



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

Appraisal Stage | Date Prepared/Updated: 23-Oct-2018 | Report No: PIDISDSA24423



**BASIC INFORMATION**

**A. Basic Project Data**

Country Guinea	Project ID P164543	Project Name Guinea Rural Mobility and Connectivity Project	Parent Project ID (if any)
Region AFRICA	Estimated Appraisal Date 27-Jul-2018	Estimated Board Date 10-Dec-2018	Practice Area (Lead) Transport & Digital Development
Financing Instrument Investment Project Financing	Borrower(s) Republic of Guinea	Implementing Agency Ministère de l'Agriculture	

Proposed Development Objective(s)

The Project Development Objective (PDO) is to improve and sustain the rural population's road access to markets and basic services

Components

- Rural Roads Rehabilitation works
- Institutional capacity building for maintenance and road safety
- Project management
- Immediate Response mechanism -Contingent Emergency Response

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

**SUMMARY**

<b>Total Project Cost</b>	40.00
<b>Total Financing</b>	40.00
<b>of which IBRD/IDA</b>	40.00
<b>Financing Gap</b>	0.00

**DETAILS**

**World Bank Group Financing**

International Development Association (IDA)	40.00
IDA Grant	40.00



Environmental Assessment Category

B-Partial Assessment

Decision

The review did authorize the team to appraise and negotiate

Other Decision (as needed)

## B. Introduction and Context

### Country Context

- 1. Guinea is a medium-size, low income, resource-rich country situated in West Africa.** Also known as the “Water-tower” (*Chateau d’eau*) of Africa, it benefits from exceptional climate and soils which are extremely favorable for a wide variety of agriculture productions (rice, vegetables, fruits, coffee, cacao, etc.). Guinea is also one of the most important producer of bauxite in the world although with a large stock of unexploited mining resources. Beside these relevant potentials, the country remains very poor, compared to other Sub-Saharan countries<sup>1</sup>, and faces many challenges in a context of political turbulences and civil unrest. The political situation is relatively stable now<sup>2</sup>, but following the recent Ebola crisis, the economic and social situation is still tense, generating sometimes protests and riots.
- 2. Guinea urgently needs to diversify an economy largely based on the mining sector (20% of GDP),** which provides few jobs and is not able to distribute revenues. In addition, the mining industry is subject to price volatility and mainly relies on foreign investors. The macroeconomic situation has recently improved, as the GDP growth is expected to raise between 6% and 8% in the next years and the inflation rate should be moderate. Guinea has signed a 3 year-program with IMF<sup>3</sup> and different budget support operations (DPF) from the Bank are also planned. Guinea is part of ECOWAS but not of UEMOA, and the President Alpha Condé has also lead the African Union in 2017.
- 3. In contrast, agriculture accounts for 20 % of GDP but employs a large part of the population, especially in the rural areas.** It has been identified by the Government in the National Development Plan (PNDES 2016-2020) as the key sector for investments and promotion. Despite its high potential, the agricultural sector faces many challenges related to low productivity (one quarter of that of Mali

<sup>1</sup> Guinea ranks 183 out of 188 in terms of Human Development Index. With a GDP per capita (2016) of \$661.5 in comparison of \$1.467 for the Sub-Saharan Region, Guinea is one of the poorest country of the region. In 2015 poverty affected 55.5% of the population same level as in 2002. It is assumed that after the Ebola outbreak in 2014-2015, poverty has increased to reach 58% of the population.

<sup>2</sup> Local political elections have been held on February 2018 and next presidential election would be in 2020.

<sup>3</sup> <https://www.imf.org/en/News/Articles/2017/10/17/pr17404-imf-reaches-staff-level-agreement-with-guinea>



and one half of that of Senegal). This is due to the low use of fertilizers<sup>4</sup>, agricultural machineries and basic irrigation system in rural areas and to the poor condition of roads for the transport of goods to markets. Thus, Guinea has imported for many years rice from other countries just to recover its own nutrition needs. Women play a prominent role in agriculture where 52% of them were employed in 2012<sup>5</sup> just as much as for men (52.1%), far above from the sector of Sales and Services (35%) or skilled manual (6%). However, women are often confined to subsistence activities as their productivity in the agricultural sector remains low for multiple reasons, including poor road conditions and mobility constraints, lower access to farm labor relative to men and more time spent in labor-intensive irrigation work.

4. **A Sustainable Agricultural Development Program (PASANDAD) has been also elaborated by the Government covering the period 2016-2020 and the Bank aligned its agricultural intervention with this program.** Two new projects have been identified in the CPF for FY18 and FY19, focusing on improving agricultural productivity for internal and regional market (Guinea Integrated Agricultural Development Project – GIADP, P164326, approved by the Bank on July 9, 2018) and agribusiness for export markets (Guinea Agribusiness Development Project<sup>6</sup> – GADP; P164184, under preparation). These operations rely on the existing WAAPP regional program<sup>7</sup> and the PASA-G project.
5. **Demographic and poverty trends.** Guinea’s population is young. It is estimated that 42.2 percent of the population is under the age of 15, and 61.6 percent under the age of 25 with youth unemployment at over 60 percent. Compulsory education only includes primary school, and less than 20 percent of Guinea’s population attends secondary school.
6. **The incidence of poverty has increased at the national level**, moving from 53 percent in 2007 to 55.2 percent in 2012. This poverty is reflected in social indicators (nutrition, primary education, maternal mortality, infant mortality, housing, safe drinking water and sewage treatment) and in gender disparities that still fall far short of established global goals. Guinea remains one of the poorest countries in the world with a per capita Gross National Product (GNP) of \$941 in 2012.
7. **In addition to continued low enrollment rates for secondary and other educational levels**, the low quality of instruction and significant gender imbalances in girls’ educational attainment continue to constrain Guinea’s overall development. Furthermore, more than half of primary school pupils suffer from malnutrition and heavy parasite loads affecting their academic potential. In 2011, adult literacy rates were 41 percent, and the life expectancy rate was only 54 years.
8. **Most of the poor live in rural areas, where the incidence of poverty is nearly 65 percent** (Figure 1A and 1B), accounting for a population of 4.3 million poor people, against 35.4 percent in urban areas, where the number of poor is estimated at 1.2 million. Households headed by farmers are most affected by poverty, with an incidence of 66.4 percent, against only 24.6 and 36.1 percent, respectively, for households working in the public and private sectors. Households led by farmers account for a poor population of nearly 4 million or 70 percent of the total poor population.

<sup>4</sup> In the FY2018 DPF operation, one measure concerns the distribution of voucher to increase the use of fertilizers.

<sup>5</sup> USAID Demographic and Health Survey 2012

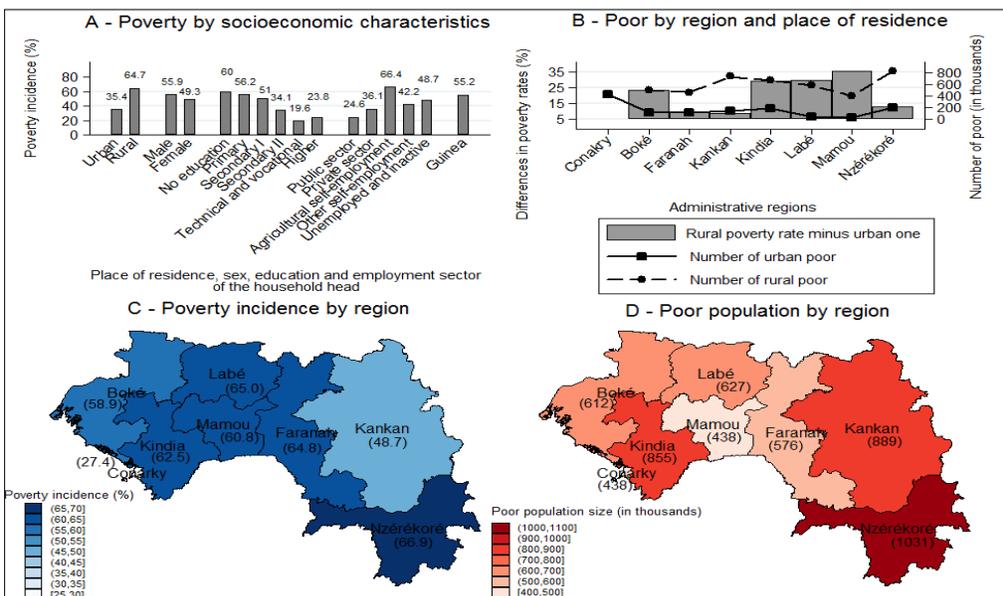
<sup>6</sup> IBRD enclave

<sup>7</sup> WAAPP- West Africa Agricultural Productivity Project (P122065)



9. **According to the 2014 Human Development Report, Guinea is ranked in the bottom ten countries (179/187) of the Gender Inequality Index.** There are significant social and economic barriers limiting women’s access to overall health services, including family planning. Women are particularly affected by this lack of development because, as Guinea’s National Gender Policy observes, they are: “the least well off, the most vulnerable, and are the least likely to have the skills and resources necessary to realize their rights.” Social norms and traditions play a large role in sustaining gender inequality, especially when measuring women’s positions relative to men’s regarding economic, political, education, and health criteria. While the 2010 Constitution states the Government of Guinea (GOG) will ensure that 30 percent of its work force is women, Guinea has made little progress in bringing women into government. The net enrollment rates in primary and secondary school are (respectively) 79 percent and 35 percent for boys and 69 percent and 22 percent for girls (girls’ education tends to be less valued than boys’ education for a variety of factors including early marriage, household labor requirements, and the high cost of formal education). Women’s limited access to health services and control over healthcare decisions leads to high mother and child mortality rates and inadequate family planning; and Low school enrollment and retention of young girls reduces opportunities and achievement of girls and women.

Figure 1: Poverty Profile in 2012 by Region



Source: ELEP 2012, SCD authors' calculations

Sectoral and Institutional Context

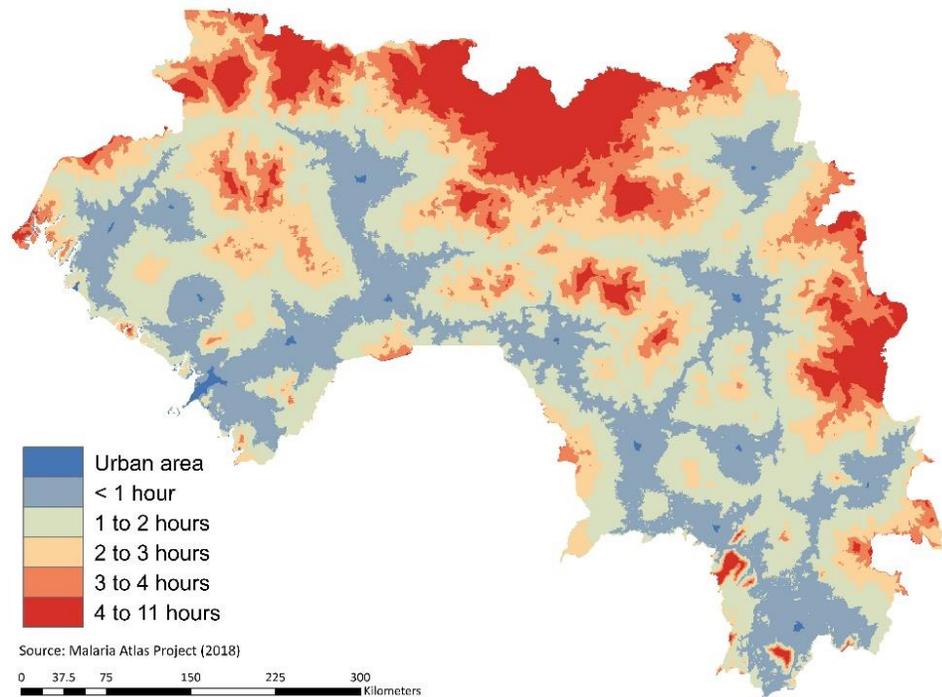
**Sectoral context and challenges**

10. **The transport of agricultural products mainly relies on the road network.** Railways and waterways are rather used for the mining products. The agricultural products, when available, are transported to the market places in towns, cities and especially in the urban area of Conakry, which accounts for



about one third of the population. Few products are exported to neighboring countries (Sierra Leone, Liberia, Ivory Coast, Mali, Senegal and Guinea-Bissau) or to international markets as the competitive advantage of Guinea is constrained by a lower productivity, along with very low transport performances compared to other countries in the region.

Figure 2: Road accessibility from urban centres

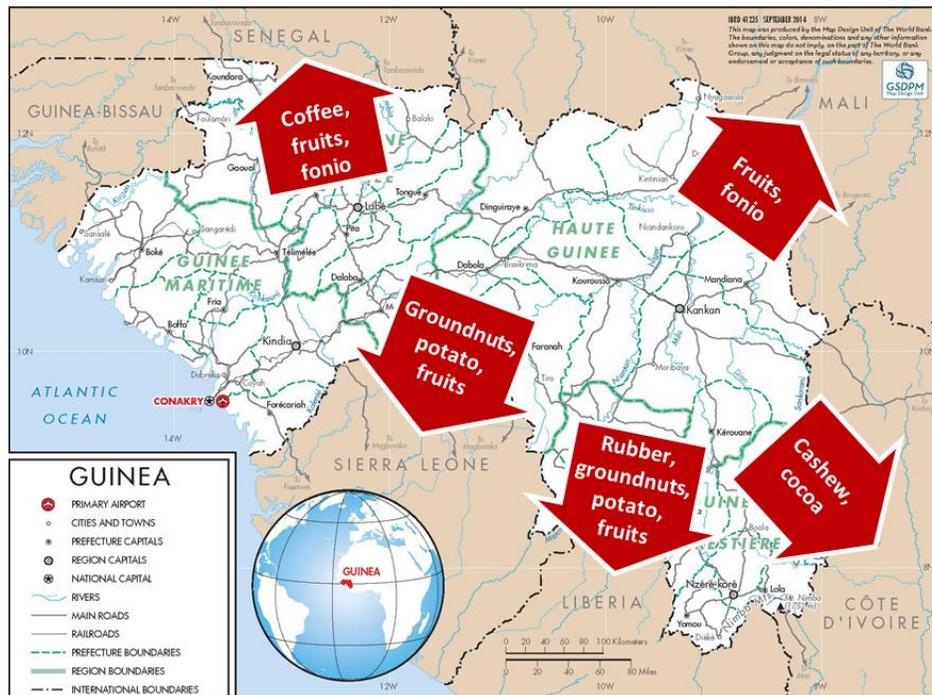


Source : World Bank , Malaria Atlas Project

11. **The road network consists of about 43,500 kilometers of roads, of which a low amount is paved and about half of them in good or even fair condition.** The road condition has deteriorated over the last ten years, because of multiple crisis. There is an urgent need of road rehabilitation all around the country. Recently, the Government signed a framework agreement with China for about US\$20 billion infrastructure investment. A first loan of about US\$650 million has been proposed to finance different infrastructure projects, including urban roads in Conakry, road rehabilitation and improvement between Coyah and Dabola, electricity connectivity, Conakry port investments and a new university.
12. **Agribusinesses are particularly affected by poor transport infrastructure along critical corridors.** Developing an efficient road transportation network is essential for promoting trade and exports of Guinea's many agriculture products, such as coffee, cocoa, fresh fruits, cashews, etc. Currently, rural roads are in a dilapidated condition, limiting farmers access to market. And critical transit corridors, such as the Kindia - Conakry axis, are often highly congested, slowing movement of products and discouraging additional trading activity.



Figure 3: Potential Agriculture Exports to Neighbouring Countries – Based on FCI / IFC Agriculture “Deep Dive”



13. **Road safety is also an issue in Guinea as in many sub-Saharan countries despite the lack of reliable data.** The official records of road traffic fatalities (629 in 2013) are far from the World Health Organization estimation (3,211 deaths in 2013). The National Road Safety Strategy is rather focused on urban and national roads and does not address the specificity of road safety in rural areas.
14. **Road infrastructure, mainly unpaved in Guinea, is also more vulnerable to climate change.** Data since 1960 show a continuous increase in temperature and decline in rainfall, together with an increased variability of the rainy season and more frequent dry spells and floods. Although difficult to predict, these trends are likely to continue in the future, with important negative impacts on road infrastructure. Increased precipitation and longer rainy season damage roads, most of them earth or gravels roads, reducing the lifespan of new investment. Mobility for people and goods is reduced as an effect of roads closures or higher travel times and costs of transport to markets and common services such as schools and health centers. Rural communities can be isolated from markets and basic social services which penalize the livelihood of communities. The negative impacts include also an increase of maintenance costs to restore the road condition.

#### ***Institutional context***

15. **The institutional context is the main challenge in implementing projects, as there is a general lack of capacity and overlapping responsibilities between Ministries and governmental agencies.** This is true also for rural roads, as they used not to be clearly identified in the road classification and for



which the Ministry of Public Works and the Ministry of Agriculture are sharing responsibilities. This situation has recently been clarified with the adoption of a new road classification supported by the European Union (EU) and the Bank through a first series of DPF operations. However, implementation is still lagging since two application decrees (*arrêtés*) remain to be adopted.

16. **The Ministry of Agriculture, through the Rural Engineering National Directorate (DNGR) is responsible for rural roads to date.** The Bank has financed in the past many rural roads improvement programs (PNIR I between 1991-1996 and PNIR II between 2004-2013). Many development projects still now rely on the DNGR experience and presence at local level. However, there is an overlapping ownership with the Directorate for prefectural and community roads (DNRPC) within the Ministry of Public Works (MINTP). Both directorates have representatives in each region (8) and prefectures (33) of Guinea without sharing clear responsibilities and information<sup>8</sup>. Moreover, there is a lack of planning and financing capacity at national level as: (i) the second-generation Road Fund (FER) insufficiently covers the road network maintenance needs; (ii) setting up a Road Agency is on-going, but not yet operational; and (iii) rural communities and local governments (*communes*) should take over the ownership of the rural and feeder roads<sup>9</sup> network within a period of ten years, however they do not have yet the financial capacity to do so.<sup>10</sup>
17. **The Road Fund (FER), created in 2003, oversees the maintenance of the road network of which 30% only are in good condition.** The fund is financed by the fuel tax (250 GNF/liter) levied on the oil industry imported taxes and is distributed between primary roads (62%), urban roads (18%), rural roads (18%) and road safety (2%). It covers only 20% of estimated needs (200 million GNF over 1.2 billion GNF). The fuel tax rate has been doubled recently through an "*arrêté*" but not implemented yet. Technical and financial audit are conducted on an annual basis and the fund appointed a technical and financial controller in each of the seven administrative regions. However, lack of planning and procurement capacity remain an issue. The Government is also looking for the diversification of the road fund revenues with axle tax for heavy good vehicles, road tolls, car licenses or performance-based contracts.
18. **A Rural roads masterplan has been prepared under the PASAG project** managed by the DNGR and has identified a rural road network of 30,000 km. Some investments have been financed during the EBOLA recovery plan, also by other donors (AfDB, AFD, NGOs, etc.), especially in *Basse Guinée* and *Guinée forestière*, but there is still a need of rural road improvement for about 150 million of dollars. The main constraint is the lack of resources from the FER and the procurement system. For instance, the Public contract authority has established a limitation in the size of public market which is considered too low: 400 million GNF at prefectural level and 1 billion at regional level. This problem has been identified but not fixed yet. Within the PASAG project, the WB is also financing the

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<sup>8</sup> This situation is very particular to Guinea even compared to other SSA Countries, where Ministry of Agriculture have generally low and specific responsibilities on rural roads networks compared to the Ministry of Public Work.

<sup>9</sup> "*Routes de désenclavement des communes rurales et des zones de production*"

<sup>10</sup> Total budget from communes represent 1.2% of total State budget in 2014 et 0.5% in 2017 and respective execution rate of 46% and 56% (i.e. mostly recurrent spending). Decentralization and deconcentration process has a new impetus with (i) the creation of the National Local Government Fund (*Fond National de Développement Local – FNDL*) in 2017, which still needs to be staffed and operationalized, and (ii) the preparation of a number of legal texts in 2017 that are still to be approved, including sectoral deconcentration plans.



preliminary and detailed design studies (APS and APD) of 1,100 km of rural roads.

### C. Proposed Development Objective(s)

Development Objective(s) (From PAD)

The Project Development Objective (PDO) is to improve and sustain the rural population's road access to markets and basic services

#### Key Results

19. **The following PDO level indicators will be used to assess the achievement of the PDO goals:**

- Number of people provided with an all-season road;
- Number of villages reached by an improved road;
- Number of schools and health centers reached by an improved road;
- Proportion of roads under communities' routine maintenance.

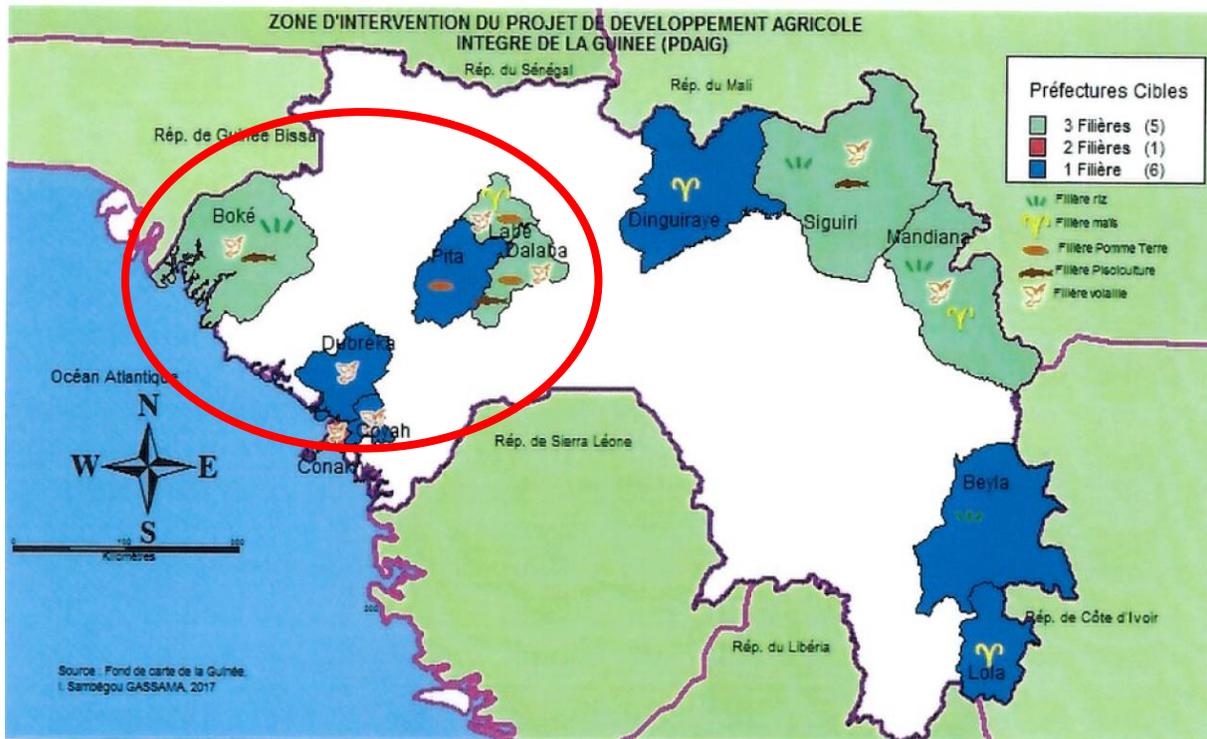
### D. Project Description

20. **Project intervention area rationale.** The project is designed to support the agricultural development of Guinea, and the various Bank operations in this sector (PASA-G, WAAPP, GIADP and GADP). The GIADP team has identified as intervention area ten prefectures matching five agricultural production chains: Rice, Maize, Potato, Fishery and Poultry. For each prefecture, between one and three of these productions have been selected.

21. To avoid the dispersion of investment, the Project has **selected six (6) of the ten (10) prefectures as priority intervention area: Boké, Dubreka, Coyah, Pita, Labé and Dalaba.** The project is supposed to finance the rehabilitation of about 800 kilometers of rural roads in these six prefectures. This represents about 25% of the total rural road network in this area<sup>11</sup>. However, other prefectures may be selected for an eventual additional operation (Dinguiraye, Sigui, Mandiana and Beyla).

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<sup>11</sup> It should be considered that on average in Guinea more than 50% of rural roads are in bad shape.



22. **The project also aims at supporting the institutional framework**, regarding the planning, investment and maintenance capacities of local communities in the project area which spans over four administrative regions in *Basse Guinée* and *Moyenne Guinée* (Boké, Kindia, Labé, Mamou). The above mentioned eventual additional phase of the project may cover the remaining administrative and natural regions (*Haute Guinée* and *Guinée Forestière*).

23. Finally, **the rural connectivity and mobility has been considered as part of the national and regional corridor development strategy**. The first phase of the project has been designed considering ongoing investment on the Dakar-Conakry-Abidjan corridor (RN3) between Conakry-Boké and Guinea Bissau border<sup>12</sup>; and the rehabilitation of the RN1 between Conakry, Kindia and Mamou<sup>13</sup>, which is part of the Conakry-Bamako corridor.

## E. Implementation

### Institutional and Implementation Arrangements

24. **The project identification and preparation steps have comforted the choice of the Ministry of Agriculture, as a relevant partner for project preparation and implementation.** However, an

<sup>12</sup> This concerns the section Boké-Quebo (Guinea-Bissau), the fourth colonial bridges on the Tanéné river and the section to Sierra Leone border, all financed by AfDB and EU.

<sup>13</sup> Financed under the Chinese investment agreement.



integrated institutional evaluation assessment conducted by the Governance team has demonstrated major capacity issues presenting an important risk for project implementation. Lack of coordination between DNGR within Ministry of Agriculture and DNRPC within Ministry of Public Works has been identified as a main risk since the beginning of project preparation. Besides the low capacity in human resources, the risks presented by the lack of management in fiduciary functions (financial management and procurement) and absence of updated and adapted equipment in the existing entities, particularly at the regional level, warrants the project to significantly invest in targeted capacity building activities

25. **The creation of a PIU has been agreed by the team and the Government to ensure a successful implementation of the project while** rebuilding managerial capacity in both entities (DNGR and DNRPC) and rejuvenating technical skills. The Government will nominate a focal point from each Ministry, to formalize the coordination agreement between both entities by implementation of the new road classification (see Annex 4 Institutional assessment). This agreement should include, regular information of project progress, the validation process for technical design and shared responsibilities for rehabilitation works on rural roads (community and regional roads) in the project area.
26. **The steering committee established for the Guinea Integrated Agricultural Development GIADP operation would also oversee the project** to enhance cooperation and coordination between different entities and activities. The BSD within the Ministry of Agriculture is also willing to play a key role on the coordination with other donor's activities and to avoid overlapping effort. The project is also willing to cooperate with the Bank-funded Village Community Support Project - PACV<sup>14</sup> (P156422) - executed by the Ministry of Territorial Administration and Decentralization (MATD) - to find synergies with their institutionalized citizen engagement mechanisms and technical assistance to local stakeholders including synergies with deconcentrated authorities . For that purpose, it will be proposed that the MATD be part of the steering committee. In addition, the Project will be cooperating with the Road Fund (FER) to increase the Government's financing capacity for road maintenance vis-a-vis the rural and feeder roads network.

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

Component 1 will finance the rehabilitation of approximately 800 km of rural road and regional unpaved roads. The selection of road sections will be based on the results of the PASAG project. Prior to project appraisal, only 52.4 km has been identified. The balance will be identified during project implementation.

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<sup>14</sup> PACV covers all 304 rural communes in Guinea and has been providing capacity building for local/decentralized authorities and communities to promote inclusive and sustainable decentralized development processes, in collaboration with deconcentrated services. Their Citizen Engagement mechanisms include: participatory planning, management, and maintenance of local development investment; participatory monitoring; participatory budgeting; and grievance redress mechanisms. The government is in the process of institutionalizing these mechanisms through a new national agency dedicated to funding local development initiatives.



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

Kristyna Bishop, Social Specialist  
Emeran Serge M. Menang Evouna, Environmental Specialist  
Bougadare Kone, Environmental Specialist  
Abou Gueye, Social Specialist

**SAFEGUARD POLICIES THAT MIGHT APPLY**

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	This policy is triggered as the project component 1 activities are expected to generate potential social and environmental risks and negative impacts. The negative impacts are expected to be moderate and mostly site specific with regards of the project scope. The project is category B. At the time of the project appraisal, only few kilometers (52.4km) out of the total 800 km of existing unpaved roads that will be rehabilitated by the project will be known. In addition the rural facilities that will be supported under subcomponent 1.1 will remain unknown before project appraisal Therefore, the borrower has prepared, and reviewed (i) an Environmental and Social Management Framework (ESMF) for the whole project that set forth the basic principles and prerogative the project will follow to prepare site-specific Environmental and Social Impact Assessment (ESIA)s or Environmental and Social Management Plans (ESMP)s during implementation to comply with the policy core requirements once the details footprints of the project intervention sites are known, and (ii) an ESIA/ESMP for the known unpaved 52.4 km roads to be rehabilitated during the first year of implementation, and prior to the physical start of civil works. The ESMF and the Specific ESIA/ESMP were respectively disclosed in country on October 18, 2018 and at the World Bank’s Website on October, 19, 2018 .
Performance Standards for Private Sector Activities OP/BP 4.03	No	The Performance Standard is not triggered as the project doesn't intend to involve Financial Intermediaries (FI).



Natural Habitats OP/BP 4.04	Yes	The project location of the unpaved roads that will be rehabilitated by the project remain unknown except for one 52.4 km road which does not affect natural habitats. It is not anticipated that the project will support road sections that could threatened the natural habitats but the policy is triggered in case some roads to be selected during project implementation would affect some natural habitats. But as the project location of the entire roads that will be rehabilitated by the project remain unknown, this policy is triggered to prevent those activities which could induce direct or indirect significant impacts on natural habitat, fauna, flora or biodiversity be selected and financed by the project.
Forests OP/BP 4.36	Yes	The project location of the unpaved roads that will be rehabilitated by the project remain unknown, except for one 52.4 km road which does not affect natural habitats. The project is not anticipated to impact the quality of existing forest. The proposed project does not include any activities related to forest exploitation. However, as with OP4.04, this policy is triggered to prevent those road rehabilitation activities which could induce direct or indirect significant impacts on forest conservation or sustainable management to be selected and financed by the project. The ESMF includes relevant sections for avoiding or managing impacts on forest.
Pest Management OP 4.09	No	The project activities will not involve the use of chemical or non- chemical pesticides.
Physical Cultural Resources OP/BP 4.11	Yes	The unpaved roads sections rehabilitation will involve excavations and movement of earth. During the development of the ESMF physical cultural resources were taken into consideration and baselines defined. The ESMF includes clear procedures that will be required for identification, protection of cultural property from theft, and treatment of discovered artifacts, that will be also included in standard bidding documents. The ESMF also provides procedures for handling with “chance finds” during implementation project activities.
Indigenous Peoples OP/BP 4.10	No	The project areas are not hosting the Indigenous Peoples
Involuntary Resettlement OP/BP 4.12	Yes	The Proposed civil works during rehabilitation of selected road segments will very likely result in acquisition of land, loss of properties and asset or



access to these assets leading or not to the physical resettlement of project affected people (PAP) with payment of compensation, whether the affected person may have to move or not. Since the project footprint is not known for most of the 800km, and only 52.4 km are known, therefore, to comply with policy requirement, the Borrower elaborated (i) for the known 52.4km, a Resettlement Action Plan (most likely an abbreviated one); and, (ii) for the unknown road segments and project intervention sites, a resettlement policy framework (RPF) that set forth the basic principles and prerogative the project will follow to prepare (i.e. wherever deem necessary) site specific RAPs during implementation, and prior to the physical start of civil works to comply with the policy core requirements once the details footprints of the project intervention sites are known. Both the RPF and RAP have been amply consulted upon and publicly disclosed both in-country and on the World Bank website prior to appraisal.

Safety of Dams OP/BP 4.37	No	The project is not anticipating financing any activities related to new dam nor rely on existing dam.
Projects on International Waterways OP/BP 7.50	No	The project is not anticipating to finance new or rehabilitate irrigation schemes that could impact international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project does not intend to support roads rehabilitation in any disputes.

## KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

### A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

Component 1 - Rural Road Rehabilitation Works and Component 3 - Small Common Facilities would finance the rehabilitation of approximately 800km of rural roads in six prefectures/districts: Dalaba, Pita and Labe in the southern region and Boke, Dubreka and Coyah in the central region. These regions were selected as the Bank is also financing two agriculture projects with a third one under preparation and it was felt that prioritizing rural road rehabilitation in these regions is strategic and will increase the potential impact. In all projects supporting agricultural production and diversification, there is a component on rural roads to open up the area of influence of the project. These targeted natural regions are located in the South and center of the country, in the Sahelo-Soudanian zones marked by a sedentary breeding and food crops (sorghum, rice, corn, peanuts, millet, fonio, etc.), and especially cash crops such as cotton, cassava, groundnuts/peanuts and sesame, as well as agroforestry products. There is also a large production of



livestock products (milk, cheese, poultry), as well as fish on the many tributaries of the Bafing and Bakoye rivers.

As the works planned under the project include only rehabilitation of roads within their existing rights-of-way, and the foreseen common facilities are expected to occur on existing premises or publicly owned sites, the environmental and social risks and adverse impacts are expected to be moderate to low. Large-scale, significant, and/or irreversible impacts are not anticipated. So far, 52.4 kms have been identified and the remaining kms will be selected during project implementation. To comply with the World Bank operational policies, the Borrower has prepared four standalone safeguards instruments, namely (i) Environmental and Social Management Framework (ESMF) and a Resettlement Policy Framework (RPF); and (ii) an Environmental and Social Impacts Assessment (ESIA) and a Resettlement Action Plan (RAP) for the 52.4 km road segment. All four safeguards instruments were duly consulted and disclosed both in-country and on the World Bank website per the requirements of the policy. In addition, the following social risk mitigation measures are included in the project design:

- (a) Citizen Engagement to ensure broader stakeholders and beneficiary communities are engaged in a constructive and inclusive public consultation and participation mechanism throughout the project lifecycle. Building as much as possible on existing local mechanisms, the objective is to foster ownership while promoting transparency and accountability of the project's investment and governance.
- (b) Grievance Redress Mechanism (GRM) to ensure that project has an inclusive and participatory feedback mechanism that builds on existing mechanisms to effectively settle disputes and grievances and receive requests from the communities and PAPs;
- (c) Gender-Based Violence (GBV)/Sexually Exploitation and Abuse (SEA) prevention. Gender based violence, including domestic violence, is highly prevalent in the country and is a major contributor to maternal and child deaths and morbidity. With 92% of women aged 15-64 having been victims of at least one act of violence (Survey 2009), violence against women / girls is a worrying phenomenon in Guinea and manifests itself, in many and varied forms, in all the socio-economic cultural aspects of the country . Women and girls are exposed within families, communities, workplaces and schools to different forms of violence ranging from physical, psychological and sexual. Childhood marriages and high rates female genital mutilation also create significant challenges for women's well-being. According to UNICEF's July 2013 report on female genital mutilation (FGM/C), 6.5 million girls in Guinea have undergone mutilation . According to the same report, Guinea has the highest rate of FGM/C in the West African region, and the second highest rate of FGM/C in the world. The project will ensure that any GBV/SEA related risks from subcomponents 1.2, 1.3 and 2.2 will be addressed through the implementation of social and environmental safeguards' instruments as well as effective operationalization of targeted GBV/SEA mitigation activities proposed under the project. Terms of Reference (ToRs) for monitoring and supervising services will cover training for contractor's employees and monitoring of the contractors' activities on labor issues and the prevention of GBV and sexual exploitation and abuse (SEA). This will include analyzing and describing all occupational health and safety concerns brought about by activities during all the phases of the project. It will also cover potential risks for sexual abuse and violence against women and children during all phases of the project, and designing and implementing training programs on corrective and remedial measures to be implemented and monitored under the Environmental and Social Management Plan (ESMP) and referenced in the Environmental and Social Management Framework (ESMF) for further implementation once other proposed works for the project are identified. Any GBV/SEA-related complaints will be channeled through a specific redress mechanism in coordination with the local authorities in charge of the national GBV strategy and with support from a specialized NGO recruited to supervise the mitigation of GBV/SEA related aspects. Once the procurement activities commence on the project, the Bank will assess the technical proposals submitted so that the technical elaboration of the labor and prevention of sexual exploitation and abuse becomes a competitive parameter of the consultant technical evaluation. In addition, the Bank will review the wording of the Works Contracts with particular attention to 'enforceable mitigation measures' on the above based on lessons



learned from recent Bank projects in Uganda and DRC, and based on the WB's Good Practice Note For Addressing Gender Based Violence in Investment Project Financing involving Major Civil Works (28 June 2018).

(d) Labor Influx and Child-Labor to ensure that no child labor occurs on any of the project activities and sites, and issues related to possible labor influx are properly dealt with, in a peaceful and forward-looking manner. The recurrence and effectiveness of project field visits and activities monitoring and reporting will greatly contribute towards this end;

(e) Vulnerability/Inclusion-Exclusion, broadly speaking is properly manned as the project will ensure no discrimination against a disabled, disadvantaged or culturally vulnerable person occurs throughout the project lifecycle. To that end, project will increase the field monitoring and reporting mechanism to raise awareness and foster more good governance mindset;

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area: Significant indirect or long term impacts are not anticipated as the road rehabilitation will take place within the existing right of way and the small civil works do not require any new construction.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts. Rehabilitation of rural roads especially those in critical regions is the only way to improve connectivity and access to markets for local farmers.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

The legal framework for environmental management in Guinea is based on both the national Constitution (2010) and the Law No. 045/PRG/ 87 of 28 May 1987 defining the general principles of environmental protection, with its corresponding decrees.

The main institution in charge of environmental and natural resources management is the Ministry of Environment and Forestry (MEF), which includes the Guinean Bureau of Environmental Evaluation and Studies (BGEEE) whilst the agriculture-driven common facilities road safety consideration in the design and implementation of road projects is ensured by the Environment and Road Safety Unit of the National Directorate of Rural Road (DNRR) - Ministry of Agriculture (foreseen Project Implementing Agency).

The BGEEE and its regional units will be involved in the implementation of the project throughout its lifespan. Together with the Project Safeguards Specialists, they will ensure a close environmental and social safeguard monitoring of the project. The Road Safety Unit (RSU) under the DNRR of the Implementing Agency will particularly support the preparation of the terms of reference for studies concerning the engineering of road safety, monitors road safety and ensures compliance with mitigation measures during road construction phase including but not limited to safety measures in the construction sites and those related to local populations.

The country has been progressively building its technical capacity on safeguards management during the implementation of previous projects (World Bank, AfDB, European Union, AFD, JICA). While several existing project implementation units in Guinea are quite skilled in safeguards management (PFS, PACV, WAAPP, BOCEJ, etc.), safeguard management capacity remains weak in the Ministry of Environment, in civil society organizations, and among local government bodies.

As part of the safeguards instruments preparation (ESMF, RPF, ESIA and RAP) and subsequent team missions', a thorough capacity assessment exercise has been carried out during the project preparation cycle, and capacity building measures will be designed and implemented which will include but not limited to road safety awareness aspects. Furthermore, an environmental safeguard specialist and a Social safeguard specialist will be hired during the



general recruitment of the Project Implementation Unit in support to the project environmental and social risks and adverse impacts management due diligence, which includes, but not limited to Grievance Redress Mechanism (GRM), Code of Conduct (COC) and, NGO and third party contracting for GBV/SEA awareness, and monitoring.

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

The key stakeholders are the beneficiary populations of the districts/regions targeted by the project. The selection of remaining roads segments network to be improved by the project will be undertaken in consultation and coordination with the existing regional coordinating committees (RCC) and will be harmonized with the local agricultural development plans developed by the RCC in the context of the recently approved Integrated Agriculture Development Project are being held and documented in the course of finalization of the ESMF and RPF. The same will be done for the ESIA and RAPs as these proceed. Document disclosure will be done online by the government and the World Bank, and is done in the affected regions by posting copies in local government offices.

**B. Disclosure Requirements**

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

Date of receipt by the Bank  18-Oct-2018	Date of submission for disclosure  19-Oct-2018	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
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**"In country" Disclosure**

Guinea  
18-Oct-2018  
  
Comments  
<https://waappguinee.org/>

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

Date of receipt by the Bank  18-Oct-2018	Date of submission for disclosure  19-Oct-2018
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**"In country" Disclosure**

Guinea  
18-Oct-2018  
  
Comments  
<https://waappguinee.org/>



**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?

Yes

If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?

Yes

**OP/BP 4.11 - Physical Cultural Resources**

Does the EA include adequate measures related to cultural property?

Yes

Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?

Yes

**OP/BP 4.12 - Involuntary Resettlement**

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?

Yes

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?

Yes

**OP/BP 4.36 - Forests**

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

Yes

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

Yes

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

No



### The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank 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

Marc Marie Francois Navelet Noualhier  
Sr Transport. Spec.

Federico Antoniazzi  
Economist

#### Borrower/Client/Recipient

Republic of Guinea  
Pema Guilavogui  
Ministère du Plan - Secrétaire general  
g\_pema@yahoo.fr

#### Implementing Agencies



Ministère de l'Agriculture  
Sekou Sylla  
Chef de Division Pistes Rurales DNGR  
ssyllagr2014@gmail.com

**FOR MORE INFORMATION CONTACT**

The World Bank  
1818 H Street, NW  
Washington, D.C. 20433  
Telephone: (202) 473-1000  
Web: <http://www.worldbank.org/projects>

**APPROVAL**

Task Team Leader(s):	Marc Marie Francois Navelet Noualhier Federico Antoniazzi
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**Approved By**

Safeguards Advisor:		
Practice Manager/Manager:	Nicolas Peltier	23-Oct-2018
Country Director:	Rachidi B. Radji	23-Oct-2018

**Note to Task Teams:** End of system generated content, document is editable from here. *Please delete this note when finalizing the document.*