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

Appraisal Stage | Date Prepared/Updated: 30-Oct-2018 | Report No: PIDISDSA24587
### BASIC INFORMATION

#### A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Project ID</th>
<th>Project Name</th>
<th>Parent Project ID (if any)</th>
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<tbody>
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<td>Chad</td>
<td>P164747</td>
<td>Chad Rural Mobility and Connectivity Project</td>
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<th>Region</th>
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<th>Practice Area (Lead)</th>
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<td>28-Sep-2018</td>
<td>Transport &amp; Digital Development</td>
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<td>Investment Project Financing</td>
<td>Ministère de l’Économie et de la Planification du Développement</td>
<td>Ministère des Infrastructures, du Transport, et du Désenclavement</td>
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#### Proposed Development Objective(s)

The Project Development Objective is to improve and sustain road accessibility to markets and basic social services for the rural population of the project area.

#### Components

- Rural Roads Rehabilitation and Maintenance Works
- Institutional Capacity Building and Facilities Improvements
- Operational Support
- Immediate Response Mechanism – Contingent Emergency Response

### PROJECT FINANCING DATA (US$, Millions)

#### SUMMARY

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount ($)</th>
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<td>Financing Gap</td>
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#### DETAILS

World Bank Group Financing
International Development Association (IDA) | 30.00
---|---
IDA Credit | 30.00

Environmental Assessment Category
B-Partial Assessment

Decision
The review did authorize the team to appraise and negotiate

**Note to Task Teams:** End of system generated content, document is editable from here. *Please delete this note when finalizing the document.*

Other Decision (as needed)

**B. Introduction and Context**

**Country Context**

Chad is a large landlocked country in central Africa covering an area of 1.3 million km² with 14 million inhabitants. The country is divided into multiple climatic zones: a desert zone in the north, an arid Sahelian belt in the center, and a more fertile Sudanese savanna zone in the south. While Arabic and French are the official languages, Chad is home to more than 200 distinct ethnic and linguistic groups. 78.2% of the population lives in rural areas, and 51.3% of the population is female, including 51% of youth under 15.

Since independence, Chad has been a fragile, violence- and conflict-affected country marked by chronic instability, political turmoil, security issues, armed conflict with neighboring countries, hunger, climate change and local health crises. These multiple shocks have slowed the development of the country and left it one of the poorest countries in the world. The 2014 UNDP Human Development Index (HDI) ranks Chad 184th out of 187 countries. An oil producer since 2003, Chad suffered a recession in 2014 when the sudden fall in the price of oil combined with the structural weaknesses of the national economy pushed the country into two consecutive years of economic contraction in 2016 and 2017 (-6.4% and -2.7% respectively). GDP per capita fell from $969 in 2014 to $843 in 2017.

Despite high levels of hunger, agriculture remains the main source of both food and employment for Chadians. The 2018 Global Hunger Index ranks Chad second-last of 119 countries while in 2015, 43% of children under five years old show signs of stunting due to chronic malnutrition. Nonetheless, three out of every four Chadians are employed in agriculture. In the project area, agriculture is diversified with many crops including sorghum, millet, peanuts and cotton supplemented by cowpea and sesame. There is also expanding cultivation of rice, vegetables, and tubers (potato, yams and manioc).

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1 General Population and Housing Census (RGPH 2) of 2009
Poverty is mainly a rural phenomenon. Although poverty declined during the economic boom of 2003-2014 from 55% to 47%, extreme poverty still affects half of all Chadians. 47% of the population lives below the national poverty line. 52% of rural households are poor compared to 21% of urban households. With a majority of the population living in rural areas, that implies most of the poor (92%) live in rural areas of which 40% live in the five Southern provinces of Chad. With more than 700,000 refugees from Sudan, Central African Republic and Nigeria within its borders, the country is also facing a humanitarian challenge and an additional pressure on the scarce resources, notably in the rural areas. This makes the context even more fragile and at risk of food shortages and volatility.

In Chad, poverty is widespread among women even though they constitute the basis of the country’s economy and this creates conditions in which Gender Based Violence (GBV) flourishes. According to the 2014 Human Development Report, Chad is ranked in the bottom five countries (184/187) of the Gender Inequality Index and ranks last in Africa in the Global Gender Gap Index². Chad appears as one of the countries where gender disparities remain high in terms of access to education, employment but also economic opportunities. First, more women (76%) than men (70%) live in rural areas which are the poorest areas in the country. Second, according to the 2017 Global Gender gap report, estimated earned income (PPP, US$)³ for women in Chad is 1,514 versus 2,468 for men while literacy rate which influences access to economic opportunities stands at 14% for women versus 31.3% for men. GBV is also widespread in Chad and there is a rigid social structure that dictates specific roles for men and women which creates disparities. The prevalence of gender-based violence in Chad is 57⁴; however, the Chadian Government has taken positive steps in the fight against GBV and women rights by ratifying several international texts and launching national programs. Furthermore, the country benefits from the presence of both international and national organizations that are informed and mobilized in the field of GBV. There are several projects which aim at reinforcing local capacities to fight GBV throughout the country and work to provide GBV information systems.

Sectoral and Institutional Context

Sectoral context

One of the main constraints faced by the Chadian economy is its isolation, aggravated by high transport costs on the main regional axes that connect the country to the sea. The nearest port (Douala, Cameroon) is located 1,800 km from N'Djamena and charges some of the highest transport prices in SSA. At the national level, the lack of infrastructure and adequate transport services create isolation in several regions and rural areas particularly.

Poor development of the road network. The road network consists of 40,000 km of roads including 7,475 km of National Roads of which only 2,600 km are considered usable in all weather. Only 6% (2,500 km) of the

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² 2017, Global Gender Gap Report
⁴ Percentage of women who have experienced physical and/or sexual violence from an intimate partner at some time in their lives. Source: OECD, Gender, Institutions and Development Database 2015 (GID-DB) (accessed September 2017).
network is paved, and 12% (4,875 km) consists of seasonal roads. The regional roads have lower standards than the national network but are designed to be at least able to ensure the passage of trucks during the harvest.

**Climate hazards threaten all season accessibility of roads and reduce rural people’s mobility in the rainy season.** Increased rainfall poses numerous threats for unpaved roads including potential for ponding, erosion, collapse and washout, threatening the life span and usability of the road infrastructure. Beyond the cost of repairing initial damages, additional costs may be incurred for further mandatory maintenance, replacement assistance, implementation of mitigation strategies (such as building culverts) and service time disruption.

**Institutional context**

The Ministry for Infrastructure, Transport and Connectivity (“Ministere de l’Infrastructure, du Transport, et du Desenclavement” – MITD) is responsible for the entire road network including rural roads through its General Directorate for Roads (DGR). The Road Maintenance Fund (“Fonds d’entretien routier” - FER) finances the maintenance of the national or regional network executed by AGER under delegation from the MITD. However, with the limited resources of the FER, only a small part of the network of roads in the national network is maintained each year.

Created in 2010 and operational since 2012, the Road Maintenance Agency (AGER) is responsible, as a delegated owner, for the primary network on behalf of MITD. The MITD delegates project management to AGER which is responsible for recruiting, through open calls for tenders, technical design offices and small and medium-sized enterprises (SMEs) for the control/monitoring and execution of works. The delegation of project management to AGER also capitalizes on the relative advantages already present in the Chadian system: policy and planning at the level of the MITD, and the performance-based maintenance contracting and procurement flexibility of AGER.

Responsibility for the construction and maintenance of an estimated 15,000 km of rural roads and the regulation of rural transport was transferred to the departments and rural communities under the Decentralization Act of 2006. However, since corresponding technical and financial resources were not transferred, rural communities are unable to carry out this function.

The National Strategy on Rural Transport (SNTR) established in 2016 by the Ministry for Infrastructure with the support of the European Union aims at empowering communities in rural transport. Since the SNTR has yet to be implemented effectively, the project will support its operationalization through capacity building at the central, local and community levels in rural road planning, investment and maintenance. This is of prime importance to the project, because it will create a forum through which the government and beneficiaries can address the planning and maintenance of rural road assets.

In addition to the management and sustainability of rural transportation, road safety is a matter of substantial importance in Chad. The National Road Safety strategy elaborated in 2003 was revised in 2014 with the support of the World Bank. The revised strategy is aligned with the UN decade of action for road safety for the period 2011-2020. The economic and physical improvement of the road network in Chad has resulted to a significant increase in road traffic, one of the consequences of which has been an increase in
road accidents. Chad records an average of 2,698 deaths and 6,617 injuries per year due to dysfunctions in the transport system, which are due to structural, managerial and governance issues. In addition to the psychosocial trauma suffered by the victims, these road accidents cause an annual economic loss estimated at more than 1.2% of the country's gross domestic product (GDP), which is a serious handicap for development initiatives. This project will finance part of the National Road Safety action plan by focusing on road safety considerations in rural areas.

C. Proposed Development Objective(s)

Development Objective(s) (From PAD)

The Project Development Objective is to improve and sustain access by rural populations to markets and basic social services in the project area.

Key Results

The achievement of the PDO goals will be measured by the following indicators:

- Number of people provided access to an all-season road;
- Variation in travel time along the improved roads;
- Number of schools and health centers reached by an improved road;
- Proportion of improved roads under routine maintenance.

The project brings two innovations to the question of rural transport in Chad: first, it contains activities aimed at improving the durability of the physical infrastructure by organizing and financing community-based road maintenance in the targeted areas, and second it will examine possible engineering solutions to the maintenance problem of rural roads in a study of stabilizing agents or polymers in the Chadian context.

A further innovative approach being tested in this project is the delegation of project management authority ("maitrise d’ouvrage déléguée") for rehabilitation works and maintenance to AGER. This has not been done in the context of Bank-financed projects in Chad before, nor does AGER’s mandate extend to the small rural roads ("pistes"). However, this arrangement will allow the project to take advantage of AGER’s flexibility in implementation and the MITD’s expertise in policy and planning, while providing valuable experience on the management of rural roads maintenance.

Given the risk of GBV associated with rural road operations of this kind in isolated regions of the country, this project is equipped with a GBV risk management strategy including mitigating measures based on the most recent best practices developed by the World Bank.

D. Project Description

Project Area. The proposed project activities will target the provinces of Mandoul and Moyen-Chari, in the south of the country. The choice of these provinces results from recommendation of the SNTR complemented with consultations between the Ministry of Agriculture and Ministry of Infrastructure and Transport to ensure the consistence of public action as well as the harmonization of the interventions of Development partners.
The project will be implemented over a total of 6 years. The first works contract to be tendered will be the 75km Bedaya-Moissala road in the Mandoul province. In parallel, technical and economic studies in consultation with the development planning committees in the area (CRA, CDA and CLA) will identify priority sections to be rehabilitated in the remainder of the area. The balance of the 400km total may then be tendered together as a set of lots about one year after the first section. The intention is that works be finished at least 2 years in advance of the closing date so that the 2-year maintenance period and the community maintenance scheme can be observed and supervised before the project closes.

**Project Components**

The project comprises four components designed to address the following priorities: (i) improve the condition of rural roads in the agricultural regions, (ii) improve the capacity of public institutions and local communities, (iii) protect the people and the environment, and (iv) in the case of an eligible crisis, redirect the funds to where they may be most urgently needed.

**Component 1: Rural Roads Rehabilitation Works (US$ 25 million)**

*Subcomponent 1.1 - Rural roads rehabilitation works (US$ 22 million)*

This subcomponent will finance the rehabilitation of approximately 400 km of rural roads in the provinces of Mandoul and Moyen-Chari using a critical-points approach to restore or maintain basic connectivity on any given section of road. Critical points where the passage of vehicles may be impeded will be identified and remediated without typically implying comprehensive rehabilitation of the entire road surface, though some sections may be remediated if warranted. Small crossing structures such as bridges, and small drainage works such as culverts, gutters, ditches or drains will commonly be rehabilitated or constructed if absent including physical road safety measures. Climate resilience measures will be included in the design of the rehabilitation works, as a requirement of the terms of reference of the technical studies. A study on the feasibility of using stabilizing additives or polymers in rural road maintenance in Chad will also be financed.

A first road section approximately 75km long has been definitively identified for improvement in the first phase of the project. This road is located in the Mandoul province and runs between the market towns of Bedaya in the north and Moissala in the south near the border with the CAR. Technical studies and specific safeguards documents are being prepared for this section. The balance of the 400km to be improved will be identified during implementation through a participatory process coherent with the National Rural Transport Strategy.

*Subcomponent 1.2: Community-based rural roads maintenance (US$ 1 million)*

This subcomponent will establish a mechanism for the maintenance of rural roads by local communities on a performance-based model building on experience already held by AGER. Activities will include organization of crews, financial allocation and monitoring/audits of the planned maintenance. Elements of best practice from the subregion will be incorporated, including notably from the LONDO and Local Connectivity Emergency projects in the Central African Republic. The participation of local communities in the routine maintenance of the rehabilitated roadways will ensure sustainability of the investment and will reduce the need for major periodic maintenance and further new investments on behalf of the Government. Maintenance is critical to the climate resilience of unpaved rural roads in particular\(^5\).

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\(^5\) Cervigni, Raffaello; Losos, Andrew Michael; Neumann, James L.; Chinowsky, Paul. 2016. *Enhancing the climate*
The systematic involvement of women and youth in the project will be fostered by facilitating the promotion and capacity building of women, youth and vulnerable groups, for example by a predefined quota (of at least 20%) of female employment and youth employment by the use of labor-intensive road maintenance contracts ("travaux à haute intensité de main d’oeuvre" – THIMO) and will thus contribute in reducing the gender gap regarding access to formal economic opportunities in the road construction sector by women through the promotion of women’s participation in road maintenance activities.

Subcomponent 1.3: Studies and financing of Intermediate Means of Transport (US$ 1 million)
The project will finance two studies to support the strengthening of Intermediate Means of Transport (IMT) in the project area. The first study will consider which types of IMT technologies are currently in use in the area, estimate the need for additional IMT to transport passengers and goods, and propose a means of organizing the delivery and maintenance of the eventual IMT fleet. A second, simultaneous and complementary study will investigate the potential pool of IMT users as well as the private sector capacity for delivery and maintenance of IMT in the project area, assess the capacity of users or user groups to take on and repay credit for the acquisition of IMT, and identify financing mechanisms and institutions that could be used to provide the needed credits. The combined result of these studies will be to design a delivery mechanism for IMT provision, financing, and support to be deployed in the project area, which would be contracted by the MITD possibly with an NGO.

Subcomponent 1.4: Sexual Exploitation and Abuse (SEA) and sexual harassment mitigation measures and monitoring (US$ 1 million)
This sub-component aims to reduce the potential hazards of the project location and to mitigate both GBV risks, including SEA risks, and will finance GBV prevention activities, including the assessment of needs and available services in the project areas, training and community awareness campaigns as well as provision of support services. Recognizing that there is a significant risk of GBV in the project areas, the project has developed an approach based on the Bank’s Good Practice Note For Addressing Gender Based Violence in Investment Project Financing involving Major Civil Works and will include the following: (i) a risk assessment of SEA risks for the project areas; (ii) preventing and responding to SEA risks through the provision of services ranging from SEA prevention to incident resolution through the coordination of the existing national framework for addressing GBV and the hiring of a specialized non-governmental organization (NGO) to provide SEA related support services ; (iii) addressing GBV risks through the procurement process with the adoption of Codes of Conduct by any contractor working on the project ; and (iv) the setting up of an Accountability and Response Framework that will identify responsibilities for handling of GBV allegations and establish a Grievance Redressal Mechanism (GRM) designed specifically for reporting SEA incidents and to respect confidentiality. Annex 5 provides details of this subcomponent.

Component 2: Institutional Capacity Building and Facilities Improvements (US$ 1.5 million)
Subcomponent 2.1: Operationalization of the National Rural Transport Strategy (US$ 0.35 million)
This subcomponent will support the Government of Chad in implementing the national strategy on rural transport adopted in 2015 by piloting its prescribed approach in the two provinces targeted by the project. It will finance a variety of technical assistance actions including: the organization of workshops to facilitate the communication between agents of ministries involved, their decentralized bodies and local government in...
particular within the CRA, a training program for the Project Monitoring and Coordination Unit, the establishment of a consultation and coordination body, an inventory of the network of rural roads in the project area, and best practice strategies through which to address climate change.

**Subcomponent 2.2 - Road safety (US$ 0.35 million)**

The road safety activities under this subcomponent will be drawn from the Road Safety Action Plan of the revised National Road Safety Strategy which makes provision for the establishment of an efficient system for collecting and analyzing road traffic accidents data in Chad in accordance with international standards. These activities will include; (i) the training of first responders through NGOs, gendarmes and police officers active in road safety data collection, (ii) community awareness campaigns on road safety and assessment of the ante and post-sensitization situation and (iii) identified activities towards consolidating ongoing road safety actions in Chad. Road safety considerations will be integrated in the project design of the various sections to be rehabilitated.

**Subcomponent 2.3 - Improvement of community facilities and support for women’s livelihoods (US$ 0.8 million)**

This component will bring support to the rural communities, especially women and girls in the project area, to improve their living conditions by restoring common facilities along the road rehabilitated and in the nearby villages. The proposed facilities will include water wells, fences, warehouses for crops, additional rooms in schools and construction of latrines, multifunctional platforms for women, etc. A participatory approach will be used to ensure the identification and selection of the facilities to restore or improve meet the needs identified specifically by women. This process will be operated and overseen by the regional action committee and will be harmonized with the content of existing community development plans such as those prepared for the PROPAD where applicable. These activities will contribute to closing the gender gap in labor force participation and economic independence.

In addition, this sub-component will support identified women’s associations to improve their access to economic opportunities. The Bank project on agriculture PROPAD has identified groups of women who produce shea butter and peanut oil. Thus, in addition to the above-mentioned activities, this sub-component will finance activities to support these women’s associations to improve their access to economic opportunities by providing them with the equipment needed to transform these agricultural products (modern equipment for drying and preserving foodstuffs) as well as entrepreneurial capacity building in marketing and selling the final products.

**Component 3: Operational support (US$ 3.5 million)**

**Subcomponent 3.1: Project management (US$ 3.02 million)**

Activities to be financed under this sub-component include: (a) support to project preparation, including the project implementation manual (to be completed during preparation); (b) salaries of the consultants hired by the Project Management Unit; (c) operating costs and equipment of the Project Management Unit; (d) financial, technical, and safeguards audits; and (e) monitoring and evaluation, including impact evaluation and supervision of safeguards.

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 may 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.

**Subcomponent 3.2- Compensation in case of involuntary resettlement (US$ 0.48 million)**

Where required, this subcomponent may finance any cash or in-kind compensation to project-affected people (PAP) as outlined in the RAP approved by the bank. Financing of resettlement costs on the proceeds of the grant has been formally requested by the Government and is under review by the Regional Vice-President of the World Bank.

**Component 4 – Immediate Response Mechanism – Contingent Emergency Response (US$ 0)**

Following an eligible crisis or emergency, the Government may request the Bank to re-allocate project funds to support emergency response and reconstruction of rural roads. This component would draw from the uncommitted credits resources under the project from other project components to cover emergency response. This component has, by its nature, a zero funds allocation.

**Project Beneficiaries**

The project direct beneficiaries are the local communities in the project area. As the prime users of rural roads, their living conditions will be improved by a better access to markets that are essential to food security and basic services such as health centers and schools. The population of the Moyen Chari province accounts for 5% of the Chadian population with an estimate 730,000 inhabitants in 2016 (density: 17 inhabitants / km²). That of the Mandoul province is 650,000 inhabitants in 2009, with a density of 36 inhabitants/ km².

Farmers and producers in the project area will also benefit from an improved all-season road as they will be able to transport their products to the markets just after the harvest. A study assessing the feasibility of providing motorized means of transport will create opportunities for reducing the time and costs of transporting agricultural products to markets.

Women are also targeted beneficiaries of the project with the activities financed under Subcomponent 2.3 - Improvement of community facilities and support for women's livelihoods - that aim to increase their access to employment and other economic activities.

**Implementation**

**Institutional and Implementation Arrangements**

*Ministry of Infrastructure, Transport and Connectivity (“Ministère de l'Infrastructure, du Transport, et du Désenclavement” - MITD).* The project will be executed by the MITD which oversees roads including rural roads. The coordination of the project will be ensured by the General Secretariat with the support of the Project Monitoring and Coordination Unit (PMCU) housed within MITD.
**Project Monitoring and Coordination Unit (PMCU).** Created in 1989, the existing PMCU has been responsible for monitoring and coordinating investment and policy reforms in the transport sector. In this capacity, it ensures: (i) the coordination of actions to be carried out with donors and national authorities; (ii) the administrative and financial follow-up of the investment programs and the measures adopted; (iii) the consistence of sector policy and strategy. The team consists of a coordinator and his deputy, a procurement specialist, a safeguards unit, an accounting unit, a secretariat and support staff. The PMCU has proven necessary capacities for the management of this type of project since it has managed all the transport projects financed by development partners among which the ongoing Transport and Transit Facilitation project in the CEMAC Zone (PFTZ) financed by the World Bank. The PMCU will also be responsible for monitoring the application of all safeguards and as such collects and acts upon all complaints received through the project’s GRM. The PMCU will recruit a social specialist with expertise in GBV protection measures as part of the strategy to mitigate that specific risk in the context of this project.

**Steering committee.** A Steering Committee, chaired by the MITD, will be created to oversee all works undertaken by the project. In addition to MITD, it will include the main actors of the project such as the Minister of State for Agriculture, the Ministry of Women, Minister of the Interior, Security and Decentralization. It will convene twice a year. The role of the steering committee is to: (i) ensure coherence between project activities and sectoral policies; (ii) validate and monitor progress of project activities; (iii) identify and resolve any inter-jurisdictional difficulties that may arise in the execution of the project; and (iv) take proactive measures to ensure effective implementation of the project.

**Local (CLA), Departmental (CDA) and Regional Action Committees (CRA).** At the regional level, there are mechanisms and guidelines for local development planning as well as for the existence of Local Action Committees (CLAs) chaired by the Sub-Prefect, Departmental Action Committees (CDAs) chaired by the Prefect and Regional Committees of Action (CRA) chaired by the Governor. These committees will be involved in the mobilization of the population and will participate in the monitoring of project activities. For this they will need to benefit from capacity building to fully play their planning and monitoring role.

**Implementation of civil works by the MITD with delegation of contract manager role to AGER.** The Direction Générale des Routes (DGR) under the MITD is mandated as the prime authority for all construction and maintenance work on the national road network. Specifically, the design and execution of rural roads is the responsibility of the Directorate of Roads and Rural Roads (DRPR). But given the volume of work devolving to the DRPR, in the perspective of the SAN program – whose implementation is now beginning – and the possibility that the present project could strain Ministry capacity, MITD proposed to delegate the role of project manager for works, maintenance and labor-intensive public works to AGER, which is an independent government agency which reports to the Minister of Infrastructure, Transport and Connectivity but is outside the structure of the MITD. AGER benefits from a higher threshold (30 million FCFA versus 10 million FCFA) for central review and approval of contracts under the national procurement code (*Code des marchés publiques*), as well as a less onerous level of approval (by the Minister of Finance rather than the President of Chad) for contracts above the threshold. It is therefore more flexible under national legislation than MITD in its ability to procure works,
goods and services for road rehabilitation and maintenance, but is still subject to World Bank procurement policies. Such arrangements are commonplace in other national road construction and maintenance projects in Chad, and benefit from lessons learned through similar arrangements in other countries of the sub-region.

Under this arrangement, MITD through its PMCU retains responsibility for the financial management of the entire project, and both MITD and AGER will be subject to World Bank procurement policies. A service agreement will be signed between the AGER and the MITD specifying all terms of the delegated arrangement including remuneration of AGER. Because of the importance of such a flexible arrangement to the achievement of the project objectives, said service agreement will be incorporated as a condition of effectiveness in the Financing Agreement. Figure 3 depicts the relationship hierarchy.

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

Component 1 consists of the rehabilitation of 400 km of rural roads the 2 provinces of Mandoul and Moyen-Chari. A first 75km section has been definitively identified between the towns of Bedaya and Moissala in the Mandoul region. In these two provinces, the Bank recently approved an agriculture production project with the Ministry of Agriculture. By directing the rural road project interventions in these two regions, rural transport investments will support agricultural investments and resources will be maximized to expand the areas to be developed and the provision of inputs and equipment. In all projects supporting agricultural production, there is a component on rural roads to open up the area of influence of the project. These targeted regions are located in the South of the country, in the Sudanian zone marked by sedentary livestock production and cultivation of food crops (sorghum, rice, corn, etc.), and especially cash crops such as cotton and sesame. There is also a large production of fish at Lake Iro in Moyen-Chari.

G. Environmental and Social Safeguards Specialists on the Team

Kristyna Bishop, Social Specialist
Bougadare Kone, Environmental Specialist
Mamadou Diedhiou, Social Specialist
<table>
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<tr>
<th>Safeguard Policies</th>
<th>Triggered?</th>
<th>Explanation (Optional)</th>
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<td>Environmental Assessment OP/BP 4.01</td>
<td>Yes</td>
<td>This policy is triggered as the project Component 1 – Rural Roads Improvement works activities are expected to generate potential social and environmental risks and negative impacts. The negative impacts are expected to be moderate and mostly site specific with regards of the project scope. The project is category B. At the time of the project appraisal, only 400 kilometers of roads that will be rehabilitated by the project is known out of the 651 km of rural roads. The borrower has prepared and disclosed (i) an Environmental and Social Management Framework (ESMF) for the whole project and (ii) Specific ESIA for the known 400 kilometers of roads to be rehabilitated in the regions of Mandoul and Moyen-Chari.</td>
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<tr>
<td>Performance Standards for Private Sector Activities OP/BP 4.03</td>
<td>No</td>
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<tr>
<td>Natural Habitats OP/BP 4.04</td>
<td>No</td>
<td>The exact locations of linear road that will be rehabilitated by the project remain unknown. However, the areas targeted by the project are not known to be in proximity to critical natural habitats or protected areas.</td>
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<tr>
<td>Forests OP/BP 4.36</td>
<td>No</td>
<td>The exact location of linear road that will be rehabilitated by the project remain unknown. The analysis conducted for the ESMF indicates that no forest areas are located in such proximity to the project area that they would be affected by the works to be financed.</td>
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<tr>
<td>Pest Management OP 4.09</td>
<td>No</td>
<td>The project activities will not involve the use of chemical or non-chemical pesticides.</td>
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| Physical Cultural Resources OP/BP 4.11                | Yes        | The unpaved roads sections rehabilitation will involve excavations and movement of earth. During the development of the ESMF physical cultural resources were taken into consideration and baselines defined. The ESMF includes clear procedures that will be required for identification, protection of cultural property from theft, and treatment of discovered artifacts, and will be included in standard bidding documents. The ESMF also provides procedures for handling with “chance
<table>
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<tr>
<th>Indigenous Peoples OP/BP 4.10</th>
<th>No</th>
<th>The project areas are not host to Indigenous Peoples.</th>
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<td>Involuntary Resettlement OP/BP 4.12</td>
<td>Yes</td>
<td>The proposed works for the rehabilitation of the roads by the project will create a land acquisition, losses of property and income for people whose activities encroach on the footprints to rehabilitate tracks. To be in compliance with the OP/BP 4.12 triggered, the project has prepared a CPR which covers the entire project including the 400 kilometers of targeted tracks and an RAP to support the 75 kilometers relating to the urgency of the project work. The RPF and the RAP has been reviewed and approved by the Government and the World Bank safeguards teams. The implementation of works for the emergency phase will be affective when all PAP identified on the 75 km stretch will have been offset.</td>
</tr>
<tr>
<td>Safety of Dams OP/BP 4.37</td>
<td>No</td>
<td>The project is not anticipating financing any activities related to new dam nor rely on existing dam.</td>
</tr>
<tr>
<td>Projects on International Waterways OP/BP 7.50</td>
<td>No</td>
<td>There are no activities related to international waterways in the project.</td>
</tr>
<tr>
<td>Projects in Disputed Areas OP/BP 7.60</td>
<td>No</td>
<td>The project activities are not located in disputed areas.</td>
</tr>
</tbody>
</table>

### 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:

Component 1 consists of the rehabilitation of about 400km of rural roads in the two provinces of Mandoul and Moyen-Chari. In those provinces, the Bank is currently executing an agriculture production project with the Ministry of Agriculture. By directing the rural road project interventions in these two provinces, rural transport investments will be saved and resources could be maximized to expand the areas to be developed and the provision of inputs and equipment. In all projects supporting agricultural production, there is a component on rural roads to open up the area of influence of the project. These targeted provinces are located in the South of the country, in the Sudanian zone marked by a sedentary breeding and food crops (sorghum, rice, corn, etc.), and especially cash crops such as cotton and sesame. There is also a large production of fish at Lake Iro in Moyen-Chari.

As the works planned under the project include only rehabilitation of roads within their existing rights-of-way, environmental impact is expected to be low. Large-scale, significant, and/or irreversible impacts are not anticipated.
2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
As this project aims to restore local mobility of people and agricultural goods by rehabilitating small rural roads, the potential for indirect or long-term impacts is low.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.
There is no relevant project alternative available to improve evacuation of agricultural products from the farms where it is produced.

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.
The legal framework for environmental management in Chad is based on Law No. 14 / PR / 98 of 17 August 1998 defining the general principles of environmental protection, with its decrees.

The main institution in charge of environmental and natural resource management is the Ministry of Environment and Fisheries (MEP), which includes the Direction of Environmental Assessment, Control and Pollution Control (DEELCPN) while the road safety consideration in the design and implementation of road projects is ensured by the Environment and Road Safety Unit of the Directorate-General of Roads (DGR) -Ministry of Infrastructure and Equipment (Project Implementing Agency).

The DEELCPN and its regional unit will be involved in the project. They will ensure a close environmental and social safeguard monitoring of the project. The Environment and Road Safety Unit (ERS) under the Directorate-General of Roads (DGR) of the Implementing Agency will particularly supports the preparation of the terms of reference for studies concerning the engineering of road safety, monitors road safety and ensures compliance with mitigation measures during road construction phase including but not limited to safety measures in the construction sites and those related to residents.

The country has progressively built its capacity on safeguards management during the implementation of previous projects (World Bank, AfDB, European Union, etc.). While several existing project implementation units in Chad are by now quite skilled in safeguards management, capacity remains weak in the Ministry of Environment, in civil society organizations, and among local government bodies.

A thorough capacity assessment exercise was carried out through the Environmental and Social Management Framework and capacity building measures have been designed and will be implemented including to road safety awareness aspects. Furthermore, an environmental safeguard specialist and a Social safeguard specialist will be hired during the general recruitment of the Project Implementation Unit in support to the project environmental and social due diligence.

External monitoring will be carried out by the relevant ministries under the coordination of the Ministry in charge of the environment. A World Bank environmental safeguard specialist and social safeguard specialist have been assigned to the project and will jointly support the project environmental and social design, implementation and monitoring activities.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.
The key stakeholders are the beneficiary populations of the provinces targeted by the project. The selection of roads
to be improved by the project is undertaken in consultation with the existing regional coordinating committees (CRA) and will be harmonised with the local agricultural development plans developed by the CRA in the context of the contemporary Climate Resilient Agriculture and Productivity Enhancement Project.

Public consultations were held and documented in the course of preparation of the ESMF and RPF. The same was done for the ESIA and RAP of the 75km Bedaya-Moissala section, and will be done for future ESIA and RAP as these proceed. Document disclosure was done online by the government and the World Bank, and in the affected regions by posting copies in local government offices.

B. Disclosure Requirements

<table>
<thead>
<tr>
<th>Environmental Assessment/Audit/Management Plan/Other</th>
<th>For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date of receipt by the Bank</td>
<td>Date of submission for disclosure</td>
</tr>
<tr>
<td>19-Jul-2018</td>
<td>24-Oct-2018</td>
</tr>
</tbody>
</table>

"In country" Disclosure
Chad
25-Oct-2018

Comments
Documents published on the Ministry of infrastructures website and in local newspaper on Oct 26. Hard copies sent to the 2 concerned provinces on by November 1, 2018

| Resettlement Action Plan/Framework/Policy Process |
|--------------------------------------------------|--------------------------------------------------|
| Date of receipt by the Bank                      | Date of submission for disclosure                |
| 19-Jul-2018                                      | 24-Oct-2018                                      |

"In country" Disclosure
Chad
25-Oct-2018

Comments
Documents published on the Ministry of infrastructures website and in local newspaper on Oct 26. Hard copies sent to the 2 concerned provinces on by November 1, 2018

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

**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

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