

Environmental and Social Data Sheet

Overview

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| Project Name: | GUINEA-BISSAU TAH-7 RESILIENT ROAD CORRIDOR |
| Project Number: | 2021-0433 |
| Country: | Guinea Bissau |
| Project Description: | Rehabilitation and climate change resilience enhancement of the N2 road between Safim and Mpack (115 km), including replacement of five minor bridges, construction of auxiliary road facilities and development of complementary infrastructure. |
| EIA required: | yes |
| Project included in Carbon Footprint Exercise ¹ : | no |

(details for projects included are provided in section: “EIB Carbon Footprint Exercise”)

Environmental and Social Assessment

The project aims at rehabilitating the 115 km of the N2 road between Safim and border post of M'Pack (Senegal), which is at advanced stage of degradation and does not comply with required technical standards. It includes rehabilitation of six unpaved access roads, auxiliary road infrastructure components (parking lots, weighting and tool stations) and complementary public infrastructure (market spaces and water access points) along the road. The project is located predominantly in Cacheu region, with a short section starting at Safim located in Biombo region. The proposed project is aligned with the National Development Plan 2020-2023, which recognizes functional transport infrastructure as a key for alleviating poverty and ensuring economic development of the country.

The existing road is a single carriageway (1+1 lanes) and runs through several mangrove swamps. The project will use the existing alignment along its entire length. The standard road platform of the road will be increased by 1.8 meters to accommodate hard shoulders. The use of the original road alignment with marginal widening within the right of way will limit the environmental and social footprint of the project.

The proposed project is housed at the Ministry of Public Works, Housing, and Urban Planning, which oversees road infrastructure. A Project Steering Committee, including high-level representatives of the ministries and entities concerned by the project (Vice-Prime Ministry/Ministry of Presidency of Council of Ministers and Parliament Affaires,/Coordination of Economic Affairs, Ministry of Economy, Planning and Regional Integration, Ministry of Public Works, Housing, and Urban Planning, Ministry of Transport and Communication, General Directorate for Transport Infrastructure (DGIT) and Land Transport (DGVTT), Road Maintenance Fund, and PMU), will be maintained throughout the implementation of the project and will be responsible for providing strategic guidance for the project.

The project is expected to be implemented in the period of Q1-2026 to Q4-2028.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.



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Environmental Assessment

The project is categorised as requiring a full Environmental Impact Assessment (EIA) under applicable national legislation Law 10/2010 of 24 September (Lei de Avaliação Ambiental).

Therefore, an Environmental and Social Impact Assessment (ESIA) has been developed in accordance with the national laws. The EIA scope includes the project road and complementary infrastructure. It was submitted to the Competent Authority (Le Haut Comité National pour l'Environnement) for approval on 21 September 2024. After the closure of public consultation on 14 October, an Environmental Decision shall be issued.

Impacts and mitigation

The works relate to the reconstruction of an existing road and the ESIA has not identified impacts that would cause significant adverse effects if appropriate mitigation measures are put in place.

The following potential negative impacts were identified, and following mitigation measures proposed:

- the loss of land of which 20.4 ha of agricultural land and 1 ha of residential land;
- the loss of 41 housing units, with compensation ensured in line with the national legislation;
- the loss of flora, notably the felling of 69 caicédrats (*Khaya senegalensi*) trees, which are used for nesting by the critically endangered Hooded vulture (*Necrosyrtes monachus*) and White-headed vulture (*Gyps africanus*). The impact is mitigated by a series of measures defined in a Biodiversity Management Plan and the implementation of a reforestation plan in close cooperation with the Ministry of Environment. The Biodiversity Management Plan contains measures to mitigate negative impacts on flora and fauna during project implementation and operation;
- water and soil pollution by solid and liquid waste from construction sites (medium impact), which will be mitigated through the implementation of an appropriate Waste Management Plan;
- air pollution during the construction process, mitigated through the implementation of an Air Pollution Plan and measures to limit air pollution;
- the disruption of the mobility of goods and people along the route, mitigated through the implementation of an Environmental and Social Management Plan (ESMP);
- traffic disruption/obstruction of traffic lanes during the works to be mitigated by the Construction Traffic Management Plan, to be developed and implemented by construction contractor.

Biodiversity

The existing road borders, over 12 km, the Natural Park of the Tarrafes of the Cacheu River, close to San Domingo. The Park, consisting mainly of mangrove forests, was identified as a Critical Habitat. It is occupied along the road by small plantations and households in this buffer zone. The implementation of the project with the creation of bypasses during construction could result in a loss of biodiversity and non-timber forest products and could increase the exploitation of wood, particularly for charcoal. Therefore, the Biodiversity Management Plan has been prepared containing a set of control and mitigation measures.

Climate Change

Guinea-Bissau faces considerable risk from climate change and from an increased sea level, from diminishing rainfall, the gradual rise in temperature and increased frequency of torrential rains, which may impact the project in the form of flooding and runoff episodes. The country adopted its Planned Nationally Determined Contributions (PNDC) document in 2015, which became an NDC when the country ratified the Paris Agreement on 22 October 2018. Hereby, the country participates in global efforts to reduce its Greenhouse Gas (GHG) emissions and strengthens its resilience and capacity to adapt to the adverse effects of climate change.



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The project's main risks due to climate change were identified as the risk of sea level rise, extreme precipitation and flooding. A Climate Risk Vulnerability Assessment (CCRVA) has been carried out and a series of mitigation measures were determined and included to the extent feasible in the project's design.

Paris Alignment

The project has been assessed by the Bank's services for Paris Alignment in accordance with the policies set out in the Climate Bank Roadmap (CBR). The project is classified as a rehabilitation project, whereas rehabilitations of existing strategic corridors are supported under EIB's criteria of the CBR's Paris Alignment Framework and not subject to the adapted economic test in place for capacity expansion projects.

The project will be aligned with the climate resilience goal as the climate risk of the project has been assessed as low after implementation of the findings of the Climate Change Risk Vulnerability Assessment (CCRVA) into the final design.

EIB Carbon Footprint Exercise

The project is not included in the Carbon Footprint exercise on the following basis:

- Estimated annual emissions of project in a standard year of operation:
 - Forecast absolute (gross) emissions are 8,600 tonnes of CO₂ equivalent per year.
 - Forecast emission created are 600 tonnes of CO₂ equivalent per year.
- The project boundaries are the road sections being rehabilitated (115 km) that connect the localities of Safim (8 km north from the capital Bissau) with the Senegal border at Mpack.

The baseline is the forecast third party emission, in the absence of the project, from the existing network, only within the boundary defined above. The forecasts reflect the Services' assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.

Social Assessment

The project is expected to have an overall positive social impact, by providing local communities, including vulnerable groups, with reduced time and cost of travel, better access to essential services, more marketing opportunities for agricultural products, and new jobs. Moreover, the project will improve the functionality and durability of certain main project structures (toll booths, parking lots, vehicle weight control stations), and thus improve the living conditions of rural populations in areas close to the main project (driving water boreholes, public markets, rural access roads).

The main adverse social impacts are related to land acquisition, involuntary resettlement and influx of workers.

The project is expected to entail the involuntary resettlement of 2 695 persons affected by project (PAPs). A complete assessment of land acquisition and resettlement has been completed. All attempts have been made during design and construction to minimize land acquisition, resettlement, and adverse impacts on people in the project area. The promoter has prepared a Resettlement Policy Framework (RPF) and Resettlement Action Plan (RAP) consistent with EIB requirements. The Resettlement Policy Framework (RPF) and Resettlement Action Plan (RAP) were prepared in consultation with project-affected persons and have been disclosed by the Promoter and will be available in EIB public register. EIB finance will be subject to implementation of the RAP prior to the handover of sites to the work contractors.

The project RAP identifies four culturally sensitive sites (sacred sites and trees). The entitlement matrix offers solutions to mitigate/compensate the impacts in consultation with the local and community authorities. No additional impact is expected on other religious structures, local utilities or archaeological assets.



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In accordance with national law on labour standards and International Labour Organisation (ILO) obligations ratified by Guinea-Bissau, the works contracts will comply with ILO core labour standards. Contractors shall ensure occupational and community health & safety as part of their works contracts.

Other potential social risks arising due to the project are:

- poor application of relevant labour standards related to employee working conditions during construction and operation;
- conflicts between workers and local population, mitigated by the Recruitment plan, including preference for local workers and ensuring non-discrimination;
- increase in respiratory infections due to a higher concentration of air pollutants from construction activities, mitigated by Communication/Education plan and Individual protect equipment plan for workers.

Social Vulnerability & Gender

The RAP considers social vulnerability factors including access to physical, natural, and socio-economic capital. Specific assistance measures are designated in the entitlement matrix of the RAP for vulnerable households.

Safeguard documents follow a gender mainstreaming approach to the extent possible. Impact assessment, consultation strategies, baseline studies and E&S management plans are considering the gender dimension of the project (including culturally appropriate engagement/complaint redress mechanism, employment/business opportunities and risks related to gender based violence and harassment GBVH).

As part of the project, a specialized local NGO has been recruited to contribute to the prevention of GBVH and to provide holistic support to victims of GBVH in the project area.

Public Consultation and Stakeholder Engagement

In relation to road works, public consultation sessions were held from February 1st to March 5th, 2022, with the Administrative Authorities, technical structures and host populations (transporters, condominium unions, NGOs, religious guides, community leaders, village chiefs, youth and women's associations, representatives of people affected by the project (PAP). Public consultations were organized in all four geographical sectors. Stakeholders' consultations took place in villages along the road. Altogether, over 1,000 individuals were consulted during formal public consultation, with women representing over 40% of participants.

Public consultations in relation to complementary infrastructure were held from January 30 to March 31, 2024 with the Administrative Authorities, technical structures and host populations (transporters, condominium unions, NGOs, religious guides, community leaders, village chiefs, youth and women's associations, representatives of Persons Affected by the Project (PAP) and market managers. The consultations covered the five project administrative sectors: Bula, Bigene, Sao Domingos, Canchungo and Bissora. Stakeholder and were organized by village. A total of 554 persons were consulted, of which 31% were women.

Additional engagement with administrative authorities and local community was conducted during RAP preparation in 2023 and 2024.

Active stakeholder engagement is required throughout the duration of the project. The promoter is required to develop a Stakeholder Engagement Plan, including a fully-fledged grievance redress mechanism before any disbursement on the project.



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Other Environmental and Social Aspects

The project contractors will be required, as a condition of their contracts, to develop, implement and comply with the ESMP. The ESMP implementation will be jointly assured by the Project Implementation Unit (PIU) and Ministry of Infrastructure and Transport. Environmental monitoring, in accordance with the provisions applicable in the Republic of Guinea-Bissau, will be carried out by the Competent Environmental Assessment Authority (Autorité d'Évaluation Environnementale Compétente - AAAC), which is empowered to verify the application in the field of the provisions set out in the ESIA. In other words, the AAAC is responsible for checking that the planned work complies with national legislation and environmental and social protection standards.

Moreover, the Institute for Biodiversity and Protected Areas (IBAP) will be called upon to assist in the implementation of the ESMP and the BMP, in particular for mangrove biodiversity management.

The promoter, supported by a technical assistance to the PIU (Project Implementation Unit) will rely on Supervising Engineers for Project environmental and social supervision of contractors' environmental and social requirements, and on the promoter's Environmental and Social Management for monitoring and reporting on environmental and social performance.

Conclusions and Recommendations

Once completed, the project is expected to have significant positive socio-economic impacts for the community, especially the road users. The rehabilitation of the road and the maintenance of sections currently in distress are expected to contribute to reduce driving times and costs. The implementation of new road safety measures are expected to contribute to the reduction of road accidents, which are currently negatively impacting the road users and the communities along the road.

However, some limited negative environmental and social impacts can occur during construction and operation. Appropriate mitigation measures will be introduced through relevant management plans.

Subject to the fulfilment of the below-mentioned conditions, the project is acceptable for EIB financing in Environmental and Social terms.

The EIB will condition its loan signature on:

- Availability of Environmental decision and Construction Permit.

The EIB will condition its loan disbursements on:

- final version of the Resettlement Action Plan (RAP) to the satisfaction of the Bank;
- final version of the Environmental and Social Management Plan (ESMP) and the Biodiversity Management Plan (BMP) to the satisfaction of the Bank;
- evidence that the resettlement process has been completed for a meaningful number of the households in accordance with the RAP to the satisfaction of the Bank;
- confirmation that the Project Implementation Unit (PIU) and supervision teams includes environmental and social experts to implement the ESMP and RAP;
- evidence that the implementation of RAP and ESMP, as agreed with the Bank, is in accordance with their respective schedules;
- availability of the Stakeholder Engagement Plan outlining the ongoing and foreseen consultation process with the Project Affected Peoples (PAPs) and including an accessible project wide Grievance Mechanism to the satisfaction of the Bank.

In addition, the Bank will seek commitments from the Promoter to:



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- implement the project in accordance with the agreed ESMP, BMP, RPF and RAP(s);
- implement the project in accordance with agreed Stakeholder Engagement Plan; regularly update and implement measures contained in the Biodiversity Management Plan;
- report on the status of the RAP implementation, including any unexpected events and any updates of the RAP;
- present mid and end of term evaluation of RAP(s) implementation prepared by a third party;
- present mid and end of term labour audit report prepared by a third party.
- report regularly on the status ESMP and BMP implementation;
- report regularly on the status of gender issues (including Gender Based Violence and Harassment (GBVH)), vulnerability and human rights according to the requirements laid out in the ESMP and RAP;
- ILO (International Labour Organization) conditions and all impact management measures identified in the ESMP are included in the work contracts.

Subject to the above mentioned environmental and social conditions being met, the overall residual environmental and social impacts of the Project are expected to be acceptable.