

Environmental and Social Data Sheet

Overview

Project Name:	<i>DEVELOPPEMENT RESEAU PERI-URBAIN ANTANANARIVO</i>	
Project Number:	<i>2014-0153</i>	
Country:	<i>Madagascar</i>	
Project Description:	The project is part of the "Grand Antananarivo Program" designed to reduce the chronic traffic congestion in the capital and comprises two missing sections of the ring roads North-East and East of Antananarivo.	
EIA required:		yes
Project included in Carbon Footprint Exercise ¹ :		no

Environmental and Social Assessment

Environmental Assessment

If located within the EU, the project would have required an EIA. Two ESIA's have been prepared, one for the East section and another for the North-East. An update of the studies to incorporate cumulative impacts is still to be completed, incorporating a non-technical summary in both Malagasy and French. At this stage the revised ESIA is still to be finalised to the satisfaction of the lenders, approved by the competent authority and the public consultation conducted.

The project is located in the periphery of Antananarivo, in an environment that is strongly influenced by human activity, either construction or agriculture, mainly rice fields. No sensitive natural habitats are in the vicinity of the project.

The project's main negative environmental residual impact are related to the loss of land, severance and increased risk of flooding due to the probable subsequent increased urban development along the route. To mitigate the flooding risk, the development will be regulated through an urban plan that will take into considerations the preservation of retention areas and insure the hydraulic functionality of the two basins.

The project's positive impacts will consist in reduced noise, dust and emissions as well as increased safety in the densely populated areas currently crossed by the traffic that the project is likely to predominantly capture.

The users of the new road will also benefit from increased safety measures, with adequate retention systems, pedestrian crossings, dedicated areas for bus stops and lanes for soft mobility.

Social Assessment, where applicable

Involuntary resettlement

The project requires the use of some 55ha of land, the vast majority being marshlands devoted to agricultural purposes. In order to proceed with the land acquisition, two Declarations of Public Interest were issued on 24 March and 24 May 2015, affecting respectively the plots located in the North-East section of the Ring-Road and the Connector to the City on the one hand and the East Section of the Ring-Road on the other. A total of 1,358 households (of which 168 owners have not been identified yet) will need to be either

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.

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physically and/or economically displaced as a result of this project. This corresponds to 3,908 people. A Resettlement Action Plan (RAP) has been prepared, detailing the entitlements and compensations. Main features of this RAP can be summarised as follows:

- The majority of affected people have requested cash compensations. Valuations have been carried out on the principle of full replacement costs. Unidentified right holders will be entitled to request payments for lost assets for up to 30 years.
- For the 5% of the affected households that have shown preference for compensation in nature, a plot of 10ha, property of the METAPE, has been assigned in Soavimasoandro.
- Owners of agricultural lands (be it private or communal) will be compensated according to the market values of the different crops. Additional payments will be provided in order to enable the labouring of new fields as well as for any revenue shortfall resulting from the displacement.
- The RAP anticipates the construction of a new market in Ambohimahitsy to host stalls, shops and workshops for displaced vendors, artisans and skilled tradesmen (eg hairdressers). The promoter has scheduled the works in order to ensure smooth transition and minimise disturbances. Compensations will be provided for any revenue shortfall.
- Fountains, public toilets, public laundries and other community infrastructures will be constructed to replace and improve service to affected communities. These structures will not only contribute to the improvement of health conditions but also to maintain livelihoods of deprived households.

A significant proportion of the affected population is living under the poverty threshold. Living conditions in the metropolitan area of Antananarivo have specially deteriorated following the Malagasy political crisis of 2009, which contracted the economy and reduced public education and health budgets. In this context, 49 households will be dramatically impacted due to their dependence on economic activities carried out in the affected area. To mitigate these impacts, additional measures have been identified in the RAP. Particular attention will be given to other vulnerable households (e.g. households headed by women or an elder person or those including infants, elders, disabled or ill people).

An NGO will be recruited to support the responsible entities in the implementation of the RAP. The NGO will in particular (i) provide advice on management of cash compensations, (ii) assist affected people in any request of information or lodging of complaint, (iii) help vendors, artisans and tradesmen in the attribution of stalls in the new market and (iv) aid vulnerable people. To oversee appropriate implementation of the RAP, the lenders will put in place periodical external monitoring by an independent international consultant.

Labour and Health, Safety and Security standards

Madagascar has ratified all the 8 fundamental ILO Conventions. However, according to ILO Madagascar still suffers from a dramatic decent work deficit. Main concerns relate to child labour (including forced child labour), working conditions and inequalities/discrimination in the workplace. In this sense, ethnicity, caste, and regional solidarity often are factors in hiring. Persons with disabilities and LGBT individuals are still subjected to hiring discrimination, while salary discrimination against women continues, despite some progress in recent years. Taking into consideration the risk profile of the Country, the promoter will be required to introduce adequate contractual clauses in their bidding documents and works contracts in order to ensure compliance with ILO labour standards and the application of decent work environment best practices. External inspections will be required to tackle the alleged difficulties of the labour inspectors to recognise, monitor and enforce child labour, minimum wage, antidiscrimination and working conditions provisions.

In case the selected contractor and subcontractors brings workforce from outside the country, especially from Southern Africa constituencies, the promoter should ensure that adequate

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health controls and plans are put in place to eliminate risks of contagion of infectious diseases to the local population. Appropriate requirements should be included in the bidding documents and contractual clauses shall be inserted in civil works contracts of contractors and subcontractors.

Road safety aspects, especially during operation, are of particular concern. The current technical design anticipates a maximum speed of 70km/h and regular pedestrian crossings with no traffic lights. The urban density in certain sections and the expected development of the areas adjacent to the alignment, point to serious threats to pedestrian safety. A road safety audit, in line with EU Directive's principles, will be required. Recommendations arising from this audit shall be introduced in the project design to the extent feasible in order to minimise risks. Foreseen actions include the organisation of seminars and other activities to raise awareness on road safety.

Food Security

The Famine Early Warnings Systems Network stated in its January 2016 Report that the whole country of Madagascar is at risk of acute food insecurity, and this through the remaining of 2016 and 2017. The Report further indicates that *"a third consecutive year of below-average staple food production [...] led to an early depletion of household food stocks, above-average staple food prices, and a deterioration of poor households' livelihoods"*.

Against this backdrop it is worth assessing the direct and indirect impact that this operation may have on the food security of the locals. It is recognised that due to the relatively small area that will be used for the project (a total of 55ha including agricultural and residential land) the direct impact on the production of rice and other agricultural products for human consumption will be limited.

Nevertheless this analysis does not take into consideration cumulative impacts linked to other past and future urban development projects in the northeast metropolitan area of Antananarivo in terms of reduced available agricultural land. Antananarivo suffers from a deficit of land for residential and other non-agricultural purposes. Although the government strives to control urbanisation, it is anticipated that the Northeast fringe of the capital will be rapidly urbanised as a result of the construction of the northeast section of the ring-road. This will heavily reduce the marshlands and other agricultural lands. To systematise this urban development, a land use master plan for the area that will impose reasonable buffer zones is to be developed and adopted.

Inappropriate hydraulic solutions of the urban development can result on increased water levels in the marshlands and jeopardise the capacity of these fields to continue production. The abovementioned buffer zones are expected to address this impact and to ensure water levels remain within limits and the appropriate agricultural conditions in the marshlands are maintained.

Public Consultation and Stakeholder Engagement

Public Consultation of the ESIA

No public consultation was conducted yet on the ESIA's. Once the updated ESIA for the two sections of the ring-road, incorporating a non-technical summary in the Malagasy and French is finalised to the satisfaction of the lenders, approval by the competent authority and public consultations will follow.

Public Consultation of the RAP

Public consultations events took place during the month of March 2015. Individual interviews with affected people were organised after March 2015 as part of the census of affected



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people and evaluation of losses. During the different stakeholder engagement events, the main concerns of affected people regarded:

- Accelerate and finance the regularisation of property titles.
- Solve ownership conflicts between alleged titleholders.
- Allow the plantation of rice until end of 2015 - beginning of 2016, which will mean harvesting in July 2016; and compensate for any potential loss until the new crops can give an equivalent yield.
- Build community infrastructures such as fountains, public toilets, public laundries, etc.
- Improve and enlarge drainage network to avoid floods of neighbouring areas.

These concerns are being taking into consideration in the RAP which is still in preparation.

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Grievance Mechanism

The project has put in place a grievance mechanism. Although this is primarily oriented to solve expropriation and other involuntary resettlement questions, it is generally open for any grievance. Logbooks are available at six of the seven impacted Fokontany (the seventh, Amboditsiry, hosts only two affected households) and information sessions were organised to explain the procedures.

Conclusions and Recommendations

The project's residual environmental and social negative impacts will relate to the land loss, severance, resettlement and risk of flooding.

The positive impacts relate to:

- Significant local employment opportunities;
- Increased road safety;
- Reduced air pollution and noise in the densely areas currently crossed by the traffic that the project is likely to predominantly capture;
- Improved access to water and sanitation as a result of the compensation measures foreseen in the RAP
- Improved conditions of the vulnerable people affected by the project that will receive particular attention as part of the compensation measures foreseen in the RAP.

To ensure the successful implementation of the project, the following conditions and undertakings will need to be fulfilled.

Before disbursement against the project, the promoter will be required to:

- Prepare the ESIA and ESMP for the ring-road, including public consultation and approval from the competent authority, to the satisfaction of the lenders
- Finalise the RAP, including subject to public consultation and approval from the competent authority, to the satisfaction of the lenders
- Regular report on the implementation of the ESIA, ESMP and the RAP.

The Promoter will include appropriate conditions in works contracts to ensure that contractors:

- schedule works in a sensible way, reducing as much as possible disruptions to vendors and any other affected person.
- put in place health controls and plans to eliminate risks of contagion of infectious diseases to the local population.
- ensure compliance with ILO labour standards and the application of decent work environment best practices

External independent inspections will be provided to recognise, monitor and enforce child labour, minimum wage, antidiscrimination and working conditions provisions.

A road safety audit will be carried out to address risks identified in the design of the project. The Promoter will organise road safety awareness raising seminars with the local population.

The promoter will ensure that the project is implemented in compliance with the EIB's environmental and social standards, ILO labour standards and decent work conditions, as well as with the "Environmental and Social Management Plan" (ESMP) and RAP.



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The promoter shall prepare and adopt not later than the completion of the works, an urban master plan of the area adjacent to the project that will ensure that the future development will preserve the retention areas and insure the hydraulic functionality of the two basins.

With the above environmental and social conditions in place the project is considered to be acceptable for Bank financing from an environmental and social perspective