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

### A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Project ID</th>
<th>Project Name</th>
<th>Parent Project ID (if any)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guinea-Bissau</td>
<td>P161923</td>
<td>Guinea-Bissau - Rural Transport Project</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Region</th>
<th>Estimated Appraisal Date</th>
<th>Estimated Board Date</th>
<th>Practice Area (Lead)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFRICA</td>
<td>29-Mar-2019</td>
<td>31-May-2019</td>
<td>Transport</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Financing Instrument</th>
<th>Borrower(s)</th>
<th>Implementing Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Project Financing</td>
<td>Ministry of Economy and Finance</td>
<td>Project Management Unit located at Ministry of Public Works</td>
</tr>
</tbody>
</table>

### Proposed Development Objective(s)

The development objective is to improve the rural population's physical access to markets and social services in selected areas.

### Components

- Transport infrastructure improvement to enhance mobility in rural areas
- Support to transport sector institutions
- Operational support
- Contingent Emergency Response

## PROJECT FINANCING DATA (US$, Millions)

### SUMMARY

<table>
<thead>
<tr>
<th>Total Project Cost</th>
<th>15.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Financing</td>
<td>15.00</td>
</tr>
<tr>
<td>of which IBRD/IDA</td>
<td>15.00</td>
</tr>
<tr>
<td>Financing Gap</td>
<td>0.00</td>
</tr>
</tbody>
</table>

### DETAILS

**World Bank Group Financing**

<table>
<thead>
<tr>
<th>International Development Association (IDA)</th>
<th>15.00</th>
</tr>
</thead>
</table>
B. Introduction and Context

Country Context

Guinea-Bissau is a small country in West Africa with a surface area of 36,000 km² and a population of about 1.8 million. It is one of the least developed countries in the world and it has faced chronic political instability and poor developmental outcomes since independence in 1974. Almost 70 percent of the population was poor in 2010 and about 33 percent lived in extreme poverty, surviving on under US$1 per adult equivalent per day (national extreme poverty line). 1 Its gross national income per capita is about US$600 (Atlas method 2016), the life expectancy at birth is about 55 years, while the adult literacy rate is about 57 percent. The country ranks 177th out of 189 countries in the 2018 Human Development Index.

Guinea-Bissau’s economy remains predominantly rural. Small-holder traditional agriculture accounts for about 40 percent of gross domestic product and employs about 80 percent of the labor force. The agricultural sector consists mostly of subsistence farming using manual labor. The economy relies heavily on the production of cashew nuts, which provide the main cash income for about two-thirds of households and constitutes 85 percent of the country’s exports by value.

The delivery of essential public goods, including basic all-weather transport infrastructure, by the Government of Guinea-Bissau remains limited due to its low capacity and limited budget resources. Public spending related to education, health, water, or roads is almost exclusively expended on salaries, with little or no resources devoted to the rehabilitation of existing infrastructure or the construction of new ones.

The standard of living in rural areas (50 percent of the population) is considerably lower than in the capital Bissau (21 percent of the population). This is a reflection of the lower rural human capital and low agricultural productivity. 2 As a result, poverty rates in 2010 were substantially higher in rural Guinea-Bissau than in the capital. The difference in poverty rates between rural and urban areas has widened over the 2002-2010 period. This is because access to markets, credit, agricultural inputs, essential services

---

1 Poverty numbers are based on the 2010 poverty assessment survey (Inquérito Ligeiro de Avaliação da Pobreza, ILAP), which is the last available household survey.
and infrastructure remain a key constraint for the socio-economic development of the increasingly impoverished rural population.

**Guinea-Bissau remains one of the most socio-economically fragile countries in the world.** Although the country is endowed with fertile soil, high rainfall, and mineral resources, continued bouts of political instability since independence have seriously held back its economic development. Elections for a new president took place in mid-2014 and created a window of opportunity to re-launch socio-economic development. The Government of Guinea-Bissau drew up a poverty reduction strategy, called *Terra Ranka* (2015 to 2025), which received the support of international donors in early 2015. Despite continued political instability, successive governments have all endorsed this strategy.

**Guinea-Bissau also faces high risk of natural hazards aggravated by climate change.** Guinea-Bissau is mostly flat, averaging 30 meters above sea level, with an intricate coastline and a dense system of estuaries and rivers. This topography, associated with tropical weather and socio-economic vulnerability, puts Guinea-Bissau at high risk for natural hazards, which are likely to be worsened by climate change. Flooding is a recurring natural hazard in Guinea-Bissau, and it has affected more than 60,000 people in the past fifteen years mainly in the eastern regions of the country (Bafata and Gabu). Additionally, coastal erosion is a major environmental problem, especially in northwestern Guinea Bissau, with devastating impacts on ecosystems, farmlands, and infrastructure. Projected heavier rainfall events in the future along with higher tides from rising sea level will continue to impact the coast and increase the high risk to floods.³

**Sectoral and Institutional Context**

**Sectoral context**

**Guinea-Bissau’s transport system remains under-developed for the developmental needs of the country.** It consists of: (a) 2,700 km of poorly maintained classified roads, of which only 800 km are paved; (b) an unknown number of unclassified unpaved feeder roads; (c) a deep-water port at Bissau; (d) an international airport located at Bissau; and (e) unknown number of small river wharves and coastal ports. Regarding road maintenance, the country has established a Road Maintenance Fund (*Fundo de Conservação Rodoviária*) since 2009 on the principles of a second-generation fund. The revenues generated by the fund (about US$3.3 million in 2015) are low in comparison to the size of the network. Revenue collection seems problematic as, unlike in neighboring countries, revenues come mainly from tolls, whereas the road user charges (fuel levy) contribute less than 30 percent. Besides, only an average of 50 percent of the fund’s revenues are spent on road maintenance because of high operating costs. Also, there is very limited routine maintenance, as most of the funds are being used for emergency interventions (repairs of existing cut-off points).

---

³ By the end of the 21st century many climate models project mean precipitation over West Africa to increase during the rainy season with a small delay in the start of the rainy season and a slight increase in the number of days with extreme rain. Sea level is projected to rise throughout the 21st century and increase by 0.4 m (low emissions scenario, RCP2.6) to 0.7 m (high emissions scenario, RCP8.5) by 2100.

http://sdwebx.worldbank.org/climateportalb/home.cfm?page=country_profile&CCode=GNB&ThisTab=Overview
The poor state of transport infrastructure hinders the country’s socio-economic development. Especially in rural areas, where the majority of the poor live, basic mobility needs of the population are largely unmet. Existing road infrastructure allows acceptable mobility only on the paved road network connecting the main urban areas, and to a lesser extent, within the urban area of Bissau. Conversely, in rural areas served by unpaved roads, mobility is severely reduced by the poor condition of the road network, parts of which have not been maintained in decades. Furthermore, inland water transport, which could serve as an alternate mode of transport in many areas, is also hampered by the poor condition of the river wharves used as loading and unloading facilities.

Vulnerability of transport infrastructure to natural hazards is high. This is due to its poor condition and high exposure to floods and coastal erosion worsened by the projected increase in precipitation and rise in sea level. The combination of high vulnerability and exposure to floods results in frequent and severe disruption of rural mobility. More specifically, each year during the five-month rainy season (from June to October), large part of the rural road network becomes impassable for motorized vehicles and in some cases even for non-motorized vehicles, leaving a significant portion of the rural population isolated from the rest of the country. This means that large swaths of the rural population can only move on foot during the rainy season, thereby severely limiting their access to markets, tube wells, schools, health centers, and other essential services. Loss of access to services and disruption of rural mobility may become more frequent in the future owing to the projected increase in precipitation.

Poor quality of rural transport network reduces production and productivity of agricultural sector. The poor quality of the rural road network in Guinea Bissau results in significant wastage of agricultural produce en-route to markets, and so reduces its cash value for farmers. Another important impact of poor rural road access is on transport costs. The reason is that, in agricultural supply chains, the ton-km costs of moving produce on unimproved or poorly maintained roads can be two to three times higher than for subsequent movements on improved or well-maintained roads.4

Furthermore, bad road connectivity in rural areas limits the ability of rural households to transport in a timely fashion agricultural production, to benefit from higher prices when demand is high, and to diversify away from cashew nut production. More specifically, households with easier access to a local market or public transit were less poor on average that households with difficult access. Overall, households within short commutes to markets have better diversified sources of income.

Finally, surveys in Guinea-Bissau consistently point out that better transport infrastructure is essential for women to save time, be more productive, and to provide relief to their physical burdens.5 In addition, the poor condition of roads in rural areas hamper the access of women to health care, and thereby contribute to the country’s very high ratio of maternal mortality (549 deaths per 100,000 live births in 2015). Furthermore, long distance commutes to school appears to be a critical barrier for girls to attend school in Guinea-Bissau.

Institutional context

4 Sustainable Mobility for All, Global Mobility Report 2017
5 Country Gender Profile: Guinea-Bissau, African Development Bank, 2015
The Ministry of Public Works, Construction and Urbanism is responsible for planning, promoting, regulating, controlling and coordinating activities contributing to the development of all transport modes. It is also responsible for road transport infrastructure. The ministry includes: (a) five general directorates; (b) eleven technical directorates; (c) three autonomous directions; and (d) three other organizations under its authority. The Directorate General of Transport Infrastructure (Direcção Geral das Infraestruturas de Transporte - DGIT) is responsible for strategically and operationally managing all road infrastructure and river ferries.

The Ministry of Transport and Telecommunication is responsible for formulating, proposing, coordinating and executing government policy in the fields of inland transport, shipping and air and maritime security, mail, telecommunications and meteorology. The ministry includes a general secretariat and a Directorate General of Traffic and Land Transport (Direcção Geral de Viação e Transportes Terrestres - DGVTT) and oversees eleven bodies.⁶

C. Proposed Development Objective(s)

Development Objective(s) (From PAD)
The development objective is to improve the rural population’s physical access to markets and social services in selected areas.

Key Results

Achievement of the development objective of the proposed project will be assessed through the following PDO indicators:
1) Number of markets accessible all year by road;
2) Number of schools and health centers accessible all year by road;
3) Number of direct beneficiaries;

D. Project Description

The proposed project activities will focus on civil works in the north of the country (Cacheu and Oio regions) and on technical assistance. The proposed civil works aim to improve about 110 km of road infrastructure to enhance mobility in rural areas. Technical assistance will enhance the capacity of the Government of Guinea-Bissau to more effectively manage transport infrastructure investments, road maintenance, road safety, and develop a national plan for transport and logistics.

Component 1: Transport infrastructure improvement to enhance mobility in rural areas (about US$10.4 million equivalent, 100 percent IDA)

⁶ The Telecommunications Regulatory Authority; the Port Maritime Institute; the National Institute of Meteorology; the Civil Aviation Agency of Guinea-Bissau; the National Chargers Council; the Port Authority of Guinea-Bissau; Guiné Telecom; Guinétel; the Post Office of Guinea-Bissau; the Maritime Transport Society; and the Airport Assistance Service.
This component will mostly finance the rehabilitation and maintenance of about 110 km of unpaved trunk roads and connecting feeder roads in rural areas in the regions of Cacheu and Oio, between the towns of Ingoré and Farim using the spot improvement method when appropriate. The planned civil works will entail constructing or reconstructing culverts, drainage structures, and small bridges to: (a) prevent road closures during the rainy season; (b) improve all-weather passability; and (c) enhance resilience of rural transport infrastructure to climate change.

This component will also finance the rehabilitation of a small river ramp on the northern bank of the river Cacheu in Binta, a village served by one of the project roads and where a health center is located. The ramp will ease the loading and unloading of passengers and cargo transported by motorized or non-motorized canoes. The ramp will thus encourage intermodal transport, which should enhance resiliency to climate change through redundancy in the transport network and reduce greenhouse gas emissions.

Furthermore, this component will also support the reforms planned to strengthen the programming and management of road maintenance (see subcomponent 2.1 below) by financing: (a) the routine maintenance of about 110 km of unpaved roads (after the completion of their rehabilitation); and (b) the erection and management of rain barriers to improve the durability of the unpaved infrastructure. Improving the maintenance systems should also decrease the vulnerability of the road network to climate change. The total amount estimated for the routine maintenance works is expected to be around US$1,000,000.

Finally, in addition to the above civil works, other activities to be financed under this component include: (a) technical engineering studies, social and environmental safeguards studies, and bidding documents; (b) supervision of civil works; and (c) technical audits.

Component 2: Support to transport sector institutions (about US$2.7 million equivalent, 100 percent IDA)

This component will provide a holistic support package to the institutions responsible for transport infrastructure and services in Guinea-Bissau (Ministry of Public Works, Ministry of Transport, and Road Maintenance Fund). It is divided into two sub-components and aims to reinforce the sustainability of the road rehabilitation works financed under Component 1.

Subcomponent 2.1: technical assistance on road project management, maintenance and safety (US$1.6 million equivalent)

This subcomponent will support the DGIT within the Ministry of Public Works. The technical assistance will focus on technical, administrative and financial management of road projects. It will also focus on the training of DGIT staff on procurement and management of contracts; elaboration of a manual of operational procedures for the design, supervision and evaluation of road projects; and support the follow up of the road works and supervision contracts financed under Component 1.

Furthermore, it will strengthen the programming and management of road maintenance by: (a) analyzing current implementation modalities; (b) determining maintenance needs and defining a strategy to meet these needs with the available resources; (c) elaborating a program of maintenance works; (d) supporting the implementation of such program; (e) setting the groundwork to create a road database; and (f) supporting the Road Maintenance Fund to increase its financial revenues and the DGIT to improve the use of these
revenues.

Finally, it will also support the DGVTT within the Ministry of Transport by financing road safety sensitization campaigns in villages and schools located along the roads to be improved by the project under Component 1. It will also finance the dissemination of the new highway code, support the reform of the driving test, and it will provide the necessary equipment to properly equip the driving test’s facility in Bissau.

**Subcomponent 2.2: national plan for transport and logistics (US$0.6 million equivalent)**

This subcomponent will support the development of a national plan for transport and logistics for Guinea-Bissau. The plan will cover infrastructure and services related to road and urban transport, maritime and river transport, and air transport. It will aim at guiding major investments and sectoral policies for the short, medium and long-term horizons. It will include an analysis of the potential impacts of climate change on the transport and logistics sector and suggest measures to better adapt the sector to climate change. This part of the plan will build on Guinea-Bissau’s National Action Program for Adaptation to Climate Change (NAPA).

**Subcomponent 2.3: other technical assistance, studies and audits (US$0.5 million equivalent)**

This subcomponent will finance: (a) technical assistance to the Project Management Unit (PMU) for project preparation and elaboration of the Project Implementation Manual (to be completed during project preparation); (b) monitoring and evaluation studies (mid-term review, completion report, and impact evaluation); (c) the recruitment of an NGO specialized in the prevention and treatment of violence against women and children and an NGO to promote women’s participation in road rehabilitation and maintenance works; (d) training and support to PMU’s staff; (e) external financial audits; and (f) other audits if needed (e.g. environmental, social, etc.).

**Component 3: Operational support (US$1.9 million equivalent, 100 percent IDA)**

**Subcomponent 3.1: project management (US$1.8 million equivalent)**

Activities to be financed under this sub-component include: (a) salaries and travelling expenses of the staff of the PMU; and (b) operating costs and equipment of the PMU.

**Subcomponent 3.2: compensations in case of involuntary resettlement (US$0.1 million equivalent)**

Where required, this subcomponent will finance any cash or in-kind compensation to project-affected people for the potential loss of small strips of land and assets (mainly crops, trees, and fences) located in the right-of-way or loss of income.

**Component 4: Contingent Emergency Response (US$0 equivalent, 100 percent IDA)**

This component, known as the Immediate Response Mechanism Contingent Emergency Response Component (CERC), can be activated should the need arise to redirect some of the project resources to respond to an emergency. These resources would be pooled with resources coming from other projects financed by the
World Bank in the country. An Immediate Response Mechanism Operational Manual will have to be prepared separately and approved by the World Bank, in line with guidance provided under OP10.00, paragraph 12. In case this component is used, the project will be restructured to reallocate funds.

E. Implementation

Institutional and Implementation Arrangements

**Ministry of Public Works.** The proposed project will be housed at the Ministry of Public Works, which is in charge of road infrastructure, including rural roads. The ministry will be responsible for the: (a) coordination and facilitation of the implementation of the project; (b) resolution of any conflicts that may arise between the different entities involved in the implementation of the project; and (c) follow-up on the orientations and recommendations of the Project Steering Committee.

**Steering Committee.** A Project Steering Committee, including high-level representatives of the ministries and entities concerned by the project (Ministry of Economy and Finance, Ministry of Public Works, Ministry of Transport, Road Maintenance Fund) will be maintained throughout the implementation of the project and will be responsible for providing strategic guidance for the project. The Steering Committee will be chaired by the Ministry of Public Works.

**PMU.** A dedicated PMU is already fully staffed and operational to both prepare and implement the proposed project activities. The unit reports directly to the DGIT within the Ministry of Public Works and will be responsible for the day-to-day management of the project. The unit will include a coordinator, a procurement specialist, a financial management specialist, an environmental safeguards specialist, a social safeguards specialist, and an accountant.

**DGIT and DGVTT.** The DGIT will have the technical responsibility for the road works implemented under Component 1, while the DGVTT will have the technical responsibility for road safety activities implemented under Component 2.

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

The proposed project impact area covers the north of the country in the regions of Cacheu and Oio.

G. Environmental and Social Safeguards Specialists on the Team

Melissa C. Landesz, Environmental Specialist
Mame Safietou Djamil Gueye, Social Specialist
<table>
<thead>
<tr>
<th>Safeguard Policies</th>
<th>Triggered?</th>
<th>Explanation (Optional)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Assessment OP/BP 4.01</td>
<td>Yes</td>
<td>The project will focus on improvement of existing roads and the construction or improvement of basic small infrastructure on river banks. The potential negative impacts of the proposed civil works are therefore expected to be limited and site-specific and are not foreseen to have significant environmental impacts that could jeopardize the natural environment of the project’s area of influence. The proposed EA Category is therefore B - partial assessment. Since at first the exact nature and location of investments was unknown, the Borrower prepared an Environment and Social Management Framework (ESMF) which was consulted upon, validated in-country and at the World Bank, and publicly disclosed. During project preparation, the exact locations of project intervention were selected and the borrower prepared an Environmental and Social Impact Assessment/Environmental and Social Management Plan (ESIA/ESMP) which was consulted upon, reviewed and validated in-country and at the World Bank, and publicly disclosed.</td>
</tr>
<tr>
<td>Performance Standards for Private Sector Activities OP/BP 4.03</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Natural Habitats OP/BP 4.04</td>
<td>Yes</td>
<td>The project is not expected to result in loss, conversion, or degradation of natural habitats. Further, the ESIA/ESMP shows that the technical variant selected minimizes impacts on flora and fauna in the project area. Though no natural habitats per the policy’s definition will be affected, the ESIA/ESMP includes mitigation measures to protect ecosystems in the project area.</td>
</tr>
<tr>
<td>Forests OP/BP 4.36</td>
<td>No</td>
<td>The project is not expected to directly or indirectly impact forests.</td>
</tr>
<tr>
<td>Pest Management OP 4.09</td>
<td>No</td>
<td>The project will not finance any acquisition, transport, storage or utilization of hazardous chemicals, pesticides, fertilizers or any similar</td>
</tr>
</tbody>
</table>

---

**SAFEGUARD POLICIES THAT MIGHT APPLY**

- **Environmental Assessment OP/BP 4.01**
  - Triggered: Yes
  - Explanation:
    - The project will focus on improvement of existing roads and the construction or improvement of basic small infrastructure on river banks. The potential negative impacts of the proposed civil works are therefore expected to be limited and site-specific and are not foreseen to have significant environmental impacts that could jeopardize the natural environment of the project’s area of influence. The proposed EA Category is therefore B - partial assessment. Since at first the exact nature and location of investments was unknown, the Borrower prepared an Environment and Social Management Framework (ESMF) which was consulted upon, validated in-country and at the World Bank, and publicly disclosed. During project preparation, the exact locations of project intervention were selected and the borrower prepared an Environmental and Social Impact Assessment/Environmental and Social Management Plan (ESIA/ESMP) which was consulted upon, reviewed and validated in-country and at the World Bank, and publicly disclosed.

- **Performance Standards for Private Sector Activities OP/BP 4.03**
  - Triggered: No
  - Explanation:

- **Natural Habitats OP/BP 4.04**
  - Triggered: Yes
  - Explanation:
    - The project is not expected to result in loss, conversion, or degradation of natural habitats. Further, the ESIA/ESMP shows that the technical variant selected minimizes impacts on flora and fauna in the project area. Though no natural habitats per the policy’s definition will be affected, the ESIA/ESMP includes mitigation measures to protect ecosystems in the project area.

- **Forests OP/BP 4.36**
  - Triggered: No
  - Explanation:
    - The project is not expected to directly or indirectly impact forests.

- **Pest Management OP 4.09**
  - Triggered: No
  - Explanation:
    - 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.

<table>
<thead>
<tr>
<th>Physical Cultural Resources OP/BP 4.11</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The ESMF and ESIA/ESMP include the appropriate mitigation measures (chance find procedures) as well as clauses for contractors. In the RAP there are no tombs to be moved or sacred sites to be desecrated on the project. The few sites identified during the census were: a) a cemetery located in the village of Talico, about twenty meters from the axis of the road. However, the ESIA/ESMP recommends paying special attention especially when it comes to the implementation of a lateral drainage system; b) public consultations also revealed the existence of a sacred site between Talico and Tabadjan but no member of the village makes sacrifices there. The site is considered sacred because many accidents occur there. Public consultations in Tabadjan indicate that the designated site is part of the village of Tabadjan and that the young people of Talico give it a sacred character because of the many accidents that occur there. The site in question is located in a dangerous turn, which could cause traffic accidents. During the rehabilitation works on this road section, speed-reducing measures and warning signs should be implemented. Sensitization sessions to populations can also be help prevent accidents.</td>
</tr>
<tr>
<td>Indigenous Peoples OP/BP 4.10</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>There are no indigenous peoples in the proposed zone of intervention.</td>
</tr>
<tr>
<td>Involuntary Resettlement OP/BP 4.12</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>As the road rehabilitation works will, in certain areas, temporarily or permanently require the acquisition of small parcels of land along the right-of-way, the safeguard policy OP 4.12 on involuntary resettlement is triggered, and a Resettlement Policy Framework (RPF) was prepared to establish the procedures and entitlements for compensation in case of resettlement, and disclosed. Afterward during preparation, all the roads to be improved by the project were selected and a site-specific Resettlement Action Plan (RAP) was therefore prepared, reviewed, consulted upon, and disclosed. Ninety-two persons are expected to be affected by the project through the loss of small strips of land and assets (mainly trees, crops, and fences), which will need to be removed from the right-of-way. Also,</td>
</tr>
</tbody>
</table>
84 traders using makeshift stalls at a market may temporarily lose some income during road works near the market. The budget for implementing the RAP is estimated at FCFA 52 million (around US$ 100,000).

<table>
<thead>
<tr>
<th>Key Safeguard Policy Issues and Their Management</th>
</tr>
</thead>
</table>

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:

   The potential negative environmental impacts include limited vegetation clearing, soil degradation, air and water pollution, road accidents, temporary nuisances to people living near civil works sites (dust, noise, etc.), increased access to or through potentially sensitive habitats, damage to physical cultural resources.

   While the majority of social impacts are expected to be positive, there are a few risks associated with the proposed project. The road rehabilitation works will, in certain areas, temporarily or permanently require the acquisition of small parcels of land and assets (mainly crops, trees, and fences) along the right-of-way.

   Another potential social risk is the risk of Gender-Based Violence (GBV), in particular Sexual Abuse and Exploitation (SEA), which could be induced by the temporary influx of labor resulting from the project. However, given the nature of the works, it is expected that most of the labor will be hired from the local population, thus limiting external flows of labor. The project will follow the World Bank’s recommendations highlighted in the “Good Practice Note For Addressing Gender Based Violence in Investment Project Financing involving Major Civil Works” (September 2018) and the “Labor Influx Guidance Note” (December 2016).

   Four safeguard policies are triggered to ensure the appropriate assessment of project’s environmental and social impacts as well as the identification of adequate mitigation measures: OP 4.01 on environmental assessment, OP 4.04 on natural habitats, OP 4.11 on physical cultural resources, and OP 4.12 on involuntary resettlement.

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

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

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 main road and feeder roads to be improved by the project are determined, the Government of Guinea-Bissau has developed a RAP and an ESIA/ESMP to determine impacts and mitigation measures. These documents have been reviewed, consulted upon, and disclosed in the country and on the World Bank website. Public consultations took place during the preparation of both the ESIA/ESMP and the RAP. The PMU will hire an environmental safeguards specialist and a social safeguards specialist to oversee all project aspects related to safeguards. The specialists will ensure that all stakeholders involved in the project and local NGOs are properly consulted on the environmental and social aspects of the project.

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

The project will include the principles of citizen engagement through the development and implementation of a communication strategy supported through the ESMF, RPF, ESIA/ESMP and RAP. Citizen engagement indicators have been included in the results matrix. Citizen engagement is being facilitated by the clear identification of beneficiaries (children, men and women, communities, NGOs, local and central administration) during preparation, implementation, and evaluation. Throughout the project, citizens will be consulted, and opportunities will be provided to collaborate with the project and participate in the sustainability of the investments.

A Grievance redress mechanism (GRM) will be implemented for the project. The first tier of the GRM will be made up by village-level grievance redress committees. They will receive all complaints in person, in writing or by phone and register them in a standardized grievance register. The committees will be composed of representatives of the customary authorities, of women's and youth organizations and other community members. After registration, the committees will analyze the facts, deliberate, and attempt to find a solution to the grievance. Where no solution can be found, the case gets escalated to the second tier.

This second tier is represented by a grievance redress cell within the PMU. The cell will consist of the project coordinator, the environmental and social safeguards specialists, a representative of the Project Steering Committee, and a representative of the Environmental Impact Evaluation Authority (Autoridade de Avaliação Ambiental Competente - AAAC). The cell will have regular meetings and will rely on a central register of complaints, including the solutions reached. Where no agreement can be reached at the level of the cell, the complainants will be provided guidance on accessing judiciary means.

The operational details of the GRM will be developed during project preparation and will draw on international good practice and reflect the conditions and capacities on the ground. The project implementation manual will codify these procedures, and information about the GRM will be widely disseminated to the project-affected communities.

B. Disclosure Requirements

<table>
<thead>
<tr>
<th>Environmental Assessment/Audit/Management Plan/Other</th>
<th>Date of receipt by the Bank</th>
<th>Date of submission for disclosure</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>15-Feb-2019</td>
<td>15-Mar-2019</td>
</tr>
</tbody>
</table>

For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
Resettlement Action Plan/Framework/Policy Process

<table>
<thead>
<tr>
<th>Date of receipt by the Bank</th>
<th>Date of submission for disclosure</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-Jan-2019</td>
<td>11-Feb-2019</td>
</tr>
</tbody>
</table>

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?
NA

OP/BP 4.11 - Physical Cultural Resources

Does the EA include adequate measures related to cultural property?
Yes
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?
Yes

**OP/BP 4.12 - Involuntary Resettlement**

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?
Yes
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?
Yes

**The World Bank Policy on Disclosure of Information**

Have relevant safeguard policies documents been sent to the World Bank for disclosure?
Yes
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?
Yes

**All Safeguard Policies**

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?
Yes
Have costs related to safeguard policy measures been included in the project cost?
Yes
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?
Yes
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?
Yes

**CONTACT POINT**

**World Bank**

Vincent Vesin
Senior Transport Specialist
**Borrower/Client/Recipient**

Ministry of Economy and Finance  
Joao Alage Mamadu Fadia  
Minister  
info@mail.guine-bissau.org

**Implementing Agencies**

Project Management Unit located at Ministry of Public Works  
Malam Banjai  
 Coordinateur de l'Unité de Gestion du Projet de Transport Ru  
banjaimalam@gmail.com

---

FOR MORE INFORMATION CONTACT

The World Bank  
1818 H Street, NW  
Washington, D.C. 20433  
Telephone: (202) 473-1000  

---

**APPROVAL**

<table>
<thead>
<tr>
<th>Task Team Leader(s):</th>
<th>Vincent Vesin</th>
</tr>
</thead>
</table>

**Approved By**

<table>
<thead>
<tr>
<th>Safeguards Advisor:</th>
<th></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Practice Manager/Manager:</th>
<th>Aurelio Menendez</th>
<th>26-Mar-2019</th>
</tr>
</thead>
</table>

| Country Director: | Ousman Jah | 05-Apr-2019 |