

**INTEGRATED SAFEGUARDS DATASHEET  
RESTRUCTURING STAGE**

**I. Basic Information**

Date prepared/updated: 05/06/2013

Report No.: AC6787

**1. Basic Project Data**

Country: Yemen, Republic of	Project ID: P070092
Project Name: RY TAIZ MUNICIPAL DEV & FLOOD PROTEC	
Task Team Leader: Ali Khamis	
Estimated Appraisal Date: April 18, 2001	Estimated Board Date: November 1, 2001
Managing Unit: MNSUR	Lending Instrument: Specific Investment Loan
Sector: Flood protection (74%); Sub-national government administration (24%); Other social services (2%)	
Theme: Natural disaster management (20%); Decentralization (20%); Municipal governance and institution building (20%); Water resource management (20%); Other social development (20%)	
IBRD Amount (US\$m.):	0
IDA Amount (US\$m.):	100.2
GEF Amount (US\$m.):	0
PCF Amount (US\$m.):	0
Other financing amounts by source:	
<u>BORROWER/RECIPIENT</u>	<u>4.80</u>
	4.80
Environmental Category: B - Partial Assessment	
Simplified Processing	Simple <input type="checkbox"/> Repeater <input type="checkbox"/>
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

**2. Project Objectives**

The original objectives of the Project were to: (a) protect Taiz city residents, businesses and infrastructure from seasonal destructive flash flooding through the construction of flood structures, restoration and maintenance of Amria dam and existing flood structures; (b) resettle persons displaced by the flood structures; and (c) develop the capacity of Taiz local government to carry out a major part of its responsibilities according to the Local Authorities Law, and initiate support for Yemen's decentralization program. These objectives were revised for the Additional Financing as follows: (i) protect residents, economic activities and infrastructure from the destructive effects of seasonal flooding in Taiz, Hadramout and Al-Mahara; (ii) restore access to critical road infrastructure damaged by the floods; and (iii) strengthen the capacity of local governments and support decentralization.

### 3. Project Description

The project consists of the following components:

Component 1: **Flood protection and infrastructure rehabilitation US\$38.5 million** equivalent (of which IDA's share is US\$32.8 million equivalent). This component will rebuild select critically damaged infrastructure in the affected areas to higher standards that could withstand future flooding. It comprises two sub-components focusing on rehabilitation and reconstruction of priority damaged segments of the regional road network and the flood protection system, as follows:

(a) **Regional road rehabilitation sub-component** (US\$24.3 million equivalent, of which IDA's share is US\$20.6 million equivalent). Interventions under this sub-component include rehabilitating and reconstructing selected priority regional roads where critical segments have been destroyed by flooding, and retrofitting these with adequate storm water drainage systems. This sub-component finances the repairs of damages over the entire regional road network in the Wadi Hadramout area (the worst affected by the disaster) as well as the Riyan-Ben Aifan regional road in Sahel Hadramout (one of two road connections between Wadi Hadramout and the rest of Yemen, the other being Ben Aifan-Al-Abr). The flood-related damages tackled under AF-2 include: (i) washout/erosion of one or both sides of the road caused by inadequate slope protection structures including some instances where the whole road has been damaged and traffic rerouted; (ii) damages to and blockages of single or multi-cell box culverts and pipe culverts causing consequential local damages to the road; (iii) partly or fully damaged Irish crossings (cement concrete drifts across river beds); (iv) damages to bridges and bridge abutments; (v) minor damages to road pavement and shoulders due to soaking of the pavement and subsequent loss of load bearing capacity requiring asphalt patching and shoulder rehabilitation; and (vi) damages and blockages of roads due to rock fall and slides caused by extensive rain and which led to subsequent damages to road pavements and side drains.

Specifically, 12 regional roads are covered, totaling 40 km in damage length. These are: Rayan-Ben Aifan, Almashad-Dawan, Alhawra-Azzaher, Ben Aifan-Alabr, Seiyoun-Ben Aifan, Alkhashaa-Rakhi, Seiyoun-Tarim, Tarim-Alsom, Prophet Hood road, Aladlos–Rasib Algharf-Sah, and Alaleeb-Rahaba. The repairs would allow building back the damaged sections along the same footprint and alignment, but with adequate flood-proof standards.

(b) **Flood protection system rehabilitation sub-component** (US\$14.2 million equivalent, of which IDA's share is US\$12.6 million equivalent). Interventions under this sub-component include: rehabilitating and reconstructing selected priority components of the flood protection system in the affected areas, which were damaged or affected by the storm and floods, and which served to protect human settlements and agricultural lands.

**Component 2: Resettlement of Affected Persons** (US\$0.0 million equivalent). No investments would be allocated for the second component of Taiz Municipal Development and Flood Protection Project (TMDPPP) covering resettlement activities.

**Component 3: Capacity Building** (US\$2.5 million equivalent, of which IDA's share is US\$2.2 million equivalent). The objective of this component is to prepare a flood protection plan for the vulnerable areas of Wadi Hadramout; a storm water drainage master plan for Mukalla city; help set up local government capacity in disaster preparedness, mitigation and response; finance the cost of design/tender document preparation and construction supervision; and cover Project Management expenses over the three-year implementation period.

#### **4. Project Location and salient physical characteristics relevant to the safeguard analysis**

The Project takes place in various affected areas in Hadramout and Al-Mahara Governorates. The road network rehabilitation encompasses 12 regional roads that cover Wadi Hadramout as well as the Riyan-Bin Aifan regional road in Sahel Hadramout region. The flood protection rehabilitation encompasses different Wadis in Wadi Hadramout, Hadramout Sahel and Al-Mahara as detailed in the project description.

#### **5. Environmental and Social Safeguards Specialists**

Ms Tracy Hart (MNSSEN)  
 Mr Chaogang Wang (SDV)  
 Ms Ana Nunez Sanchez (MNSSEN)

<b>6. Safeguard Policies Triggered</b>	<b>Yes</b>	<b>No</b>
<b>Environmental Assessment (OP/BP 4.01)</b>	<b>X</b>	
<b>Natural Habitats (OP/BP 4.04)</b>		<b>X</b>
<b>Forests (OP/BP 4.36)</b>		<b>X</b>
<b>Pest Management (OP 4.09)</b>		<b>X</b>
<b>Physical Cultural Resources (OP/BP 4.11)</b>		<b>X</b>
<b>Indigenous Peoples (OP/BP 4.10)</b>		<b>X</b>
<b>Involuntary Resettlement (OP/BP 4.12)</b>		<b>X</b>
<b>Safety of Dams (OP/BP 4.37)</b>		<b>X</b>
<b>Projects on International Waterways (OP/BP 7.50)</b>		<b>X</b>
<b>Projects in Disputed Areas (OP/BP 7.60)</b>		<b>X</b>

## **II. 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:

With the exception of the Abdullah Gharib section of the Rayyan Bin Aifan Road, most of the sub-projects to be financed are for replacement of existing structures located at the same place and within the same alignments and right-of-ways, the incremental adverse impact of the project is expected to be minimal. Many adverse impacts have already been caused by the storm and flood disaster such as substantial erosion and change in alignment of natural drainage courses including damaged infrastructure. However, these

impacts will be mitigated through the rehabilitation and reconstruction of damaged infrastructure and protection of drainage courses from further erosion, particularly at places where populated and important agricultural areas are at great risk to flood damage. Expected environmental impacts from the project are those typically associated with road reconstruction and infrastructure rehabilitation. Among other potential impacts, these include: (i) temporary site disturbance associated with demolition of damaged infrastructure; (ii) temporary erosion and sedimentation in streams from reconstruction of road foundations and associated increases in sediment loads and turbidity during construction; (iii) in-stream temporary disturbances from blasting or excavation works for removal of damaged foundation; (iv) dust and noise from operation of heavy equipment during construction; (v) handling, storage and disposal of waste materials; (vi) traffic congestion or temporary re-routing and interruption of traffic around the construction zones; and (vii) worker occupational health and safety related potential impacts.

All of these impacts can be managed during construction with typical mitigation measures included in the contracts and capacity building of supervising organizations. It should be noted that each construction site, whether for road reconstruction or flood protection works, will be located at existing streams and crossings and at confined sites so as to limit and avoid incremental damage. The potential impacts will therefore be very localized. None of the sub-projects will have large scale or regional environmental impacts. The only modification on existing roads financed by the Project pertains to the realignment of the Abdullah Gharib section of the Rayyan-Bin Aifan Road to a higher elevation east. The Project carried out a specific Integrated Environmental and Social Impact Assessment (IESIA) and Environmental and Social Management Plan (ESMP), as well as consultations with communities for the proposed road realignment. The new road will extend for a distance of 7 km (the existing route is 5.4 km long) along public land. The Project area is sparsely vegetated and dry, and presents few food resources and an absence of habitat. There are also no cultural or historic sites in the area. It is not envisaged that the realignment of the Abdullah Gharib section will cause large-scale, irreversible impacts. Hence the environmental category remains B as per OP 4.01.

#### **Physical Cultural Resources (OP/BP 4.11)**

There are no anticipated impacts under the Bank's Physical Cultural Resources Policy (OP 4.11). The project has confirmation that the proposed alignment for the implementation of the Abdullah Gharib Road of the Rayyan Bin Aifan Road will not have any adverse impacts on a mosque located in the general vicinity of the proposed alignment. However, to cover potential impacts under OP 4.11, chance find clauses will be included in the contractor bidding documents.

#### **Involuntary Resettlement (OP/BP 4.12)**

The Bank's Policy on *Involuntary Land Acquisition and Resettlement* does not apply to this project. Information made available from the Project Coordination Unit (October 2012) and also final ESIA which is based on site visits and consultations with community members confirms that the construction of Abdullah Gharib Section of the Rayyan Bin-Aifan Road will not have adverse impacts on communities. There will be no loss of lands (permanent or temporary); no relocation of households, nor will there be any

adverse impacts on livelihoods. The only impact is on a community water cistern (16 meters wide and 3.5 meters deep) located within the road corridor (public lands) which will either be demolished or shifted. A new cistern (approximate cost USD 5,000) will be reconstructed by the contractor adjacent to the existing one. This will be included as an addendum in the bidding document.

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

Close attention will be paid during implementation to any potential adverse impact that may result from flood protection rehabilitation works-construction debris or dust, etc., on sensitive coastal natural habitats, especially for rehabilitation works in Wadis that are close to coastal areas.

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

As mentioned above, the incremental adverse impact resulting from the project is expected to be small, since all activities to be financed are replacement of existing structures located at the same place and within the same alignments and right-of-ways, and the proposed road alignment will likely cause site-specific, reversible impacts.

Given that many adverse impacts have already been caused by the storm and flood disaster such as substantial erosion and change in alignment of Wadis (natural drainage courses) and damaged protection infrastructure, the alternative of doing nothing would leave Wadi courses vulnerable to further erosion and put populated areas and agricultural areas at a greater risk of flooding and further damage and loss of 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 Borrower's existing implementing agency, the TMDFPP Project Management Unit (PMU), will be reconfigured to reflect the expanded geographic scope of this project. It will include a Project Coordination Unit (PCU) based in Sana'a and staffed with the existing Project Director and fiduciary staff, which will be supported by Project Implementation Units (PIU) based in Taiz (with the existing remaining staff to implement the ongoing Additional Financing) and in Hadramout.

The TMDFPP PMU, whose same management and staff, complemented with additional staff, will constitute the implementing unit of this project - has over 15 years' experience and a strong track record in implementing IDA projects. Specifically, the PMU has demonstrated effective implementation of the Bank's safeguards policies. For instances, it successfully resettled 244 households following the guidelines of the Bank's policies for these households that lived in flood paths and which was rated Highly Satisfactory and its environmental safeguards implementation is also rated satisfactory.

Supervision of the IESIA/ESMP will be carried out by the implementing agency. The latter includes a full-time Environmental and Safety Officer (ESO) in the Taiz office, and

would recruit a new Environmental Officer (EO) for the to-be-established PIU in Hadramout. The environmental officer is appointed on a contract basis and the PIU is responsible to check the performance of the ESO/EO. The ESO/EO would oversee the preparation of and implement the ESMP and the environmental aspects included in the Project's Operations Manual and as detailed in individual contract Tender Documents. The ESO has been in charge of supervising similar work under the original TMDFPF and the ongoing AF.

Date made available by the ESIA consultants and PMU (October 2012) confirms that there are no adverse social safeguards related impacts for local communities affected by the project. The PIU staff in Hadramout/Seiyun are responsible for the daily monitoring of safeguards issues.

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 include inter-alia, the affected communities and households, elected local councils at the Governorate and district level, and the Environmental Protection Authority (EPA), the agency responsible for environmental matters in Yemen. Consultations through formal workshops and meetings taking place within the project-affected areas would take place upon the completion of the IESIA/ESMP in conjunction with the completion of the detailed designs of the different investments (which are still under preparation). Elected local councils at Governorate and district levels will be called upon to facilitate local consultations and in regards to dissemination and disclosure requirements. Finally, local the Traffic Department and MWPH are key stakeholders, as they will assume responsibility for traffic diversion in construction phase and operation and maintenance, including both preventative and routine maintenance in post construction phase, respectively.

As part of the social assessment, consultations have been carried out with government officials, villagers, and project affected people through group meetings, individual and focus group discussions.

The RPF and IESIA/ESMP are publicly available through the Ministry of Public Works in Sana'a, and in the General Department of Public Works and Highways in Mukalla and Seiyun (Hadramout) and Al-Ghaida (Al-Mahara) and the World Bank InfoShop.

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***B. Disclosure Requirements Date***

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

Was the document disclosed <b>prior to appraisal?</b>	N/A
Date of receipt by the Bank	12/27/2012
Date of "in-country" disclosure	02/04/2013
Date of submission to InfoShop	02/05/2013
For category A projects, date of distributing the Executive	

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Summary of the EA to the Executive Directors

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

Was the document disclosed **prior to appraisal?** N/A  
Date of receipt by the Bank  
Date of "in-country" disclosure  
Date of submission to InfoShop

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**Indigenous Peoples Plan/Planning Framework:**

Was the document disclosed **prior to appraisal?** N/A  
Date of receipt by the Bank  
Date of "in-country" disclosure  
Date of submission to InfoShop

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**Pest Management Plan:**

Was the document disclosed **prior to appraisal?** N/A  
Date of receipt by the Bank  
Date of "in-country" disclosure  
Date of submission to InfoShop

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

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

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

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**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 Sector Manager (SM) review and approve the EA report? Yes  
Are the cost and the accountabilities for the EMP incorporated in the credit/loan? Yes

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**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

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

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***D. Approvals***

<b><i>Signed and submitted by:</i></b>	<b><i>Name</i></b>	<b><i>Date</i></b>
Task Team Leader:	Mr Ali Khamis	02/28/2013
Environmental Specialist:	Ms Tracy Hart	02/28/2013
Social Development Specialist	Mr Chaogang Wang	02/28/2013
Additional Environmental and/or Social Development Specialist(s):	Ms Ana Nunez Sanchez	02/28/2013
<b><i>Approved by:</i></b>		
Regional Safeguards Coordinator:	Mr Maged Mahmoud Hamed	03/01/2013
Comments:		
Sector Manager:	Mr Franck Bousquet	03/01/2013
Comments:		