



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

Appraisal Stage | Date Prepared/Updated: 04-Nov-2020 | Report No: PIDISDSA30658



**BASIC INFORMATION**

**A. Basic Project Data**

Country Chad	Project ID P174600	Project Name Chad Rural Mobility and Connectivity Project - Additional Financing	Parent Project ID (if any) P164747
Parent Project Name Chad Rural Mobility and Connectivity Project	Region AFRICA WEST	Estimated Appraisal Date 03-Nov-2020	Estimated Board Date 15-Dec-2020
Practice Area (Lead) Transport	Financing Instrument Investment Project Financing	Borrower(s) Republic of Chad	Implementing Agency Ministère des Infrastructures, du Transport, et du Désenclavement

Proposed Development Objective(s) Parent

The Project Development Objective is to improve and sustain access by rural populations to markets and basic social services in the Project Area.

Components

- Rural Roads Rehabilitation and Maintenance Works
- Institutional Capacity Building and Facilities Improvements
- Operational Support
- Immediate Response Mechanism – Contingent Emergency Response

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

**SUMMARY**

<b>Total Project Cost</b>	15.00
<b>Total Financing</b>	15.00
<b>of which IBRD/IDA</b>	15.00
<b>Financing Gap</b>	0.00

**DETAILS**

**World Bank Group Financing**



International Development Association (IDA)	15.00
IDA Grant	15.00

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

**Chad is a large landlocked country in Central Africa with a population of 16 million inhabitants in 2020** expected to reach 22 million by 2030 and 34 million by 2050. Despite a decrease in recent years, fertility rates remain higher than the average Sub-Saharan African (SSA) average<sup>1</sup> resulting in a rapid growth of the population and very young age<sup>2</sup>.

**It remains among the least developed countries with a deterioration of the situation in the last five years.** The GDP per capita of US\$ 813 in 2019 (against US\$ 961 in 2014) is slightly lower than the low-income countries (LIC) average (US\$ 840) and significantly below the Sub-Saharan Africa (SSA) average (US\$ 1590). Also, the country ranked 187 out of 189 countries on the Human Development Index (HDI) in 2019. Millions of people are food insecure and access to basic services and infrastructure is low which severely exacerbates health and social risks.

**The country is facing multiple humanitarian crises, including conflict and cyclical natural disasters.** The long history of conflict and violence despite relative political stability has hampered the country’s development. By end of 2019, Chad was hosting 443,000 refugees mainly from Sudan, the Central African Republic (CAR) and Nigeria and welcomed more than 13,000 refugees from Darfur in the first 2 months of 2020. In addition, displacement linked to attacks by armed groups in the Lac province is recurrent and affects around 297,187.3 external threats for the country’s economic growth, social development, human

1: 2020: Chad 5,7 births per woman - SSA average 4,8

2 The median age in Chad is 16,6 years old, one of the third lowest in the world and two third is below 25 years.

<sup>3</sup> According to OCHA



development, and governance.

### Sectoral and Institutional Context

**The country economic development and competitiveness is constrained by poor infrastructure condition and transport costs.** N'djamena, the capital city, is located more than 1,800 kilometers from an international gateway (port of Douala, Cameroon) and thus suffers from high costs of transport with long freight times, aggravated by transit procedures, poor logistics and formal and informal transit procedures. In addition, low investment in transport infrastructure and maintenance has led to poor access to basic services and higher transport costs compared to regional and structural peers. The rural accessibility index<sup>4</sup> is 5% in Chad, far below the SSA average of 34 %. The road network is poorly developed and is in bad condition. It consists of 40,000 km of roads including 7,475 km of national roads, of which only 2,600 km are considered usable in all weather. Only 6 percent (2,500 km) of the network is paved, and 12 percent (4,875 km) consists of seasonal roads.

**Flooding is a recurrent<sup>5</sup> climate hazard in Chad destroying infrastructure (roads, bridges), homes and basic services (markets, schools, health centers etc.).** Beyond the human capital cost in the loss of human lives, household and economic living, flooding displaces people and reduces their accessibility to economic opportunities. Indeed, the destruction of roads and bridges can isolate rural communities from cities and basic social services for several months which aggravate the food insecurity, permanent in certain areas, and poses challenges for economic sustainability. An approach to increase the climatic resilience of rural roads is essential through the integration of climate resilient techniques and community-based maintenance.

### C. Proposed Development Objective(s)

#### Original PDO

The Project Development Objective is to improve and sustain access by rural populations to markets and basic social services in the Project Area.

#### Current PDO

The Project Development Objective is to improve and sustain access by rural populations to markets and basic social services in the Project Area.

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<sup>4</sup> percent of the population with access to an all-season road

<sup>5</sup> For instance In 2010, at least 150,000 people were affected and tens of thousands of hectares of land were destroyed by caused by heavy rains and the overflowing of the river Chari serving the Project area of intervention. Recently in 2020, according to the UN, 120,000 people have been displaced by flash floods caused by heavy rains across Chad including 32,000 people in the capital city N'Djamena.



#### Key Results

**The achievement of the PDO goals will be measured by the following indicators:**

- People provided with an all-season road
- Decrease in travel time along the improved roads
- Number of schools and health centers reached by an improved road
- Proportion of improved road under routine maintenance

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

The AF Project consists of four components:

- Component 1: Rural Roads Rehabilitation and Maintenance Works (Total cost: US\$25.1 million- IDA) aims at rehabilitating approximately 400 km of rural roads in the provinces of Mandoul and Moyen-Chari using a critical points approach to restore or maintain basic connectivity on any given section of road. The works are scheduled to start on a first section of 75 km long road in the Mandoul province that run through the market towns of Bedaya in the north and Moissala in the south near the border with the Central African Republic. This component will establish a mechanism for the maintenance of rural roads by local communities on a performance-based model building on experience already held by the national road agency. Activities include organization of crews, financial allocation, and monitoring/audits of the planned maintenance. Also, under component 1 are currently delivered two studies setting a mechanism for expanding the use of intermediate means of transport (IMT) in the project zones. These studies will analyze the needs and types of IMTs, appropriate financing mechanism, and potential support through Subgrants to selected communities in the project area.
- Component 2: Institutional Capacity Building and Facilities Improvements (Total cost US\$1.4 million- IDA) aims at supporting the Government of Chad in implementing the SNTR adopted in 2018 by piloting its prescribed approach in the two provinces targeted by the project, (ii) road safety data collection and awareness raising activities in the project area, (iii) support to the rural communities, especially women and girls in the project area, to improve their living conditions by restoring common facilities ( such as waters wells, fences, warehouse for crops) along the road rehabilitated and in the nearby villages.
- Component 3: Operational support (Total Cost: US\$3.5 million - IDA) support the allocation of resources to project implementation and coordination activities including staff costs, operating costs and equipment of the Project Management Unit; financial, technical, and safeguards audits; monitoring and evaluation, including impact assessment, and supervision of safeguards.
- Component 4: Immediate Response Mechanism - Contingent Emergency Response (US\$0.0) Following the Government request and activation of the CERC, this component has withdrawn \$15 million from the uncommitted credits resources to finance the Government Food Security Plan. The disbursement rate of this component is currently 100%. Therefore, this component will



recover a zero funds allocation.

## **E. Implementation**

### Institutional and Implementation Arrangements

**The AF follows the existing implementation arrangements of the Project.** The project remains executed by the Ministry for Infrastructure and Transport (MIT). The coordination of the project will be ensured by the General Secretariat with the support of the Project Implementation Unit (PIU).

**The PIU remains the Transport Project Management and Coordination Unit (TCMCU)** which is active since in 1989, and responsible for monitoring and coordinating all investment and policy reforms in the transport sector. The TCMCU currently manages the Project and will manage the AF and another regional project<sup>6</sup> financed by the World Bank. The PIU has significantly increased its fiduciary capacity and monitoring and evaluation capacity with staff recruitment and training.

**The Environment, Health, Hygiene, and Safety Unit (CEHS) within the MIT remains in charge of the application and supervision of all social and environmental safeguards** and complaints received through the project's GRM. The CEHS has significantly increased its capacity with the recruitment of a senior social Specialist and a GBV specialist.

**The Steering Committee** is set up and convenes twice a year and chaired by the Director General of the MIT and include high level representatives from ministries in charge of (a) transport and infrastructure; (b) planning; (c) environment and fishing; (d) agriculture; (e) commerce; (f) women's affairs; and (g) interior, security, and decentralization. The role of the Steering Committee is to (a) ensure coherence between project activities and sectoral policies; (b) validate and monitor progress of project activities; (c) identify and resolve any interjurisdictional difficulties that may arise in the execution of the project; (d) take proactive measures to ensure effective implementation of the project; and (e) validate the project work program and annual budget.

The above implementation arrangements have benefitted from lessons learned from the implementation of the Transport portfolio in Chad: the original Project activities, the CEMAC Project (P079736) closed in June 30, 2020. The key lessons include: (i) the importance of adequate planning of activities, (ii) establishing regular communication checkpoints with the PIU (iii) relying on local implementors/contractors as much as possible, but pairing them with international experts that can provide expertise and build local capacity; (iv) innovation in monitoring and supervision, such as remote monitoring technologies and involvement of third parties, such as local NGOs.

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<sup>6</sup> Cameroon-Chad Transport Corridor SOP1 (P167798)



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

Component 1 consists of the rehabilitation of 400 km of rural roads the 2 provinces of Mandoul and Moyen-Chari. A first 75km section has been definitively identified between the towns of Bedaya and Moissala in the Mandoul region. In these two provinces, the Bank recently approved an agriculture production project with the Ministry of Agriculture. By directing the rural road project interventions in these two regions, rural transport investments will support agricultural investments and resources will be maximized to expand the areas to be developed and the provision of inputs and equipment. In all projects supporting agricultural production, there is a component on rural roads to open up the area of influence of the project. These targeted regions are located in the South of the country, in the Sudanian zone marked by sedentary livestock production and cultivation of food crops (sorghum, rice, corn, etc.), and especially cash crops such as cotton and sesame. There is also a large production of fish at Lake Iro in Moyen-Chari.

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

Kristyna Bishop, Social Specialist

Aurelie Marie Simone Monique Rossignol, Environmental Specialist

**SAFEGUARD POLICIES THAT MIGHT APPLY**

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	This policy is triggered as the project Component 1 – Rural Roads Improvement works activities are expected to generate potential social and environmental risks and negative impacts. The negative impacts are expected to be moderate and mostly site specific with regards of the project scope. The AF is category B as the parent project. To date, apart from the known 75 km, the exact location of investment is still unknown, the Borrower has prepared both (a) an Environmental and Social Impact Assessment and Environmental and Social Management Plan (ESIA/ESMP) for the identified 75 km and (b) an Environmental and Social Management Framework (ESMF) for the entire project (400 km) to serve as a guiding tool and



		<p>principle for the project during implementation, once the physical footprints of project areas are known. Both the ESIA/ESMP and the ESMF have been prepared through a participatory and inclusive process and in a gender-sensitive manner and disclosed in-country on October 26, 2018, and in the World Bank’s website on October 24, 2018. Technical, environmental, and social impacts studies are being carried out for the remaining 325 km which will be selected after consultation with local communities and governments.</p>
Performance Standards for Private Sector Activities OP/BP 4.03	No	The project does not trigger this OP/BP.
Natural Habitats OP/BP 4.04	No	The exact locations of linear road that will be rehabilitated by the project remain unknown. However, the areas targeted by the project are not known to be in proximity to critical natural habitats or protected areas. This will be reassessed once exact location is known and specific measures will be included in the ESIA/ESMP to be conducted once activities exact location is known.
Forests OP/BP 4.36	No	The exact location of linear road that will be rehabilitated by the project remain unknown. The analysis conducted for the ESMF indicates that no forest areas are located in such proximity to the project area that they would be affected by the works to be financed.
Pest Management OP 4.09	No	The project activities will not involve the use of chemical or non-chemical pesticides.
Physical Cultural Resources OP/BP 4.11	Yes	The unpaved roads sections rehabilitation will involve excavations and movement of earth. During the development of the ESMF physical cultural resources were taken into consideration and baselines defined. The ESMF includes chance find procedures that will be required for identification, protection of cultural property from theft, and treatment of discovered artifacts, and will be included in standard bidding documents. The ESMF also provides procedures for handling with “chance finds” during implementation project activities. The ESMF has been prepared and disclosed in-country on October 26, 2018, and in the World Bank’s website on October 24, 2018.
Indigenous Peoples OP/BP 4.10	No	The project areas are not host to Indigenous Peoples.





Involuntary Resettlement OP/BP 4.12	Yes	The proposed works for the rehabilitation of the roads by the project will create a land acquisition, losses of property and income for people whose activities encroach on the footprints to rehabilitate tracks. To be in compliance with the OP/BP 4.12 triggered, the project has prepared a CPR which covers the entire project including the 400 kilometers of targeted tracks and an RAP to support the 75 kilometers relating to the urgency of the project work. The RPF and the RAP has been reviewed and approved by the Government and the World Bank safeguards teams. The implementation of the RAP on the first 75km is completed and all 61 PAP - including 5 women and 2 vulnerable persons - have been compensated during a field mission in April 2020 with the support of the Governor of Mandoul.
Safety of Dams OP/BP 4.37	No	The project is not anticipating financing any activities related to new dam nor rely on existing dam.
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 activities are not located in disputed areas.

**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:

Component 1 consists of the rehabilitation of about 400km of rural roads in the two provinces of Mandoul and Moyen-Chari. In those provinces, the Bank is currently executing an agriculture production project with the Ministry of Agriculture. By directing the rural road project interventions in these two provinces, rural transport investments will be saved and resources could be maximized to expand the areas to be developed and the provision of inputs and equipment. In all projects supporting agricultural production, there is a component on rural roads to open up the area of influence of the project. These targeted provinces are located in the South of the country, in the Sudanian zone marked by a sedentary breeding and food crops (sorghum, rice, corn, etc.), and especially cash crops such as cotton and sesame. There is also a large production of fish at Lake Iro in Moyen-Chari.

As the works planned under the project include only rehabilitation of roads within their existing rights-of-way, environmental impact is expected to be moderate. Large-scale, significant, and/or irreversible impacts are not anticipated.

Sexual Exploitation and Abuse and Sexual Harassment in the workplace risk is High given that GBV is already



widespread in Chad for women both in communities and among refugees. This combined with the eventual presence of project workers in the project zone have led the project to implement a robust set of mitigation measures successfully with (i) the hire of the NGO in charge of GBV mapping services, operation of the GRM, and community sensitization (2) the recruitment of a GBV to staff the PIU in addition to the social specialist, (ii) the inclusion of Code of Conduct in the workers contracts, (iii) the inclusion of GBV requirements in all bidding documents including ensuring that worksites are well-lit and that separate toilets that lock from the inside are available for men and women in addition to ongoing training and sensitization of both project workers and communities on SEA/SH risks and how to access the Grievance Mechanism. Those ongoing efforts will continue and be expanded to cover the large geographic area covered by the AF.

Security risk is rated High : Unstable neighboring countries continue to pose a threat to the stability of Chad. The security environment around Mandoul and Moyen-Chari in southern Chad is affected by the prevailing instability in the neighboring Central African Republic. Crime and social disturbances localized along the border are the main threats. The most tangible by-product of this volatility and sporadic violence has continued to be mass migration toward southern Chad, where civilians suffer from violence and criminal acts. Consequently, Mandoul and Moyen Chari regions host an important number of refugees as well as Chadian returnees from Central African Republic (e.g., more than 40,000 returnees and 22,500 refugees in Moyen-Chari) with important impacts upon host communities. Besides these external pressures, concern arise from increasingly violent opposition between farmers and pastoralists over access to water and land. Rise of communal self-defense groups, cattle theft and crime are also of relevance here. The Project and the AF will continue to put in place relevant mitigation measures: activities carried out by NGOs, remote supervision. Considering that those risks must be monitored continuously, a third-party implementer may be considered for the second phase of implementation in case of delays with the first 75 km of the road.

Additional risks factors derived from the COVID-19 scenario is rated High, reflecting the overall uncertainty about the COVID-19 trajectory and impact—both globally and in Chad. First the impact may result in project implementation because COVID-19-imposed restrictions on physical movements of people and goods, including the quarantine of the capital city N’Djamena, resulting in halting missions, difficulties in carrying out public gatherings for communities awareness and sensitization activities, and mobilizing international staff (due to disruptions of flights), and similar challenges may occur again. This risk is partially mitigated by the gradual lifting of COVID-19 restrictions” and measures put in place by the PIU.

In addition, to try and counter the spread of the COVID-19, in April 2020 with the support of the World Bank “Interim Note on Safeguards Policies – “consideration of Covid-19 in Construction civil works project” the PIU prepared a COVID-19 response strategy for staff and workers. A training /information session with PIU staff and consultants have been organized, additional measures such as provision of masks, disinfection wipes, limitation of number of staff transported per vehicle during missions were also taken and are still in place. This was also highlighted in the C-ESMP. The PIU will also receive additional support from the Health and Safety NGO hired under the project and already in place.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:  
As this project aims to restore local mobility of people and agricultural goods by rehabilitating small rural roads, the potential for indirect or long-term impacts is low.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.  
There is no relevant project alternative available to improve evacuation of agricultural products from the farms where it is produced.



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 legal framework for environmental management in Chad is based on Law No. 14 / PR / 98 of 17 August 1998 defining the general principles of environmental protection, with its decrees. The main institution in charge of environmental and natural resource management is the Ministry of Environment and Fisheries (MEP), which includes the Direction of Environmental Assessment, Control and Pollution Control (DEELCPN). In addition, the road safety specific consideration in the design and implementation of road projects is ensured by the Environment and Road Safety Unit of the Directorate-General of Roads (DGR) -Ministry of Infrastructure and Equipment (Project Implementing Agency). The DEELCPN and its regional unit will be involved in the project to ensure a close environmental and social safeguard monitoring of the project (i.e. validation of environmental and social screening, impact assessment, management plans, etc.). The Environment and Road Safety Unit (ERS) under the Directorate-General of Roads (DGR) of the Implementing Agency will particularly supports the preparation of the terms of reference for studies concerning the engineering of road safety, monitors road safety and ensures compliance with mitigation measures during road construction phase including but not limited to safety measures in the construction sites and those related to residents.

The country has progressively built its capacity on safeguards management during the implementation of previous projects (World Bank, AfDB, European Union, etc.). While several existing project implementation units in Chad are by now quite skilled in safeguards management, capacity remains weak in the Ministry of Environment, in civil society organizations, and among local government bodies.

A thorough capacity assessment exercise was carried out through the Environmental and Social Management Framework and capacity building measures have been designed and will be implemented including to road safety awareness aspects.

Furthermore, the Project Implementation Unit is an existing PIU and has significantly increased its capacity in safeguards oversight and new corporate requirements (Gender, GBV) with the recruitment of adequate specialists with robust experience. In addition to the senior environmental specialist, the PIU has been staffed with of a senior social specialist, a GBV specialist, and ongoing development of a detailed environmental and social safeguards implementation manual are carried out with the support of an external international consultant. The consultant's missions are to (i) elaborate a specific safeguards implementation manual to guide CESH in adequate environmental and social compliance monitoring, (ii) train CESH on safeguards policies as well as (iii) support the CESH in updating both ESMF and RPF to include CERC component, related generic impacts and mitigation measures as well as COVID-19 provisions. Two NGOs (i. on GBV and ii. on Environment, Road safety and HIV/AIDS) have been rolled-out on the field for communities sensitization/awareness and operate the GRM and effectively support remotely the safeguards implementation.

External monitoring will continued to be carried out by relevant ministries under the coordination of the Ministry in charge of the environment and the World Bank environmental safeguard specialist, social safeguard specialist and GBV specialist assigned to the project.

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 beneficiary populations of the provinces targeted by the project. The selection of roads to be improved by the project is undertaken in consultation with the existing regional coordinating committees (CRA) and will be harmonised with the local agricultural development plans developed by the CRA in the context of the



contemporary Climate Resilient Agriculture and Productivity Enhancement Project.

Public consultations were held and documented in the course of preparation of the ESMF and RPF. The same was done for the ESIA and RAP of the 75km Bedaya-Moissala section, and will be done for future ESIA and RAP as these proceed. Document disclosure was done online by the government and the World Bank, and in the affected regions by posting copies in local government offices.

**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  19-Jul-2018	Date of submission for disclosure  24-Oct-2018	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
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**"In country" Disclosure**

Chad  
25-Oct-2018  
  
Comments

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

Date of receipt by the Bank  19-Jul-2018	Date of submission for disclosure  24-Oct-2018
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**"In country" Disclosure**

Chad  
25-Oct-2018  
  
Comments

**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 4.11 - 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

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#### Borrower/Client/Recipient

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#### Implementing Agencies

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**APPROVAL**

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**Approved By**

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