

Environmental and Social Data Sheet

Overview

Project Name: *Post disaster infrastructure reconstruction*
 Project Number: *2015-0456*
 Country: *Madagascar*
 Project Description: *Post disaster reconstruction of transport and flood protection infrastructure, predominantly in the Antananarivo region, damaged during the extreme weather of spring 2015.*

EIA required: no

Project included in Carbon Footprint Exercise¹: no

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

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

As the investments will concern only existing infrastructure and there are no sections that are upgraded to four lanes or more, if located within the EU, none of the components will fall under Annex I or II of the EIA Directive 2011/92/EU.

The programme consists of reconstruction investments that are in vast majority within the exiting rights-of-way, therefore negative social impacts are expected to be minimal.

Overall, the project's negative impacts will be mostly temporary, during the construction phase, whereas the residual ones are expected to be negligible.

The positive impacts will stream from increased accessibility and improved protection against flooding.

As the studies are being developed, each of the components will be subject to individual social and environmental screening, including for presence of natural habitats and protected areas, following which, protection and/or compensation measures will be prepared on the basis of the Resettlement Policy Framework and the Environmental Framework. The completion of the respective framework documents to the satisfaction of the Bank, will represent a condition for first disbursement.

Subject to the above condition, the project is acceptable for financing by the Bank.

Environmental and Social Assessment

Environmental Assessment

As the investments will concern only existing infrastructure and there are no sections that are upgraded to four lanes or more, if located within the EU, none of the components will fall under Annex I or II of the EIA Directive 2011/92/EU.

The promoter will prepare an Environmental Framework summarising the screening criteria, determining the level analysis and the matrix of general and specific mitigation measures to be applied to each project component.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Luxembourg, 15 December 2015

The residual environmental impacts of the programme are likely to be negligible, whereas the temporary ones related to the construction phase will consist mostly in noise and emissions.

Social Assessment, where applicable

The programme consists in investments that are on their vast majority within the right-of-way, therefore negative social impacts are expected to be minimal. The long term positive impacts relate to improved accessibility and safety.

The temporary impacts are positive by providing local employment opportunities

A Resettlement Policy Framework, describing the procedures and processes that will be followed throughout the project in the course of mitigation of adverse social impacts due to project activities among the project affected persons, with and without legal title, whose land/properties, businesses and other assets are expropriated for the execution of the works will be prepared by the promoter.