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

Appraisal Stage | Date Prepared/Updated: 29-Jan-2019 | Report No: PIDISDSA24051



BASIC INFORMATION

A. Basic Project Data

Country Niger	Project ID P164498	Project Name Rural Mobility and Connectivity Project	Parent Project ID (if any)
Region AFRICA	Estimated Appraisal Date 21-Jan-2019	Estimated Board Date 18-Mar-2019	Practice Area (Lead) Transport
Financing Instrument Investment Project Financing	Borrower(s) Republic of Niger	Implementing Agency Ministry of Equipment	

Proposed Development Objective(s)

The project development objective is to improve and sustain road access of farming communities to production sites, markets and basic social services in selected areas.

Components

- Improvement of rural transport infrastructure
- Rural road maintenance
- Operational support

PROJECT FINANCING DATA (US\$, Millions)

SUMMARY

Total Project Cost	52.25
Total Financing	52.25
of which IBRD/IDA	50.00
Financing Gap	0.00

DETAILS

World Bank Group Financing

International Development Association (IDA)	50.00
IDA Credit	50.00

Non-World Bank Group Financing



Counterpart Funding	2.25
Borrower/Recipient	2.25
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

- Niger is a landlocked country in the Sahel region (the closest port, Cotonou, is 1,035 km away)** with a population of 19.9 million in 2015 (World Development Indicators) and a land area of 1.27 million km². Niger is sparsely populated on average. However, most people live in the south of the country on about 12 percent of the land area, where most arable land is located. The country has been impacted by political and religious violence in northern Nigeria, separatist and armed movements in northern Mali, and intercommunal violence and state collapse in southern Libya.
- Niger is one of the poorest nations in the World with a per capita gross domestic product (GDP) of US\$895 in 2015.** The clear majority of Niger’s 8.2 million poor (2014 estimate) live in rural areas where food insecurity is high. Human development indicators are low. The average level of education is 1.4 years. Only 52 percent of children have received a complete set of vaccinations, and 44 percent of children under five years are stunted.
- There is a very high disparity between females and males, ranking 149th out of 152 countries in gender inequality index (GII) which measures three important aspects of human development – reproductive health, empowerment and economic status.** In the education sector, the main factor affecting the low enrollment rate of girls is early marriage with 76% of girls married before they turn 18, and about a third becoming wives before they turn 15. Participation in labor force is low: female unemployment rate of women is twice higher than men. In terms of empowerment, the proportion of women as elected officials or appointed members of the executive branch of the government is low; out of the 42 ministers in the current government, just 8 (or 19 percent) are female



4. **Most of the population generates its income from (rain-fed) agriculture and livestock rearing.** There are five agri-climatic zones defined based on rainfall isohyets ranging from the desert - which cover 74 percent of the national territory and are suitable for mainly transhumant activities - to the agricultural zones in the southwestern part of the country. Irrigated cash crops are grown in selected areas along the Niger River. Together, the agriculture and livestock sectors engage more than 80 percent of the workforce and account for 40 percent of GDP. Niger's subsistence agriculture is based on cereal crops (millet and sorghum) as well as cow peas - crops that also constitute the staple diet.

5. **Niger is subjected to four major climatic hazards: drought, floods, extreme temperatures (heat and cold waves), high winds and sandstorm impacting ecosystems, living environment and livelihoods.** Between 1980 and 2012, ten major episodes of drought were recorded, of which five led to severe food crisis. The food crisis resulting from the 2011 drought affected more than 7 million people, or almost half of the country's total population at that time. Devastating floods in 2017¹ affected nearly 194,000 people, and killed 54 throughout the country. More than 9,000 houses, 31 schools, 709 water wells as well as 16,000 livestock were washed out. In agricultural terms, 9,800 hectares of crop land were lost. In total, 80 percent of those affected live in the Southern regions of Dosso, Niamey, and Maradi, and one Northern region (Agadez).

6. **The 2017 Country Systematic Diagnostic (Report No. 115661-NE) which defines the priorities for ending poverty and boosting shared prosperity shows that the most promising approach to inclusive growth is by increasing productivity in agriculture in the short run and engaging in a process of classical structural transformation.** This process starts by increasing the productivity of agriculture (food staples in particular) and livestock rearing. Increases in agricultural production help suppress fluctuations in food prices, which benefits the poorest who tend to be net buyers of food. Once the share of food consumers relative to food producers grows (because of rural-urban migration), markets become more important, the non-farm and agribusiness sectors grow, and the food value chain and rural-urban linkages are strengthened. As rural incomes grow, second-order effects are likely to emerge: the stock of human and physical capital increases as households invest part of their increased incomes in their offspring. This leads to further productivity gains and to out-migration of (now better-) educated people. It also unlocks demographic transition, in part because higher incomes and higher levels of education induce women to marry later, while increased irrigation and mechanization reduce exposure to weather shocks and reliance on family labor.

Sectoral and Institutional Context

B.1 Sectoral Context

7. **Road Transport is by far the most dominant transport mode in Niger.** The country has a total road network of 19,676 km of which: (a) 10,649 are national roads; (b) 2,075 km are regional roads and (c) 6,952 km are unclassified. Within the total network, only 4,382 km are paved roads. The two other modes of transport besides roads are the railway and the inland water transport, accounting for less than five percent of the market.

¹ United Nations Office for the Coordination of Humanitarian Affairs Niger Bulletin of September 2017



B.2 Sectoral Challenges

- 8. Poor road access to agricultural production areas hampers farmers' access.** About 40 percent of the agricultural and agro- pastoral zones is often isolated. This translates into limited access to agricultural inputs (fertilizers, improved seeds), to extension services provided by the Ministry of Agriculture, and marketing of surpluses by farmers.
- 9. Transport is a major constraint to improvement of farmers' productivity.** A panel regression analysis based on LSMS-ISA data concluded that households that are located farther from markets tend to have lower yield. Millet and cowpea yields in farms that are 100 kilometers away from a permanent market are 20 percent lower than in those near markets. Access to market could influence yield by shaping incentives of farmers to produce more.
- 10. Impassable roads during rainy season negatively affect access of rural communities to medical services.** During the rainy season, flooding makes health facilities even less accessible. While during the dry season 39 percent of the population lives within a 1-hour walk of a health center, this drops to 24 percent during the rainy season. Vaccination rates are strongly correlated with distance. Children living within a 1-hour distance from a health center are 1.9 times more likely to have a complete set of vaccinations compared to children living further away.²
- 11. Inadequate funding and capacity to maintain and preserve the road network.** The autonomous road maintenance fund (CAFER) which collects resources through fuel levy, toll fees, and overloading fines was created in 1999. Currently CAFER's expected resources cover only about 43%³ of the road network maintenance needs. Moreover, for the past five years CAFER has had difficulties in receiving the full amount of its revenue coming from fuel levy which represents over 90% of its total resources; and it accumulated important arrears. This situation has significantly impacted the linear kilometers of roads to be maintained yearly, and has further deepened the gap between the maintenance needs and the resources available. The technical and managerial capacity of small and medium enterprises (SMEs) are weak, thus impacting both the quality of works and the timely completion of maintenance. The procurement process for road maintenance contracts is too long and inefficient and contributes to delays in execution.

B.3 Institutional Context

- 12. The Ministry of Equipment (MoE) manages the entire road network.** Reconstruction and construction of the primary road network is managed by the General Directorate of Major Works (DGGT). The General Directorate of Rural Roads (DGRR) oversees the construction and rehabilitation of the rural roads network. The maintenance of the road network in term of programming and execution is managed by the General Directorate of Road Maintenance (DGER), and CAFER is in charge of mobilizing the resources of the yearly road maintenance.

² Blanford, J., Supriya Kumar, Wei Luo and Alan M MacEachren, 2012. "It's a Long, Long Walk: Accessibility to Hospitals, Maternity and Integrated Health Centers in Niger." *International Journal of Health Geographics* 11: 24.

³ National Transport Strategy (2016-2025): Routine and Periodic Maintenance Needs of US\$52m vs. CAFER's resources of US\$22m



13. **Reforms of the road maintenance mechanism are underway to improve the governance and secure the resources of the road fund and to make the yearly road maintenance more efficient.** The Bank⁴ has joined the other important development partners active in the transport sector (the European Commission – EC, and the Millennium Challenge Account – MCA Niger) in supporting the conversion of CAFER into a second-generation Road Fund, the creation of a road maintenance execution agency and an independent audit unit.

14. **Routine maintenance of rural roads is the responsibility of the local governments while the periodic maintenance is executed by SMEs and financed by the MoE through CAFER.** Routine maintenance is organized by and financed at the commune level and executed by the local communities after receiving basic trainings. Every commune is supposed to have village committees along the rural roads to oversee the routine maintenance. Communes manage small funds obtained through collection of modest taxes from rural roads users to finance the routine maintenance works. The Swiss Development Agency and the International Fund for Agriculture Development have supported some communes of Niger in the development of routine maintenance mechanisms by local communities via local governments' support projects. These mechanisms exist only in few communes of the country. The periodic maintenance - which is much more expensive and requires more technical experience - is executed through the national road maintenance mechanism where 10 percent of the resources of CAFER is earmarked for the periodic maintenance of rural roads.

15. **The Ministry of Transport (MoT) is responsible for land (road and railway), air and inland water transport services.** The Directorate of Transport oversees both road transport services and inland water transport. The civil aviation agency (ANAC) oversees the management of airports and air transport. A lead road safety agency (ANISER) was created in 2016 to promote the national road agenda.

16. **The Republic of Niger has been granted IDA 18 Risk Mitigation Regime (RMR) designed to provide enhanced support to reduce risks of fragility, conflict and violence.** Investment and management of road infrastructures can greatly contribute to mitigate the escalation of existing crises and contribute to the reduction of key fragility and conflict risks because it will promote trade and create economic opportunity. This is window of opportunity for Niger, the have additional resources for development programs meant to change the lives of the most vulnerable.

C. Proposed Development Objective(s)

Development Objective(s) (From PAD)

⁴ Through the participation of the Niger Transport team in the reforms supported by the new DPF operation



The project development objective is to improve and sustain road access of farming communities to production sites, markets and basic social services in selected areas.

Key Results

The following key indicators will be used to evaluate the achievement of the PDO:

1. Number of Irrigated agricultural production sites with all season road access
2. Percentage of rural markets with all season road access
3. Number of basic social services (schools, health centers) with all season road access
4. Number of people with access to all season roads in the project area
5. Percentage of project roads receiving routine maintenance

D. Project Description

Component 1: Improvement of rural transport infrastructure (US\$42.5 million equivalent, 100 percent IDA)

Sub-Component 1.1: Rural Roads Improvement Works (US\$41.5 million equivalent, 100 percent IDA)

This component will finance about 700 km of existing unpaved rural roads by using spot improvement to ensure all-season connectivity. The civil works will be executed in two consecutive phases. About 300 km of roads have already been identified and will be improved during the first phase (years 1-2), while the remaining 300 km will be improved during the second phase (years 3-4).

Activities to be financed include: (a) technical engineering studies and preparation of bidding documents; (b) preparation of environmental and social safeguards instruments; (c) execution of civil works for rural roads; (d) supervision of civil works; (e) third-party technical audits; and (f) third-party environmental and social audits of the civil works.

Flood vulnerability assessment of villages along the project roads will be conducted as part of the engineering studies. Appropriate flood controls measures will be used for high risk villages. These measures include levees to raise the banks, detention pond as water run-off storage to reduce flood intensity upstream, and floodways to divert floodwater away from the house settlements, crops and/or livestock.

Road safety infrastructure features such as speed calming devices at the entry of villages, traffic signs, and reflectors on the drainage structures are included in the civil works.

Sub-Component 1.2: Small Community Facilities (US\$1 million equivalent, 100 percent IDA)

This subcomponent will finance small community facilities, as to be determined during public consultations, as requested by the direct project beneficiaries. The proposed facilities, located along the project roads, are designed to contribute to close the gender gap and to maximize the impact of the project on farming communities.

Activities to be financed under this sub-component are limited to: (a) construction of water wells for close access to water (including geophysical studies and works); (b) acquisition of grain mills to reduce the time and



burden of domestic works on women and girls; (c) acquisition of solar lighting; (d) plantation of trees; (e) light rehabilitation of schools (including walls to fence schools, rehabilitation of classrooms, and construction of toilettes) and health centers.

Component 2: Support for road maintenance and rural mobility (US\$3.25 million equivalent, of which US\$1.0 million IDA- funded, and US\$2.25 funded by the GoN)

Sub-Component 2.1 Support for routine maintenance (US\$1.0 million equivalent, 100% IDA-funded)

This subcomponent will support the establishment of an efficient and sustainable routine maintenance mechanism of the project roads. It will support the routine maintenance mechanism already defined in the country strategy of rural roads maintenance. The country has adopted for the length-men approach in which one worker oversees 2-3 km of roads and a supervisor to oversee all the workers on the entire road section.

Activities to be financed include: (a) awareness raising campaigns and identification of maintenance workers; (b) in-class and on-the-job training of workers in charge of carrying out routine maintenance; (c) acquisition of tools, safety equipment, and first aid kits for the workers; and (d) technical audits and evaluation of routine maintenance (to be triggered after one or two maintenance campaigns). The selection of workers will give priority to women and household members with income below the poverty line, to better target underprivileged groups of the project area.

Sub-Component 2.2 Pilot routine maintenance works (US\$2.25 million equivalent, 100 percent financed by GoN).

Once the project roads are improved. After the period of guarantee, yearly routine maintenance is crucially needed to correct early deteriorations in a timely manner before they become advanced, thus preserving the road assets and decreasing the cost involved. Routine maintenance is simple, labor intensive, and implemented by unskilled labor living in the project area after receiving some basic training. These aspects of routine maintenance make it suitable for implementation by direct beneficiaries living along the road. This sub-component is exclusively financed by the government of Niger as counterpart financing through the road fund.

Specific Activities to be financed include: (a) administrative cost related to programming and inspection missions of technical services; (b) labor cost for the workers performing routine maintenance works and managing rain barriers, as well as construction materials cost.

Component 3: Operational Support (US\$6.5 million equivalent, 100 percent IDA)

Sub-Component 3.1: Project Management (US\$3.8 million equivalent, 100 percent IDA)

This sub-component will finance project management and coordination of activities. Activities to be financed include: (a) operating costs of the Project Coordination Unit (PCU), including salary of key PCU staff and consultants, as well as support to the DGRR for the overall technical supervision of the project; (b) rehabilitation of the office, acquisition of office furniture and equipment for the PCU and DGRR; (c) relevant training for PCU and DGRR staff; (d) financial audits; (e) monitoring and evaluation; (e) compliance monitoring of environmental and social safeguards; and (f) project impact studies.

Sub-Component 3.2: Resettlement Action Plans (US\$1.0 million equivalent, 100 percent IDA)



This sub-component will finance the implementation of the Resettlement Action Plans (RAPs) caused by the civil works of the project. The RAPs include: (i) compensation of the project affected persons (PAPs), (ii) administrative cost related to the implementation, and (iii) assisting PAPs. A Request for a waiver to allow financing of RAPs with IDA proceeds is being processed.

Sub-Component 3.3: Smart Implementation Support (US\$0.30 million equivalent, 100 percent IDA)

Because of large project area and the volatile security situation, the project will rely on a variety of smart approaches leveraging digital technologies to facilitate the implementation of project activities as well as enhance monitoring and evaluation. The activities to be financed under this subcomponent will include, but not limited to: (i) geo-enabled cartographic representation of planned and rehabilitated roads, (ii) direct remote monitoring using satellite imagery, (iii) use of smartphone for road data collection (such as road roughness before and after the civil works), (iii) enhanced monitoring and evaluation using third parties equipped with geo-enabled questionnaires and smartphones/tablets; and (v) mobile-based iterative beneficiary monitoring mechanisms.

Sub-Component 3.4: Citizen Engagement (US\$0.40 million equivalent, 100 percent IDA)

This subcomponent supports the beneficiaries' participation and feedback during project preparation and implementation towards the integration of sustainable citizen engagement processes. Citizen engagement will include: (a) a two-way communication and outreach, participatory planning, community monitoring, as well as consultations with direct beneficiaries. The outreach and consultations will provide space for the project to explain the project activities, related risk such as gender-based violence, as well as the grievance redress mechanisms in place. The community monitoring aims to put in place contextualized mechanism to collect a regular feedback from the beneficiaries throughout the project implementation. An ICT based solution will be deployed with a low-tech solution at the local level based on smartphones. including training of stakeholders, and (c) grievance redress mechanism accessible to the beneficiaries.

Specific activities to be financed include: (a) communication through local radio, messages through local community leaders, face to face consultations, (b) capacity building targeting community monitoring actors including local NGOs, community focal points, the PIU as well as elected officials. The acquisition and distribution of smartphones to the community focal points will allow for a regular feedback from the community and a faster and timely response by the project. In terms of grievance redress mechanisms mediation committees will be established at the local level and a specific capacity building on handling grievances and coordination with the PIU will be put in place at the launch of the project to ensure that the GRM is functional prior to the starts of the roads building.

Sub-Component 3.5: Monitoring of GBV and VAC (US\$1.0 million equivalent, 100 percent IDA)

This sub-component will finance the monitoring of activities designed to prevent GBV and VAC on the civil works sites. This sub-component will be implemented by a specialized NGO which has extensive experience working on GBV matter in Niger.

Specific activities to be conducted by the NGO are but not limited to (i) community awareness and consultation about GBV and VAC, (ii) monitoring of the contractual clauses related to GBV and VAC (ie. Signature of code of conducts, mandatory daily briefing on GBV) and report of identified non-compliance, (iii) production of periodic Monitoring report, (iv) put in place and operationalize a responsive and efficient GRM related to GBV and VAC



(different from regular GRM) while keeping victim information confidential and complaint unanimous and (v) investigation and provision of services to victims in case of GBV or VAC incidence.

E. Implementation

Institutional and Implementation Arrangements

The proposed project will be housed at the Ministry of Equipment (MoE), which oversees planning, programming, and management of the road network. The institutional arrangements to effectively prepare and implement the proposed project activities agreed are as follows:

- ✓ **Project Steering Committee (SC).** A SC will be chaired by the Minister of Equipment or his representative and will include, among others, representatives of the Ministry of Agriculture, Ministry of Transport, Ministry of Finance, and Ministry of Decentralization. The SC will ensure that throughout the life of the project, there is an adequate strategic direction, overall oversight, and coordination with other line ministries.
- ✓ **Project Technical Committee (TC).** A TC will be chaired by the general secretary of MoE and will include designated focal points (technical experts) from DGRR, DGGR, BEEEI, CAFER, DGER, DGA, ANISER, PASEC, PARIIS, DTR, DCSR, the presidents of the regional councils of Dosso, Tahoua, Maradi regions, and the key personnel of the PCU. The TC will be responsible for the project technical oversight, the development of annual work plans and budget, and ensuring that the project meets its development objectives.
- ✓ **Project Coordination Unit (PCU).** The PCU will coordinate the day-to-day project activities among stakeholders, fiduciary, social and environmental safeguards aspects, and project monitoring and evaluation. It will have adequate staff including a Coordinator, a Procurement Specialist, Financial Management Specialist, an Accountant, an M & E specialist, a Social safeguards specialist, an Environmental Safeguards specialist and a PCU assistant.
- ✓ **Implementing Entities (IEs).** The implementing entities are organized as followed:
 - **The General Directorate of Rural Roads** under the MoE will implement *Component 1: Rural Roads Improvement and sub-component 2.1 and 2.2: Support for routine maintenance and pilot routine maintenance works*
 - **The PCU** will implement component 3: project management, resettlement action plans, smart implementation support, citizen engagement and GBV monitoring activities.



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

The proposed project would be located in the administrative regions of Dosso, Tahoua, Maradi and Zinder. There will be no construction of new roads. The principle is to rehabilitate specific sections on existing 700 km unpaved roads. Only 11 road sections totaling 381 km have been selected and the exact locations are known. The rest of the sections are not known.

G. Environmental and Social Safeguards Specialists on the Team

Demba Balde, Social Specialist
Emeran Serge M. Menang Evouna, Environmental Specialist
Bougadare Kone, Environmental Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project will cover 4 administrative regions in Niger: Dosso, Tahoua, Maradi and Zinder. The project is expected to rehabilitate about 700 km of existing rural roads that will be rolled out in 2 consecutive phases. Among the road sections to be improved, the exact locations of only 11 road sections totaling 381 km are known and the remaining are not known. Based on these information, the borrower has prepared (1) one Environmental and Social Management Framework (ESMF) which cover the whole project, one (1) Specific Environmental and Social Impact Assessment (ESIA) for the 11 road sections known, (2) two Resettlement Action Plans (RAPs). Additional Specific ESIA and RAPs will be prepared once the specific locations are known for the remaining road sections.
Performance Standards for Private Sector Activities OP/BP 4.03	No	Not needed
Natural Habitats OP/BP 4.04	No	It is not expected that the project will impact natural habitats.
Forests OP/BP 4.36	Yes	Road rehabilitation works will require compensatory reforestation and tree maintenance along the



		targeted roads. In addition the project has additional tree planting activities.
Pest Management OP 4.09	No	The project activities will not involve acquisition, transport, storage of hazardous chemicals, pesticides, fertilizers or any similar products. It will not finance any pesticide application equipment either.
Physical Cultural Resources OP/BP 4.11	Yes	The proposed operation will involve excavations and movement of earth for the roads rehabilitation purpose. The ESMF already prepared and disclosed includes clear procedures for identification, protection of cultural property from theft, and treatment of discovered artifacts, and will be included in standard bidding documents. The ESMF will also provide procedures for handling with “chance finds” during implementation project activities.
Indigenous Peoples OP/BP 4.10	No	The project areas are not hosting any Indigenous Peoples
Involuntary Resettlement OP/BP 4.12	Yes	Involuntary Resettlement is triggered, as rehabilitation of existing unpaved roads activities will involve land acquisition or involuntary resettlement. It is not anticipated that small village infrastructures will involve or trigger involuntary resettlement. A Resettlement Policy Framework and 2 RAPs were prepared and disclosed.
Safety of Dams OP/BP 4.37	No	The project is not anticipating to finance any activities related to new or 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 (e.g. Niger Basin).
Projects in Disputed Areas OP/BP 7.60	No	The project area does not include any disputed areas.

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:

The ESMF, RPF and specific ESIA and RAPS prepared concluded that the main adverse impacts of the project are the following: destruction of trees in the right of way, land disturbance (clearing, excavation, grading, soil movement in borrow pits), alteration of the quality of the air because of the dusts, production of wastes (solid and liquid), increase noise, risk of traffic accident for beneficiaries as well as workers, temporary disruption of road traffic, risk of Gender



Based Violence because of influx of male construction workers, risk of spreading of sexually transmitted diseases including HIV/AIDS, risk of social conflicts, increase pressure on natural resources, water pollution due to hydrocarbons, land disputes, risk of insecurity. The project will also provoke involuntary resettlement per OP.4.12. Mainly economic displacements are expected and few physical displacements.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area: Although it is not anticipated to have large scale indirect long term adverse impacts. It was recognized that cultural identity may change and inflation may increase during the civil work period. It is anticipated that this indirect impact will last only during the civil work period.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts. The road design created bypasses to avoid large scale land acquisition/ houses destruction in villages thus minimizing adverse impacts. Because of this approach, very few physical displacement is expected and only small portions of farmlands were affected. Particular attention was paid also to avoid roads section that could impact negatively natural habitats included protected areas or Ramsar sites.

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.

Safeguards instruments: As the frameworks and specific instrument approaches were used based on the availability of the information related to the project sites, an ESMF and a RPF were prepared and disclosed by the borrower prior to appraisal. In addition, the borrower have prepared a specific ESIA for the selected road sections for the first year of the project implementation, 2 RAPS which have been reviewed, approved and disclosed in country and at the Bank website prior project appraisal.

Assessment of Borrower Capacity: The Project will be implemented by the Ministry of Equipment. The environmental and social risks and impacts management of the project will involve several bodies including the Economic and Environmental Division of the Ministry of Equipment, the Ministry of Environment through the Office of Environmental Assessment and Impact Assessment Studies (BEEEI) and the Environmental and Social Team that will be hired under the Project implementation Unit. Particular attention will also be given to work with local authorities and communities based organizations to ensure their full involvement during the project implementation. The country has implemented various Bank-financed projects. While resources are limited (especially human), the staff of BEEEI is enthusiastic and professional. The project will therefore provide logistic support to the BEEEI to strengthen its monitoring capacity in the field during the project implementation.

Institutional arrangement for Safeguards Processing. The overall responsibility of safeguards processing relies on the Project Coordination Unit (PCU) within the Ministry of Equipment. This unit will work closely with the Office of Environmental Assessment and Impact Assessment Studies (BEEEI) within the Ministry of Environmental. More specifically, the PCU will hire and maintain a position of an Environmental Safeguards Specialist (ESS) and Social Development Specialist (SDS) during the whole duration of the project. The ESS and the SDS will be responsible to ensure project full environmental and social safeguards compliance according to the ESMF and RPF provisions. They will ensure that systematic screening of all subprojects as well as the development of any related additional site-specific safeguards documents (ESIA/ESMPs/ RAPS) are prepared and disclosed timely. The safeguards documents would be properly consulted upon and publicly disclosed both in-country and at the World bank web site prior to the start of the civil works. The safeguards team will also ensure that in all bidding documents, environmental prescriptions are systematically integrated.



Integration of the Environmental and social requirements in the project implementation manual. the PIU will ensure that clear guidelines and measures are incorporated in the project implementation manual.

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

Key stakeholders: The main key stakeholders were identified during the project preparation and are among other: project affected people, local authorities' representatives, traditional rulers, youth associations, women associations, farmers' cooperatives and local nongovernmental organizations representatives. The project will update the existing consultation plan and it will be implemented according to the prescription provided through the ESMF.

Consultation and Disclosure of the safeguards documents: During the preparation of the ESMF, RPF and the specific ESIA and RAP, the client undertook a meaningful consultations with the main stakeholders. 621 persons were consulted during the preparation of the ESMF in Dosso, Tahoua, Maradi and Zinder regions.. The ESMF and RPF were disclosed in country and at the World Bank's website. During the preparation of additional specific safeguards documents, the same meaningful consultation will be undertaken and the documents disclosed in country and at the World Bank's Website. During the whole duration of the project, the National Coordination Unit will maintain consultation with the main stakeholders.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank 12-Oct-2018	Date of submission for disclosure 12-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

Niger
12-Oct-2018

Comments
The ESMF was published on the ministry of Equipment's websiteThe ESIA was published on the ministry of Equipment's website

Resettlement Action Plan/Framework/Policy Process

Date of receipt by the Bank 12-Oct-2018	Date of submission for disclosure 12-Oct-2018
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"In country" Disclosure



Niger
12-Oct-2018

Comments

The RPF was published on the ministry of Equipment's website

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 4.11 - 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?

No

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?

NA

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

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Senior Transport Specialist

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Young Professional

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Web: <http://www.worldbank.org/projects>

APPROVAL

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