

Environmental and Social Data Sheet

Overview

Project Name:	MODERNISATION RESEAU ROUTIER MADAGASCAR
Project Number:	2016-0754
Country:	Madagascar
Project Description:	<i>Modernisation et réhabilitation de plusieurs sections prioritaires de routes nationales permettant de désenclaver des zones à fort potentiel économique et de faciliter l'accès aux ports du nord et du sud de l'île.</i>
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

Environmental Assessment

If located within the EU, the project would have not required an EIA. However, due to the general sensitivity of the Malagasy environment, an EIA will be undertaken. Two ESIA's are being prepared, one for each of the road sections, and are substantially completed. Once the ESIA's are finalised to the satisfaction of the Bank, they will undergo public consultation and will be submitted for approval by the competent authority.

The project concerns the upgrade of the RN6 from the port of Antsiranana (Diego Suarez) to Ambanja in the North and of the RN13 from the port of Taolagnaro (Fort Dauphin) to Ambovombe in the South. The roads are crossing the Diana region and Anosy and Androy regions respectively, in environment partially influenced by human activity. Several protected sensitive natural habitats are in the close vicinity of the project with which they co-existed for long time.

The project's positive impacts will consist in reduced noise, dust and emissions as well as improved drainage.

The users of the new road will benefit from increased safety measures, pedestrian crossings, dedicated areas for bus stops and lanes for soft mobility in urban areas.

The negative 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.

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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Social Assessment, where applicable

The project will have an important impact on the two regions. In the south, RN13 should unlock the southwest region that suffers from chronic famine and drought. The road will make the assistance to the most vulnerable population in the country easier, while reinvigorating the local agriculture production. The RN6 will enhance accessibility of the northern peripheral region to the rest of the country. There is an important aspect of geographical and social equity on funding roads both on the northern and southern ends of the island of Madagascar.

The main adverse social impacts are related to (i) The project will require expropriation and resettlement, and (ii) local population can be affected by increase in traffic or potential unequal distribution of benefits.

Although the roads already exist and pass in areas not too populated it is still expected the need of some resettlement. RN13 will pass through 11 communities and a total of 339 PAP are expected to be affected to varying extents by the project. In the RN6 the road passes through 12 communities, but not much resettlement is expected for this section.

All two road sections have already Resettlement Action Plans that will have to be updated in accordance with the Bank standards. These documents will be subject to consultation with Project Affected Persons and disclosed on the website of the Promoter and EIB once finalized. This consultation is particularly important due to the vulnerability of the population in the project area.

In addition, all attempts are being made during the project preparation to minimize land acquisition, resettlement and adverse impacts on people in the project area through careful localised engineering design.

EIB finance will be subject to implementation of the RAP prior to the handover of sites to the work contractors.

The project does not impact any cultural assets and is not likely to impact any archaeological sites.

Other potential social risks arising due to the project are: (i) poor application of relevant labour standards related to employee working conditions during construction and operation; and (ii) poor occupational and community health and safety during construction. These will be addressed primarily through the inclusion of contractual obligations for the first tier suppliers and contractors, which will be enforced by the Promoter's supervision team.

Public Consultation and Stakeholder Engagement

No public consultations were conducted yet on the ESIA's and RAPs.

Once the ESIA's for the two sections, incorporating a non-technical summary in Malagasy and French are finalised to the satisfaction of the Bank, approval by the competent authority and public consultations will follow.

These RAPs will be subject to consultation with Project Affected Persons and disclosed on the website of the Promoter and EIB once finalized. This consultation is particularly important due to the vulnerability of the population in the project area.

Other Environmental and Social Aspects

Summary of E&S management and monitoring arrangements

The promoter will be assisted by consultants in the completion of the relevant environmental and social documentation as well as in the implementation process.



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The compliance by the contractors with the relevant EMP will be monitored by the supervision consultants.

Independent audits of the E&S performance will be undertaken periodically throughout the implementation of the project and after its completion.

Conclusions and Recommendations

The EIB will condition its first loan disbursements for the relevant works contracts on (i) Finalisation of environmental and social documentation (economic and social impact assessment, Environmental and Social Management Plan, Resettlement Action Plan), satisfactory to the Bank. (ii) Budgeting by the Malagasy State of the amounts required to compensate the population affected, to a level acceptable to EIB, in line with the conclusions of the RAPs.

Other loans tranches will be condition to (i) implementation of RAP(s), as agreed with the Bank, in accordance with its/their respective schedules.

The promoter will be required to ensure that the project is implemented in compliance with the EIB's environmental and social standards, ILO labour standards, as well as with the ESMP and RAP, and will include the appropriate conditions in the works and service contracts as required.

In addition, the Bank will seek commitments from the Promoter to: implement the project in accordance with the agreed EMP and RAP(s); report regularly on the status of RAP and EMP implementation; and present mid and end of term evaluation of RAP(s) implementation.

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