1. Country and Sector Background
Cape Verde is an archipelago, consisting of ten islands, covering an area of 4,039 square kilometers. In the year 2000, the population was about 435,000, living on nine of the ten islands. The country has few natural resources that can be exploited economically. In the years prior to 2000, the economy grew at an annual rate of 6.4%, with the growth sectors being services, tourism, fishing and light industry. In 2002 the overall poverty rate for the country was estimated at 37%, with a poverty rate of 51.3% in rural areas and 24.5% in urban areas.

Cape Verde’s Growth and Poverty Reduction Strategy Paper (GPRSP) (revised September 2004) is organized along five strategic pillars: (i) Promote good governance, reinforcing effectiveness and guaranteeing equity; (ii) Promote competitiveness to foster economic growth and employment creation; (iii) Develop and upgrade human capital; (iii) Develop the infrastructures, promote land use planning and protect the environment; and (v) Improve the effectiveness and sustainability of the social security system.

The GPRSP’s long-term growth and transformation strategy focuses on exploiting advantages offered by the country’s geographic location, i.e. promoting air and maritime infrastructure for sea-linked industries, such as fish processing and commercialisation, as well as establishing Cape Verde as an air transport hub for goods and passengers, with continued development of tourism.
potential. Strong emphasis is also placed on agricultural development, aimed at establishing a national agro-food system to ensure an adequate and permanent supply of food products to the population, through distribution and the commercialization of the agricultural products. A dependable road system, linked with air and sea connections, is a fundamental element in establishing effective input, marketing and distribution systems to pursue these strategies.

The road network consists of 1,350 km spread among the nine inhabited islands. These relatively small island networks are characterized by: (i) major roads (often a “ring road” around the island) which extend from each island’s principal port and airport to municipalities and serve many small town and rural communities; (ii) secondary roads which serve smaller ports and fishing and agricultural communities farther off the main axes; and (iii) and municipal town roads and tracks leading to very small communities or homesteads. The technical characteristics of the islands’ roads reflect the volcanic origins of the archipelago and the ready availability of basalt stone – most roads are paved with basalt cobblestones, with either an “improved” or a “basic” standard, although the availability of suitable basalt varies among the islands.

Due to the lack of maintenance, certain sections of each island’s network have deteriorated seriously, while in other cases, lack of investment has left the basic network incomplete.

Traditionally, road network management has been hampered by the absence of a dedicated road management agency, while responsibilities for managing various portions of the network have not been clear. There has been no systematic program for maintenance, which is frequently postponed in the face of emergency operations.

The Government is addressing the above constraints through a balanced approach of meeting critical road infrastructure needs, accompanied by institutional reform and capacity building to ensure rational planning, sustainable maintenance and delivery of transport services. The approach is articulated in its *Letter of Road Sector Policy*, which lays out a strategic vision for the Road Sector, namely: (i) each island has a basic road network which links administrative centers, markets, ports and airports; (ii) each island has a system of local roads that provide rural communities with at least minimum reliable access to markets, services and the core network; and (iii) the country has an efficient, transparent and sustainable system for managing and maintaining its core and local road networks. To these ends, the Government will: (i) rationalize management of the road network, in line with its overall policy of promoting commercial management approaches and sustainable maintenance financing based on user-fees; and (ii) progressively establish a “maintainable network” through a priority investment program on the basic road networks. This will involve:

- **Classification of the Road Network.**
- **Reformed Institutions.** In its *Letter of Sector Policy* the Government has established an Institutional Action Plan for a Road Agency and Road Maintenance Fund.
- **Assignment of Responsibilities.** The newly created Road Agency will be responsible for overall planning and management of the nation’s road network, while the General Directorate of Infrastructure and Basic Sanitation will manage investment contracts. The
municipalities, for their part, are responsible for maintenance of their respective municipal networks, albeit with technical assistance and guidance from the Road Agency.

- **Funding Sources.** Funds for road maintenance will be generated from user fees and will be deposited directly to the new Road Maintenance Fund, while road investment will be financed by Government and donor funds.

- **Road Investment and Technical Management Strategy.** The Government’s road investment strategy is linked to its capacity to maintain its network. As part of this strategy the Road Agency will introduce on a pilot basis Performance-Based Road Maintenance and Management Contracts (Gestão e Manutenção por Nível de Serviço - GMANS), with funding from the New Road Maintenance Fund.

2. **Objectives**

**Development objective:** The populations on five islands will have improved access to social services and markets via improved and less vulnerable road networks. Two types of network interventions will be pursued in achieving this objective: (i) filling network gaps characterized by poor access, thus reducing extreme isolation; and (ii) rehabilitation on key links, thus preserving the integrity of the network.

The project will contribute to the higher level poverty reduction objectives, stated in the GPRSP, of promoting economic growth and improving living conditions. This will be done by supporting improved management of the roads and infrastructure sectors and reducing the vulnerability of road networks, thus facilitating physical access of the poor to market opportunities and social services. A draft CAS for Cape Verde is complete and the project has been identified as part of the CAS’s base case scenario.

3. **Rationale for Bank Involvement**

The rationale for the Bank’s involvement (and underlying development hypothesis) is that improved and sustainably maintained road networks underpin economic growth, poverty reduction and national integration strategies. The absence of complete and reliable island road networks constitutes a serious constraint to development, and Cape Verde’s efforts to remedy this situation therefore merits Bank support.

The Bank has been assisting the transport sector in Cape Verde since July 1993 through the Infrastructure and Transport Program (TIP) (Credit Nos. IDA-24660 and IDA-24661). With support from this Program, the Government took its first steps towards rationalizing management of its Road Sector. In particular, TIP financed the first road network inventory in 2000, and supported the development of a logical framework for the Road Sector, in which the strategic axes for road sector institutional reform were laid out. Through TIP, an ongoing Road Sector dialogue has been established, which has been enriched by the Government’s participation in Bank-sponsored Sub-Saharan African Transport Program (SSATP).

4. **Description**

IDA will join with other donors in financing a package of sector reforms, capacity building and civil works to meet priority needs in the road network. IDA will take a lead role in the
institutional aspects, particularly road management, while financing selected civil works to fill
priority gaps not covered by other donor or domestic resources.

**Component 1: Institutional Support – Total including contingencies: US$ 3.2 million; Bank
Financing US$ 3.0 million.**

This component will support the Government's program for reforming management of the Road
Sector, as stated in its Letter of Sector Policy. In addition, support will be provided to the
Ministry of Infrastructure and Transport (MIT), who is undertaking to enhance its capacity to
assume its role as sector planner and guarantor of quality, in the face of expanding infrastructure
and civil works sectors. It will consist of the following sub-components:

1.1 **Support to Road Sector Program Coordination Office.** The Program Coordination Office
was established in the MIT in August 2004 to ensure overall management of this Project, as well
as coordination of other donor-related support for the National Transport Program.

1.2 **Technical assistance and capacity building to the Road Agency and Road Maintenance
Fund.** The Road Agency was established in August 2004 and is already staffed and operational,
while the Road Maintenance Fund is presently being established and is expected to be
operational in March 2005.

1.3 **Assistance to Civil Engineering Laboratory of Cape Verde (LEC).** The Civil Engineering
Laboratory of Cape Verde is an autonomous public agency under the titular responsibility of the
MIT. Based on Diagnostic Study recommendations, the Project will finance the acquisition of
equipment for laboratory testing, information management, security and communications;
improvement of physical plant; vehicles; and training for personnel.

1.4 **Assistance to the General Inspectorate of Public and Private Works (IGOPP).** The General Inspectorate of Public and Private Works (IGOPP) is presently the core service for
regulation of all civil engineering works. A Diagnostic Study recommended that, as a long term
measure, these regulatory functions are more appropriately lodged in an independent body. In
the meantime, the Study recommended that as a first step, relevant legislation and regulations
should be reviewed and revised for housing, public works and construction. The Project will
finance technical assistance for this purpose.

1.5 **Assistance to the Studies and Planning Unit (GEP).** The GEP which is the core service for
studies and planning for the Ministry. The Project will complete this assistance with financing
for updating and operationalizing information management and external communication
services.

1.6 **Other Studies and Technical Assistance.** The Project will finance monitoring and
evaluation studies, in particular a survey of the beneficiary population at the end of the project,
annual audits and other studies and technical assistance, to be determined. The Project will also
support policy and strategy formulation and implementation for the Transport Sector at large, in
conjunction with the Bank financed Growth and Competitiveness Project.
2.1 Priority Road Network Improvements. In its Priority Strategic Programme for Infrastructure and Land Management, the Government identified potential road network improvements on each of the nine inhabited islands. Among these projects, the Government has identified a program of twelve top priority improvements on five islands.

IDA will fund up to US$ 12.0 million out of the total program amounting to US$ 41.8 million. Below is a summary list of the investment program, followed by a summary description of the projects.

<table>
<thead>
<tr>
<th>No.</th>
<th>Project</th>
<th>km</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Orgãos-Pedra Badejo (Santiago)</td>
<td>11</td>
<td>Asphalt rehabilitation of principal secondary road</td>
</tr>
<tr>
<td>2</td>
<td>Cruz Grand – Calhetona (Santiago)</td>
<td>14</td>
<td>Asphalt rehabilitation of principal secondary road</td>
</tr>
<tr>
<td>3</td>
<td>Volta Monte- Ribeira Prata (Santiago)</td>
<td>15</td>
<td>Cobblestone rehabilitation/ reconstruction to isolated area</td>
</tr>
<tr>
<td>4</td>
<td>Assomada-Rincão (Santiago)</td>
<td>16</td>
<td>Cobblestone rehabilitation/ reconstruction to isolated area</td>
</tr>
<tr>
<td>5</td>
<td>Fonte Lima-João Bernardo (Santiago)</td>
<td>9</td>
<td>Cobblestone rehabilitation/ reconstruction to isolated area</td>
</tr>
<tr>
<td>6</td>
<td>Alcatraz-Figueira (Maio)</td>
<td>11</td>
<td>Cobblestone reconstruction to complete island’s main ring axis</td>
</tr>
<tr>
<td>7</td>
<td>Ribiera Brava-Tarrafal (São Nicolau)</td>
<td>27</td>
<td>Asphalt rehabilitation on island’s main axis</td>
</tr>
<tr>
<td>8</td>
<td>Tarrafal-Praia Branca-Ribiera Prata (São Nicolau)</td>
<td>22</td>
<td>Cobblestone rehabilitation/reconstruction to isolated area</td>
</tr>
<tr>
<td>9</td>
<td>Caleijão-Cabeçalinho-Tarrafal (São Nicolau)</td>
<td>8</td>
<td>Construction of new road through mountain pass (recommended not funded at this time)</td>
</tr>
<tr>
<td>10</td>
<td>Salamansa-Norte de Baia Diversion (São Vicente)</td>
<td>3</td>
<td>Asphalt reconstruction of access road to tourist development zone</td>
</tr>
<tr>
<td>11</td>
<td>2 Small bridges on Ribeira Grande (Santo Antão)</td>
<td>2x</td>
<td>Box culvert bridges leading to commercial center; present access through river bed and cut off during rains.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>60m</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Br.+200m</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>1 Small bridge at Vila das Pombas and Liaison Vila das Pombas-Eito (Santo Antão)</td>
<td>40m</td>
<td>Box culvert bridge and access road to commercial center; present access through river bed and cut off during rains.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Br.+1km</td>
<td></td>
</tr>
</tbody>
</table>

**Santiago Island.** Priority improvements to the Santiago Island network include: (i) rehabilitation of two heavily traveled east-west axes, which also serve agricultural communities along their alignments; and (iii) rehabilitation/reconstruction of three rural roads linking isolated agricultural and fishing communities to the main network.

**Road # 1: Orgãos-Pedra Badejo (11 km).** This road is the primary east-west link in the southern part of the island. It is cobblestone surface, with an average width of 4 meters and 50 cm. shoulders. It is generally in poor condition – certain sections are considerably degraded and there is a lack of fine material between the paving stones, many of which have been washed away. The road lacks adequate drainage structures; culverts, in particular, are obstructed by stones and debris. Protection of the side slopes is inadequate. The road is located in the Ribeira Seca river basin, which is one of the most agriculturally productive zones in the country, and which
provides produce to the capital city of Praia. In addition to its regional importance, the road directly serves over 10 rural communities with a population of 3,693. Intervention will involve establishing a uniform width of 6 meters with upgrading to asphalt surface.

Road # 2: Cruz Grand – Calhetona (14 km). This road is the primary east-west link in the center of the island, connecting the two major north-south axes, both of which culminate in the northern tourist area and town of Tarrafal. It is cobblestone surface with an average width of 5 meters. Constructed in 1995, it is in very bad condition, characterized by many potholes, loss of riding surface and deformation of the roadbed. Several sections are considered dangerous because of sliding conditions caused by erosion. Much of the road’s deterioration is due to poor drainage. The road is heavily traveled and located in the Ribeira de Flamengos Seca and serves numerous communities with a population of 6,472, practicing both irrigated and rainfed agriculture, serving the major markets of Tarrafal, Assomada and Praia. Intervention will involve upgrading to paved asphalt standard.

Road # 3: Volta Monte- Ribeira Prata (15 km). Located in the northwest part of Santiago Island, this road was formerly part of the north-south axis, but abandoned with the construction of the present ring road. It is on very windy, mountainous terrain. Although some of the original drainage structures exist, most of the road has reverted to dirt track, with only a few remnants of previous cobblestone surface. Over eleven farming and fishing communities, with a total population of 2,850, along this road are severely isolated due to its poor condition. The area includes suitable grazing areas, yet the introduction of drilling and other water development equipment has been constrained because of lack of access for drilling facilities. Because of its condition, there is presently very little traffic. Intervention will involve reconstructing the road to improved cobblestone standard.

Road # 4: Assomada-Rincão (16 km). This road provides the sole access to seven communities and the fishing port of Rincão to the rest of the island. It runs from the major town of Assomada (population 50,000), on the main road, and serves another 3,500 farming and fishing populations, including the agricultural zone of Chão de Tanque and the fishing port of Rincão. The first 7 km from Assomada is cobblestone in very poor condition, while the rest is basically an earth track, requiring reconstruction. The 2 km section on the Achada Grande Plateau leading to Rincão contains very fine material, which makes access difficult especially during the rainy season. Intervention will involve reconstructing the road to improved cobblestone standard.

Road # 5: Fonte Lima-João Bernardo (9 km). This road links 10 rural communities with a population of 4,100 to the main north-south axis and the rest of the island. The first 250 meters off the main road are cobblestone, after which the road is a narrow earth track, permitting passage only of light vehicles and small trucks, often without capacity for two-way traffic. The alignment is very windy and on steep slopes, particularly after the village of Toupana. Intervention will involve reconstructing the road to improved cobblestone standard.

Maio Island. Improvement to the Maio Island network involves filling a gap in the principal ring road around the island.
Road # 6: Alcatraz-Figueira (11 km). The road is currently an earth road, passable only with 4 wheel drive vehicles, and thus presents a gap in the island’s basic network. The rest of the island ring road is characterized by 6 meter width cobblestone and 0.5 m. shoulders. The road provides direct access to the communities in the area, which are located on or very near the road, and passes through an agricultural zone, with motorized irrigation and an agricultural research center. Intervention will involve reconstructing the road to improved cobblestone standard.

São Nicolau Island. Improvement of the Sao Nicolau Island Network involves: (i) rehabilitating the major axis linking the island’s administrative center with its primary port, and serving numerous communities in mountainous terrain; and (ii) a continuation of the main axis to less populated, but isolated zones.

Road # 7: Ribiera Brava-Tarrafal (27 km). This is the principal road of the island, linking the main city of Ribeira Brava with the second major town of Tarrafal, site of the island’s main port and fishing and commercial center, including a tuna canning factory. The road passes through several river basins, including the irrigated zone fed by the Galerie de Fajã. It directly serves a population of 8,100, not counting the town of Ribiera Brava. It is virtually the lifeline for all marketing of agricultural, livestock and fishing products, as well as access to social and administrative services. Following a northern route from Ribeira Brava, it loops around a mountainous area to the south where it arrives at Tarrafal. The road is currently cobblestone in a deteriorating condition; the width is mostly 5 meters, in some places as narrow as 4 meters. For a 5 km stretch Faja de Baixo – Cachaco, the alignment is very narrow and consists of only rough stones. Intervention will involve upgrading to asphalt paved standard.

Road # 8: Tarrafal-Praia Branca-Ribiera Prata (19 km). This road is the continuation of the principal road of the island from Tarrafal, circling the island’s western and northwestern areas. The road is currently cobblestone. The first 6.5 km are in fair condition, with a width of 5 m. Most drainage structures are in good condition, however, the Irish crossings are in need of repair. The remaining section is in poor condition; the cobblestones are not cut or laid in parallel and are considerably damaged. The last sections are mountainous and narrow, with irregular cobblestone coverage. The last km before the village of Ribeira pose serious danger of falling stones and unstable slopes. The road links agricultural production areas to the port of Tarrafal. A tourism village is being constructed at km 1.5 from Tarrafal. Intervention will involve establishing a uniform width of 6 meters improved cobblestone surface and establishment of adequate drainage structures.

Road # 9 : Caleijão-Cabeçalinho-Tarrafal (6 km). This is presently only a footpath through a mountainous zone. If a road was built, it would link the two sections from Ribeira Brava to Tarrafal which presently loop around the north (Road # 7), and would reduce the traveling distance between Ribeira Prata and Tarrafal by about 10 km. A main difficulty to construct this road is the steep incline up the mountain, about 650 meters, between Calejao and Cabecalinho. For this reason, this activity has been dropped from the program.

São Vicente Island
Road # 10: Salamanca-Norte de Baia (11km). In the northeast of the island, the road links Salamanca, at the main, along the northeast coast to the Nord de Baia, a zone in the process of
tourism development. A 45 hectare, 45 million physical development plan has been conceived by the Baias Development Group for the “Baias das Gatas Resort Project”. The Plan consists of a five star hotel with 400 beds and two luxury housing units. It aims to attract investors among foreign tour operators, émigrés with savings and the Cape Verde Diaspora. The plan includes a social and environmental component, which will assist fishing communities through improved infrastructure and lobster fishing. Without this road, The Development Plan is unlikely to occur. The road will also serve a population of 1,200 engaged in fishing and livestock, and currently with marketing access to Mindelo, the major town in the north.

**Santo Antão Island.** Improvement to the Santo Antão Island network involves ensuring all weather access to two major towns, located at the confluence of rivers and cut off during heavy rains. Both towns are located on the island’s primary network, which has a minimum level of service and the absence of these bridges prevents connectivity to significant levels of traffic.

Road # 11 : Bridges at Ribeira Grande (200 m) and Ribeira Torre (60 m). In the northeast, the town of Ribeira Grande (population 21,480) is located at the confluence of two seasonal rivers: Ribeira Grande and Ribeira da Torre. The island’s main road from Porto Novo arrives along the Ribiera Grande, and at a certain point, four roads converge along these rivers at the town. When it rains, the river banks flood the southern end of the town on the road to Paul. Intervention will involve the construction of two small bridges, one on the Ribeira Grande and one on the Ribeira da Torre, as well as protection works along the river banks.

Road # 12 : Bridges at Villa da Pombas and Liaison Vila da Pombas – Eito. The road from Eito to Paul (population 8,380) follows the Ribeira da Paul, then is located in the river bed, which makes travel impossible when it rains. Residents in the immediate area grow sugar cane, sold to an agro-industrial complex producing a sugar-based alcoholic drink, grog. It should also be noted that an EU funded project is constructing a road from Porto Novo along the west coast to Paul, and the construction of this bridge would guarantee continuity along the cost to Ribeira Grande. Intervention will replace the present access within the riverbed to the adjacent side for a length of 1 km and construct a small bridge to assure access into the town of Paul.

### 2.2 Pilot Performance Based Road Management and Maintenance Contracts (*Gestão e Manutenção por Nível de Servicio - GMANS*).

This activity will be wholly financed through the Road Maintenance Fund. Its objective is to test and adapt a new approach for assuring cost-effective road maintenance on the National Road Network through a service-level approach. Cape Verde has been selected as one of four countries to receive grant funds to finance the preparation of pilot performance based road management and maintenance (GMANS) contracts. The preparation of these contracts is being funded by a grant from the Global Partnership for Output-Based Aid (GPOBA), which receives most of its financing from the United Kingdom Department for International Development (DFID).

5. Financing

<table>
<thead>
<tr>
<th>Source:</th>
<th>($m.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BORROWER/RECIPIENT</td>
<td>4</td>
</tr>
<tr>
<td>INTERNATIONAL DEVELOPMENT ASSOCIATION</td>
<td>15</td>
</tr>
</tbody>
</table>
6. Implementation

The project will be managed directly by the Ministry of Infrastructure and Transport (MIT), through a Program Coordination Office, attached directly to the Minister’s Office. The primary responsibility of this Office will be to ensure overall management of the project and coordination of other related donor support for the overall Transport Sector Program, as well as technical and fiduciary oversight of the Road Sector Support Project.

7. Sustainability

The Government’s commitment to and ownership of the project may be seen in the concrete steps it has taken to reform road sector institutions, as set out in the Letter of Road Sector Policy. This includes the creation of the Road Agency and the commitment to reform the Road Fund to ensure stable and sustainable maintenance financing. The Government has also committed significant domestic resources to the achievement of the overall Priority Strategic Programme for Infrastructures and Land Use Management, to which this project contributes.

Critical to the sustainability of the project will be establishing the new Road Agency and reformed Road Maintenance Fund on a solid footing. The project addresses this factor in the design by emphasizing institutional support to both these agencies.

8. Lessons Learned from Past Operations in the Country/Sector

The project design reflects several lessons learned in Cape Verde and similar countries, through the Sub Saharan Africa Transport Policy Program (SSATP) and sector projects. First, it has been shown that the application of purely economic investment criteria is not sufficient for securing minimum access requirements, in support of economic development and poverty reduction activities, particularly on small island networks. Rather, investment and maintenance programs need to maintain a network and service-level perspective, so as to understand connectivity needs within the islands and their linkages to maritime and air transport nodes. Economic analysis tools are then applied to achieve economically justifiable and/or cost effective technical solutions for achieving minimum access service levels on the network as a whole. Second, the technical approach for road management reflects Cape Verde’s successful and cost-effective approach for lower volume roads of using basalt cobblestones, which are in abundance in the country. Third, the project design supports one of the main conclusions of the Government’ Priority Strategic Programme – that physical investments must be accompanied by viable maintenance management systems and sustainable finance arrangements, if the benefits of these investments are not to be short-lived. In this regard, past experience in Cape Verde has shown that without a dedicated agency for road management, one cannot hope to achieve a standard of service needed to support economic development and poverty reduction objectives. The project will benefit from Cape Verde’s participation in the SSATP, which promotes exchange of knowledge and experience in road sector management among 30 member countries in Sub Saharan Africa.

9. Safeguard Policies (including public consultation)
<table>
<thead>
<tr>
<th>Safeguard Policies Triggered by the Project</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Environmental Assessment</strong> (OP/BP/GP 4.01)</td>
<td>[x]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Natural Habitats (OP/BP 4.04)</td>
<td>[]</td>
<td>[x]</td>
</tr>
<tr>
<td>Pest Management (OP 4.09)</td>
<td>[]</td>
<td>[x]</td>
</tr>
<tr>
<td>Cultural Property (OPN 11.03, being revised as OP 4.11)</td>
<td>[]</td>
<td>[x]</td>
</tr>
<tr>
<td>Involuntary Resettlement (OP/BP 4.12)</td>
<td>[]</td>
<td>[x]</td>
</tr>
<tr>
<td>Indigenous Peoples (OD 4.20, being revised as OP 4.10)</td>
<td>[]</td>
<td>[x]</td>
</tr>
<tr>
<td>Forests (OP/BP 4.36)</td>
<td>[]</td>
<td>[x]</td>
</tr>
<tr>
<td>Safety of Dams (OP/BP 4.37)</td>
<td>[]</td>
<td>[x]</td>
</tr>
<tr>
<td>Projects in Disputed Areas (OP/BP/GP 7.60)*</td>
<td>[]</td>
<td>[x]</td>
</tr>
<tr>
<td>Projects on International Waterways (OP/BP/GP 7.50)</td>
<td>[]</td>
<td>[x]</td>
</tr>
</tbody>
</table>

**Abbreviated Compensation Plan.** The construction of a box culvert bridge on the Vila das Pombas and 1 km liaison between Vila das Pombas and Eito will involve a widening of the road, which is presently only 3 meters wide at the south end. This will involve minor land taking concerning existing stone walls, which will require compensation. For this, an Abbreviated Compensation Plan was disclosed in the country on January 28, 2005 and disclosed in the InfoShop February 8, 2005.

**Implementation capacity.** The Program Coordination Office in the Ministry of Infrastructure and Transport, will be responsible for the overall implementation of the safeguards policies.

**Consultations.** Consultations were carried out during the development of individual road Environmental Management Plans.

**Disclosure.** The draft Environmental Impact Study has been made available in the country for comment on January 28, 2005 and was made available to the InfoShop on February 9, 2005. The Resettlement Action Plan Framework Policy was made available in the country on January 28, 2005 and was made available to the InfoShop on February 8, 2005.

10. Contact point
Contact: Gylfi Palsson
Title: Sr. Transport Specialist
Tel: (202) 473-6713
Fax: (202) 473-8038
Email: gpalsson@worldbank.org

11. For more information contact:
The InfoShop
The World Bank
1818 H Street, NW

*By supporting the proposed project, the Bank does not intend to prejudice the final determination of the parties' claims on the disputed areas.*
Washington, D.C. 20433
Telephone: (202) 458-5454
Fax: (202) 522-1500
Web: http://www.worldbank.org/infoshop