Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)
## BASIC INFORMATION

### A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Project ID</th>
<th>Project Name</th>
<th>Parent Project ID (if any)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sierra Leone</td>
<td>P164353</td>
<td>Integrated and Resilient Urban Mobility Project</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Region</th>
<th>Estimated Appraisal Date</th>
<th>Estimated Board Date</th>
<th>Practice Area (Lead)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFRICA</td>
<td>01-Apr-2019</td>
<td>10-Jun-2019</td>
<td>Transport</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Financing Instrument</th>
<th>Borrower(s)</th>
<th>Implementing Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Project Financing</td>
<td>Ministry of Finance and Economic Development</td>
<td>Ministry of Transport and Aviation</td>
</tr>
</tbody>
</table>

### Proposed Development Objective(s)

The Project Development Objective (PDO) is to improve access to quality public transport, address climate resilience and improve road safety in selected areas and enhance institutional capacity in the transport sector.

### Components

- Modernization and Professionalization of Transport Services
- Strategic Resilient Mobility Investments
- Building Human Capital
- Project Management
- Contingency Emergency Response

## PROJECT FINANCING DATA (US$, Millions)

### SUMMARY

<table>
<thead>
<tr>
<th>Total Project Cost</th>
<th>52.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Financing</td>
<td>52.00</td>
</tr>
<tr>
<td>of which IBRD/IDA</td>
<td>50.00</td>
</tr>
<tr>
<td>Financing Gap</td>
<td>0.00</td>
</tr>
</tbody>
</table>

### DETAILS

#### World Bank Group Financing

| International Development Association (IDA) | 50.00 |
B. Introduction and Context

Country Context

1. **Sierra Leone has experienced significant reduction of poverty in the last decade, particularly in rural areas, though during the 2014-2015, two major shocks, the Ebola crisis and the downturn of iron prices, paralyzed its economic growth.** National poverty rate declined by 12.6 percent from 2003 to 2011. The reduction of poverty in rural areas decreased from 79 percent in 2003 to 66 percent in 2011. The largest contribution to poverty reduction came from the agriculture sector that represented on average half of the gross domestic product (GDP) growth. Despite the rural poverty reduction, the poverty rate in Freetown, its nation capital and largest city, increased from 14 to 21 percent between 2003 and 2011 mainly driven by immigration. During 2014–2015, the country’s GDP reduced by 20 percent mainly because of the Ebola crisis. The country was declared Ebola free in 2016 and its economy has begun to recover, although a range of factors continue to limit economic growth and employment opportunities.

2. **Freetown has suffered dramatically from the ongoing economic stagnation, compounded by large internal migration and minimal capital investment.** The population of the Western Region, which comprises Freetown and its environs, increased by 57 percent, from under 950,000 in 2004 to nearly 1.5 million in 2015. However, Freetown has been unable to create adequate housing, infrastructure, and service provision to keep pace with population growth. Transportation, water, sanitation, electrical distribution, solid waste infrastructure and services are all dramatically underdeveloped. These demographic factors have placed tremendous pressure on Freetown, which

---

1 Sierra Leone Systematic Country Diagnostic (SCD). The World Bank Group
2 Sierra Leone 2015 Population and Housing Census Provisional Results. Statistics Sierra Leone, March 2016.
was not well positioned to accommodate growth in the first place due to its limited employment opportunities and topographical constraints.

3. **For those reasons, Freetown is at an inflexion point to determine whether it becomes an engine or a burden for economic transformation of the country.** As the major port city in Sierra Leone, Freetown has the potential to attract productive firms and skilled workers to cluster together as a hub for exports and to support rising income and living standards across the country. Furthermore, Freetown contributes 30 percent of the country’s GDP, despite housing only 15 percent of the population indicating the economic potential of the capital city. The prospect of firms will greatly depend on easy physical connectivity between firms, workers, costumers and international markets.

4. **Additionally, the fragile socio-economic recovery of Sierra Leone and Freetown has been hindered by frequent impacts of climate and natural disasters in coastal and southern areas.** Sierra Leone has a tropical climate with a wet season that occurs from May to October and a dry season from November to April. Mean annual rainfall for the whole country is around 2,500 mm, the 11th country in the world with highest annual rainfall and the second in Africa, just behind Sao Tome and Principe. Coastal and southern areas, including Freetown, experience more severe rainfall patterns with annual rainfall between 3,000-5,000 mm per year peaking to more than 800 mm of rainfall monthly in July and August. These torrential storms often disrupt communications and transportation nationwide, damage people’s homes and agriculture production, and cause erosion. From 1998 to 2018, natural disaster related to intense rains have killed more than 1,200 people and affected more than 50,000. Climate change is projected to increase frequency of heavy rainfall events during wet season and the projected sea level rise may exacerbate flooding events especially in coastal areas and Freetown.

---

**Sectoral and Institutional Context**

*Overview of the transport sector and its relevance for the country’s economic development*

5. **The transport sector in Western Area has a critical contribution in reducing poverty and creating jobs.** The service sector represented 20 percent of the GDP in 2015 and accounted for 33 percent of the labor force in 2014 in the country. In Freetown 87 percent of the jobs are in the tertiary sector. The transport sector is the second highest generator of jobs, although more than 85% of them are informal, which puts this group in a vulnerable position. Women labor force participation in the transport sector is almost nonexistent.

6. **Sierra Leone’s transport infrastructure remains underdeveloped positioning the country at the bottom of the region.** The classified road network runs 11,555 kilometers (km), of which approximately 90 percent is unpaved. Out of the total road length, around 8,555 km are classified as primary, secondary or feeder and around

---

3 Reviving Urban Development. The Importance of Freetown for the National Economy. The World Bank. 2018
4 https://data.worldbank.org/indicator/ag.lnd.prcp.mm?year_high_desc=true
5 EM-DAT (May. 2018) - The OFDA/CRED - International Disaster Database [http://www.emdat.be](http://www.emdat.be) - Université Catholique de Louvain, Brussels, Belgium
6 By the end of the 21st century many climate models project mean precipitation over West Africa to increase during the rainy season with a small delay in the start of the rainy season and slight increases on ‘days with extreme rain’. Sea level is projected to rise throughout the 21st century and increase by 0.4 m (low emissions scenario, RCP2.6) to 0.7 m (high emissions scenario, RCP8.5) by 2100. [https://bit.ly/2NpdUdt](https://bit.ly/2NpdUdt)
3,000 km are urban and township roads. The spatial density of roads in Sierra Leone is low compared to international standards and the Africa region. Regarding road density per capita, Sierra Leone counts with 1.6 km of classified roads per 1,000 people, compared with the average of 2.5 km per 1,000 people in Sub-Saharan Africa. In the Western Region, those values are similar to the national average with about 165 meters of paved road per 1,000 citizens of Greater Freetown area, around half of the average in African cities in low-income countries (318m/1,000 people)\(^7\).

7. **The private sector is the major provider of transport services in Freetown, accounting for almost 85% of the market share.** (i) Poda-poda, which are minibuses carrying approximately up to 15 passengers, are often not professionally driven or adequately maintained, circumventing fare regulation (passenger demand share 28%); (ii) Shared taxis (passenger demand share 27%); (iii) Okadas, which are 2-wheel motorbikes (passenger demand share 16%); and (iv) Kekes, which are 3-wheel transport, auto-rickshaws (passenger demand share (14%). Of the remaining 15%, the government operated buses by the Sierra Leone Road Transport Corporation (SLRTC) account for 9%. Small-engine motorcycle taxis (okadas) and tricycles (KeKes) have increased annually by over 20 percent over the past few years due to their low upfront cost, ability to navigate congested and unpaved roads, low barriers to entry, and high unemployment. Over the past few years, the effectiveness and efficiency of the SLRTC has declined due to regulated low fares, increasing fuel costs, and low bus productivity.

8. **Revenue collection processes are the responsibility of each operator, with no central revenue collection system.** No services, apart from those provided by SLRTC, provide any form of ticket or evidence of authority to travel and proof of payment. SLRTC, uses simple pre-printed 2-part paper tickets that are issued to each driver in a book form. Revenue protection processes, for all operators apart from SLRTC, are operated at the level of the individual vehicle. These are motivated by the driver retaining any surplus of revenues over direct operating expenses and vehicle hire. Revenue protection at SLRTC, though, is operated at the fleet level and is extremely weak. There is anecdotal evidence of the non-issuance of tickets, and of the resale of previously issued tickets; allegations have also been made of ticket forgeries being in circulation. With neither centralized ticketing system, nor provision for through-ticketing between services, there are no revenue distribution agreements.

**Institutional Context**

9. **Multiple government ministries/departments are responsible for planning, financing, management, implementation and enforcement in the urban transport sector.** Main stakeholders in the transport sector are: the Ministry of Transport and Aviation (MOTA), with the overall responsibility for planning and policy; the Ministry of Works (MOW), responsible for construction and maintenance of the main road network through the Sierra Leone Roads Authority (SLRA); the Sierra Leone Road Safety Authority (SLRSA), responsible for testing and licensing all vehicles and drivers, and traffic management; the Sierra Leone Road Transport Corporation (SRLTC), the government-owned bus operations company; the Freetown City Council (FCC), responsible for providing commercial vehicle parks, designating parking areas, and charging for parking; the Sierra Leone Police, responsible for controlling operations and enforcing regulations; the Road Maintenance Fund Administration (RMFA) oversees the management of road funds for periodic and routine maintenance of road assets, while Ministry of Finance (MOF) provides policy guidance on road user charging. Two governmental entities, the SLRA and RMFA, collectively manage all classified roads. Nationally, the RMFA is primarily responsible for strategy and

\(^7\) Tracking Africa’s development in Figure. African Development Bank. 2014
planning, monitoring, and financial management in the sector. SLRA handles execution of the works, including procurement, safeguards, and engineering on the primary network.

10. The organizational structure of the informal transport⁸ is based on associations or unions representing the interests of specific paratransit modes. To provide service, each association organizes itself into branches dividing up the network. These branches are typically based at a station (off-street parking) or stage (on-street parking), and routes are operated from or between these points. Membership of a branch is dependent on access to a suitable vehicle, with most of these vehicles sourced through operating leases from non-participant owners. Each route is then operated on the principle of fill-in-turn prior to departure. This process is managed by branch officials, and a departure levy is raised for this purpose. The fare charged for each route is generally controlled by government, in negotiation with the associations, to protect the public interest. Where fares have been kept too low, the associations have responded by shortening routes to the extent that revenues can exceed operating costs. The resultant network pattern has become entrenched through the fixed location of the stations and stages and fails to meet the needs of the passengers making longer trips in an expanding city.

C. Proposed Development Objective(s)

Note to Task Teams: The PDO has been pre-populated from the datasheet for the first time for your convenience. Please keep it up to date whenever it is changed in the datasheet. Please delete this note when finalizing the document.

Development Objective(s) (From PAD)
The Project Development Objective (PDO) is to improve access, resilience and road safety in selected areas and enhance institutional capacity in the transport sector

Key Results
The proposed key results indicators are: (i) People with improved and reliable public transport along priority corridors; (ii) Reduced congestion by at least 50 percent in key locations; (iii) People provided with improved all-weather roads; (iv) Reduction in road traffic incidents involving vulnerable users along priority corridors; (v) Development and adoption of a framework for a single regulatory authority.

D. Project Description

11. The project would support Integrated Corridor Management on priority corridors and interventions to enhance climate resilient mobility by focusing on: a) comprehensive and integrated traffic management (e.g., more synchronized, signalized intersections with protected pedestrian phases, on street parking controls/payment/prohibitions, and parking enforcement at and near bus stops, intersections) and public

⁸ Informal transport refers to the privately operated, small-scale transport services outside the officially sanctioned public transport sector, often called also as “paratransit”.
transport improvements (e.g., fixed stop, fixed route and fixed schedule services using conventional buses, bus shelters, bus lanes where possible—all in high-volume corridors); b) organize private sector into associations to operate services on performance based fixed term exclusive contracts; c) introduce integrated ticketing system suitable for use in a multi-operator environment, set up a control center to manage bus operations and provide real-time customer information; d) Improve road conditions and intersection controls, drainage, clear encroachments, etc; and d) an integrated and coordinated governance arrangements. The proposed interventions are expected to demonstrate the value of people-centric policy choices and a focus on providing reliable, efficient and affordable public transport system with high productivity.

12. The project allocation will be utilized toward the following components: (i) Modernization and Professionalization of Public Transport Services, including informal private operators: The Bank financing will support: a bus renewal scheme to encourage private-sector operators; technical assistance to support institutional reform for the transition of the SLRTC as a regulator and to support the private sector in the provision of formal, regulated transport service along priority corridors; capacity building and training for transport operators and drivers and the organization of operators; and civil works, goods and services for ancillary facilities to promote the efficient use of the bus fleet; (ii) Strategic and Resilient Mobility Investments. Investments will focus on: improving road conditions and rehabilitating key road sections; improving drainage capacity; slope stability interventions; providing traffic management, signalization, parking, and intersection improvements; improving pedestrian infrastructure; and constructing an off-street transit terminal and transit market; (iii) Building Human Capital and Institutional Capacity. This component will finance knowledge development and institutional and academic capacity-building activities; (iv) Project Management.

E. Implementation

Institutional and Implementation Arrangements

13. The recipient will implement the project through the Ministry of Transport and Aviation (MoTA)’s Transport Infrastructure Development Unit (TIDU) and the Ministry of Finance (MoF)’s Project Fiduciary Management Unit (PFMU). TIDU is responsible to provide all necessary technical inputs to support preparation an implementation of the project, ensuring overall coordination, implementation and communication of Project activities and results. Within TIDU, a Technical Support Group (TSG) has been set up to provide all necessary technical inputs to support preparation and implementation of the project, including, preparing terms of references, data collection, methodology, setting up benchmark targets, design standards, engineering designs, monitoring and evaluation, safeguard and public consultation surveys. Additional persons will be recruited as required. PFMU is responsible for managing the fiduciary aspects of the Project including, financial management, procurement, and audit.

14. During project preparation the government created a Steering Committee for stakeholder coordination, that will continue during project implementation. The Freetown City Council (FCC) is an integral part of the Committee and the Mayor of Freetown co-chairs the meetings of the Committee with the Minister of Transport and Aviation. The Committee has representation from: (i) Ministry of Transport; (ii) FCC; (iii) Western Rural Council; (iv) Traffic Police; (v) SLRSA; (vi) SLRA; (vii) SLRTC; (viii) MoWH; (ix) tarder’s union; (x) transport union; (xi) passenger welfare association; and (xii) Other Ministries/Institutions as required.

15. In the long term, the objective of the Government is to set up a National Urban Transport ‘Authority’, bringing all urban and transport related functions within one umbrella. The term ‘Authority’ is used here in a broad sense without predetermining the role, functions or institutional form, which will be the subject of further
The project activities will take place within Central Freetown. The project area is largely in an urban built up setting. The area does not include any natural habitats or sensitive environments. Central Freetown benefits from an orderly road layout of paved streets and a compact development pattern, while development of the western areas has been shaped to a significant extent by the city’s topography. Freetown is a coastal city resting between the ocean and mountains immediately inland and is a very compact city constrained by its geography. Thus, Freetown has limited available space for roads, sidewalks, bus shelters, and other features of an urban transportation system. Primary roads in the center and west have been rehabilitated and some further rehabilitation is required, but the road network lacks essential features necessary for safe and efficient movement of people and vehicles in an urban setting. Most primary roads in Freetown have sidewalks but the accessibility of Freetown’s sidewalk facilities to pedestrians is a major concern. Around
the city, parked cars and traders who are on foot as well as those with stalls, routinely block sidewalks on the city’s primary roads and this forces pedestrians to walk in the streets which is both dangerous and slows traffic substantially. Sidewalks are missing or damaged in other areas, and this also forces pedestrians into the street. The obstruction of sidewalks which pushes pedestrians into the travel lanes and the misuse of the street contribute to the city’s severe traffic congestion and chaotic conditions. Freetown’s sidewalks are typically constructed of reinforced concrete slabs placed over otherwise open drainage channels. Many of these concrete tiles are damaged or missing, leaving dangerous open holes in the sidewalk. Sidewalks are missing entirely in several areas and, in these locations, pedestrians must navigate between the drainage channel located where the sidewalk would be and motorized traffic. The limited space for safe dwelling and development of vehicular parking and bus terminals is a major concern for the city. Parked cars and encroachment by buildings and traders on open spaces is very common. Despite the presence of many storefronts and sidewalks, trading in the street and obstruction of the city’s sidewalks is most extreme in the downtown area.

**G. Environmental and Social Safeguards Specialists on the Team**

Gloria Malia Mahama, Social Specialist
Anita Bimunka Takura Tingbani, Environmental Specialist
Charles Ankisba, Social Specialist

**SAFEGUARD POLICIES THAT MIGHT APPLY**

<table>
<thead>
<tr>
<th>Safeguard Policies</th>
<th>Triggered?</th>
<th>Explanation (Optional)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Assessment OP/BP 4.01</td>
<td>Yes</td>
<td>The project involves physical activities that will impact the environment, however these impacts are not expected to be irreversible and unprecedented. The impacts can be minimized by implementing mitigation measures. The project has prepared an ESMF to provide for screening of sub-projects. The ESMF was disclosed on March 28, 2019. The project has also identified road improvements within the Lumley Freetown corridor and also the construction of a bus terminal in Lumley to reduce congestion. The ESHIA for the identified activities has been prepared, consulted and disclosed on April 2, 2019.</td>
</tr>
<tr>
<td>Performance Standards for Private Sector Activities OP/BP 4.03</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Category</td>
<td>Triggered</td>
<td>Description</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-----------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Natural Habitats OP/BP 4.04</td>
<td>No</td>
<td>Project activities will not impact on any natural habitats</td>
</tr>
<tr>
<td>Forests OP/BP 4.36</td>
<td>No</td>
<td>Project activities will neither take place in nor impact on any forests</td>
</tr>
<tr>
<td>Pest Management OP 4.09</td>
<td>No</td>
<td>There will no pesticides procured or used under the project</td>
</tr>
<tr>
<td>Physical Cultural Resources OP/BP 4.11</td>
<td>Yes</td>
<td>The project activities would involve rehabilitation works and road improvements. These could lead to some chance finds. A chance find procedure has been included in the ESMF which provide guidelines on how to manage any discovery of items of physical and cultural value during project implementation.</td>
</tr>
<tr>
<td>Indigenous Peoples OP/BP 4.10</td>
<td>No</td>
<td>There are no known indigenous people in the project area.</td>
</tr>
<tr>
<td>Involuntary Resettlement OP/BP 4.12</td>
<td>Yes</td>
<td>OP 4.12 is triggered because the project activities under component 1 and 2 are expected to result in the displacement (economic/ or physical) of current users in the Lumley area, Congo Cross and Ferry Junction roundabouts where there would be improvements to pedestrian walk ways, construction of bus/parking terminals, including along the Lumley beach road and off street market spaces at the Juba bridge areas. Project interventions in these sites are likely to require compensation and resettlement. Based on the requirements of this policy, a Resettlement Action Plan has been prepared for the construction of the transit car park and market and the improvements in Lumley, Congo Cross and Ferry Junction roundabouts under component 2. The designs, scope and specific corridors for activities under component 1 are yet to be determined. For these, an RPF has been prepared to provide guidance for assessing and mitigating resettlement risks that may occur. The RPF and RAP for the current activities were disclosed both in-country on the World Bank Website on March, 28 and April, 2 respectively.</td>
</tr>
<tr>
<td>Safety of Dams OP/BP 4.37</td>
<td>No</td>
<td>The project activities does not involve Dams</td>
</tr>
<tr>
<td>Projects on International Waterways OP/BP 7.50</td>
<td>No</td>
<td>The project activities will not occur on international waterways</td>
</tr>
<tr>
<td>Projects in Disputed Areas OP/BP 7.60</td>
<td>No</td>
<td>Project area is not within a known disputed area</td>
</tr>
</tbody>
</table>
KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

The project activities will not result in significant or irreversible impacts. The project impacts are expected to site specific and these will be managed through the implementation of the mitigation measures proposed after assessment.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

The project activities are not likely to have indirect and or long term adverse impacts. Overall, the project long term impact is expected to be positive. The construction of a bus terminal in Lumley will improve public transport services for passengers. Improvement of pedestrian’s facilities will improve walkability and safety for pedestrians. Traffic management improvement will reduce congestion and benefit private and commercial vehicles. Improved market structures with facilities such as day care center and cultural/training rooms will benefit informal market traders, most of whom are women.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

The project considered three different proposals for the access to the bus terminal and market facilities with different implications regarding resettlement. Finally, the proposal chosen minimizes the number of structures affected and consequently the budgetary allocation for resettlement and economic displacement.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

The project has prepared Environmental and Social Management Framework (ESMF) and Resettlement Policy Framework (RPF) for activities yet to be fully defined under component 1 (construction of bus stops, terminals and depot facilities etc). These activities will be screened following the ESMF as soon as their locations and exacts details are known and appropriate assessments will be undertaken and instruments prepared with specific measures included in the Environmental and Social Management Plan (ESMP). Environmental Impact Assessment (ESIA) and accompanying ESMP has been prepared for construction of Lumley transit car park and adjoining new market under component 2. These instruments were disclosed in-country and on the Bank’s website on April 2, 2019.

RAP has been prepared to address involuntary resettlement related to construction of Lumley bus terminal and new market. The designs and specific corridor for activities under component 1 are yet to determined. The client has therefore prepared a Resettlement Policy Framework (RPF). The RPF will be used along with the ESMF outlining the guiding principles and procedures assessing and mitigating potential adverse social risks and impact of project activities. The ESMF includes a safeguards risks screening sheet. When sites for works are clearly identified, they will be screened, and if appropriate, Resettlement Action Plans (RAPs) will be prepared and implemented prior to commencement of works. The RPF includes indicative measures to compensate and support livelihood restoration of PAPs where applicable.

The borrower does not have in-house capacity to conduct environmental and social due diligence and hence has recruited consultants to support the project preparation. The borrower will recruit safeguards specialists (one for social and the other for environment) as part of the PIU during project implementation to provide the oversight.
responsible for safeguards.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

Key project stakeholders include the Project Affected Persons, market traders, bus operators, the private sector as well as government and academic institutions including MoTA, FCC MoPW, SLRA, SLRSA, SLRTC and traffic police), local academic institutions and university students. These stakeholders were consulted during the preparation of the ESIA and RAP. Consultations and assessment were done to determine the capacity requirements to the proposed new transit carpark and market, demand for market spaces, types of goods on sale and operational challenges, among others. Consultations with transport operators informed the space requirements and allocations for the various types of transport modes at the terminal. Generally, the interactions helped to determine auxiliary facilities that should be incorporated or existing important facilities to be replicated in the design of the transit market and terminal. The safeguards documents and other related project information will be consulted and disclosed in-country and in the World Bank Website.

The project also includes key citizens engagement mechanisms that will facilitate continuous engagement through implementation to project closure. The Project’s steering committee draws local representatives from transport union and Market women association including the relevant government ministries and agencies who will hold direct responsibilities for strategic planning and advise in the implementation of the Project. The project will also establish a Resettlement Working Group (RWG) whose membership include representatives of resettlement-affected households, local authorities (statutory and customary), the project RAP consultant (CEMMATS) and the Project Implementation Unit. They will plan and co-ordinate resettlement implementation activities. Furthermore, the project will put in place a multilevel GRM for addressing legitimate complaints and grievances from the project.

**B. Disclosure Requirements**

<table>
<thead>
<tr>
<th>Environmental Assessment/Audit/Management Plan/Other</th>
<th>Date of receipt by the Bank</th>
<th>Date of submission for disclosure</th>
<th>For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>02-Apr-2019</td>
<td>02-Apr-2019</td>
<td></td>
</tr>
</tbody>
</table>

"In country" Disclosure

<table>
<thead>
<tr>
<th>Resettlement Action Plan/Framework/Policy Process</th>
<th>Date of receipt by the Bank</th>
<th>Date of submission for disclosure</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>02-Apr-2019</td>
<td>02-Apr-2019</td>
</tr>
</tbody>
</table>
"In country" Disclosure
Sierra Leone
02-Apr-2019

Comments
The safeguards instruments have been disclosed in the Ministry of Transport and Aviation website.

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment

Does the project require a stand-alone EA (including EMP) report?
Yes
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?
No
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?
Yes

OP/BP 4.11 - Physical Cultural Resources

Does the EA include adequate measures related to cultural property?
Yes
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?
Yes

OP/BP 4.12 - Involuntary Resettlement

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?
Yes
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?
No

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank for disclosure?
Yes
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?
Yes
All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?
Yes

Have costs related to safeguard policy measures been included in the project cost?
Yes

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?
Yes

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?
Yes

CONTACT POINT

World Bank

Fatima Arroyo Arroyo
Urban Transport Specialist

Borrower/Client/Recipient

Ministry of Finance and Economic Development
Momodu Kargbo Kargbo
Minister of Finance
mo.ipcsconsultancy@gmail.com

Implementing Agencies

Ministry of Transport and Aviation
Hindolo Shiaka
Deputy Director, Transport Infrastructure Development Unit
kingslandsl@yahoo.com