

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA2599

Date ISDS Prepared/Updated: 02-Apr-2013

Date ISDS Approved/Disclosed: 02-Apr-2013

I. BASIC INFORMATION

1. Basic Project Data

Country:	Burkina Faso	Project ID:	P120960
Project Name:	Burkina Faso Donsin Transport Infrastructure Project (P120960)		
Task Team Leader:	Fabio Galli		
Estimated Appraisal Date:	04-Mar-2013	Estimated Board Date:	16-May-2013
Managing Unit:	AFTTR	Lending Instrument:	Specific Investment Loan
Sector:	Rural and Inter-Urban Roads and Highways (90%), Aviation (10%)		
Theme:	Infrastructure services for private sector development (40%), Regional integration (40%), Export development and competitiveness (20 %)		
Financing (In USD Million)			
Total Project Cost:	85.00	Total Bank Financing:	85.00
Total Cofinancing:		Financing Gap:	0.00
Financing Source		Amount	
BORROWER/RECIPIENT		0.00	
International Development Association (IDA)		85.00	
Total		85.00	
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	No		

2. Project Objectives

The proposed PDO is to improve road access to the Donsin area to facilitate its development as a transport hub for greater Ouagadougou.

The Bank's support will contribute to the achievement of the above PDO by supporting Burkina Faso in:

- Improving road infrastructure to better connect Ouagadougou to the Donsin area;

- Providing the Maitrise d’Ouvrage de l’Aeroport de Donsin (MOAD) Technical Assistance (TA) to enhance its capability to manage the proposed project; and
- Providing the MOAD TA to put in place a PPP framework for the operation of the existing and future Ouagadougou international airports.

3. Project Description

I) The proposed project supports the development of the Donsin area by focusing on: (a) upgrading and construction of key road transport infrastructure required to connect Ouagadougou to the Donsin area; and (b) TA to assist GOBF in putting in place a PPP framework to operate the existing and future Ouagadougou international airports. The estimated cost of the proposed project is about US\$85.0 million and the project objectives are expected to be achieved through the implementation of the following two major components:

Component A – Upgrading and construction of road infrastructure to connect Ouagadougou to the Donsin area (about US\$78.3 million inclusive of all taxes). The proposed project will finance the following major activities under component A:

- (a) Upgrading of NR3. The proposed project will fund the upgrading of NR3 from Ouagadougou to Loumbila (17.5 km) (about US\$38.0 million).
- (b) Construction of a new two lane paved link road. The proposed project will fund the construction of a 24.3 km new two lane paved link road, with shoulders, from the Loumbila NR3 junction to the Nionogo NR22 junction. This is to form a link road which connects NR3 and NR22 while at the same time connecting the planned Donsin area to Ouagadougou (about US\$33.0 million).
- (c) Rehabilitation of existing rural roads. The proposed project will finance the rehabilitation/spot improvement of about 40 km of unpaved rural roads in the Donsin area (about US\$2.5 million).
- (d) Supervision and monitoring of road works. The proposed project will finance internationally experienced supervision consultants to supervise the road infrastructure works (about US\$3.30 million); and
- (e) Implementation of social and environmental safeguard measures. The proposed project will finance part of the implementation costs for the Environment and Social Impact Assessment (ESIA)/ Environmental Management Plan (EMP) for the planned road infrastructure works (about US\$1.0 million)

Component B – Technical Assistance to MOAD and for project management (about US\$6.9 million inclusive of all taxes).

III) This component will support MOAD by financing the technical management of the proposed project and put in place a PPP framework to operate the existing and future Ouagadougou international airports. In addition, it will finance operating costs, monitoring and evaluation of the entities involved in the execution of the proposed project, as well as training on Bank procedures and policies in procurement, financial management, and social and environmental aspects. More specifically, the project will support the following activities:

- (a) Consultant services to assist MOAD to put in place a PPP framework to operate the existing and future Ouagadougou international airports (about US\$1.2 million);
- (b) TA to strengthen MOAD capacity to manage the proposed project (about US\$1.08 million);
- (c) Technical studies (about US\$0.58 million);
- (d) Acquisition of goods and equipment (about US\$1.80 million);

- (e) Training and capacity building in project management (about US\$0.50 million);
- (f) Operating costs (about US\$1.25 million); and
- (g) Technical and financial audits (about US\$0.29 million)

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

The general project area is located about 35 km Northeast of Ouagadougou, on the central plateau of the country. Like most of the central plateau of Burkina Faso, the Donsin area is characterized by sudano-sahelian landscape features: desertification; water scarcity; wind and soil erosion filling up watersheds; decreasing soil fertility due to demographic pressure and land tenure challenges. Management of the limited resources (vegetation, watershed and soil fertility) is critical. Particular attention will be given to the Loumbila water reservoir in the project since it currently supplies clean drinking water to part of Ouagadougou.

The specific project location covers an existing paved road (NR3) corridor from Ouagadougou to Loumbila, the Donsin Area and a new road corridor that will link NR3 with NR22. The planned project road works start from the outskirts of Ouagadougou and consist in: (a) upgrading of NR3 from Ouagadougou to Loumbila (17.2 km); (b) construction of a new paved link road between NR3 in Loumbila and NR22 at Nionogo (24.3 km); and (c) rehabilitation of about 40 km of existing rural roads in the Donsin Area.

The proposed road infrastructure to be rehabilitated/constructed under the proposed project, traverse urban, semi-urban and rural areas. More specifically, NR3 will be upgraded under the project to a four lane standard in its urban/peri urban section and to two lanes with paved shoulders to cater for two wheeled motorcycles/bicycles in the rural section. The paved link road that will be constructed between NR3 and NR22 will follow existing rural roads/trails and will be built to a two lane standard with paved shoulders to facilitate the movement of pedestrians/two wheeled vehicles. The rural roads to be rehabilitated under the proposed project provide connectivity within the Donsin and the Loumbila area and connect the Donsin and the Loumbila area with the paved road network. The rural roads currently traverse fallow and agricultural land which may become semi-urbanized in the long run as an impact of induced development triggered by making the Donsin area into a transport hub which will include an airport.

5. Environmental and Social Safeguards Specialists

Antoine V. Lema (AFTCS)

Maman-Sani Issa (AFTN2)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	Planned activities (rehabilitation and construction of road infrastructure and operation of improved road infrastructure) could have negative environmental impacts like: (a) pollution of water bodies located in the Donsin area and surrounding aquifers in the same watershed; (b) loss of vegetation and habitat for fauna and flora; and (c) increased physical pollution (noise, air) and exposure of surrounding communities to related sickness, etc. To mitigate these impacts,

		GOBF has prepared a full Environmental Impact Assessment (EIA) in compliance with Bank policies and the Burkina Faso "Code de l'Environnement" (Environmental Code) and regulations on preparation of EIAs. Furthermore, GOBF has prepared an Environmental and Social Management Plan (ESMP), consistent with the EIA analysis, to implement environmental mitigation measures.
Natural Habitats OP/BP 4.04	No	The project area shows no specific natural habitat or biodiversity hot spot. However, the new link road will be located near a permanent river and water reservoir, which could be hosting iconic species. The completed and disclosed EIA paid particular attention to these issues and made sure they were reflected in specific action plans as needed.
Forests OP/BP 4.36	No	None of the project roads go through classified forests or areas with primary forest growth, and the project area mostly consists of low density degraded tree cover. Furthermore, the rehabilitation of NR3 and rural roads covered under the proposed project will have limited impact on existing tree cover due to the fact they are existing roads. Finally, the construction of the new road between NR3 and NR22 will traverse an area with limited tree cover
Pest Management OP 4.09	No	N/A
Physical Cultural Resources OP/BP 4.11	Yes	Taking into account the likely physical cultural resources impacts that the planned construction activities are expected to have, GOBF prepared a Physical Cultural Resources (PCR) study and PCR Management Plan (PCRMP) as part of the reviewed and disclosed ESIA and ESMP.
Indigenous Peoples OP/BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	Yes	The road rehabilitation and construction activities will require land acquisition and involuntary resettlement, and, possibly restrictions of access to resources. A RAP is prepared finalized and disclosed before appraisal.
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	
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II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the Restructured project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p> <p>The civil works of Component A (Upgrading and Construction of Road Infrastructure to connect Ouagadougou to the Donsin and the Loumbila area) will induce land acquisition and the resettlement of about 10 households. No irreversible adverse environmental or social impacts are expected. Civil works will be limited and carried out along the existing road corridor. Potentially adverse environmental and social impacts will be site-specific and limited in scope. Adverse environmental impacts identified in the ESIA will include: (a) loss of potential agricultural land due to the exploitation of up to 23 new/existing minor quarries and borrow pits; (b) the nuisances induced by temporary air pollution due to dust and exhaust fumes (respiratory disorders, eye troubles); (c) risk of water resources pollution due to inappropriate handling of the solid and liquid waste; (d) temporary traffic disruption on the NR3 during the construction phase ; (e) increased flood risks for the adjacent neighborhoods due to poorly constructed temporary drainage structures; (f) increased accident risks due to poorly designed and organized road safety and project site management. Main adverse social impacts identified in the Environmental and Social Impact Assessment (ESIA) and the Resettlement Action Plan (RAP) include the relocation of: 10 households; 262 electricity poles; 56 telephone poles; 20 tombs; 2 tree patches; 61 ha of farmland and partial or temporary relocation of 327 street sheds.</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p> <p>The rehabilitation/construction of the project roads is not expected to induce long term adverse impacts. To the contrary, the upgrading/construction of paved roads and the upgrading of the rural roads network to/in Donsin and Loumbila area will provide: improved access to public services and to local markets; diversify the sources of revenues for local population and contribute to the urbanization project impact area.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p> <p>N/A</p>
<p>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.</p> <p>During project preparation, the GOBF has put in place a sound institutional framework for the managing and monitoring potential adverse environmental and social impacts that the proposed project is expected to generate. The GOBF created a project implementing entity called the MOAD, which reports directly to the Prime Minister's office, and will have the necessary resources and responsibility for the preparation of the social and environmental instruments required by the proposed project. The MOAD established an environmental and social management unit called Personne Responsable des Activités Socio-Environnementales (PRASE) with the sole purpose of monitoring project safeguards compliance.</p> <p>The GOBF also demonstrated its safeguards compliance readiness by its timely preparation and disclosure of the safeguards instruments. These are: (a) Environmental and Social Impact</p>

Assessment (ESIA); and (b) Resettlement Action Plan (RAP). GOBF plans provide about US\$2 million in budgetary resources to enable MOAD to cover costs of preparing and implementing the necessary safeguards instruments for the proposed project.

To strengthen its safeguards performance and compliance, the MOAD has signed four MoUs with national research institutes to assist in the implementation of the safeguards instruments. The PRASE will thus closely work with: (a) the Bureau National des Evaluations Environnementales et Déchets Spéciaux (BUNEE) for the follow up of the execution of the mitigation measures by the enterprises; (b) the Laboratoire de Physique et de Chimie de l'Eau (LPCE) of the Université de Ouagadougou for the monitoring of water and air quality in the project influence zone; and (c) the Institut de l'Environnement et de Recherches Agricoles (INERA) for the promotion of sustainable high productivity techniques and practices to the benefit of affected farmers. The MOAD will ensure regular reporting as well as mid-term and final audits of the implementation of environment and social measures and recommendations.

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 include: project affected persons and communities, host communities; local governments (communal and regional councils); provincial government, NGOs; and local and national staff of the Ministry of Agriculture and Hydraulics, and Ministry of Environment and Sustainable Development. Lessons learned suggest that, when preparing major infrastructure investments, the GOBF recognizes the need to engage stakeholders at various level of society. Project preparation has been participatory at village level, at civil society level, as well as at local and provincial administration level. The result of the public consultations, carried out in conjunction with the preparation of the EIA and the RAP, confirm a solid support for the implementation of the project. Project preparation included the creation of a resettlement and development committee composed of: representatives of PAPs and host communities; civil society; local development agents (e.g. extension workers); local and provincial administrators. The committee was chaired by the governor, and will continue its work during project implementation.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	15-Oct-2012
Date of submission to InfoShop	22-Oct-2012
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Burkina Faso	19-Nov-2012
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	19-Feb-2013
Date of submission to InfoShop	19-Feb-2013
"In country" Disclosure	
Burkina Faso	15-Nov-2012
<i>Comments:</i>	

If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.
If in-country disclosure of any of the above documents is not expected, please explain why:

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment		
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources		
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement		
If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
The World Bank Policy on Disclosure of Information		
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
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 [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
All Safeguard Policies		
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included in the project cost?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

III. APPROVALS

Task Team Leader:	Fabio Galli	
<i>Approved By</i>		
Regional Safeguards Coordinator:	Name: Alexandra C. Bezeredi (RSA)	Date: 02-Apr-2013
Sector Manager:	Name: Richard Martin Humphreys (SM)	Date: 02-Apr-2013