

**INTEGRATED SAFEGUARDS DATA SHEET  
APPRAISAL STAGE**

**Report No.: ISDSA6979**

**Date ISDS Prepared/Updated:** 16-Jan-2014

**Date ISDS Approved/Disclosed:** 24-Jan-2014

**I. BASIC INFORMATION**

**1. Basic Project Data**

<b>Country:</b>	Haiti	<b>Project ID:</b>	P133352
<b>Project Name:</b>	HT Center and Artibonite Regional Development (P133352)		
<b>Task Team Leader:</b>	Pierre Xavier Bonneau		
<b>Estimated Appraisal Date:</b>	03-Feb-2014	<b>Estimated Board Date:</b>	20-Mar-2014
<b>Managing Unit:</b>	LCSTR	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Rural and Inter-Urban Roads and Highways (56%), Urban Transport (12%), Central government administration (10%), Public administration- Transportation (8%), General agriculture, fishing and forestry sector (14%)		
<b>Theme(s):</b>	Rural services and infrastructure (60%), Natural disaster management (15%), Other urban development (15%), Other public sector governance (10%)		
<b>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?</b>			No
<b>Financing (In USD Million)</b>			
Total Project Cost:	58.00	Total Bank Financing:	50.00
Financing Gap:	0.00		
<b>Financing Source</b>			<b>Amount</b>
BORROWER/RECIPIENT			0.00
International Development Association (IDA)			50.00
Strategic Climate Fund Grant			8.00
Total			58.00
<b>Environmental Category:</b>	B - Partial Assessment		
<b>Is this a Repeater project?</b>	No		

**2. Project Development Objective(s)**

Project Development Objective: The objective of the proposed Project is to support the development

of the Centre Artibonite Loop (CAL) region, primarily by enhancing all-weather connectivity and logistics for producers, and the region's resilience to climate change.

This Project Development Objective would be achieved through: (i) enhancing transport connectivity between the CAL and other regions; (ii) enhancing the access of inhabitants and agricultural producers to selected markets by improving internal connectivity within the CAL, as well as selected market facilities; (iii) developing regional knowledge and tools to enable public and private actors in the region to better plan investments and activities; (iv) improving the region's resilience to climate change; and (v) providing the Government of Haiti (GoH) with resources and capacity to respond promptly and effectively to an eligible emergency.

### **3. Project Description**

#### **COMPONENT 1 – Enhancing logistics and transport connectivity**

This component aims to link the Centre Artibonite Loop (CAL) region to economic growth poles outside the region, and to improve the internal connectivity of the CAL by increasing all-weather access to agricultural production areas, markets and services, and improving the Rural Access Index (RAI). To complement on-going national and donor-financed infrastructure investments in the primary, secondary and tertiary road networks, the Project would finance the protection rehabilitation and/or construction of critical spots along the road network, and introduce climate-proofing measures contributing to infrastructure resilience. This focused intervention has proven to be an efficient investment strategy, bringing in maximized development impacts. Investments would be made at three levels to improve: (i) the primary, secondary and tertiary road networks; (ii) the rural road network (feeder roads and rural pathways); and (iii) road maintenance.

#### **Subcomponent 1.1. Improving the structuring road network**

The Project would strengthen regional connectivity and logistics, focusing investments on three major connecting roads, selected tertiary roads, and selected basic infrastructure along the road network. This subcomponent would finance works and related studies for the rehabilitation of vulnerable road sections, bridges, river crossings, and critical spot interventions along three major connecting roads: outbound to the capital/South (Saut d'Eau-Titanyen), outbound to the North (Dessalines-Saint Michel-Saint Raphaël), internal corridor West-East across the loop (Maïssade-Hinche). The Project would pay particular attention to the integration of road safety best practices in designs and promote shared design of the road for pedestrian, Intermediate Means of Transport (IMTs) and vehicles. The Project would also finance the rehabilitation of selected tertiary roads in the priority areas of intervention identified with the participatory mechanism defined under Components 1.2 and 2. The Project also aims to facilitate the transport conditions of rural households through improved basic infrastructure along the road network: where relevant and feasible, investments at critical spots would be complemented by basic social infrastructure with a special focus on gender related issues. Those complementary investments would be identified by a gender and social assessment.

The Project would strengthen the macro-resilience of the road network of the loop and mitigate risks of isolation of population and traffic cuts in extreme weather events. To that end, as well as to ensure the long-term sustainability of the investments in general, the Project would finance adaptation measures to climate change such as the reinforcement of hydraulic protection for bridges, improved drainage, slope stabilization works in mountainous or steep areas. Investments would be identified through a vulnerability assessment.

### Subcomponent 1.2. Improving the rural road network

The Project would improve internal connectivity and in particular the transit and transport of agriculture products all year round through the rehabilitation or upgrading of selected feeder roads and rural pathways, and the construction of small logistical facilities, such as collection points for agricultural production, drinking points along pathways, or shading areas. The purpose would be to increase all-weather access, especially for IMTs in isolated areas, and improve basic conditions along transit routes. Technical guidelines would be developed and disseminated for infrastructure design, construction and maintenance. They would mainstream context-specific climate resilience best practice, and particularly promote simple and lower cost design for roads and pathways dedicated to pedestrians or IMTs.

The selection of the roads (tertiary roads, feeder roads and rural pathways) would follow an approach combining a top-down and bottom-up process. The former would consist of a prioritization and screening process based on economic and technical viability criteria, while the latter would allow for participation of the full range of local stake holders, and for local competition. This bottom-up process would be facilitated by the services of a contracted Operator.

### Subcomponent 1.3. Strengthening of road maintenance capacity and mechanisms at the local level

The Project would finance a mix of goods, works, technical assistance, trainings and services, with potential use of the force account mechanism, to support road maintenance mechanisms and strengthen capacities of the Ministry of Transport, Public Works, Energy and Communications (MTPTEC) road maintenance services at central and local levels. At the central level, the Component would finance an institutional reinforcement plan, complementing undergoing strengthening activities already financed by the Bank and other donors involved in the Transport sector (IDB and EU, in particular). At the regional level, the Component would finance an operational road maintenance strategy for the CAL region, technical guidelines for road maintenance, mainstreaming context-specific climate resilience best practice, and trainings. At the local level, the Component would finance works needed to rehabilitate the local road maintenance centers of MTPTEC in Hinche and Mirebalais, and, possibly, construct a new center in Saint Michel. The Component would also support the existing and the development of new road maintenance microenterprises operating in the CAL region, by providing trainings and technical assistance, with a special focus on community-based organizations. Finally, if necessary and for the duration of the Project, the Component may finance part of the maintenance costs needed for the projected investments. This funding, which would decline over the years, would go through the Road Maintenance Fund (FER) for the eligible road network, and use the force account mechanism, as well as involve directly the local communities for the rural network. FER would be in a position to fully take over once the Law, aiming at increasing its resources and currently under review by the Parliament, is approved.

## COMPONENT 2 – Improving infrastructure and management capacity of markets

This Component would improve the infrastructure and management capacity of key selected urban and rural markets to link agricultural producers with the roads identified under Component 1. Given the differences between urban and rural markets, there would be a different approach for establishing local consensus, design and management for each.

### Subcomponent 2.1: Urban markets

30. The Project would improve a limited number of urban markets that are strategically located along the loop. Between two and four urban markets would be selected for financing of upgrading and/or construction. The upgrading works would potentially include works on facilities that are typically associated with markets to improve connected services of freight and trade. The project would finance a mix of goods and works, which would be complemented with training and technical assistance. An investment and management plan would be developed with the support of a contracted Operator, while the construction or upgrades would be executed by a private contractor and would include climate resilient infrastructure.

### Subcomponent 2.2: Rural markets

This subcomponent would finance the same activities as subcomponent 2.1 but through a competitive scheme. This component would combine a top-down and a bottom-up approach, where CIAT would play a strategic role. A call or calls for proposals would be issued for short-listed rural markets to prepare and submit an investment and management plan. These plans would be prepared by the local authorities, in consultation with the civil society and with support and facilitation from an Operator hired by the implementing agency. The proposals would be evaluated by a dedicated technical team from the implementing agency against agreed criteria and submitted to the Technical Councils, usually called and chaired by the Departmental Delegates (“Conseil Technique Départemental”). The construction would be executed by a private contractor, while the Operator would work on the supervision and training. Women’s participation in the management of the market would be strongly encouraged as they typically represent a large share of the market uses.

## COMPONENT 3 – Supporting the development of territorial knowledge, planning capacity and local participation

The Project would support the development of knowledge, methodologies and tools to inform territorial and urban planning and opportunities for public and private investments. This Component would finance technical assistance, trainings, goods and costs that would support the GoH, municipalities and local stakeholders to build and disseminate improved territorial knowledge of the CAL region, and to effectively plan and make consensual decisions.

### Subcomponent 3.1. Improving territorial knowledge

This subcomponent would finance analytical studies and information systems, including technical guidelines, inter alia economic, social and environmental studies, spatial analyses, urban studies and plans, climate modeling and adaptation plans to inform decision-makers and practical guidelines to enhance infrastructure investments’ resilience. The Project would support CIAT’s services and provide technical assistance to strengthen CIAT’s capacity. It would also finance the development of a dashboard tool capturing key development indicators and investments at regional level.

### Subcomponent 3.2. Supporting the development of regional planning capacity and local participation

The Project would support the development of participatory decision-making mechanisms that would combine both top-down and bottom-up approaches. First, the Project would support the development of a regional programmatic agenda. The regional agenda would help to provide guidance to stakeholders and to better coordinate the development of the CAL by identifying and sequencing

regional and local investment needs. Second, the Project would support the establishment of participatory decision-making mechanisms at the local level to identify local priorities and investments, within the scope of Components 1 and 2.

This subcomponent would also support broader dissemination and exchange of information between regional stakeholders, using existing local administrative consultation tables chaired by the local representatives of the national government (called “Conseils Techniques Départementaux”), expanded to include municipalities, local stakeholders, such as Chambers of Commerce and associations of producers, and the civil society.

The mechanisms developed under this subcomponent, though specifically designed to implement the activities financed by the Project, would support the initiative from the GoH to strengthen, drive and implement the overall development agenda for the CAL region, which goes beyond the activities financed by Component 1 and 2. This initiative is similarly underway in the other regions of the country such as the North/Northwest corridor and the South Peninsula.

#### COMPONENT 4 – Contingent Emergency Response Component

Due to the high risk of a catastrophic event in Haiti, the proposed project would include a provisional component, designed as a mechanism that would allow for rapid response in the event of an eligible emergency. Such components, which include triggers and conditions for the use of funds, are included in most investment projects in Haiti in keeping with the recommendations of the 2011 WDR on Fragility and with the operational experience acquired in Haiti since the 2010 earthquake.

#### COMPONENT 5 – Project Implementation, Monitoring and Evaluation

This component would finance the activities of the implementing agency for the Project, an existing project implementation unit under the responsibility of the Ministry of Finance and Economy (MEF) called Unité Technique d’Exécution (UTE). UTE has been implementing projects financed by several donors and would coordinate, evaluate, supervise and implement the Project. Funding would be provided to: (i) strengthen UTE’s capacity to comply with its responsibilities under the proposed Project’s Operational Manual, including the hiring of specialized staff (such as social and environmental specialists, procurement and financial management specialists), training and operating costs; (ii) cover staffing and operating costs for governmental institutions or ministries involved providing technical support to UTE, such as CIAT, MTPTEC, and MARNDR; and (iii) conduct project audits and project studies, including independent performance reviews and impact evaluations.

This component would also contribute to generating an information system that tracks crucial development outcomes and their changes over time, which would help understand project results, their magnitude and their sustainability. A set of Monitoring and Evaluation indicators would help track how transformational the Project is, and in particular how the Project generates inclusion in gender and other dimensions, and more broadly, how it contributes to shared prosperity and extreme poverty reduction in the CAL region.

#### **4. Project location and salient physical characteristics relevant to the safeguard analysis (if known)**

The CAL is comprised of 14 communes, situated in 3 departments: Artibonite, the Center and the North. Approximately 1.2 million inhabitants live in a space of 4,643 km<sup>2</sup>. Only 23 percent of the

population (222,000) inhabitants live in urban centers. The perimeter of this loop is 240 km long and is equidistant (24km away) from 10 urban centers. All investments would take place within the CAL, particularly Mirebalais, Saint Raphael, Saint Michel and Hinche. Additionally, the Project would finance works and related studies for the rehabilitation of vulnerable road sections, bridges, river crossings, and critical spot interventions along three major connecting roads: outbound to the capital/South (Saut d'Eau-Titanyen), outbound to the North (Dessalines-Saint Michel-Saint Raphaël), internal corridor West-East across the loop (Maïssade-Hinche).

The primary and secondary roads pre-identified for improvement already exist and would not necessitate large-scale resettlement. No land acquisition is envisioned. At the connection between the loop and RN1 in Tinanyen, investments may include limited resettlement of vendors and semi-permanent structures to improve road safety and basic services at the Titanyen market that is held twice a week. Adaptation measures to climate change to ensure sustainability may also necessitate minor diversion from the existing right of way into agricultural land, particularly around bridges, and in those cases may involve minor land acquisition. Tertiary roads have not been pre-identified yet but are unlikely to result in resettlement as no new roads are envisioned.

## 5. Environmental and Social Safeguards Specialists

Nyaneba E. Nkrumah (LCSEN)

Peter F. B. A. Lafere (LCSSO)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	<p>Component 1: 80% of the grant (\$40 million) would be used for the rehabilitation and construction of critical segments of the Artibonite road network (loop). The loop runs from Mirebalais through the towns of Thomonde, Hinche, Pignon, Saint Raphael, Saint Michel de L' Attalaye, Dessalines, Petite Riviere, La Chapelle and Saut D' Eau. There is also a small segment from Mirebalais to Boucan Carre. The project would focus on:</p> <ul style="list-style-type: none"> <li>i) reconstructing and rehabilitating existing primary and secondary roads to ensure climate resilience and road connectivity in the Artibonite agricultural area. For example, the project would ensure that there is adequate road drainage, and would also focus particularly on sections of the road that may be more vulnerable to hurricanes and tornadoes, which produce erosion or water damage;</li> <li>ii) repairing, rebuilding or, in limited cases, constructing select critical infrastructure (bridges, culverts) across river networks. To date, because of the lack of or inadequacy of these infrastructures, cars have to cross rivers,</li> </ul>

	<p>sometimes fairly large, to get to the next section of road.</p> <p>iii) improvement of existing tertiary and rural road to make these more resilient and usable for the transport of agricultural produce from the region;</p> <p>iv) the project would also finance small facilities (small existing road maintenance centers, sheds, buildings) as collection points for agricultural production along those routes.</p> <p>The environmental impact of these works would certainly be positive - road networks and transportation infrastructure in general would also be more climate resilient and able to withstand weather related shocks.</p> <p>Negative environmental impacts are largely related to the construction phases of the project and would require the appropriate action plans to ensure proper waste disposal, erosion mitigation and strong occupational health monitoring. In this project, EMPs will focus on the risk of water contamination. This is because much of the infrastructure works would occur around or over rivers and streams. Very often, these water sources are the communities' potable water source. The project would focus on maintaining the integrity of the water source during construction. The EMP and contracts would ensure that contractors include environmental management measures including maintaining the quality of the water from the water source through proper disposal and monitoring of construction equipment and supplies, engine oil, gas, chemicals, solvents and other pollutants that might impact water quality.</p> <p>In addition, this area is prone to flooding, particularly in the rainy season. It is therefore important to ensure that i) construction materials (soil, etc) do not run-off into rivers and streams; ii) the road design is cleared by a technical specialist with some expertise in building climate resilient infrastructure, particularly for flood-</p>
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	<p>prone areas; iii) other flood related controls are recommended by a hydrologist and put in place (in sensitive areas) to avoid the loss or deterioration of the infrastructure that is being invested.</p> <p>Positive social impacts will include improved mobility, particularly of the rural population, improved access to markets, and the construction of small facilities along the way that will be identified through community consultations.</p> <p>Negative social impacts are primarily related to minimal permanent resettlement in instances where the climate adaptation or road safety measures require minor diversion from the existing right of way. Other potential negative social impacts include road safety resulting increased, higher speed traffic, particularly where the connecting roads enter urban centers and markets or pass community water points, and risk of increased spread of HIV/AIDS that is associated with improved access between areas of high and low HIV prevalence and presence of transport workers.</p> <p>Component 2 (US\$8 million) will focus on the rehabilitation, upgrading or new construction of 2-4 regional urban markets and select rural markets.</p> <p>The urban markets will be selected and prioritized based on specific criteria, such as current state of the market, governance, access to undisputed land, support from local authorities, retail/wholesale dynamic, agricultural production (existing and potential) and trade patterns in the area. 16 urban markets were pre-identified around the loop, of which 10 are located in towns directly on the loop, four are located in other communes and two are in urban neighborhoods. The markets vary in size and range between 300-1000 merchants per market. Two markets have already been selected: the market of Saint Raphel (upgrading) and of Saint Michel (new construction). Up to two additional markets (possibly Titanyen and Mirebalais) may be</p>
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	<p>selected using the criteria above).</p> <p>Rural markets to be rehabilitated or upgraded would be selected based on a competitive scheme during Project implementation and would consist of existing rural markets, therefore there would be no new construction of rural markets. Rural markets in the CAL region would typically have a footprint of 3,000-4,000m<sup>2</sup> and host between 50 to 200 merchants.</p> <p>The rehabilitation/upgrading of select urban and rural markets and new construction of select urban markets would focus on improving social conditions for vendors and customers in the market through a range of interventions that focus on improved accessibility, improved hygiene and food safety, provision of sanitary facilities, provision of child care facilities, sanitation of areas with live and dead animals, etc. Negative social impacts may include an increase of “rents” for market vendors and exclusion of the poorest, temporary and permanent resettlement during the works as a result of upgraded or expanded market areas. Other negative impacts may include temporary movement of stalls or products during the construction phases. However, every effort will be made to limit the impact of this on incomes.</p> <p>In terms of the environmental impact, some of the pre-identified markets currently exist, however some markets would be newly constructed, including in Saint Michel. Siting would be particularly important for new markets to ensure not only aspects such as accessibility, community interest in a market, etc., but also access to water for sanitary/toilet facilities. In areas where the water table is high, building these facilities can be more challenging. The contract should ensure that the contractor has sufficient knowledge of building these facilities in areas with a high water table and ensuring that waste does not contaminate ground or surface waters. One generic EMP for the markets to be rehabilitated or upgraded would suffice with detailed sections on the specific site related issues of each site. This</p>
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	<p>EMP would address the adequacy and impact of current and proposed waste disposal mechanisms and whether the current system (for existing markets) is adequate in the face of market expansion. The EMP would also examine sanitation (adequacy of sanitary waste disposal and impact on ground water, etc), as well as water supply and food management (storage, food safety, disease and vector control, etc). Contracts will also include environmental management measures identified in the EMP.</p> <p>Another EMP would be prepared for the construction of new urban markets that would address the same issues mentioned above, but also detailed sections on the specific site related issues of each site.</p> <p>Component 3 and 5 have no safeguard requirements. Component 3 would finance the establishment of informational databases and the facilitation of consultation and decision-making processes. Component 5 would finance project management.</p> <p>Component 4 (US\$1 million) is a contingency emergency fund for a catastrophic event. As such, it would be classified under OP 10.00, Special Circumstances, if used and safeguard requirements would be prepared according to those requirements.</p> <p>The project activities consist primarily of upgrading/improvement of existing infrastructure (roads, culverts, bridges) to ensure good connectivity as well as climate resilience and the upgrading of markets in key areas. There would be some new structures, but these are likely to be in sites with previously existing infrastructure that no longer functions or no longer exists. The individual works are discrete and small in scale: new construction for transportation and markets will be limited to Category B type investments and the ESMF will screen out any subprojects with potential significant and irreversible long-term environmental impacts. As a result, the environmental impact of the proposed project</p>
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		<p>would be small, with reversible impacts.</p> <p>Safeguard instruments for Components 1 and 2 would include: i) an Environmental and Social Management Framework (ESMF) for the project; ii) an Environmental Management Plan (EMP) for the roads with a detailed section for each road segment; iii) an EMP for the market construction and/or rehabilitation and issues related to sanitation, waste management, etc during and after construction. One generic EMP for the rehabilitation and upgrading of markets would suffice with detailed sections on the specific site related issues of each site; iv) specific EMPs for the construction of new Markets; v) Resettlement Policy Framework (RPF); vi) a Resettlement Action Plan (RAP), if needed, associated with the particular activity.</p> <p>A strategic environmental and social assessment will also be developed with specific attention to gender and consultation to inform the project and the development of safeguards procedures.</p> <p>The initial PCN review (in June 2013) and the follow up review of the revised PCN (in October 2013) authorized the deferral of the preparation of social and environmental instruments to the project implementation phase under the special considerations facility provided in OP 10. The key documents, particularly the Environmental and Social Management Framework and Resettlement Policy Framework, will be completed prior to Effectiveness. A time-bound Safeguards Action Plan was developed for the preparation of environmental and social safeguards instruments to ensure compliance with the safeguards policies.</p>
Natural Habitats OP/BP 4.04	Yes	There are some natural habitats in terms of aquatic life in streams, rivers through which bridges would cross. The EMPs would outline precautions and mitigation measures to avoid contamination of natural water bodies.
Forests OP/BP 4.36	No	This is not triggered- there are no forests in the area and most of the trees along the routes are planted by communities.
Pest Management OP 4.09	No	This policy is not triggered because the project is

		not financing the purchase or significant use of pesticides.
Physical Cultural Resources OP/BP 4.11	No	Screening during project preparation did not find that physical cultural resources would be affected by the project. The ESMF would provide guidance and procedures to deal with chance finds of Physical Cultural Resources in accordance with OP/BP 4.11.
Indigenous Peoples OP/BP 4.10	No	There are no indigenous peoples as defined by the policy present in the project area.
Involuntary Resettlement OP/BP 4.12	Yes	<p>This policy is triggered as the road rehabilitation and upgrading of rural and urban markets are likely to result in limited temporary or permanent involuntary resettlement. Rural markets typically only meet once or twice per week and works would be planned to ensure minimal disruption or temporary resettlement. Land acquisition is not expected because right of way, location of the emergency bridges and market upgrading would occur in existing locations. However, the RPF would include guidance for land acquisition in the event that technical studies recommend a diversion of the currently existing sites. Because the identification of the project subcomponents that would be financed would only be done using a participatory approach during project implementation, a Resettlement Policy Framework (RPF) would be prepared in accordance with OP4.12 to ensure application of the appropriate safeguard policies. The RPF would reflect the following principles:</p> <ul style="list-style-type: none"> <li>- Prior to the approval of sub-projects, the client would need to ensure that the sites, boundaries and ownerships of the relevant land plots are clearly identified and confirmed using a community-based mapping exercise that goes beyond simply checking for legal title.</li> <li>- In case there is resettlement, agreement on the compensation scheme and its payment or realization would be settled prior to the commencement of that particular sub-project.</li> <li>- In cases where there are disputed claims to eligibility to compensation or to land ownership or use, conflict resolution would be facilitated by the client, and though works may begin, proper compensation would be kept in escrow until the</li> </ul>

		<p>conflicts are resolved. In cases where this does happen, the client would remain in constant contact with the affected people and apply the best available dispute resolution mechanisms in the country.</p> <p>Given the objective to spur regional development, all upstream support that may spur downstream impacts on resettlement, as defined by the policy (e.g. through the preparation of bidding documents, etc.) would include reference to the principles of OP 4.12 in terms of, among other things, eligibility for compensation, asset valuation methodologies, and consultation and participation.</p> <p>Given the levels of poverty in the project area, voluntary donations of land would be avoided, but guidance would be given in the RPF to ensure that it can be regulated according to the principles of OP 4.12 on an exceptional basis.</p> <p>Resettlement Action Plans for transport and market works that will be defined during project implementation will be prepared in accordance with the RPF prior to the commencement of the works according to the principles of OP 4.12</p> <p>A PCN stage, this Project was authorized to be processed using the OP 10.00, Special Circumstances, thus allowing for the preparation of Resettlement Action Plans (RAPs) for the roads, where necessary, to be done during the first 6 months of project implementation in the event that the specific tracts of roads would be identified during the course of project preparation. In accordance with OP 10.00, an Action Plan was formulated to define the institutional responsibilities, timeline, and key milestones for completion of the safeguards work, as well as a draft table of contents or outline of the proposed safeguards documents, and draft ToRs to facilitate their preparation.</p>
Safety of Dams OP/BP 4.37	No	This policy is not triggered because the project will not finance the construction of dams nor will rely on the activities of existing dams.
	No	

Projects on International Waterways OP/BP/As OP/BP 7.60	No	The project activities will not affect international waterways as defined by the policy.
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## II. Key Safeguard Policy Issues and Their Management

### A. Summary of Key Safeguard Issues

<p><b>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</b></p> <p>The project activities are largely upgrading/improvement of existing infrastructure (roads, culverts, bridges) to ensure good connectivity as well as climate resilience. The project would also finance the upgrading of markets in key areas. There would be some new structures, but these are likely to be in sites with previously existing infrastructure that no longer functions or no longer exists. The works are often discrete and small in scale: new construction for transportation and markets will be limited to Category B type investments and the ESMF will screen out any subprojects with potential significant and irreversible long-term environmental impacts. As a result, the environmental impact of the proposed project would be small, with reversible impacts.</p> <p>The scope of resettlement would be dependent on the technical studies. The roads that would be rehabilitated already exist and there is virtually no encroachment on the right of way. The critical points, mainly where bridges would be constructed, as well are located in places where there are no existing structures. In the event that the feasibility study would recommend that these bridges be built at different locations than where they are currently planned, it is possible that minor diversions in the right of way will affect some agricultural land. Titanyen is most likely location to be affected by resettlement, as there is encroachment (both structures and market activities) on the road by the crossing and the rehabilitation of the road there may include interventions to improve traffic safety . The scale of potential impact in case of encroachment would consist of approximately 100 people. Rural markets typically only meet once or twice per week, and works will be planned to ensure minimal disruption or temporary resettlement resulting in temporary livelihood impacts. Where temporary resettlement of market activities is required during the upgrading of markets, abbreviated resettlement action plans would mitigate for potential temporary livelihood effects during construction, using a participatory approach for community benefits.</p>
<p><b>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</b></p> <p>The positive impact that the project is looking for is to improve connectivity, particularly for people and agricultural goods in the area. Increased connectivity would hopefully lead to a higher producing area and an improvement in incomes and growth. There are no long term negative environmental or social impacts or indirect impacts envisioned. Shorter term social impacts would likely to include some resettlement of people, particularly when markets are improved. However, this movement is very temporary and may even be within the grounds of the market itself to reduce undue disruption to services and incomes.</p>
<p><b>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</b></p> <p>The project has and would continue to explore options to minimize adverse social impacts when markets are being upgraded. The RAP process would involve consultations with market users to ensure that all options are considered.</p>

<p><b>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.</b></p>
<p>UTE would issue calls for proposals to be addressed to Mayors and CASECs of the “priority zones” for them to have the opportunity to submit an investment and maintenance plan for rural roads or markets. The plans would cover aspects such as investment needs, maintenance costs and plans, initial investment design, budget, environmental and social safeguard issues, etc. UTE currently has an environmental safeguards coordinator based in Port au Prince and a social and an environmental specialist based in Cap Haitien. An additional social specialist would be hired and shared with the Heritage and Sustainable Tourism project to oversee implementation and supervision of the social aspects of the project, including social safeguards, consultations and gender aspects. Another supervision team would be hired to provide on the ground supervision. This approach has worked well in Haiti. Finally, a Grievance Redress Mechanism (GRM) would be developed prior to the start of project activities to complement other safeguard instruments.</p>
<p><b>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</b></p>
<p>Stakeholders include the Government (i.e., all the agencies involved in the project -UCE, CIAT, local government including Mayors, etc) as well as the UN agencies and civil society. The TORs for the ESMF and RPF were completed prior to appraisal to ensure that these instruments would be developed, consulted and disclosed prior to Effectiveness. Consultations would occur during the preparation of the ESMF and RPF and the discussions held with community members, particularly project affected persons and institutions would be recorded in these documents. The documents would be disclosed on GoH websites and at the Bank's Infoshop. Both ESMF and RPF will include detailed guidelines on ensuring consultation of the EMPs and RAPs that will be developed during project implementation under the special consideration clause for countries that experience capacity constraints because of fragility or specific vulnerabilities under OP 10. Additionally, a GRM would be developed to help mitigate and address potential impacts on affected people.</p>

### ***B. Disclosure Requirements***

<b>Environmental Assessment/Audit/Management Plan/Other</b>	
Date of receipt by the Bank	31-Jan-2014
Date of submission to InfoShop	03-Mar-2014
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Haiti	03-Mar-2014
<i>Comments:</i>	
<b>Resettlement Action Plan/Framework/Policy Process</b>	
Date of receipt by the Bank	31-Jan-2014
Date of submission to InfoShop	03-Mar-2014
"In country" Disclosure	
Haiti	03-Mar-2014
<i>Comments:</i>	
<b>If the project triggers the Pest Management and/or Physical Cultural Resources policies, the</b>	

<b>respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit or EMP.</b>
<b>If in-country disclosure of any of the above documents is not expected, please explain why:</b>

### ***C. Compliance Monitoring Indicators at the Corporate Level***

<b>OP/BP/GP 4.01 - Environment Assessment</b>	
Does the project require a stand-alone EA (including EMP) report?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If yes, then did the Regional Environment Unit or Sector Manager (SM) review and approve the EA report?	Yes [ <input type="checkbox"/> ] No [ <input checked="" type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [ <input type="checkbox"/> ] No [ <input checked="" type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.04 - Natural Habitats</b>	
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes [ <input type="checkbox"/> ] No [ <input checked="" type="checkbox"/> ] NA [ <input type="checkbox"/> ]
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 [ <input type="checkbox"/> ] No [ <input checked="" type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.12 - Involuntary Resettlement</b>	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [ <input type="checkbox"/> ] No [ <input checked="" type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?	Yes [ <input type="checkbox"/> ] No [ <input checked="" type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>The World Bank Policy on Disclosure of Information</b>	
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"/> ]
<b>All Safeguard Policies</b>	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [ <input type="checkbox"/> ] No [ <input checked="" type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Have costs related to safeguard policy measures been included in the project cost?	Yes [ <input type="checkbox"/> ] No [ <input checked="" 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 type="checkbox"/> ] No [ <input checked="" 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 type="checkbox"/> ] No [ <input checked="" type="checkbox"/> ] NA [ <input type="checkbox"/> ]

### **III. APPROVALS**

Task Team Leader:	Name: Pierre Xavier Bonneau
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<b><i>Approved By</i></b>		
Regional Safeguards Advisor:	Name: Glenn S. Morgan (RSA)	Date: 24-Jan-2014
Sector Manager:	Name: Aurelio Menendez (SM)	Date: 24-Jan-2014