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Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

Concept Stage | Date Prepared/Updated: 28-Jan-2020 | Report No: PIDISDSC25571



BASIC INFORMATION

A. Basic Project Data

Country Burkina Faso	Project ID P168401	Parent Project ID (if any)	Project Name Burkina Faso Integrated Connectivity and Mobility Project (P168401)
Region AFRICA	Estimated Appraisal Date Aug 03, 2020	Estimated Board Date Oct 29, 2020	Practice Area (Lead) Transport
Financing Instrument Investment Project Financing	Borrower(s) MINISTRY IN CHARGE OF FINANCE	Implementing Agency MINISTRY OF INFRASTRUCTURE	

Proposed Development Objective(s)

The proposed PDO is to improve connectivity in selected regions of Burkina Faso, and to support the access of agriculture products and livestock to markets.

PROJECT FINANCING DATA (US\$, Millions)

SUMMARY

Total Project Cost	150.00
Total Financing	150.00
of which IBRD/IDA	150.00
Financing Gap	0.00

DETAILS

World Bank Group Financing

International Development Association (IDA)	150.00
IDA Credit	150.00

Environmental Assessment Category

Concept Review Decision

**B - Partial Assessment****Track II-The review did authorize the preparation to continue**

Have the Safeguards oversight and clearance functions been transferred to the Practice Manager? (Will not be disclosed)

No

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Other Decision (as needed)

B. Introduction and Context

Country Context

1. **Burkina Faso is a landlocked, low-income country with high demographic growth and levels of poverty.** Burkina Faso population is estimated at about 18.45 million (2014) with about 48% under age 15 years. With average growth rates at around three percent, the population is estimated to reach 21.5 million by 2020. The country gross national income per capita was only US\$640 in 2016. Burkina Faso is ranked 185 out of 188 countries on the 2017 Human Development Index (HDI). According to the INSD Statistical Yearbook 2015, between 2009 and 2014, the share of the population living below the national poverty line decreased from 46.7 percent to about 40.3 percent. Growth accelerated to 6.4 percent of GDP in 2017, driven by substantially higher public investment and continued expansion of both industrial and artisanal gold mining. Poverty continued to be predominantly concentrated in rural areas, where its rate is 3.5 times higher than in urban areas and where 80 percent of the poor reside and are involved primarily in agriculture with low productivity. Burkina Faso's economy is heavily reliant on agricultural production (especially cotton) with gold contributing to a substantial part of export revenues. Public investment focused on growth-enhancing infrastructure in energy, rural and urban roads, water and sanitation, health, education, and ICT.

2. **The political environment in Burkina Faso was tense the recent five years but seems to have stabilized.** Burkina Faso experienced significant political crises in October 2014 and September 2015. The internal unrest associated with these crises was due to an unequal distribution of resources and a perceived lack of accountability in the management of public funds. The political situation was stabilized after the presidential and legislative elections in 2015 and 2016 but the security situation dramatically degraded after numerous terrorist attacks. The security context remains challenging, with continuous terrorist attacks in the North, the East, and the South West regions.

Sectoral and Institutional Context

3. **The transport sector.** The transport sector is a crucial contributor to the economic development of Burkina Faso. The state of transport infrastructure is weak, and the provision of transport services remains inefficient. The asset base consists of (a) a classified road network of about 15,300 km of which only 20 percent are paved; (b) none classified road network of about 46,000 km of which about 50 percent is impassable during the rainy season; (c) a 500 km rail



system connecting the country with Cote d'Ivoire; and (d) two international airports (Ouagadougou and Bobo-Dioulasso) and several secondary airports. The country is landlocked and is about 1,000 km from the nearest seaport. Four main roads corridors and a rail corridor are the arterial networks connecting Burkina Faso with the neighboring countries.

4. Transport sector challenges. The Transport sector, despite its importance for the country's economic development, is facing multiple issues ranging from inefficient services, inadequate infrastructure and insufficient institutional capacity of the industry to manage the sector issues adequately. Accessibility to road infrastructure and transport services are crucial for Burkina Faso as a landlocked country. The rural inhabitants, which represent about 80 % of the country's population, have little access to roads (Rural Accessibility Index of 28%). The transport sector core issues pales from (i) rural and urban mobility and road network improvement, which remain significant challenges for the country to open agricultural production zones and improve access to markets, health centers and the economic development in the rural and urban areas; (ii) Road asset preservation is still a critical issue due to the non-enforcement of the axle load control and insufficient funds allocated to the Special Fund for Road maintenance and (iii) lacking funds to finance investment in roads and rural roads to improve connectivity and mobility.

5. The transport sector development Strategy for the period 2011-2025. The Country's Transport Sector Development Strategy supports the Government's National Plan for Social and Economic Development (2016-2020) (PNDES) and aims at developing the infrastructure network to respond to economic needs, improving the transport service level with a focus on rural areas, facilitating international traffic, and supporting regional integration. Sectoral adjustment program (PASEC-T) (1992-1999), achieved several objectives and paved the road for the second transport sectoral program (PST-2), which was prepared and adopted in 2000 for ten years to consolidate the achievements of PASEC-T and broaden its coverage to all the transport sub-sectors. Despite the critical results of these two programs, the transport sector remained subject to several constraints regarding accessibility, affordability, and capacity to manage the industry. Also, road safety and road asset preservation have become important issues for the sustainability of the sector interventions. On December 21, 2011, the Government of Burkina Faso adopted a transport sector strategy to equip the transport sector with a single policy and repository for the period 2011 – 2025, based on one hand on the lessons learned of the shortcomings of the implementation of the strategy 2000-2010 and, on the other hand, efforts to upgrade infrastructures at the regional and national levels. This strategy is complemented by the National Road Program (PNR) for the period 2016-2020. The plan is proposing (i) to develop a network of infrastructures in line with the needs of the economy and the productive sectors; (ii) to upgrade transportation services to meet the needs of the population and the economy.



Relationship to CPF

The National Economy and Social Development Plan (PNDES), adopted on 20 July 2016, is the primary reference for the Government and partner interventions over the period 2016-2020. It aims at the cumulative growth in per capita income to reduce poverty, strengthen human capacity and meet basic needs in a fair and sustainable social framework. In support of the country's development strategy, the Bank developed a partnership framework from 2018-2023. The pillars of CPF are in harmony with those of the PNDES. Component 1 of the CPF focuses on "accelerating sustainable private sector-led growth for job creation. Its objective 1.3, is aiming to "Develop transport, trade, and ICT for improved access to markets. The project development objective is fully aligned with the CPF and concurs to the fulfilling of its development objective

C. Proposed Development Objective(s)

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Improve the Connectivity and Mobility between selected regions of Burkina Faso to unlock their economic and social development potential

Key Results (From PCN)

6. The expected key performance Indicators are:

- (i) The travel time reduce on the rehabilitated road sections
- (ii) The number of people with improved access to markets and basics services (schools and health centers);
- (iii) The number of temporary jobs created as part of the direct impact of the project in the project impacted zone;
- (iv) The number of direct beneficiaries of the project, including women;
- (v) The number of educational and sanitary facilities made accessible in all season because of the project.

D. Concept Description

The proposed project will finance in general the rehabilitation of national roads to connect agriculture and livestock production zones to the markets and allow a continued connection and mobility between vital economic areas. In particular, the project will finance the rehabilitation of (i) the RN25 between Zabre including connection to the fiber optic network available in Po (77km); (ii) RN29 starting from its connection to RN5 up to Manga (25 km) and (iii) about 60 kms of rural roads connecting to these above mentioned national roads as well as community infrastructure in the project zone. The project will also finance the setup of a multiannual (5 years) maintenance contract for the road between Manga and Zabre currently under construction by another World bank financed project. Additionally, the project will finance the acquisition of demountable bridges to replace the ones destroyed during armed conflicts and restore access for isolated populations. The project aims to improve road maintenance by securing stable and regular sources of funding and promote recommended business management practices in the road fund ecosystem as well as support the public administration in monitoring and managing the road network. The project will also finance capacity building activities for the road administration and roadside investments for a higher impact of the roads and some structural and road safety investment in the main cities along the road.



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SAFEGUARDS

A. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

The project will be located in two administrative regions in the Centre-South regions. Both regions are located in Sahelian part of Burkina Faso.

B. Borrower's Institutional Capacity for Safeguard Policies

In Burkina Faso, the Ministry of Environment, Green Economy and Climate Change (MEEVCC) is responsible for setting policy guidelines on environmental issues and ensuring compliance with national environmental standards. It has different departments among which the National Agency of Environment (BUNEE, Bureau National des Evaluations Environnementales) in charge of safeguards compliance of all projects in the country. The unit is qualified to review and approve environmental impact assessments and to ensure the monitoring of required mitigation measures. However, it faces some challenges in terms of the number of qualified staff, a lack of vehicles for field visits, a shortage of funds to finance the oversight of the implementation of the Environmental and Social Management Plans(ESMP). Despite that the recipient has several years of experience in applying and implementing World Bank funded similar projects and is well familiar with bank's environmental and social safeguard policies requirements.

C. Environmental and Social Safeguards Specialists on the Team

Abdoulaye Gadiere, Environmental Specialist

Leandre Yameogo, Environmental Specialist

Gertrude Marie Mathilda Coulibaly Zombre, Social Specialist

D. Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project will finance the rehabilitation to paved standard of RN25 between the secondary towns of Zabré and Pô (77 km) and laying optic fiber cable to connect to the main grid in Pô and of the RN29 from its junction with the RN5 (International Development Corridor to Ghana) to Manga (25 km). In addition, it will restore to about 60 km of rural roads adjacent to the national roads described above to all-weather standard.



In addition, this new operation will also support the realization of small useful facilities for safety and economic activities along the road as well as mobility improvement. It includes markets, include additional needed classrooms, gender segregated toilets, boreholes, sheltered markets, health centers, warehouses, bus shelters, bus stations, water supply, lightening of streets in the villages and some revenue generation facilities. The project will also fund the acquisition and installation of panel bridges to quickly replace bridges destroyed in armed conflicts and restore access to isolated populations and humanitarian activities to these zones. In order properly manage these risks and negative environmental impacts associated with the future investments, two ESIA will be prepared for two road sections, including cumulative impacts.

For the rest of the rural roads, because their exact locations are unknown to date, an Environment and Social Management Framework (ESMF) will be developed. After their preparation, all safeguard documents will be reviewed, consulted upon and disclosed within Burkina Faso and at the World Bank's website prior the Decision Meeting.

Performance Standards for Private Sector Activities OP/BP 4.03	No	This operation does not trigger the policy.
Natural Habitats OP/BP 4.04	No	The project does not involve or affect Natural habitats.
Forests OP/BP 4.36	No	None activity of the project is expected to promote woods' exploitation or to finance activities which will contribute to destroy the forest.
Pest Management OP 4.09	No	The project does not involve pest management.
Physical Cultural Resources OP/BP 4.11	Yes	The constructions will involve civil works including excavations. Taking into account this factor, the policy on Physical cultural resources is triggered because excavations could lead to chance finds. However, the triggering of the policy does not entail the preparation of a specific safeguard instrument. Only a specific section on "Chance finds" well-handling will be included in the ESMF to provide guidance in case physical cultural resources will be discovered.
Indigenous Peoples OP/BP 4.10	No	There are no Indigenous Peoples as defined by the



		Bank in the project area.
Involuntary Resettlement OP/BP 4.12	Yes	The project will finance the rehabilitation of (i) the RN25 between Zabre and Po, including connection to the fiber optic network available in Po (77km); (ii) RN29 starting from its connection to RN5 up to Manga (25 km), iii) Zabre Bittou road, (iv) road section from Zabre to frontier of Ghana, and about 60 kms of rural roads connecting to these above mentioned national roads as well as community infrastructure in the project zone. Constructions and asphalting activities could involve land acquisition leading to involuntary resettlement and/or restrictions of access to resources and livelihoods. For the roads sections already identified (RN25 section from Manga to Po, RN29 from its connection to RN5 up to Manga, and Zabre Bittou road), two (2) RAPs will be prepared. In addition, road section from Zabre to frontier of Ghana which RAP was already prepared will need to be updated.
Safety of Dams OP/BP 4.37	No	To anticipate potential social risks and adverse impacts associated with such investments for which exact sites are not yet known, a Resettlement Policy Framework (RPF) will be prepared by the client. The safeguard documents, after their preparation will also be reviewed, consulted upon and disclosed publicly within Burkina Faso and at the World Bank's website prior to Decision meeting.
Projects on International Waterways OP/BP 7.50	No	The project will not finance any dam construction.
Projects in Disputed Areas OP/BP 7.60	No	The project will not finance any activities with impacts on International waterways.
		The project will not be located in a Disputed area.

E. Safeguard Preparation Plan

Tentative target date for preparing the Appraisal Stage PID/ISDS

May 15, 2020

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

The required environmental and social safeguard documents are an Environmental and Social Management Framework (ESMF), a Resettlement Policy Framework (RPF), 02 Environmental and Social Impact Assessments (ESIA) and 02



Resettlement Action Plans (RAP). These instruments will need to be prepared, reviewed, consulted upon and disclosed within the country by the Government of Burkina Faso, and at the World Bank's website prior to project Decision Meeting.

CONTACT POINT**World Bank**

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Borrower/Client/Recipient

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Implementing Agencies

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APPROVAL

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Approved By

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