

Environmental and Social Data Sheet

Overview

Project Name:	Corridor Côtier Section Nord
Project Number:	20060157
Country:	Senegal and Mauritania
Project Description:	The project consists of the construction of the 1,461 m long Rosso Bridge over the Senegal River and the corresponding access roads (total 8 km). The project includes also the construction of cross border check-point facilities between Mauritania and Senegal and ancillary infrastructure.
EIA required:	YES
Project included in Carbon Footprint Exercise ¹ :	NO
(Details are provided in section: "Carbon Footprint")	

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

In 2009, the governments of Mauritania and Senegal signed a protocol for the creation of a *Comité Ad Hoc* (CAH) responsible for the construction of the Pont de Rosso over the Senegal River. The CAH is chaired by Mauritania and includes representatives of competent Ministries from each country and the *Organization pour la Mise en Valeur du Fleuve Senegal*, as observer. The two countries also agreed to set up of a Project Implementation Unit ("*Unité de Gestion du Projet*") under direct supervision of the CAH and based in Mauritania.

An Environmental and Social Impact Assessment has been prepared for the construction of the bridge, access roads and ancillary infrastructure. The *Ministères de l'Environnement et du Développement Durable* of Mauritania and of Senegal certified on 11.2.2016 and on 26.5.2016 respectively, that the environmental assessments submitted are in conformity with their respective legislations.

The project will trigger limited involuntary physical resettlement and economic displacement (temporary and permanent) as a result of land acquisition for the bridge and its access roads. The most significant social adverse impact will be on the small-scale economic activities developed around the site and those associated with the crossing of the Senegal River.

The ESMP and RAP, if properly implemented, are expected to adequately mitigate the identified environmental and social impacts and meet the requirements of applicable Bank standards. The Bank will request an external Technical Assistance to the "*Unité de Gestion du Projet*" on social aspects as needed.

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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A consultative approach was adopted at each stage of the project preparation, in conformity with the regulations of both countries and according to the requirements of the African Development Bank and the EIB. Meetings were held with representatives of the civil society and other concerned stakeholders. The project was well received as it will generate new job opportunities on both sides of the Senegal River, facilitate trans-border activities and enhance the economic profile of the sub-region.

Subject to the conditions specified later in this document, the project is acceptable to the EIB from a social and environmental point of view.

Environmental and Social Assessment

Environmental Assessment

Compliance with Environmental Legislation

If located in the EU, the Project would require a full EIA under Annex I of the EIA Directive. Accordingly, an Environmental and Social Impact Assessment (ESIA) and an Environmental and Social Management Plan (ESMP) have been prepared and validated by the Senegalese authorities (*Direction de l'Environnement et l'Établissements Classes*) on 26th May 2016 and by the Mauritanian authorities (Ministry of Environment and Sustainable Development) on 11th February 2016.

Environmental Legislation in Senegal

Environmental evaluations according to Law 2001-01 dated 15.1.2001, which regulates the "*Code de l'Environnement*" and its Application Decree.

Environmental Legislation in Mauritania

Law 2000-045 dated 26.7.2000 legalizes the "*Code de l'Environnement*".

Environmental impacts

During construction: (i) High traffic volumes induced by project site activities will cause dust and in general will have an impact on air quality. Noise of plant and equipment may be a nuisance for the workers and for the surrounding population. The mitigation measures detailed in the ESIA foresee (among others): (a) contractor obligation to moisten gravel and earth roads under construction, in particular in residential and business areas of Rosso, (b) wearing of protection equipment for workers. (ii) Increased waste production due to building activities and site. A waste management plan in line with the countries environmental legislation is include in the ESMP. (iii) Building sites, workshops, depots, quarries, borrow pits etc. might cause fuels and lubricants contamination. Safety prescriptions are foreseen in the ESIA, including supervision by the relevant authorities. (iv) Risks of accidents for workers on the construction sites, specifically with regard to cantilevering operations. To minimize these risks, the promoter will be required to guarantee rigorous respect of safety plan provisions through monitoring and to recruit highly skilled personnel. Workers will receive continuous training throughout the project implementation. These obligations are extended to first tier subcontractors.

During operation of the new infrastructure: (i) Risks of fuel pollution caused by accidental spills related to roads accidents. The project is considering the creation of intervention units (brigades) on both the Senegalese and on the Mauritanian sides as part of the projects ancillary activities. (ii) The enhanced travel conditions will most likely result in an increased development of settlements along the new road corridor, thereby increasing the risk of road accidents. An urban development plan for Rosso Mauritania will be financed as part of the project components. (iii) The new access roads may result is excessive speed of vehicles and higher number of road accidents. Road safety measures, including road safety audits as per

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the principles of the EU Directive, are foreseen as well as axle load controls to avoid premature deterioration.

Biodiversity issues (and beyond)

The Djoudj National Bird Sanctuary in Senegal and the National Park of Diawling will not be negatively impacted by the bridge due to their distance from the project site (around 40 km). Project impacts include: i) risks of use of game meat during construction period. The ESMP includes provision for the interdiction of poaching and use of meat ii) risks of accidents on animals crossing or wandering (mitigated by the identification of passages together with use of protective barriers) and risk of pollution caused by accidental fuel spill due to excessive speed related accidents. This risk will be mitigated by the systematic monitoring of traffic flows on the bridge and its access roads as well as the technical control of vehicles.

Climate change adaptation

The main identified risk is flooding along the Senegal River. Mitigation measures included in project design are: (i) the upper level of the access roads to the bridge of 1.00 m higher than the centennial floods, together with additional box culverts ensuring an balanced flow of water in the plains bordering the road dam; (ii) hydraulic structures are designed for a return period of 20 to 50 years (box culverts) and 100 years (bridge). In addition, upstream floods might be influenced by the management of the water level of the Manantali dam on the Senegal River and downstream by the sluice of Diama in the estuary of the River.

As the entire zone is prone to desertification, a reforestation plan is foreseen as part of the project, in the town of Rosso and along the roundabouts giving access to the bridge. This should protect the area and the bridge against increasingly frequent sand storms.

Road safety

A road safety audit and management plan is under preparation for the construction and operation of the bridge and its viaducts/access roads and this will be a disbursement condition.

EIB Carbon Footprint Exercise

Project is not included - the EIB draft Carbon Footprint Methodology includes only emissions from Investment Loans, and large allocations under Framework Loans, above the methodology thresholds.

Social Assessment

The project will have short and long term positive social impacts in terms of creating economic opportunities (both during works and after), opening up of the entire region and increasing safety and security. Moreover, the rehabilitation of social infrastructures (schools, health centres) as well as the construction of local market and the allocation of gardening plots especially targeting women, are foreseen as additional measures.

Key adverse social impacts include:

Permanent impact:

- Physical resettlement of 23 households (172 people) located in the right of way of the bridge and access roads in Mauritania.
- Economic displacement of agricultural plots mainly used for rice and horticulture cultivation in both countries, due to land acquisition. The exact number of plot owners, farmers, associated employers and compensation measures will be confirmed by the updated RAP.

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- Loss of livelihood due to the interruption of the current ferry services between the two towns of Rosso (Mauritania and Senegal), provided by the *Société du Bac de Mauritanie* counting approximately 96 employees, as well as the informal crossing services provided by small boats (counting nearly 200 *piroguiers*). Efforts are being made by both countries to create alternative sources of income that would take into account preferences made by the affected population.

Temporary impact:

- Economic loss for limited number of small commercial activities currently surrounding the customs offices in both countries (insurances companies, communications, transport, and catering services, sell of merchandises). These services will experience an increase in income during the construction periods due to an intensification of traffic. They will be repositioned in the proximity of the bridge and the customs, police and health services area.
- Limited disruption of fishing activities of the communities in the area of project influence caused by the construction works. Mitigation measures have been identified in the ESIA, ESMP and will be included in the updated RAP.

The impacts above mentioned were identified in the Environmental and Social Impact assessment. In addition a draft Resettlement Action Plan was prepared in November-December 2015 and will be updated (including a vulnerability assessment and a livelihood restoration plan) in order to ensure full compliance with EIB standards.

Labour standards

Senegal and Mauritania ratified ILO labours standards. However, in Mauritania effective enforcement has been inconsistent (especially in relation to ILO conventions number 29- forced labour and 87- freedom of association).

In order to ensure that the core principle and standards of ILO conventions are upheld through the project, the promoter will be expected to i) include provision for their respect in the procurement documents for works (these provisions should apply to the main contractors), and ii) contract an independent labour auditor

Furthermore, as the project foresees an influx of workers external to the project area during the preparation and construction phases of the project, the promoter will develop as part of the ESMP an influx management plan taking into consideration these parameters:

- Applicable legislative framework (national and international)
- Accommodation site selection and context
- Stakeholders and in-migrant population mapping
- Assessment of potential influx risks and associated impacts (including health/STD/safety impacts) and associated mitigation measures
- Roles and responsibilities for implementation
- Grievance mechanism (workers)
- Monitoring, evaluation and reporting

Public Consultation and Stakeholder Engagement, where required

The consultation process was launched on 20.01.2009 in Rosso Mauritania and on 21.01.2009 in Rosso Senegal. It has been carried out at different stages of the project preparation in both countries and in particular as part of the ESIA approval process. These consultations included representatives of local and regional NGOs, women groups (mainly

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rice producers), handicapped, track drivers, boat drivers (*piroguiers*) and dockworkers. There is a general enthusiasm for the project. Overall, the main recurrent points of concern were related to the compensations linked to physical and economic displacement but also to clarifications on the improvement measures included in the project design. Part of the stakeholders' concerns stemmed from deficiencies in reporting on the project status after the consultations.

The Bank shall require a satisfactory Stakeholder Engagement Plan, including an accessible grievance mechanism, to be duly implemented throughout the project's duration. Documentation on project information disclosure, stakeholders' consultation and grievance management by the promoter will be also required.

Other Environmental and Social Aspects

The promoter will rely mostly on the local institutions and an external consultant for the monitoring of the implementation of the above mentioned social impacts, and will count with only one environmentalist as part of the PIU.

In view of the complexity of the project (transnational with loss of livelihood on both sides), the Project Implementation Unit should be strengthened with additional expertise in social risk management. As needed, an independent environmental and social consultancy will be included as part of the external support to the PIU. The project will be subject to reporting requirements on E&S standards.

Social requirements and management

Subject to the fulfilment of the below-mentioned conditions, the project is acceptable for EIB financing in E&S terms.

Project related conditions prior to first disbursement to be met to the satisfaction of the Bank

Submission by the promoter of:

- The final RAP (Resettlement Action Plan) inclusive of a vulnerability assessment and livelihood restoration plan to mitigate the loss of jobs, related to the bridge construction and use, and respective related update of ESMP
- A Stakeholder Engagement Plan, outlining the ongoing and foreseen consultation process with the Project Affected Peoples (PAPs), including an accessible grievance mechanism and related update of ESMP.
- Influx management plan and related update of ESMP
- Road safety audits and management plan

The promoter will also undertake to ensure that:

- Contractors engaged under the project comply with the applicable laws, ILO labour standards and international best practices and that relevant contracts financed under the Project include specific clauses on these undertakings.
- Implementation of the RAP to the satisfaction of the Bank
- Implementation of the E&S management plans to the satisfaction of the Bank