

## Environmental and Social Data Sheet

### Overview

Project Name: *Modernisation Routière II*  
 Project Number: *20150308*  
 Country: *Tunisie*

**Project Description:** *Framework loan for new construction and upgrade of roads in the Tunis conurbation (Voiries Grand Tunis) and national roads in other regions (Voiries structurantes). 6 components have been preliminarily identified to be potentially financed under this loan. Additional components may be presented for financing under the same loan, replacing some of the previous.*

*Prior to disbursement and allocation of funds under the loan, the Bank's services will carry out full appraisal and seek for management board approval of each component or group of components for which the disbursement is to be allocated. ESDS for each of the components will be produced during these subsequent appraisals.*

EIA required: *yes*  
 Project included in Carbon Footprint Exercise<sup>1</sup>: *maybe*

*(details for components included will be provided in section: "EIB Carbon Footprint Exercise" of ESDS to be produced in subsequent appraisals of such components)*

### Environmental and Social Assessment

#### Environmental Assessment

The Project is a multi-scheme operation to finance several road projects aimed at structuring and improving the road network in Tunisia. Works in the national road network include schemes in Greater Tunis "voiries du Grand Tunis" and in other cities "voiries structurantes des grandes Villes". The schemes proposed include new access and bypass roads, widening works and junction rearrangements into level separated interchanges.

If located within the EU, some of the projects would fall under Annex I of the EIA Directives and other would fall under Annex II. The projects under "routes classées régionales" would not require an EIA. According to the decree n°2005-1991 of 11<sup>th</sup> July 2005 on EIA in Tunisia, which describes which type of projects are subject to an EIA, all the schemes in "voiries du Grand Tunis" and in "voiries structurantes des grandes Villes" require an EIA, and the schemes in the "routes classées régionales" don't. Full EIAs, including public consultation, are under development for all the schemes proposed and are expected to be ready in early 2016.

The Bank will review and verify acceptability of EIAs of individual components and will ask for copies of the NTS. Main impacts for each component will be identified, together with mitigating and compensating measures.

**Social Impact:** some of the project components will result in population displacement. A Resettlement Policy Framework (RPF) is under preparation with extensive support from the Bank and is expected to be available before the signature of the loan. Some of the components are expected to require a Resettlement Action Plan and these will be dealt with during the subsequent appraisal of schemes or groups of schemes, together with Labour

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

Standards, Occupational and Community Health and Safety and Specific E&S monitoring arrangements.

#### **Social Assessment, where applicable**

Social Impact: some of the project components will result in population displacement. A Resettlement Policy Framework (RPF) is under preparation with extensive support from the Bank and is expected to be available before the signature of the loan. Some of the components are expected to require a Resettlement Action Plan and these will be dealt with during the subsequent appraisal of schemes or groups of schemes, together with Labour Standards, Occupational and Community Health and Safety.

#### **Public Consultation and Stakeholder Engagement**

During the subsequent appraisal of individual components or groups of components, the Bank will review the public consultation processes carried out, both for EIA and resettlement action plans, aiming to identify possible shortcomings, mitigants and follow-up. This will be reported in individual ESDS. Experience in previous and recent similar projects financed by the Bank in Tunisia shows that public consultations are in line with the principles of the EIA Directive and, given the local context, acceptable to the Bank.

#### **Other Environmental and Social Aspects**

Specific E&S monitoring arrangements will be reviewed during the subsequent appraisal of individual components or groups of components and reported in individual ESDS.

### **Conclusions and Recommendations**

Overall, the proposed schemes are in line with those presented for EIB financing in recent previous EIB operations, which were deemed not to encompass unacceptable environmental residual impacts.

The Promoter's environmental legislation and procedures are deemed to be broadly in line with the EU acquis, with some local particularities.

On this basis, the framework loan operation proposed is considered acceptable for Bank financing from an E&S point. E&S procedures will be further reviewed as part of the subsequent appraisals of components or groups of components under the different allocations of the framework loan.