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

Appraisal Stage | Date Prepared/Updated: 11-May-2017 | Report No: PIDISDSA19606



BASIC INFORMATION

A. Basic Project Data

Country Mali	Project ID P160505	Project Name Mali - Rural Mobility and Connectivity Project	Parent Project ID (if any)
Region AFRICA	Estimated Appraisal Date 08-May-2017	Estimated Board Date 17-Jul-2017	Practice Area (Lead) Transport & ICT
Financing Instrument Investment Project Financing	Borrower(s) Ministry of Economy and Finance	Implementing Agency Minister of Equipment and Accessibility	

Proposed Development Objective(s)

The Project Development Objective is to improve and sustain road access of farming communities to markets and basic services in the project area, and, in the event of an eligible crisis or emergency, to provide immediate and effective response to it.

Components

- Rural roads improvement
- Routine maintenance and road safety
- Operational support
- Contingent emergency response

Financing (in USD Million)

Financing Source	Amount
Borrower	6.00
International Development Association (IDA)	70.00
Total Project Cost	76.00

Environmental Assessment Category

B - Partial Assessment

Decision

The review did authorize the preparation to continue



Note to Task Teams: End of system generated content, document is editable from here.

Other Decision (as needed)

B. Introduction and Context

Country Context

- Mali is a large landlocked country with a population of about 15.3 million growing at about 3 percent per annum and a land area of about 1,240,000 square km.** The population is unevenly distributed, as 60 percent of the country's surface area is desert. Mali is also one of the world's poorest countries, with a GDP per capita of only US\$724 and a Human Development Index ranking 175th out of 188 countries in 2016. Life expectancy is low (57 years), malnutrition is high (28 percent of children under five are stunted)ⁱ, and most of its population is illiterate (69 percent of adults).ⁱⁱ The economy is predominantly rural and informal: 64 percent of the population resides in rural areasⁱⁱⁱ and 80 percent of the jobs are in the informal sector.^{iv}
- The incidence of poverty in Mali is high and predominantly rural.** Prior to the 2012 political and security crisis, Mali had made some progress in reducing poverty thanks to increased agricultural production and better functioning value chains^v, which led to a decline in the incidence of poverty from 60 percent in 2000 to 51 percent in 2010. However, since then, there have been no improvements in the poverty rate and about 90 percent of the poor still reside in rural areas. Geographically, poverty is concentrated in the southern tier of the country, where around 90 percent of the country's population resides.
- The Malian economy grew between 1995 and 2010 at approximately 5.0 percent per year.** Nevertheless, as a result of the military coup and the insurgency in the north of the country, in 2012 Mali's GDP growth slowed dramatically to about 1.2 percent. Growth resumed in 2013 following the reestablishment of the constitutional order and improved security situation in the north. It has averaged about 4 percent since 2013, despite a recent deterioration in the international terms of trade for Mali. Taking into account the weight of the agricultural sector (about 40 percent of GDP), the Malian economy remains largely dependent on the performance of the agricultural sector.
- Improving Mali's long-term growth potential will require a greater productivity of the agricultural sector.** Mali's economy remains dominated by the primary sector, as reflected in the country's low ranking on the economic complexity^{vi} index – 102nd out of 128 countries.^{vii} This means that Mali will need to focus on improving the competitiveness of the primary sector, which is the key to reducing rural poverty. In addition, Mali could capture a larger market share in specific value chains where it has the highest potential: production and export of cereals, tropical fruits, livestock, fish, cotton, and gold. By providing enhanced rural mobility and connectivity to farmers, the proposed project is a key step toward achieving this goal.



Sectoral and Institutional Context

Sectoral context

5. **The agricultural sector's Growth in the agricultural sector's is constrained by a variety of factors including transport bottlenecks.** Thanks to good rainfall patterns and increased productivity, Mali's agriculture sector has outperformed non-agriculture sectors in the past decade, with a trend growth rate of over 10 percent. Agriculture (including agro-pastoralism) is Mali's biggest employer, accounting for 63 percent of all jobs and 86 percent of jobs in rural areas. There is significant spatial variation in agricultural performance across regions in rural Mali, with high agricultural productivity in the irrigated fluvial basin of the Niger River and in the south. In contrast, northern, dryland cropping regions of Mali face lower yield growth and lower farm efficiency. Part of this variation in productivity is agro-climatic: dryland cropping zones face lower rainfall, higher rainfall variability, and more soil constraints. However, important sources of farm inefficiency in the dryland cropping zone include non-environmental factors such as access to seeds, information constraints, gender disparities, and transport bottlenecks.^{viii} In the southern cropping zone, the primary constraints to greater agricultural productivity include under-adoption of agricultural technologies, health shocks, and access to markets.

6. **Road transport is the dominant transport mode in Mali.** The country has a total road network of about 89,000 km of which: (a) 14,000 km are national roads; (b) 7,000 km are regional roads; (c) 29,000 km are local roads; and (d) 39,000 km are communal roads. Among these 89,000 km, only 23,000 km have been classified and only about 5,500 km are paved. The rural access index^{ix} (RAI) for Mali is about 22 percent, which is well below the average of 34 percent for Sub-Saharan Africa (SSA). The RAI of the southern part (about 1/3 of the land area and 90% of population) is about 33%. The rural roads are communal unpaved roads connecting villages within the same communes or thru several rural communes to the main roads (National roads or Regional Roads).The two other modes of transport besides road are the railway connecting Dakar (Senegal) to Koulikoro, and inland water transport on the Niger River from Koulikoro to Gao and on the Senegal River from Kayes to the border with Senegal. The modal share of road transport in Mali is currently around 90 percent and growing for goods and passengers.

Sectoral challenges

7. **Poor overall road connectivity.** Road connectivity poses a major challenge both intra and inter regionally for three major reasons. First, the quality of the rural road network remains poor in terms of service level and all-season passability. Second, transport costs to reach international markets via the nearest seaports (Conakry, Dakar, and Abidjan) are among the highest in the world because of a combination of poor infrastructure, non-tariff barriers, inefficient transport services provision, and lengthy customs clearance procedures. Third, road connectivity within the country remains poor, due to a poorly developed and maintained secondary and tertiary road network.

8. **Poor rural road network passability during rainy season.** During the rainy season, many rural roads become impassible for long (3-4 months) periods of time. This results in consumer and producer prices peaks during the rainy season. Conversely, heavy investments over the last decade or so in the core road infrastructure connecting regional capitals have reduced the differences in consumer prices between regions. This is illustrated by the gradual decline in the difference between the maximum regional price and the minimum regional price at the national level, suggesting that better roads improve market integration and connectivity.^x Furthermore, with climate change, high rainfall events that especially cut off and damage rural roads are expected to become more frequent and more severe, particularly in the Mali's dryland zone. This will further reduce the all-weather passability of large parts of the rural road network.



9. **Inadequate capacity and funding to maintain the rural road network.** A road authority, in charge of managing a second-generation road fund that collect resources thru fuel levy, toll fees and overloading fines, is in place since 2002 to finance the maintenance of the road network. In 2016, the road authority has mobilized about US\$45 million, and these resources have financed the maintenance of mainly national, regional, and urban roads, the repair of ferryboats, and the rehabilitation of long-span bridges on national trade corridors. However, the resources collected by the road authority only cover about 55 percent of the maintenance needs of the national, regional, and urban road networks. The road authority is not mandated to finance the maintenance of the rural road network since this responsibility has been transferred to local governments. Unfortunately, local governments have neither the resources nor the capacity to maintain the rural network effectively, which means that large parts are in poor condition.

10. **Poor road access negatively affects agricultural value chains development in southern high agricultural productivity zone.** A rural access study financed by the recently closed Mali Second Transport Sector Project showed that many rural roads in the southern region of Sikasso are impassable during the rainy season, leaving about 74% of villages isolated during that time. Sikasso is the country's biggest production basin for mango, whose harvest time coincides with the rainy season. Because of poor road access, Mali's exporters and processors have great difficulties in securing an adequate mango supply to meet demand. The value chain of cotton, along with other promising high-value crops, faces the same constraints.

11. **Transport is also a bottleneck for farmers in the dryland zone, where one third of Mali's poor live.** An study of nationally representative plot-level agricultural data (Living Standards Measurement Study - Integrated Surveys on Agriculture, known as "LSMS-ISA 2014") shows that faster travel time to markets and/or access to motorized transport significantly increase farm revenues. This is because the dryland agricultural zone has lower population density, longer distances from farms to markets, lower input use, and higher crop prices compared to the southern zone. In general, the dryland crop zones serve as a trade corridor with grain moving from the south towards the food deficit region in the north, and livestock moving from the north towards the south.

Institutional context

12. The The Ministry of Equipment and Accessibility (MED in French) is responsible for the entire transport sector in Mali. The National Directorate of Roads (DNR in French) is in charge of managing the whole road network. A road maintenance contracting agency (AGEROUTE in French) is in charge of procuring and managing yearly routine and periodic maintenance contracts. As mentioned earlier, a road authority finances the maintenance of the road network. The National Policy on Transport, Transport Infrastructure, and Accessibility (2015-2025) and the National Rural Transport Strategy (2008) are the strategic documents guiding all interventions in the transport sector.

13. When the National Decentralization Policy Framework was adopted in 2005, the responsibility of managing rural infrastructures, including rural roads, was transferred to the local governments. Regional Development Agencies (ADR in French) were recently created as decentralized entities in charge of implementing infrastructure development operations at the local level. Given that local governments do not have the capacity to improve and maintain the rural roads, the National Directorate of Roads and the National Directorate of Rural Engineering continue to play a vital technical support role to the local governments.

14. The Ministry of Agriculture is responsible for the entire agricultural sector through the National Directorate of Agriculture, the National Directorate of Rural Engineering, the Institute of Rural Economy, and several rural development agencies. A rural infrastructure contracting Agency (*AGETIER in French*) is in charge of procuring and managing rural infrastructure ranging from irrigated perimeters, storage facilities to rural roads. The agricultural



orientation law, which combines all the laws and regulations of the agricultural sector, guides agricultural development policy (2011-2020). In addition, there is a ten-year action plan of the policy of agricultural development called the National Investment Plan for the Agricultural Sector (2015-2025) that has a target of improving about 5,800 km of rural roads to open up agricultural production basins by 2025.

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 is to improve and sustain road access of farming communities to markets and basic services in the project area, and in the event of an eligible crisis or emergency, to provide immediate and effective response to it.

Key Results

The key results are increased in the proportion of agricultural products transported to primary markets or processing centers, reduction in vehicle operation cost for the distribution of inputs and collection of cottons, increase the number of schools and health centers that has all-season road access, sustained the road investment thru routine maintenance and finally have about 600,000 people provided with an all-season road access.



D. Project Description

The proposed components are as follows:

Component 1: Rural roads improvement

Subcomponent 1.1: rural roads improvement works

16. About 1,700 km of existing unpaved rural roads will be improved using the spot improvement method. The civil works will be executed in four consecutive phases.

Subcomponent 1.2: small common facilities

17. This subcomponent will finance small common facilities located along the rural roads of subcomponent 1.1 to foster women empowerment and community cohesion. These facilities will thus maximize the positive impact of the project on the rural population.

18. These facilities not yet identified will be of different kinds, including water wells with hand pump, vegetable gardening perimeters and multi-functional platforms for women, crops storages, weekly market small buildings, fences and rooms for existing schools, construction of additional classrooms, rehabilitation of health centers and maternities.

Subcomponent 1.3: preparatory studies for potential scale-up and future series of projects (about US\$2 million equivalent, 100% financed by IDA).

19. This subcomponent will finance technical engineering studies and related social and environmental safeguards studies to scale up the project to other agricultural production areas in the country under a potential additional financing. It could also finance preparatory studies for any future transport project in Mali.

Component 2: Routine road maintenance and road safety

Subcomponent 2.1: Routine maintenance mechanism

20. This subcomponent will build capacity of stakeholders in order to put in place an efficient and sustainable mechanism for the routine maintenance of rural roads.

Subcomponent 2.2: routine maintenance works

21. This subcomponent will finance on-the-job training of the CBOs to execute routine maintenance works.

22. Specific activities to be financed include: (a) payment of the CBOs, (b) construction materials, (c) inspection missions, (d) accident insurance.

Subcomponent 2.3: road safety



23. This subcomponent will finance activities to improve safety on selected rural roads.

The national road safety agency (ANASER) will have the technical responsibility of the implementation of this sub-component.

Component 3: Operational Support

Subcomponent 3.1 – Project management

24. Activities to be financed under this subcomponent include: (i) operating costs of the already established NCU, (ii) equipment for NCU, (iii) training for NCU staff, (iv) fiduciary management including audits, (v) support for monitoring and evaluation, including a small study to measure the rural access index (RAI) in the regions of Sikasso and Koulikoro using the new methodology developed by the World Bank in 2016, (vi) implementation and monitoring of environmental and social safeguards

Subcomponent 3.2 – Social Safeguards

25. Activity to be financed: implementation of the RAPs (100% financed by the Government of Mali)

Subcomponent 3.3 – Citizen engagement

26. This subcomponent aims at reinforcing the participation of the project beneficiaries during project conception, implementation and beyond. Specific activities to be financed include: (i) communication and consultation with direct beneficiaries, (ii) community monitoring thru the deployment of an ICT based solution including training of actors and (iii) costs related to grievance redress mechanism.

Component 4: Contingency emergency response

27. This component, known as the Contingent Emergency Response Component (CERC), will be available should the need arise to redirect some of the project resources to contribute with other projects in the Mali portfolio to respond to an emergency. The available resources would be made available to finance emergency response activities and to address crisis and emergency needs. An Immediate Response Mechanism Coordinating Agency and expenditure management procedures will be defined in an Immediate Response Mechanism Operational Manual (IRM/OM), to be prepared separately and approved by the World Bank, in line with guidance provided under OP 10.00, paragraph 12. In case this component is used, the project will be restructured to allocate financing, revise the PDO and indicators, and detail implementation arrangements.



E. Implementation

Institutional and Implementation Arrangements

28. The proposed project will be housed at the Ministry of Equipment and Accessibility (MED in French), which is in charge of managing the road network. The institutional arrangements to effectively prepare and implement the proposed project activities agreed are as follows:

29. **Project Steering Committee (SC).** A SC will be chaired by the minister in charge of roads or his representative and will include, among others, representatives of the ministry of agriculture and the ministry in charge of decentralization. The SC will ensure that throughout the life of the proposed project, there is an adequate strategic direction, overall oversight, and coordination with other line ministries.

30. **National Coordination Unit (NCU).** The already existing and fully operational NCU will be in charge of coordinating the project activities among different ministry entities, central and the decentralized government entities, the overall fiduciary aspects (procurement and financial management), safeguards compliance monitoring, and monitoring and evaluation.

31. **Project Technical Committee (TC).** A TC, already established by ministerial decision, is chaired by the coordinator of NCU and include designated focal points (technical experts) from the National Roads Directorate, the Agency of Road Safety, the National Directorate of Agriculture, the National Directorate of Rural Engineering, the Compagnie Malienne pour Le Développement du Textile (CMDT), the Upper Niger River Valley Agricultural Program, the regional councils of Koulikoro and Sikasso. The TC is responsible for the proper technical oversight, the development of the annual work plans and budget, and ensuring that the proposed project meets its objectives.

Implementing Agencies (IAs). There are two implementing agencies organized as followed:

32. AGETIER (Agence d'exécution des travaux d'infrastructure et d'équipements ruraux) will implement the rural roads improvement works through a delegated contract management by the regional councils of Sikasso and Koulikoro.

33. NCU will implement the preparatory studies, small common facilities, routine maintenance activities, and road safety activities. NCU will have the fiduciary responsibility of the above-mentioned activities, while the technical services of the ministry in charge of roads led by the National Directorate of Roads will have technical responsibility. NCU will hire a suitably qualified NGO to coordinate the activities related to routine maintenance road works.

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

The proposed project will finance spot improvement and the routine maintenance of existing rural roads in the regions of Koulikoro and Sikasso. The exact locations of all the roads sections to be improved will not be known before appraisal except the road sections of the first phase already identified.



G. Environmental and Social Safeguards Specialists on the Team

Salamata Bal, Emeran Serge M. Menang Evouna

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	project will cover 2 administrative regions in the southern part of the country and the spot improvement work will be rolled out in four phases. Among the road sections to be improved, the exact location of only the 5 road sections of phase I are known and the other phases are unknown. As consequence the borrower has prepared (1) an Environmental and Social Management Framework (ESMF) which cover the whole project, and (2) site specific ESIA for the 5 road sections of phase 1. Specific Environmental and Social instruments (ESIA, RAP) will be prepared as needed for the remainder of rural road segments (Phases 2 thru 4) once the specific locations are known
Natural Habitats OP/BP 4.04	Yes	It is not expected that the project will impact natural habitats. The consultant preparing the ESMF will (i) check for the presence of natural habitats in the targeted region during the environmental assessment process, (ii) confirm whether or not the policy is triggered, (iii) should the policy be triggered, the necessary and adequate mitigation measures to avoid or minimize damage to natural habitats will be included in a separate chapter of the ESMF or in a Protected Area Management Plan as needed.
Forests OP/BP 4.36	Yes	The policy may apply since rural roads improvements may require compensatory reforestation and tree maintenance along the targeted roads. Should the policy be triggered, depending on the size and location of the area concerned and/or reforestation needed, a free standing Forest Management Plan may be warranted, otherwise the ESMF will include a



		separate chapter with the appropriate guidance and mitigation measures. The appropriate instrument once prepared, will be consulted upon, validated in-country and the World Bank, as well as publicly disclosed before project appraisal.
Pest Management OP 4.09	No	The project will not finance any acquisition, transport, storage or utilization of hazardous chemicals, pesticides, fertilizers or any similar products. It will not finance any pesticide application equipment either.
Physical Cultural Resources OP/BP 4.11	Yes	Rural road improvements may potentially impact cultural and historical heritage along the concerned roads. The ESMF will include the appropriate mitigation measures (chance find procedures) as well as clauses for contractors
Indigenous Peoples OP/BP 4.10	No	There are no indigenous people in the project intervention area
Involuntary Resettlement OP/BP 4.12	Yes	It is expected that the construction limit of the spot improvement work will be within the existing right right and outside of rural settlements. Economic
Safety of Dams OP/BP 4.37	No	The project will not finance any dam construction or activity associated with or dependant on an existing dam
Projects on International Waterways OP/BP 7.50	No	The project will not finance any activity located on international waterways or that will use or potentially pollute such waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project intervention area does not include any disputed area.

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:

1. The ESMF, RPF and the specific ESIA and RAPs found that, the project main adverse impacts are the following: destruction of trees along the right-of-way of the rural roads spot improvement works and borrow areas; alteration of the quality of the air by the uprising of dust; production of wastes (solid and liquid); increase of noise; risk of accidents for workers; temporary disruption of road traffic; risk of spreading sexually diseases including HIV/AIDS, increase of social conflicts, increase pressure on natural resources, water pollution due to hydrocarbons, land disputes, risk of uncontrolled population influx; risk of insecurity, in addition it was recognized that less than hundred persons will be affected by involuntary resettlement in the sense of OP.4.12. No physical displacements are expected.



2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area: Even it is not anticipated large scale indirect long term adverse impacts, it was recognized that cultural identity may change and inflation may increase.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts. The approach chosen (spot improvement) have minimum adverse impact compared to alternative such as full scale rehabilitation.

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.

Safeguards instruments: As the frameworks and specific instrument approaches were used based on the availability of the information related to the project sites, an ESMF and a RPF were prepared and disclosed by the borrower prior to appraisal. In addition, the borrower prepared a specific ESIA and RAP for the selected road spot improvement works sections for the first year of the project implementation. These two specific safeguard instruments were also prepared, approved and disclosed prior project appraisal.

Assessment of Borrower capacity: The Borrower had the opportunity to implement a similar project with the Bank. Most of the technical team and the Environmental Specialist that were involved in the implementation of the previous project are still in place. Nevertheless, it was noticed that, the environmental and social specialist will need an update on environmental and social project management. A social development specialist will need to be hired so that the PIU will be better staffed. The Environmental and social unit lacks logistics means to allow efficient implementation of the environmental and social safeguards. The Environmental and Social Unit will therefore be equipped (vehicle, GPS, cameras, etc). Specific training on environmental and social monitoring will be needed.

Institutional arrangement for Safeguards Processing. The overall responsibility of safeguards processing relies on the National Coordination Unit (NCU) within the Ministry in charge of rural Roads. This unit will work closely with the National Directorate of Sanitation, Noises and Pollution Control (DNACPN) within the Ministry of Environmental, Sanitation and Sustainable Development. More specifically, the NCU will maintain a position of an Environmental Safeguards Specialist (ESS) and will hire a Social Development Specialist during the whole duration of the project. The ESS and the Social Safeguard Specialist will be responsible for the fully implementation of the ESMF and the RPF. They will ensure that systematic screening of all subprojects as well as the development of any related additional site-specific safeguards documents (ESIA/ESMPs/ RAPs) are prepared and disclosed timely. The safeguards documents would be properly consulted upon and publicly disclosed both in-country and at the InfoShop prior to the start of the civil works. The safeguards team will also ensure that in all bidding documents, environmental prescriptions are systematically integrated.

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

Key stakeholders: The main key stakeholders were identified during the project preparation and are among other: project affected people, local authorities' representatives, traditional rulers and local nongovernmental organizations representatives. The project will update the existing consultation plan and it will be implemented according to the prescription provided through the ESMF.

Consultation and Disclosure of the safeguards documents: During the preparation of the ESMF, RPF and the specific ESIA and RAP, the client undertook a meaningful consultations with the main stakeholders. 533 persons were



consulted during the preparation of the ESMF in Koulikoro and Sikasso regions. During the preparation of the ESIA/RAP for the first year road improvement section, 1397 were consulted in these two regions. The ESMF and RPF were disclosed in country and at the World Bank’s InfoShop. During the preparation of additional specific safeguards documents, the same meaningful consultation will be undertaken and the documents disclosed in country and at the World Bank’s InfoShop. During the whole duration of the project, the National Coordination Unit will maintain consultation with the main stakeholders.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank	Date of submission to InfoShop	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
15-Mar-2017	27-Mar-2017	

"In country" Disclosure

Mali

14-Mar-2017

Comments

The ESMF was published on ministry of equipment and accessibility website <http://www.metd.gov.ml>

Resettlement Action Plan/Framework/Policy Process

Date of receipt by the Bank	Date of submission to InfoShop
15-Mar-2017	28-Mar-2017

"In country" Disclosure

Mali

14-Mar-2017

Comments

The RPF was published on ministry of equipment and accessibility website <http://www.metd.gov.ml>

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?

Yes

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

Yes

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?

Yes

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

OP/BP 4.36 - Forests

Has the sector-wide analysis of policy and institutional issues and constraints been carried out?

No

Does the project design include satisfactory measures to overcome these constraints?

Yes

Does the project finance commercial harvesting, and if so, does it include provisions for certification system?

No

The World Bank Policy on Disclosure of Information

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

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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APPROVAL

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Approved By

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Practice Manager/Manager:	Nicolas Peltier-Thiberge	10-May-2017
Country Director:	Paola Ridolfi	11-May-2017

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ⁱ Priorities for Ending Poverty and Boosting Shared Prosperity – Mali Systematic Country Diagnostic, June 2015, World Bank.

ⁱⁱ Adult and Youth Literacy 1990-2015 – Analysis for 41 Selected Countries, 2010, UNESCO.

ⁱⁱⁱ World Development Indicator dataset.

^{iv} *Priorities for Ending Poverty and Boosting Shared Prosperity – Mali Systematic Country Diagnostic*, June 2015, World Bank.

^v Full range of value-adding activities required to bring a product or service through the different phases of production, including supply of inputs, services such as transport or storage, physical transformation, and ultimately response to consumer demand.

^{vi} The economic complexity of a country is dependent on the complexity of the products it exports. A country is considered ‘complex’ if it exports not only highly complex products, but also a large number of different products.

^{vii} Hausmann and Hidalgo (2008): a country should seek a development path that builds on the knowledge captured in its existing product mix and aim to increase the complexity of its production.

^{viii} Average distance from farms to a market, for example, averages 8 km in the southern zone and 13 km in the



dryland zone (LSMS-ISA 2014)

^{ix} The rural access index measures the number of rural people who live within two kilometers (typically equivalent to a walk of 20-25 minutes) of an all-season road as a proportion of the total rural population. An “all-season road” is a road that is motorable all year round by the prevailing means of rural transport (typically a pick-up or a truck which does not have four-wheel-drive).

^x Priorities for Ending Poverty and Boosting Shared Prosperity – Mali Systematic Country Diagnostic, June 2015, World Bank.