GSU01)

Sekou Abou Kamara(GEN01)

II. IMPLEMENTATION

In 2006, to improve capacity in road sector, the government adopted a comprehensive framework for the implementation of donor funded projects. A Special Implementation Unit (SIU) was established under MPW as a Project Implementation Unit for International Development Association- (IDA)- funded projects. The SIU was entrusted with the technical aspects of the sector (planning and implementation). Another unit, the Project Financial Management Unit (PMFU), was established in MoF to deal with the financial management and payments to the sector providers (contractors and consultants). As the volume and scope of investment and supporting activities grew, the SIU was folded into the Infrastructure Implementation Unit (IIU) in 2009 with a wider mandate to implement infrastructure projects in other sectors. The IIU is designed as the nucleus of a permanent Road Agency/Authority as mentioned in the preceding paragraph. Such a Road Agency/Authority would eventually be responsible for all aspects of the sector, from technical to financial (planning, strategic scheduling, implementation, financial management).

The Implementation of the project is currently handled by these two entities; the IIU and the PFMU. Composed of a Program Manager, engineers, contract management specialists, and procurement specialists. IIU currently manages about a total of US\$200 million worth of IDA funded project activities. IIU and other government institutions are subjected to various institutional reviews and agendas. Currently, the currently on-going institutional reforms under the auspices of the Governance Commission has gathered momentum, with the consolidation of institutional framework/draft legislation for a road which will establish a Road Authority. Regarding the project implementation, the current IIU professional and management staff is supported by a specialized Transport Support Group (TSG) composed of contract management, contract administration, and procurement specialists as contracted staff providing on-line input in daily activities of IIU and also providing on-the-job training for recently recruited engineers. In addition, TSG provides, from time to time, any required specialist on a short term basis, such as pavement specialist, geotechnical material specialist, structural engineering specialists, etc. This has enabled IIU to function efficiently and provide all required operations support (technical, financial and overall quality control) to its outsourced projects.

From January 1, 2018 the Public Finance Management Unit (PFMU) will be responsible to the office of the Controller and Accountant General Department (CAGD). The government, in with support from the World Bank and African Development Bank (AfDB), has put in place a

transition arrangement in this regard. As part of the transition plan, GoL has already filled the position of the Director and is planning to fill the position of a Deputy Director. LIBRAMP currently finances the two international consultant positions in the PFMU (a Manager and a Project Accountant). The financing will cease in end-June, 2017. These anticipated changes notwithstanding, the FM functions will remain with the PFMU, and provision has been made for technical assistance to the PFMU in the early months of the transition, if needed.

III. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project entails civil work activities that have adverse impacts on the environment and human health. The EMP for the parent project will be updated and adopted for this work. The main concerns to be addressed are road work hazards, traffic congestion and traffic hazards, and other potential impacts such as spilling and dumping of wastes and hazardous substances generated during road work. Also, potential adverse impacts on human health and safety, including dust, noise, vibration, and spread of communicable diseases will need to be addressed.
Natural Habitats OP/BP 4.04	No	The road to be rehabilitated is in a built environment where there are no natural habitats. Therefore, the project activities will not have any impacts on natural habitats.
Forests OP/BP 4.36	No	The project involves urban road rehabilitation work. The project activities will not have any impacts on forests and access to forests.
Pest Management OP 4.09	No	The road rehabilitation work will not require financing, acquisition, transportation, distribution, storage or use of pesticides.
Physical Cultural Resources OP/BP 4.11	Yes	OP 4.11 has been triggered as a matter of precaution as the road rehabilitation may entail large excavation. There are however no recognized cultural sites within the vicinity of the project activities. The project EMP will include a Chance Find Procedure which the contractor will follow in case of any chance find.
Indigenous Peoples OP/BP 4.10	No	OP 4.10 is not applicable to Liberia.
Involuntary Resettlement OP/BP 4.12	Yes	The corridor is in a densely populated urban area where the ROW has been encroached upon and will need to be cleared to allow the rehabilitation work to be carried out. The

		ROW is currently occupied by residential and commercial structures. Large number of petty traders also use the ROW to engage in livelihood activities. A RAP is being prepared and will be implemented prior to the start of civil works.
Safety of Dams OP/BP 4.37	No	Project activities will not involve the construction of a new dam or the rehabilitation of an existing dam, nor rely on dams.
Projects on International Waterways OP/BP 7.50	No	The project does not have any impact on international waters.
Projects in Disputed Areas OP/BP 7.60	No	The project activities are not within disputed areas.

IV. 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:

From the social safeguard perspective, the proposed rehabilitation work in the urban section of the project will have impacts on livelihood and will lead to relocation of about 5000 petty traders. Environmental and social risk rating for this section of the project is substantial.

While rehabilitation works in the urban section of the 6.5 kilometer is within the ROW, the corridor is densely populated with diverse communities who are carrying out livelihood activities within the ROW. The entire corridor is composed of residential and commercial structures and provides means of livelihoods to about 5000 petty traders and their families. Furthermore, it is anticipated that public utilities may need to be relocated off the RoW. There may be potential negative impacts related to the influx of workers who are engaged in the rehabilitation of the road both in urban and rural areas. This will need to be monitored according to the ESMP which will be adhered to by the client and its contractors.

The market section of the 6.5 km corridor is very sensitive and needs careful consultations with petty traders and their associations. Their participation in the planning and implementation process of the relocation exercise is critical. Concerns raised by the various associations representative during the multi-stakeholders consultation in February 2017 will have to be addressed adequately, including : i) providing information on relocation plan for relocating petty traders from their current location to the new Omega market location, ii) upgrading the relocation site (Omega market) as well as plan for providing complementary services that are needed to bring the relocation site to acceptable standard before the relocation exercises starts, iii) expanding the narrow road leading to Omega market prior to relocating traders to the new site and, iv) informing and preparing host communities on relocation arrangements. The proposed consultation activities and strategies will be captured in the requisite Resettlement Action Plan and grievance redress mechanism.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

Socioeconomic: The road rehabilitation plans to widen the 6.5-kilometer urban section of LIBRAMP from a single carriage to dual carriage road will lead to more efficient transport of goods and people along the entire corridor. The widening of the road carriage is expected to increase mobility of people and goods in and out of Monrovia by easing traffic congestion. Improving mobility and accessibility are expected to improve socio-economic activities within and beyond the entire corridor as well as people's quality of life. Upon completing the rehabilitation work, it is expected that there will be substantial reduction in travel delay and fuel consumption.

During the rehabilitation phase of the project, it is expected that private structures within the RoW will be impacted, business will be interrupted, public utilities will be relocated and reinstalled, petty traders will be relocated to a new location.

A Resettlement Action Plan will be prepared and compensation payments and livelihoods restoration measures shall be put in place. PAPs, as it has been the case in LOT 1 and 2, might take initiative to invest their compensation payments and their livelihoods restoration assistances to productive use. This may serve as cash injection into the local economy and this may serve as a stimulus to business expansions which may lead to local job creation and improved quality of life.

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

Deviations from the existing alignment are likely, primarily to avoid excessive resettlement. The exact alignment will not be finalized until the contractor has been engaged, since final design is part of the contractor's responsibilities. However, a RAP preparation is in progress and it is expected to identify and present impacts mitigations measures within the current RoW.

Furthermore, the Bank team is actively engaging client to identify feasible option that will minimize impacts on petty traders and their livelihoods.

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.

The Government prepared an Environmental Mitigation Plan for road repair and rehabilitation in May 2006, and it was disclosed initially for the Emergency Infrastructure Project (IDA Grants H5050, H2560, and H2360) in August 2007. The plan received approval from Liberia EPA prior to disclosure. It was re-disclosed for the Urban and Rural Infrastructure Rehabilitation Project (URIRP, IDA Cr. 5351-LR; Grants H6040, H4780, TF-016065, TF-98040, and TF94353) in September 2008 and supplemented with an addendum in connection with URIRP in 2009. The plan specifically covers the Monrovia (Red Light)-Ganta-Guinea border road corridor in which the works supported by the new project will take place. It has been re-designated as the Environmental Management Plan (EMP) for this project.

The EMP will be a part of the bidding documents in order to guide each contracting entity's activity during detailed design and implementation phases, particularly in developing and implementing a Health, Safety and Environmental Management Plan (HSEMP) specifically for its contracted works. No physical cultural resources were identified by the EMP consultant

during the survey of the corridor. However, in case any are discovered during the construction, the EMP requires the contractor to put in place a chance finds procedure. This will be a part of the HSEMP. The Monitoring Consultant is responsible for day-to-day monitoring of the compliance of the Contractor's works with the HSEMP and for reporting same in its routine progress reports.

The government also prepared and disclosed a Resettlement Policy Framework (RPF) for URIRP in October 2009 that covers the Red Light-Ganta-Guinea Border road corridor and will be used to guide the RAP for the 6.5 kilometers of the urban section of the project. The RPF includes the procedures for determining whether a RAP is necessary and the guidelines for preparing it and it will be included in the bidding documents. As the contract arrangements require final design to be done by the contractor, final Resettlement Action Plans (RAP) cannot be prepared until after effectiveness when contractors have been selected and designs have been done. This is because deviations from the existing alignment in order to minimize impacts are possible. The Monitoring Consultant is responsible for day-to-day monitoring of the compliance of the Contractor's works with the RAP implementation and for reporting progress in its routine progress reports.

The proposed AF will not trigger any new safeguard policies, the environmental category of the project will remain as category B - Partial Assessment. The Resettlement Policy Framework (RPF) and the Environmental Management Plan (EMP) prepared for the parent project will be suitable for the AF and will be disclosed for the additional financing in country and in the InfoShop prior to appraisal.

The IIU, with the assistance of the WB, has been working to improve its safeguards capacity from various fronts: to develop needed staff skills; to carry out prudent and frequent field supervision missions to assess and address issues early on, and to devise a framework to resolve potential conflicts and non-compliance with agreed safeguards policies. The unit includes two full-time safeguards specialists – one Environmental Specialist and one Social Safeguard Specialist.

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 are the road users and roadside residents and businesses. The EMP and RPF were both made available for public comment at IIU. The EMP requires the contractor to coordinate activities with local land users and to coordinate traffic management with local authorities. The contractor's HSEMP will be reviewed to ensure that it provides adequately for communications. The RPF specifies the requirements for participation by project-affected persons and businesses in resettlement planning.

As part of the development of the RAPs, extensive consultations will be held with project stakeholders including PAPs. Their concerns and issues raised will be factored into the final RAPs.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank	03-Apr-2017
Date of submission to InfoShop	07-Apr-2017
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Liberia	07-Apr-2017
<i>Comments:</i> The EMP for the parent project has been re-designated as the EMP for this project and will be disclosed in country and on Info Shop in early April after updating the stakeholder consultation information.	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	23-Mar-2017
Date of submission to InfoShop	07-Aug-2017
"In country" Disclosure	
Liberia	07-Aug-2017
<i>Comments:</i> The Draft RAP has been received and reviewed by the social safeguards team. The RAP will be finalized in the next 4 months, and cleared for disclosure in August 2017.	
Liberia	
<i>Comments:</i>	
Liberia	
<i>Comments:</i>	
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

OP/BP/GP 4.01 - Environment Assessment						
Does the project require a stand-alone EA (including EMP) report?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA	<input checked="" type="checkbox"/>
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
OP/BP 4.11 - Physical Cultural Resources						
Does the EA include adequate measures related to cultural property?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>

Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
OP/BP 4.12 - Involuntary Resettlement						
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
Is physical displacement/relocation expected?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	TBD	<input checked="" type="checkbox"/>
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	TBD	<input checked="" type="checkbox"/>
The World Bank Policy on Disclosure of Information						
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
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	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
All Safeguard Policies						
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
Have costs related to safeguard policy measures been included in the project cost?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>

V. Contact point**World Bank**

Contact:Kulwinder Singh Rao
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Borrower/Client/Recipient

Implementing Agencies

VI. For more information contact:

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VII. Approval

Task Team Leader(s):	Name:Kulwinder Singh Rao,John Kobina Richardson	
<i>Approved By:</i>		
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Practice Manager/Manager:	Name: Petrus Benjamin Gericke (PMGR)	Date: 30-Mar-2017
Country Director:	Name:Henry G. R. Kerali (CD)	Date:11-Apr-2017