



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

Appraisal Stage | Date Prepared/Updated: 11-May-2020 | Report No: PIDISDSA28477



BASIC INFORMATION

A. Basic Project Data

Country Haiti	Project ID P173281	Project Name AF Haiti Rural Accessibility & Resilience Project	Parent Project ID (if any) P163490
Parent Project Name Haiti Rural Accessibility & Resilience Project	Region LATIN AMERICA AND CARIBBEAN	Estimated Appraisal Date 08-May-2020	Estimated Board Date 15-Jun-2020
Practice Area (Lead) Transport	Financing Instrument Investment Project Financing	Borrower(s) The Republic of Haiti	Implementing Agency Unite Centrale d' Execution of the Ministry of Public Works (UCE), Unite Technique d'Execution

Proposed Development Objective(s) Parent

The Project Development Objectives are to: (i) increase all-weather road access in selected sub-regions; and (ii) improve the resilience of selected segments of the road network.

Components

- Enhancing Rural Connectivity
- Improving Resilience of Transport Connecting Infrastructure
- Promoting Sustainable Mobility Development
- Contingent Emergency Response
- Project Management

PROJECT FINANCING DATA (US\$, Millions)

SUMMARY

Total Project Cost	33.00
Total Financing	33.00
of which IBRD/IDA	33.00
Financing Gap	0.00

DETAILS



World Bank Group Financing

International Development Association (IDA)	33.00
IDA Grant	33.00

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

- The proposed Additional Financing (AF) for the Haiti Rural Accessibility and Resilience Project (RARP – P163490) would scale-up and finance activities to increase all-weather road access and resilience.** These activities formed part of the Haiti Center and Artibonite Regional Development Project (BCA – P133352) that will close on August 31, 2020. The BCA was restructured in February 2020, to cancel and transfer critical activities which were not expected to be completed by the August 31, 2020 closing date, with the intention of integrating them into the RARP to support the common objective of increasing all-weather road access and resilience in project areas. This transfer of activities from BCA to RARP would: (i) bring implementation of similar activities under one project to achieve the originally planned targets of the BCA, and to contribute to the broader goal of portfolio consolidation in Haiti; (ii) allow more time to complete the ongoing activities of the BCA that may be delayed given the political and security constraints in Haiti as well as the COVID-19 crisis (the RARP will be extended by one year); and (iii) facilitate better implementation of the road infrastructure component due to the strong implementing agency under RARP – UCE-MTPTC (Unité Centrale d’Exécution of the Ministry of Public Works, Transportation, and Communications (MTPTC).
- The Project’s Development Objective (PDO), environmental assessment category, and safeguard policies would remain unchanged.** The implementation arrangements of the RARP would be adjusted by adding the *Unité Technique d’Exécution* of the Ministry of Economy and Finance (UTE-MEF) as an implementing partner and the Executive Secretariat of the Interministerial Committee for Territorial Development (CIAT-es) as a technical partner. The Results Framework (RF) would be revised to reflect the activities added to the Project as part of the AF.
- The additional financing will also provide means to the Government of Haiti to deal with the short-, medium- and long-term effects of the COVID-19 pandemic.** The project is set within a broader international response to the pandemic crisis in Haiti. In addition to this operation, the World Bank is providing COVID-19 Fast Track Facility financing of US\$20 million¹ and is reprogramming several projects using Contingency Emergency Response Components. The AF includes financing for immediate mitigation measures and the civil works under the financing would help boost short-term employment for some of the areas most impacted by the economic slowdown due to COVID-19.

Country Context

¹ The Haiti COVID-19 Response Project (P173811) was approved on April 2, 2020.



4. **Haiti's geography, people, and history provide it with many opportunities and challenges in almost equal measure.** The third largest Caribbean nation by area and population (11 million), Haiti benefits from proximity and access to major markets with favorable trade agreements, a young labor force, a dynamic diaspora, and substantial geographic, historical, and cultural assets. Despite these opportunities, the country's GDP per capita was only US\$766 in 2017 and 57 percent of the population was considered poor in the same year.² Recurrent episodes of institutional instability and civil unrest have severely impaired its progress in poverty reduction. While extreme poverty in Haiti has declined since 2000, it remains stagnant in rural areas, where 75 percent of Haitians are poor and 38 percent extremely poor. In comparison, 12 and 5 percent of Haitians are extremely poor in urban areas and in Port-au-Prince, respectively.³
5. **The shock of the coronavirus pandemic has further exacerbated the existing challenges in Haiti.** The threat of global recession, disruptions in international trade, supply chains and travel; as well as local containment and mitigation measures have paralyzed the economic activity including tourism, and adversely affected domestic production in other sectors. As of May 10, 2020, there were 151 confirmed cases of COVID-19 in Haiti. The risk of local transmission and further imported cases, particularly from the Dominican Republic, is very high. The latter has reported 10,347 cases and 388 deaths as of May 10, 2020.
6. **Haiti is one of the countries with the highest exposure to multiple natural hazards in the World, and climate change exacerbates these risks.** The combined effects of exposure to natural hazards, high vulnerability of its infrastructure, high level of environmental degradation, institutional fragility, and the lack of adequate resources invested in resilience have often resulted in catastrophic impacts of natural hazards in Haiti.
7. **Haiti lags behind in most areas of gender equality, including women's access to employment, professional opportunities and wage gaps.** Haiti's female labor force participation is higher than the Latin America and Caribbean Region (LAC) average; however, unemployment rates are also high, and the quality of jobs are low. According to the Haiti Systematic Country Diagnostic (SCD, 2015), women are 20 percent more likely than men to be unemployed and 6 percent more likely to be in the informal sector.

Sectoral and Institutional Context

8. **The Haitian transport network is limited and in poor condition.** Up to 80 percent of the transportation of people and goods takes place on roads. However, the road network is limited to about 3,450 km (700 km of national roads, 1,500 km of departmental roads, and 1,200 km of tertiary roads) for a territory of 28,773 km. In addition to a relatively small road network, mobility of goods and people is constrained by the poor condition and maintenance of the network. Significant investments have been made within the past decade, but were concentrated on national roads (primary road network). While this increased intercity connectivity, 50 percent of the national territory remains poorly connected and entire regions totally isolated for days at a time during the rainy season and following major storms and hurricanes. In 2015, only 39 percent of the population was living within 2km of an all-weather road with most of tertiary and rural networks in very poor condition and barely trafficable.⁴
9. **The poor conditions of the Haitian tertiary and rural road networks create substantial logistical and financial challenges** impeding rural households' access to basic services and agricultural markets. While the Center and Artibonite Departments (Center Artibonite Loop - CAL) have high economic and agricultural potential, poverty rates are amongst the highest in the country, and vulnerability to natural hazards and climate change presents major challenges.

² Haiti has not produced any official poverty data since 2012. Poverty data estimated through a Survey of Well-being via Instant and Frequent Tracking methodology show that changes in poverty between 2012 and 2017 were only marginal: the predicted poverty rate for 2017 is 57 percent against 58.5 percent in 2012.

³ *Ibid.*

⁴ Rural Access Index, MTPTC, 2015.



Project Background and Progress

10. The RARP was approved on May 31, 2018 and became effective on September 4, 2018. The Project Development Objectives (PDO) are to: (i) increase all-weather road access in selected sub-regions; and (ii) improve the resilience of selected segments of the road network.

11. **Implementation status of the RARP.** Since Project effectiveness, the RARP has demonstrated satisfactory implementation progress, including financial management, procurement, monitoring and evaluation and safeguards performance, as well as satisfactory likelihood of achieving the PDO. Despite challenging operational constraints caused by regular episodes of political and civil unrest, the Project has disbursed US\$12.15 million, or 17 percent of IDA financing as of March 2020.

C. Proposed Development Objective(s)

Original PDO

The Project Development Objectives are to: (i) increase all-weather road access in selected sub-regions; and (ii) improve the resilience of selected segments of the road network.

Current PDO

12. The Project's Development Objective (PDO) would remain unchanged

Key Results

13. The PDO level indicators include the following
- (i) Share of rural population in selected sub-regions with access within 2 km to an all-weather road (Percentage)
 - (ii) Total population living in areas serviced by connecting roads upgraded to a climate resilient standard (Number)

D. Project Description

14. **The proposed AF would finance US\$33 million for restructuring and scaling up of RARP** to integrate selected ongoing and planned activities under the BCA to the RARP. The proposed changes broken down by component include:

1) Component 1 – Enhancing Rural Connectivity (estimated US\$75 million, including additional US\$30 million). This component would be scaled up to improve all-weather road access to essential services and markets for the targeted beneficiaries in selected sub-regions with consideration of resilience of selected segments of the road network to climate events. The component would also be restructured to add new activities under a new Subcomponent 1.3, in support of the development of regional knowledge of BCA and planning tools, including climate resilience aspects.

- i. *Subcomponent 1.1 – Enhancing Rural Connectivity in three sub regions of South, South-East and Nippes departments (US\$45 million, as originally estimated under the Parent Project).* No Change
- ii. **New** – *Subcomponent 1.2 – Enhancing Rural connectivity in the Center Artibonite Loop Region (additional estimated US\$23 million).* This subcomponent would contribute to increasing all-weather road access and improving the resilience of selected segments of the road network by financing the following activities in selected sub-regions of the in the Center Artibonite Loop Region.
- iii. **New** – *Subcomponent 1.3 – Improving rural access to selected markets and supporting the development of regional knowledge and planning tools (additional estimated US\$7 million).* This subcomponent would finance:



(i) construction or rehabilitation of markets and improvement of their management capacity; and (ii) the elaboration of climate informed urban plans and planning tools.

- 2) **Component 2 – Improving Resilience of Transport Connecting Infrastructure (US\$22 million, as originally estimated under the Parent Project)** No change.
- 3) **(Revised) Component 3 – Promoting Sustainable Mobility Development (US\$4 million, including additional US\$1 million reallocated from the CERC)**. This component will include some specific activities to support immediate COVID-19 response in the sector.
- 4) **(Revised) Component 4 – Contingent Emergency Response Component (US\$0.0 million, reduced by US\$1 million)** would continue to be available for rapid response in the event of an eligible emergency, subject to the request of the GoH. However, the original allocation of US\$1 million would be reallocated to Component 3.
- 5) **(Revised) Component 5 – Project Management would be scaled up from US\$4.0 million to US\$7.0 million (additional estimated US\$3 million)** and would be broken down into the following two Subcomponents:
 - i. *Subcomponent 5.1 – Project Management of UCE-MTPTC (US\$6 million, including additional estimated US\$2 million)*. This Subcomponent would finance the project management costs for the implementation of the overall project by UCE-MTPTC and activities supported technically by CIAT-ES pertaining to monitoring and coordination of the Pilot Program for Climate Resilience (PPCR).
 - ii. *Subcomponent 5.2 – Project Management of UTE-MEF (estimated US\$1 million)*. This Subcomponent would finance the project management costs delegated from UCE-MTPTC to UTE-MEF for the implementation of Subcomponent 1.3 activities.

E. Implementation

Institutional and Implementation Arrangements

15. **Overall responsibility for project implementation and coordination would remain with UCE-MTPTC, which would be supported by UTE-MEF for sub-component 1.3.** UCE-MTPTC would implement all the original activities under the Parent Project (Components 1.1, 2 – 4, 5.1) and the new activities to be transferred from BCA to RARP.

Environmental and Social safeguards

16. The scaled-up and new activities proposed under the AF do not trigger a change in the environmental category (Category B) nor safeguards policies. All scaled-up and new works and activities proposed under the proposed AF are similar in nature to the activities financed under the parent Project, where works are small- to medium-scale with a small physical footprint. There are no identified cumulative impacts and proposed activities are not expected to produce any large-scale, significant and/or irreversible impacts. The associated safeguard documents have already been prepared with safeguards instruments such as Resettlement Action Plans (RAPs) and Environmental and Social Management Plans (ESMPs) already under implementation. To ensure best practice, the existing Environmental and Social Management Framework (ESMF) and RPF have been updated to include (i) information on transferred activities from the BCA ESMF and RPF, (ii) COVID specific provisions particularly with respect to workers' and community health and safety, and (iii) a specific section on CERC in line with CERC Guidance Note (October 2017), incorporating COVID-relevant provisions. The revised safeguards instruments were disclosed in: (i) the Bank's website under the parent project (P163490), and (ii) UTE and MTPTC's website (May 4, 2020). In line with existing ESMF and RPF provisions, ESMPs and, where appropriate RAPs, would be developed for all activities under the proposed AF. No work will be commenced prior to the finalization and approval of appropriate safeguard documents.



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

A Caribbean nation with a surface area of 27,750 km2, Haiti occupies the western half of the island of Hispaniola, shared with the Dominican Republic. Environmental degradation is widespread, with low vegetation levels, topsoil vulnerable to erosion by water and wind, and high levels of runoff into streams, rivers, and the marine environment. Poverty and extreme poverty are significantly higher in Haiti than in the rest of the western hemisphere. The rural access index (RAI, 2015) for Haiti is about 39 percent and the tertiary and rural networks are in very poor condition as they are barely transitable. Investment areas for both the parent and the AF have been pre-identified through preliminary modelling on ArcGIS on the basis of two parallel assessments of: (1) all-weather connectivity, climate vulnerability, accessibility to services, markets and associated linkages to poverty, the focus of Component 1 and prioritizes areas (South-east, Nippes, South (initial project) and Center Artibonite Loop (Additional Financing) ; and (2) climate vulnerability and criticality analysis of the road network. Regarding the AF : the Center and Artibonite Departments (Center Artibonite Loop – CAL) have high economic and agricultural potential. Nonetheless, poverty rates remain among the highest in the country, and vulnerability to natural hazards and climate change presents major challenges. Isolation of communities and lack of connectivity are major constraints to the development of the region.

G. Environmental and Social Safeguards Specialists on the Team

Asli Gurkan, Social Specialist
Felipe Jacome, Social Specialist
Kevin McCall, Environmental Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	
Performance Standards for Private Sector Activities OP/BP 4.03	No	
Natural Habitats OP/BP 4.04	Yes	
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	
Physical Cultural Resources OP/BP 4.11	Yes	



Indigenous Peoples OP/BP 4.10	No
Involuntary Resettlement OP/BP 4.12	Yes
Safety of Dams OP/BP 4.37	No
Projects on International Waterways OP/BP 7.50	No
Projects in Disputed Areas OP/BP 7.60	No

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 Project is rated category B and Environmental Assessment OP/BP 4.01 has been triggered. The Project's proposed activities focus on upgrading and rehabilitating existing infrastructure (roads, culverts, bridges, markets) instead of building new infrastructure, and therefore the physical footprint of the project will be small. The project's activities are not expected to produce any large-scale, significant and/or irreversible impacts.

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

Physical activities considered under this project mostly relate to rehabilitation and enhancing resilience of existing infrastructure and community-identified infrastructure (such as markets). No long-term negative impacts are anticipated to arise from the project across its geographic area. To ensure no long-term impacts arise, relevant screening and assessment procedures will be used to guide the identification and mitigation of potential (short- and long-term) adverse impacts.

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

Planned works aim mainly at repairing or rebuilding existing transport infrastructure and community-identified small works, such as construction or rehabilitation of four markets, minimizing the footprint of the works. Avoiding or minimizing adverse impacts will be a key consideration in the TOR for the design studies as well as a key factor in the assessment of alternatives. The ESMF prepared for the project includes measures to screen out any potential long-term negative impacts.

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

An Environmental and Social Management Framework (ESMF) and the Resettlement Policy Framework (RPF) for the Parent Project were prepared and consulted. The final versions of these safeguards instruments were disclosed in the Bank and MTPTC's website on April 3, 2018. The scaled-up and activities proposed under the AF in the CAL region do not trigger a change in the environmental category (Category B) nor safeguards policies (Environmental Assessment 4.01, Natural Habitats 4.04, Physical Cultural Resources 4.11, Involuntary Resettlement 4.12). All scaled-up and new works and activities proposed under the proposed AF are similar in nature to the activities financed under the parent Project and under BCA, where works are small- to medium-scale with a small physical footprint. There are no identified cumulative impacts and proposed activities are not expected to produce any large-scale, significant and/or irreversible impacts. The associated safeguard documents have already been prepared with safeguards instruments



such as Abbreviated Resettlement Action Plans (ARAPs) and Environmental and Social Management Plans (ESMPs) already under implementation. To ensure best practice, the existing Environmental and Social Management Framework (ESMF) and RPF have been updated to include (i) information on transferred activities from the BCA ESMF and RPF and ARAPs, (ii) COVID specific provisions particularly with respect to workers’ and community health and safety, and (iii) a specific section on CERC in line with CERC Guidance Note (October 2017), incorporating COVID-relevant provisions. The updated instruments will further enhance the existing provisions related to GRM, Code of Conduct, and the potential risks of child labor, SEA/SH, discrimination, and provision for the use of security forces during construction. The revised safeguards instruments were disclosed in the Bank, UTE and MTPTC’s website (May 4, 2020). In line with existing ESMF and RPF provisions, ESMPs and, where appropriate RAPs or ARAPs, would be developed for all activities under the proposed AF. No works will start without these instruments (ESMPs and ARAPs) being finalized, if required. For contingency planning, a VP memo is being submitted requesting the AF to cover involuntary resettlement compensation for works that the BCA project does not complete, should the need arise.

The PIU, which comprises both environmental and social specialists, have broad experience garnered through implementation of World Bank projects. The team has been repeatedly trained over the years and capacity has been enhanced. The proposed PIUs (MTPTC/UCE and UTE/MEF) have substantial experience planning and implementing safeguards activities in compliance with the Bank’s OPs. The PIU has recently hired a Gender specialist to monitor any potential gender impacts caused by works and carry out training sessions on GBV. One risk is that the safeguards specialists are working on multiple donor- funded projects. The division of their time to cover the necessities of this project will need to be discussed and agreed with the other task teams.

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 are the Ministry of Public Works, Transport, Energy and Communications (MTPTC), local authorities, and the beneficiary population. The Parent project consulted on the draft document with various stakeholders including affected ministries related to infrastructure, roads and transport, local authorities at the Mayor and decentralized levels of Government, as well as relevant NGOs and members of the community. The draft RPF document were shared as part of the consultations, as well as a summary of key RPF information in Creole . The revised safeguards instruments were disclosed in the Bank, UTE and MTPTC’s website (May 4, 2020).

A more detailed set of consultations will occur once the sites are known and these discussions will be incorporated into the Environmental and Social Management Plans (ESMPs) and Resettlement Action Plans (RAPs). As noted above, the revised instruments will be consulted with national and local authorities, in line with the guidance set out in Public Consultations and Stakeholder Engagement in WB-supported operations when there are constraints to conducting public meetings (March 20, 2020). COVID-related guidance for the construction sector, in line with international best practice as set out by the WHO, has been widely disclosed. This guidance is also included in the updated instruments. Similarly to the Parent Project ESMPs and, where appropriate RAPs, would be consulted with local leaders and beneficiary population as sites are identified.

B. Disclosure Requirements (N.B. The sections below appear only if corresponding safeguard policy is triggered)

Environmental Assessment/Audit/Management Plan/Other

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

Resettlement Action Plan/Framework/Policy Process

Date of receipt by the Bank

Date of submission for disclosure

"In country" Disclosure

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting) (N.B. The sections below appear only if corresponding safeguard policy is triggered)



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APPROVAL

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Approved By

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