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The World Bank

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Report No: PAD3686

INTERNATIONAL DEVELOPMENT ASSOCIATION

PROJECT PAPER

ON A

PROPOSED ADDITIONAL GRANT

IN THE AMOUNT OF SDR 24.2 MILLION
(US$33 MILLION EQUIVALENT)

TO THE

REPUBLIC OF HAITI

FOR

THE HAITI RURAL ACCESSIBILITY AND RESILIENCE PROJECT

June 5, 2020

Transport Global Practice
Latin America and Caribbean Region

CURRENCY EQUIVALENTS

(Exchange Rate Effective April 30, 2020})

Currency Unit	=	Haitian Gourdes (HTG)
HTG 102.83	=	US$1
US$1	=	SDR 0.73185022

FISCAL YEAR

October 1 - September 30

Regional Vice President:	J. Humberto Lopez (Acting)
Country Director:	Anabela Abreu
Regional Director:	Franz R. Drees-Gross
Practice Manager:	Bianca Bianchi Alves (Acting)
Task Team Leader(s):	Malaika Becoulet, Pierre Xavier Bonneau

ABBREVIATIONS AND ACRONYMS

BRH	Central Bank *(Banque de la Republique d'Haiti)*
CAL	Center Artibonite Loop
CBO	Community-Based Organization
CD	Country Director
CERC	Contingent Emergency Response Component
CIAT	Inter-Ministerial Committee for Territorial Development *(Comité Interministériel d'Aménagement du Territoire)*
CIAT-es	CIAT's Executive Secretariat
CIF	Climate Investment Funds
CoC	Codes of Conduct
CPF	Country Partnership Framework
DFIL	Disbursement and Financial Information Letter
DRMRP	Disaster Risk Management and Reconstruction Project (*Projet de Gestion des Risques et des Désastres et Reconstruction*)
EIRR	Economic Internal Rate of Return
ESMF	Environmental and Social Management Framework
ESMP	Environmental and Social Management Plan
EU	European Union
FY	Fiscal Year
GBV	Gender-Based Violence
GoH	Government of Haiti
GRM	Grievance Redress Mechanism
GRS	Grievance Redress Service
IDB	Inter-American Development Bank
IDA	International Development Association
ISR	Implementation Status & Results Report
M&E	Monitoring and Evaluation
MEF	Ministry of Economy and Finance *(Ministère de l'Economie et des Finances)*
MTPTC	Ministry of Public Works, Transportation and Communications *(Ministère de Travaux Publics, Transport et Communications)*
NPV	Net Present Value
PAD	Project Appraisal Document
PDO	Project Development Objective
PIU	Project Implementation Unit
PPCR	Pilot Program for Climate Resilience
RAP	Resettlement Action Plan
RARP	Haiti Rural Accessibility & Resilience Project
RPF	Resettlement Policy Framework
SDR	Special Drawing Rights
SOE	Statement of Expenditures
TF	Trust Fund
ToR	Terms of Reference
UCE-MTPTC	Central Execution Unit of MTPTC *(Unité Centrale* d'Exécution du MTPTC)
UNOPS	United Nations Office for Project Services
UTE-MEF	Central Execution Unit of MEF *(Unité Technique d'Exécution du MEF)*

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BASIC INFORMATION – PARENT (Haiti Rural Accessibility & Resilience Project - P163490)

Country	Product Line	Team Leader(s)		
Haiti	IBRD/IDA	Malaika Becoulet		
Project ID	**Financing Instrument**	**Resp CC**	**Req CC**	**Practice Area (Lead)**
P163490	Investment Project Financing	ILCT1 (9383)	LCC8C (5778)	Transport

Implementing Agency: Unite Centrale d' Execution of the Ministry of Public Works (UCE)

Is this a regionally tagged project?	
No	
Bank/IFC Collaboration	
No	

Approval Date	Closing Date	Expected Guarantee Expiration Date	Original Environmental Assessment Category	Current EA Category
31-May-2018	30-Jun-2023		Partial Assessment (B)	Partial Assessment (B)

Financing & Implementation Modalities

[ ] Multiphase Programmatic Approach [MPA]	[✓] Contingent Emergency Response Component (CERC)
[ ] Series of Projects (SOP)	[ ] Fragile State(s)
[ ] Performance-Based Conditions (PBCs)	[ ] Small State(s)

[ ] Financial Intermediaries (FI)	[ ] Fragile within a Non-fragile Country
[ ] Project-Based Guarantee	[ ] Conflict
[ ] Deferred Drawdown	[ ] Responding to Natural or Man-made disaster
[ ] Alternate Procurement Arrangements (APA)	

Development Objective(s)

The Project Development Objectives are to: (i) increase all-weather road access in selected sub-regions; and (ii) improve the resilience of selected segments of the road network.

Ratings (from Parent ISR)

	Implementation			Latest ISR
	24-Oct-2018	22-Apr-2019	01-Nov-2019	21-May-2020
Progress towards achievement of PDO	S	S	S	S
Overall Implementation Progress (IP)	S	S	S	S
Overall Safeguards Rating	S	S	S	S
Overall Risk	S	S	S	S

BASIC INFORMATION – ADDITIONAL FINANCING (AF Haiti Rural Accessibility & Resilience Project - P173281)

Project ID P173281	Project Name AF Haiti Rural Accessibility & Resilience Project	Additional Financing Type Restructuring, Scale Up	Urgent Need or Capacity Constraints Yes
Financing instrument Investment Project Financing	Product line IBRD/IDA	Approval Date 18-Jun-2020	
Projected Date of Full Disbursement 31-Oct-2024	Bank/IFC Collaboration No		
Is this a regionally tagged project? No			

Financing & Implementation Modalities

[ ] Series of Projects (SOP)	[✓] Fragile State(s)
[ ] Performance-Based Conditions (PBCs)	[ ] Small State(s)
[ ] Financial Intermediaries (FI)	[ ] Fragile within a Non-fragile Country
[ ] Project-Based Guarantee	[ ] Conflict
[ ] Deferred Drawdown	[ ] Responding to Natural or Man-made disaster
[ ] Alternate Procurement Arrangements (APA)	
[✓] Contingent Emergency Response Component (CERC)	

Disbursement Summary (from Parent ISR)

Source of Funds	Net Commitments	Total Disbursed	Remaining Balance	Disbursed
IBRD				%
IDA	75.00	12.15	58.58	17 %
Grants				%

PROJECT FINANCING DATA – ADDITIONAL FINANCING (AF Haiti Rural Accessibility & Resilience Project - P173281)

FINANCING DATA (US$, Millions)

SUMMARY (Total Financing)

	Current Financing	Proposed Additional Financing	Total Proposed Financing
Total Project Cost	75.00	33.00	108.00
Total Financing	75.00	33.00	108.00
of which IBRD/IDA	75.00	33.00	108.00
Financing Gap	0.00	0.00	0.00

DETAILS - Additional Financing

World Bank Group Financing

International Development Association (IDA)	33.00
IDA Grant	33.00

IDA Resources (in US$, Millions)

	Credit Amount	Grant Amount	Guarantee Amount	Total Amount
Haiti	0.00	33.00	0.00	33.00
National PBA	0.00	33.00	0.00	33.00
Total	**0.00**	**33.00**	**0.00**	**33.00**

COMPLIANCE

Policy

Does the project depart from the CPF in content or in other significant respects?

[ ] Yes [✓] No

Does the project require any other Policy waiver(s)?

[ ] Yes [✓] No

INSTITUTIONAL DATA

Practice Area (Lead)
Transport

Contributing Practice Areas

Climate Change and Disaster Screening
This operation has been screened for short and long-term climate change and disaster risks

PROJECT TEAM

Bank Staff

Name	Role	Specialization	Unit
Malaika Becoulet	Team Leader (ADM Responsible)		ILCT1
Pierre Xavier Bonneau	Team Leader		IAFDR
Mamata Tiendrebeogo	Procurement Specialist (ADM Responsible)		ELCRU
Lucas Carrer	Financial Management Specialist (ADM Responsible)		ELCG1
Emeline Bredy	Financial Management Specialist	FM	OPSFM
Asli Gurkan	Social Specialist (ADM Responsible)	Social Development	SLCSO
Kevin McCall	Environmental Specialist (ADM Responsible)		SLCEN
Aboubacar Magassouba	Team Member	Procurement	ELCRU
Felipe Jacome	Social Specialist	Social Development	SLCSO
Franck Taillandier	Team Member	Senior Urban transport Specialist	IAFT3
Jordy Hinaarii Timyan Chan	Team Member	Engineer	ILCT1
Licette M. Moncayo	Team Member		ILCT1
Nathalie Picarelli	Team Member	Urban Development	EA2M1
Nicolas Antoine Robert Collin Dit De Montesson	Team Member	Health Economist	HLCHN
Paula Genis	Team Member	Operational quality assurance	ILCT1
Xavier Espinet Alegre	Team Member		SEAU1

Extended Team

Name	Title	Organization	Location

I. BACKGROUND AND RATIONALE FOR ADDITIONAL FINANCING

A. Introduction

1. **This project paper seeks the approval of the World Bank's Board of Executive Directors for a proposed additional financing (AF) in the amount of US$33 million for the Haiti Rural Accessibility and Resilience Project (RARP – P163490).** The proposed AF would scale up the project scope by integrating the activities transferred from the Haiti Center and Artibonite Regional Development Project (BCA – P133352) to the RARP. This transfer and integration into the RARP were envisioned and approved under the Restructuring of the BCA dated February 25, 2020. The proposed AF will help bring implementation of similar activities under one project to support the common objective of increasing resilience and access to all-weather road network and contribute to the broader goal of portfolio consolidation in Haiti.

2. **The proposed AF is aligned with the World Bank Group's Country Partnership Framework (CPF) of Haiti for the period FY16-21,[1] as updated in the Performance and Learning Review (PLR) dated May 31, 2018.[2]** The proposed Project would contribute to the CPF Area of Focus 2 "Human Capital" and the CPF Area of Focus 3 "Resilience" by: (a) enhancing farmers' access to markets; (b) improving physical access to schools; (c) improving physical access to available health services for mothers and children; and (d) improving climate resilience of the road network in the project areas. The current Government of Haiti has prioritized road investments and set an ambitious target to build 4,000 km of roads to (i) achieve intercity connectivity and (ii) develop the rural road network[3]. By focusing on improving the rural connectivity in the CAL sub-region, the proposed project would complement ongoing investments, including investments of the European Union (EU); and the Inter-American Development Bank (IDB), on the primary road network (RN3; RN5; RN7).

3. **The Project Development Objective (PDO), environmental assessment category, and safeguard policies would remain unchanged.** The activities financed under the AF are consistent with the RARP's objective of increasing all-weather road access in selected subregions and improving the resilience of selected segments of the road network. They are also similar in size, scope and impact and would therefore be covered under the existing safeguards documents, which have accordingly been updated and re-disclosed on the Bank's website. RARP's implementation arrangements would be strengthened by including the Unité Technique d'Exécution of the Ministry of Economy and Finance (UTE-MEF) as an implementing partner and the Executive Secretariat of the Inter-Ministerial Committee for Territorial Development (CIAT-es) as a technical partner. The Results Framework (RF) would be revised to reflect the new activities under the AF.

4. **The proposed AF would support Haiti in the COVID-19 response and recovery efforts.** It will provide additional means to generate short-term employment through infrastructure works for some of the areas most impacted by the

[1] The World Bank Group's Haiti Country Partnership Framework for the Period FY16-21 (Report No. 98132-HT, dated August 27, 2015) was discussed by the Board of Executive Directors on September 29, 2015.
[2] Performance and Learning Review (Report No. 124812-HT, dated May 31, 2018) was discussed by the Board of Executive Directors on June 27, 2018.
[3] *http://www.sgcm.gouv.ht/feuilles-de-route/*

economic slowdown. It would also contribute to medium-to-long term recovery, growth, and resilience through improved connectivity and accessibility to markets.

B. Country and Sector Context

5. **Haiti remains the poorest country in the Western hemisphere and suffers from recurrent episodes of institutional and political instability.** The third-largest Caribbean nation by area and population (11 million), Haiti benefits from proximity and access to major markets with favorable trade agreements, a young labor force, a dynamic diaspora, and substantial geographic, historical, and cultural assets. The country possesses untapped markets and potential for the private sector to explore, including agribusiness, light manufacturing, and tourism.[4] Despite these opportunities, the country's GDP per capita was only US$868 in 2018 and 57 percent of the population was considered poor.[5] Haiti's poverty and extreme poverty are significantly higher in rural and remote areas than in urban centers: 75 percent of Haitians are poor and 38 percent extremely poor in rural areas as compared to 12 percent and 5 percent extremely poor in urban areas and in Port-au-Prince, respectively.[6] Historically, political and institutional instability have been both a symptom and a driver of fragility in Haiti, impairing its progress in poverty reduction.

6. **Haiti is also among the countries in the world with the highest exposure to multiple natural hazards, and risks have increased with climate change.** Over 93 percent of its surface and more than 96 percent of its population are exposed to two or more hazards.[7] The human and economic impacts of disasters have been extremely severe, given the high vulnerability of infrastructure and institutional fragility.[8] Between 1961 and 2012, the damages and losses associated with hydro-meteorological events alone amounted, on average, to the equivalent of almost two percent of annual GDP.[9] The 2010 earthquake resulted in the death of about 220,000 people, and destroyed equivalent of 120 percent of GDP. In 2016, Hurricane Matthew affected over 2 million people, displaced 175,000 people and resulted in damages and losses equivalent to around 32 percent of GDP. Climate change is expected to further increase this vulnerability.[10]

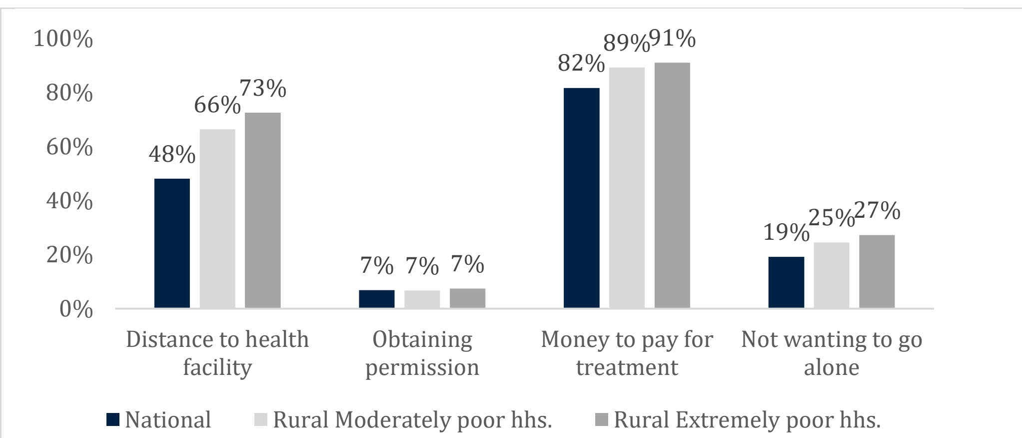
7. **The COVID-19 outbreak is expected to have high economic and social impact, further exacerbating the existing challenges.** While the confirmed cases of COVID-19 remain relatively low compared to other countries in the region, they are rising rapidly and risk of local transmission remains high (as of May 20, 2020, there were 533 confirmed cases, including 21 deaths). Disruptions in production and supply chains, decline in tourism and remittances (estimated 18 percent decline); and increasing food insecurity (from 3.7m to 4.1m people) could set back gains in development. The Government has declared a national emergency, but the pandemic preparedness efforts have been limited and ad-hoc, and the country's health care system is not equipped to withstand a large outbreak.

[4] World Bank Group's Country Partnership Framework (CPF) with Haiti for the FY16-21 period. Report No. 98132-HT
[5] Haiti has not produced any official poverty data since 2012. Poverty data estimated through a Survey of Well-being via Instant and Frequent Tracking methodology show that changes in poverty between 2012 and 2017 were only marginal: the predicted poverty rate for 2017 is 57 percent against 58.5 percent in 2012.
[6] Household Survey and Poverty Assessment (ECVMAS), World Bank, 2012.
[7] Primarily hurricanes, floods, earthquakes and landslides, but also tsunamis and drought. Haiti Country Risk Profile, World Bank 2018.
[8] Between 1961 and 2012, the country experienced more than 180 disasters causing the death of more than 240,000 people. Source: "Diagnostic on the Economic and Fiscal Impact of Disasters in Haiti", World Bank 2014.
[9] The 2010 earthquake destroyed the equivalent of 120 percent of GDP and Hurricane Matthew resulted in estimated damages and losses equivalent to around 32 percent of GDP.
[10] Haiti: Country Risk Profile to Natural Hazards and Climate Change

8. **The poor conditions of the Haitian tertiary and rural road networks contribute to high logistical, economic and social costs.** Despite significant investments in the transport sector, 50 percent of the national territory remains poorly connected, rendering entire regions isolated for days following major storms and hurricanes. In 2015, only 39 percent of the population was living within 2km of an all-weather road with most of tertiary and rural networks in very poor condition and barely trafficable.[11] Trucking operations in Haiti are expensive and fragmented with multiple small operators. Due to poor condition roads, the price per ton-km transported is US$0.43 for freight, the highest in the Caribbean region and about 3.9 times the average for Central America.[12] Because of poor connectivity, up to 30 percent of agricultural production, like mangoes or avocados, is lost due to a lack of access to market and some regions became totally isolated for days at a time during the rainy season and following major storms and hurricanes.

9. **The connectivity issues are significant barriers to improving access to services and economic opportunities for women.** Poor road access and connectivity particularly harms female traders in Haiti, known as “Madan Sara” (MS), who travel extensively for the livelihoods of their families. While the Centre and Artibonite Departments (Centre-Artibonite Loop, CAL) have high economic and agricultural potential, poverty rates are amongst the highest in the country, and vulnerability to natural hazards and climate change presents major challenges. Despite some efforts to build roads and transport infrastructure, many areas with agricultural potential remain largely inaccessible. Poor road conditions represent one of the main barriers for women to access basic services. According to the Systematic Country Diagnostic (SCD) (2015), maternal mortality is still higher than the regional average (380 deaths per 100,000 life deaths),[13] partly due to the large number of deliveries occurring outside health facilities (65 percent). While lack of money is the most common reason for 15 to 49-year-old women to not seek medical care, distance to a health facility is the second most cited reason, particularly by poor rural households (Figure 1). In rural areas, this increases to 62 percent of households and up to 73 percent for extremely poor rural households.

Figure 1: Challenges to Accessing Health Care by Women in Haiti



Source: WBG 2017 Perge & Touray estimates using EMMUS 2012. Note: poverty estimated using survey-to-survey imputation and the national poverty line.[14]

[11] Rural Access Index, MTPTC, 2015.
[12] DTIS, Truck Industry Survey, World Bank, 2014.
[13] Singh, Raju Jan and Mary A. Barton-Dock. 2015. Haiti - Toward a New Narrative: Systematic Country Diagnostic (English). Washington, D.C.: World Bank Group, p. 35.
[14] Transport and Poverty in Rural Haiti Existing Evidence from Household Surveys, World Bank, December 2017.

C. Project Background and Progress

10. The RARP was approved on May 31, 2018 and became effective on September 4, 2018. The PDOs are to: (i) increase all-weather road access in selected sub-regions; and (ii) improve the resiliency of selected segments of the road network. The RARP has five components: (i) Enhancing Rural Connectivity; (ii) Improving Resilience of Transport Connecting Infrastructure; (iii) Promoting Sustainable Mobility Development; (iv) Contingent Emergency Response Component; and (v) Project Management.

11. **Implementation Status of the RARP.** Since project effectiveness, RARP has demonstrated satisfactory implementation progress and the PDOs are likely to be achieved. Despite challenging operational constraints caused by regular episodes of political and civil unrest, the project has disbursed US$12.15 million, or 17 percent of IDA financing, as of May 2020. Furthermore, an additional pipeline of works contracts worth more than US$30 million has been prepared for spot improvements in the Nippes, Sud, and Sud-Est Departments. The Project is implemented by the Ministry of Public Works, Transportation, and Communications (MTPTC), and is in compliance with key legal covenants, including audit and financial management reporting requirements, as well as with all environmental, social and fiduciary safeguard requirements. Implementation progress by component, is summarized below:

i. **Component 1 – Enhancing Rural Connectivity (US$45 million)**: This component is supporting all-weather road access to essential services and markets for the targeted population and builds resilience to climate events, primarily in the Sud, Sud-Est, and Nippes Departments. It finances, among other things, rehabilitation works of the tertiary and rural road network (400 kilometers) and complementary facilities and structures along the roads based on local mobility plans being designed and implemented through consultation with the the communities. They would prioritize interventions for local access (to schools and health centers for instance). A US$15.9 million contract was signed with the United Nations Office for Project Services (UNOPS) on December 31, 2019, which is supporting (i) the elaboration of local mobility plans and implementation of associated works; (ii) the update of the Rural Access Index (RAI); (iii) the training of women in reinforcement and masonry; and (iv) the provision of capacity building to Departmental Directions of Public Works and community-based organizations. Moreover, the identification of critical points for spot improvements on the structural road network of the three departments (Nippes, Sud, and Sud-Est) has been completed.

ii. **Component 2 – Improving Resilience of Transport Connecting Infrastructure (US$22 million):** This component strengthens resilience to climate change and extreme weather events on the primary and secondary road network by protecting essential/critical points and preventing interruptions in the movement of individuals and goods. It finances, among other things, the rehabilitation and repair of damaged and vulnerable critical spots/segments and resilient infrastructure along the primary and the secondary road networks, as well as various studies. The terms of reference (ToRs) for the vulnerability study have been finalized. A series of critical points on the national and secondary road network have been identified for improvements and three works contracts are currently under implmentation.

iii. **Component 3 – Promoting Sustainable Mobility Development (US$3 million):** This component aims to strengthen the institutional capacity of the MTPTC. A number of studies are under preparation. The urban mobility study that examines both demand-side and supply-side factors to inform future transport interventions in Cap-Haïtien is progressing well. On the demand-side, origin-destination surveys, as well as a spatial analysis of economic and social activities in the city and detailed analysis of travel volume by mode at eight key intersections, are currently being conducted. The results are expected to be available by the end of 2020. On the supply side, the most important 14 routes have been mapped, covering 263 stops and 509 kilometers. The mapping provided detailed information regarding the routes, ridership (number of passengers), frequency, travel time (during different times of the day), and exact location of the stops.

iv. **Component 4 – Contingent Emergency Response Component (CERC) (US$1 million)** has not been triggered.

v. **Component 5 – Project Management (U$4 million)** has progressed at a satisfactory pace with the recruitment of an independent auditor and other key staff including gender and social specialist, financial management and procurement specialist.

D. Rationale for the Additional Financing

12. The proposed AF would integrate the activities transferred from BCA and finance the scale up and expansion of RARP scope in the Center Artibonite Loop (CAL) region. It includes civil works for roads and bridges, rehabilitation of local markets, technical assistance, and developing regional knowledge and planning tools, including aspects of climate resilience, to contribute to enhancing rural connectivity. By improving rural and tertiary road segments to basic services and markets, the proposed Project would benefit inhabitants, producers, organizations involved in agriculture and other economic activities through improved and safer connectivity, transportation and logistics.

13. The Government of Haiti (GOH) has requested the proposed AF for the project via letter, dated December 18, 2019. This AF is being processed under Paragraph 12 of the World Bank's Policy on Investment Project Financing (Projects in Situations of Urgent Need of Assistance or Capacity Constraints), using condensed procedures. Haiti has severe capacity constraints resulting from chronic fragility, and requires a rapid response to strengthen the resilience of the infrastructure network, further stretched in a context of recurrent natural and man-made crises, which threaten already scarce resources necessary to support the transport sector.

14. **Lessons learned from implementation of the transport portfolio have been used to adapt the mitigation measures to address operational constraints in Haiti.** Part of this mitigation strategy has been implemented since the "peyi lock" (the violent protests and civil unrest that have resulted in several lockdowns since January 2019), and applied to the current COVID-19 health crisis as well. It includes (i) the provision of equipment to project implementation units (PIUs) to facilitate home-based working (for example, through the provision of Internet access, batteries, and laptops); (ii) the recruitment and deployment of individual supervisors to supplement the existing capacity of PIUs in the field; (iii) the reorganization of work sites to promote social distancing and mechanized works wherever possible; and (iv) the expansion of work schedules (night and day) to support appropriate social distancing practices.

II. DESCRIPTION OF ADDITIONAL FINANCING

Components and Costs

15. **The proposed AF would finance US$33 million for restructuring and scaling up of RARP.** The proposed changes broken down by component include:

1) **Component 1 – Enhancing Rural Connectivity (US$75 million, including additional financing US$30 million).** This component would be scaled up, with two new subcomponents, to improve all-weather road access to essential services and markets for the targeted beneficiaries in selected subregions with consideration of resilience of selected segments of the road network to climate events. It would support the GoH in its response to the post-COVID-19 economic slowdown by generating short-term employment through civil works and boosting medium- and long-term economic growth by improving connectivity and stimulating the regional agricultural sector.

    i. *Subcomponent 1.1*: *No change*.

    ii. *(New) Subcomponent 1.2 – Enhancing Rural Connectivity in the Centre-Artibonite Loop Region (US$23 million).* This subcomponent would contribute to increasing all-weather road access and improving the resilience of selected segments of the road network by financing the following activities in selected subregions in the Centre-Artibonite Loop region: (i) the construction of four bridges using weather-resistant construction materials and designed to withstand climate hazards such as flooding, on the Hinche-Maïssade and Saint-Michel-Saint-Raphaël road sections; (ii) spot improvement (culvert, bridges, slope stabilization taking into account climate resilience) on the Titanyen-Saut-d'Eau, Saint Michel-Saint-Raphaël, Dessalines- Saint-Michel, and Hinche-Thomassique road sections, the maintenance and repair of road sections/critical points that will alllow the stabilization of 80 kilometers of rural and nonrural roads making them all-weather (including extreme climate events), and the construction of a culvert on River Bretelle (that can accommodate flooding); (iii) the construction and rehabilitation of two road maintenance centers (Hinche and Saint-Michel) using weather-resistant materials; and (iv) training of 200 people within selected communities on basic rural road maintenance.

    iii. *(New) Subcomponent 1.3 – Improving Rural Access to Selected Markets and Supporting the Development of Regional Knowledge and Planning Tools (US$7 million).* This subcomponent would finance: (i) construction or rehabilitation of four markets (Fonds Bruns, Domond, Nan Poste, and Saint-Raphaël) and improvement of their management capacity; (ii) the construction of the Saint-Michel regional market; (iii) climate-informed urban plans in the cities of Saint-Raphaël and Saint-Michel; and (iv) the development of a dashboard tool capturing key development indicators and investments at the regional level (for example, natural hazards data). Constuction and rehabilitation works will be climate-resilient, based on best construction and COVID-19-informed practices, and use weather-resistant and energy efficient materials. This component will also include some specific activities to support an immediate COVID-19 response in the sector, such as: (1) the provision of hand-washing stations in upgraded markets and (2) training on COVID-informed site management practices.

2) **Component 2 – Improving Resilience of Transport Connecting Infrastructure (US$22 million).** No changes proposed for Component 2.

3) **(Revised) Component 3 – Promoting Sustainable Mobility Development (US$4 million, including additional US$1 million reallocated from the CERC)** would continue to strengthen the institutional capacity of the MTPTC, through consulting and nonconsulting services, technical assistance, training (including on best practices related to climate-resilient road and related infrastructure), and the provision of goods. Safeguards instruments will be financed along with feasibility study.

4) **(Revised) Component 4 – Contingent Emergency Response Component (US$0.0 million, reduced by US$1 million)** would continue to be available for rapid response in the event of an eligible emergency, subject to request from the GoH. However, the original allocation of US$1 million would be reallocated to Component 3 to be used for the provision of additional technical assistance, per the above description. The revision to reduce the CERC component financing is according to best practices and lessons learned from other projects containing the CERC in the Haiti portfolio, where financing is not required to be held in the CERC as long as it remains available to be triggered, as necessary.

5) **(Revised) Component 5 – Project management would be scaled up from US$4 million to US$7 million (additional US$3 million)** with two subcomponents:

   i. (Revised) Subcomponent 5.1 – Project Management of UCE-MTPTC (US$6 million, including additional US$2 million). The additional US$2 million would finance the project management costs for the implementation of the overall project by UCE-MTPTC (US$1.3 million) and activities supported technically by CIAT-es pertaining to monitoring and coordination of the Pilot Program for Climate Resilience (PPCR) (US$700,000).

   ii. (New) Subcomponent 5.2 – Project Management of UTE-MEF (US$1 million). This subcomponent would finance the project management costs delegated from UCE-MTPTC to UTE-MEF for the implementation of Subcomponent 1.3 activities.

Implementation Arrangements

16. **Overall responsibility for project implementation and coordination would remain with UCE-MTPTC, which would be supported by UTE-MEF for Subcomponent 1.3.** UCE-MTPTC would implement all the original activities under the parent project (Subcomponents 1.1 and 5.1. and Components 2,3,4) and the new activities under Subcomponent 1.2. UTE-MEF would implement the new Subcomponent 1.3 to ensure continuity of implementation of the transferred activities.

17. **UCE-MTPTC and UTE-MEF have acceptable FM arrangements for the implementation of the proposed AF**. For executing their assigned components, UCE-MTPTC and UTE-MEF would use their own FM arrangements in terms of planning, budgeting, accounting, internal control, and funds flows. UCE-MTPTC has financial reporting responsibility for the entire project. UCE-MTPTC would consolidate financial information and submit interim unaudited financial reports (IFRs), as specified in the Disbursement and Financial Information Letter (DFIL), to the World Bank no later than 45 days after the end of the GoH's fiscal semester (March 31 and September 30). For all components, procurement would be implemented according to the World Bank's Systematic Tracking and Exchanges in Procurement (STEP) system.

18. Given the fragile and volatile institutional context and security risks in the Artibonite Department, the project would include dedicated implementation support and continuous assessment of whether the changing circumstances in the national and local context call for adjusting project implementation arrangements and/or design (including the use of third parties, ICT-based supervision).

Results Framework

19. The proposed AF and restructuring would add intermediate indicators to measure activities in the Centre and Artibonite Departments under Subcomponents 1.2 and 1.3. All new and revised indicators and proposed changes are captured in Section VIII.

Disbursement Categories and Arrangements

20. The Project's disbursement categories would be revised to reflect the change in implementation arrangements. Specifically, the FM and procurement of Subcomponents 1.1 and 1.2; Components 2, 3, 4; and Subcomponent 5.1 would continue to be managed by UCE-MTPTC. The FM and procurement of a new Subcomponent 1.3 and new Subcomponent 5.2 would be managed by UTE-MEF and, consequently, a new designated account would be opened. The DFIL would, subsequently, be updated.

Disbursement Estimates

21. The disbursement estimates have been updated to reflect implementation of the new activities.

Closing Date

22. The closing date of RARP would be extended by one year from June 30, 2023, to June 28, 2024, to provide additional flexibility and implementation timeframe for the GoH in light of the COVID-19 global pandemic, the associated economic slow down, and necessary response efforts over the next six months to a year.

III. KEY RISKS

23. The overall project risk has been identified as "Substantial" due to the fragile political and governance context. Key risks to achieving results and mitigation measures are discussed below.

i. **Political and governance risk is rated "Substantial."** Political uncertainty and potential instability in Haiti could create bottlenecks and delays in implementation of the proposed AF. The country experienced serious social unrest in February, June, and September of 2019, which virtually paralyzed economic activity for several weeks. The political and governance risk would be partially mitigated through dialogue and close collaboration with government entities, as well as proactive engagement by the World Bank as issues arise. The task team would provide close implementation support and adjust interventions and implementation strategies, including the use of third parties, as needed. Additionally, to mitigate the risk of delays associated with upsurge in violence across the Centre and Artibonite Departments, measures include ongoing security assessments for work sites and stakeholder engagement to ensure community ownership of construction works, which have become a significant source of income for local communities.

ii. **Institutional Capacity and Fiduciary** risks are downgraded from "substantial" (in the parent project) to "moderate". Existing and planned mitigation measures include, among others, provision of additional resources (update equipment, recruitment of new personal and training) to project implementation unit. Both Institutional and Fiduciary residual risks are not likely to cause significant or severe shortcomings in PDO achievements.

IV. APPRAISAL SUMMARY

A. Economic and Financial (if applicable) Analysis

24. The project interventions have many nonquantifiable benefits that support human capital development of the CAL region and are aimed at boosting local labor and economy. The project will: (i) improve accessibility by women and their children to social, educational, and medical facilities (including pre- and postnatal health attention for women); (ii) generate direct employment during the construction phase and labor-intensive road maintenance activities; and (iii) raise income of smallholders by increasing farmgate prices, lowering input costs, and decreasing postharvest losses due to poor/and or impassable roads.

25. There is no significant change to the economic and financial analysis carried out for the parent project since the interventions remain the same. The cost of lost access to the road network is substantial, and the benefit of strengthening the most vulnerable points of the network would far exceed the costs.

26. Assumptions of maintained traffic growth rates of at least 6 percent annually are conservative, below national growth forecast (8 percent), and below secondary and primary road traffic growth rates (at 20-50 percent), and would still be valid in the event of a potential economic slowdown. Average costs per kilometer at or below US$200,000 and discount rates ranging between 10 and 12 percent make investments under Subcomponent 1.2 economically viable. The estimate of US$200,000 per kilometer is conservative, as estimated costs of the rehabilitation of tertiary roads in the areas of intervention suggest that investments should be up to US$150,000 per kilometer for very damaged roads, but could be as low as US$5,000 per kilometer. These costs are consistent with the analysis of the cost/kilometer of four individual road segments undertaken under BCA. Investments in these segments are estimated to generate a positive net present value (NPV) and Economic Internal Rate of Return (EIRR) (US$0.35 million NPV with 10-11 percent EIRR), while achieving travel time savings of at least 20 minutes.

27. Main risks for achieving economic sustainability include cost overrun, construction delays, and an external shock. These risks were taken into consideration during project preparation by the inclusion of an institutional strengthening component for climate change readiness and a Contingent Emergency Response Component (Component 4).

B. Technical

28. The activities to be financed are expected to be relatively straightforward from a technical perspective and well aligned with the capacity of UCE-MTPTC and UTE-MEF. The design of bridges applies international engineering standards. The works to be financed by the proposed AF and restructuring would build on lessons learned during past and ongoing World Bank-financed operations in Haiti, which have already implemented such types of works.

C. Financial Management and Procurement

29. The fiduciary responsibilities of the proposed AF would be managed using existing capacity at UCE-MTPTC and UTE-MEF established under ongoing World Bank-financed projects. Teams in both PIUs are well-established and experienced in carrying out all FM and Procurement, in compliance with World Bank policies and procedures.

30. Overall fiduciary responsibility for the proceeds of the project to finance eligible expenditures would remain with UCE-MTPTC. However, FM arrangements for this AF have included UTE-MEF undertaking FM tasks for activities under Subcomponents 1.3 and 5.2. Further details related to the effective coordination and financial information submission has been included in the project’s updated operational manual, containing the preparation and transfer to UCE-MTPTC of interim financial reports (IFR) and audited financial statements for the respective subcomponents of the proposed

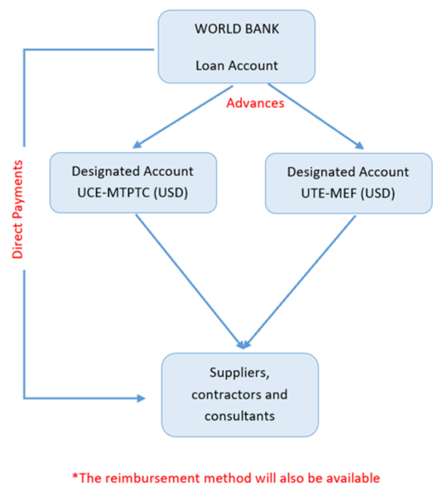
AF. A new designated account would be opened. For all components, Procurement would be implemented according to the Bank's Systematic Tracking and Exchanges in Procurement (STEP) system.

Disbursement and Flow of Funds

31. The main disbursement method used by the project would be the advance of funds. The FM of the new subcomponents, 1.3 and 5.2, would continue to be managed by UTE-MEF, and, consequently, a new designated account would be opened. Project funds would be advanced to two designated dedicated accounts in US dollars at the central bank, the Bank of the Republic of Haiti (Banque de la République d'Haïti, BRH), managed by UCE-MTPTC and UTE-MEF, respectively. Advanced funds would be documented by implementing units to account for grant proceeds and replenish the designated accounts using Statement of Expenditures (SOE), as agreed upon with the World Bank (Figure 1).

32. The reimbursement method, payment disbursements, and special commitments would be available for the project and included in the DFIL.

Figure 1. Disbursement Process



D. Social & Environmental (including Safeguards)

33. The scaled-up and new activities proposed under the AF do not trigger a change in the environmental category (Category B) nor safeguards policies (Environmental Assessment 4.01, Natural Habitats 4.04, Physical Cultural Resources 4.11, and Involuntary Resettlement 4.12). All scaled-up and new works and activities under the proposed AF are similar in nature to the activities financed under the parent project, where works are small- to medium-scale with a small physical footprint. There are no identified cumulative impacts and proposed activities are not expected to produce any large-scale, significant, and/or irreversible impacts. The associated safeguard documents have already been prepared with safeguards instruments such as Resettlement Action Plans (RAPs) and Environmental and Social Management Plans (ESMPs), and already under implementation. To ensure best practice, the existing Environmental and Social Management Framework (ESMF) and Resettlement Policy Framework (RPF) have been updated to include (i) information on transferred activities from the BCA ESMF and RPF, (ii) COVID-specific provisions, particularly with respect to workers' and community health and safety, and (iii) a specific section on CERC in line with the CERC Guidance Note , incorporating COVID-relevant provisions. The updated instruments further enhance the existing provisions related to

the Grievance Redress Mechanism (GRM), Code of Conduct, and the potential risks of child labor, Sexual Exploitation and Abuse (SEA)/Sexual Harassment (SH), discrimination, and provision for the use of security forces during construction. The revised safeguards instruments were disclosed on the World Bank, UTE, and MTPTC's websites on May 4, 2020. [15] In line with existing ESMF and RPF provisions, ESMPs and, where appropriate, RAPs, would be developed for all activities under the proposed AF. These instruments take into account the potential need for enhanced security provisions to be implemented to address ongoing security risk, based on lessons learned in other operations, including BCA. No work will be commenced prior to the finalization and approval of appropriate safeguard documents. The ESMF has been updated to relfect any potential social and enviromental risk associated with the spread of COVID-19.

34. **Gender.** The project parent (P163490) is gender-tagged. The beneficial social development impacts previously described are all the more significant in the Artibonite region targeted by the AF where women are disporportionally affected by poor access and connectivity to health facilities and markets. Research has shown that little connectivity and nonresilient roads constitute some of the main barriers for women in Haiti to access to health services. Women in Haiti are also 20 percent more likely than men to be unemployed and 6 percent more likely to be in the informal sector. Female traders (Madan Sara) in the project area represent 80 percent of traders and need to move more than their male counterparts to carry out their economic activties. However, their mobility is constrained by a lack of safety and complementary facilities/infrastructure investments. The proposed project seeks to focus on women's accessibility to markets, social, and economic facilities as a way to improve overall household well-being by facilitating all-weather road access. Existing studies show that improving women's economic participation and their productive assets can have positive impacts on entire households, as women typically invest a higher proportion of their earnings in their families and communities than men. The proposed project would pay close attention to the priorities, safety, and needs of women and girls, particularly for women and their security in this process through the development of mobility plans that will trigger investments in complementary facilites and infrastructure. The use of local small and medium-sized enterprises (SMEs) and labor-intensive works (LIW) would be prioritized whenever possible and the recruitment of female staff promoted. Roads will also be prioritized to ensure that they connect to basic and prenatal health facilities, and specialized services in the provincial towns.

35. **Gender-based violence (GBV).** The ESMF of RARP was designed to account for the management of GBV risks, and the project would ensure such risks cascade into its ESMPs. GBV considerations in stakeholder consultations have already been integrated as part of other ongoing transport projects. A sensitization program has been developed with UNOPS. Various communication material, including posters, are already being prepared by UCE-MTPTC and would be displayed on project sites. These would be streamlined into RARP, which would pay particular attention to raising awareness among local communities and, in particular, neighboring schools. UCE-MTPTC has already introduced and mainstreamed the signature of Codes of Conduct (CoCs) for contracts pertaining to existing activities implemented as part of the transport portfolio, including BCA. This would be continued under the proposed AF to RARP with the aim of introducing CoCs in the contracts of every contractor, supervising firms, or subcontractor personnel working on the project footprint. Training for contractors on GBV-related risks, their assessment, prevention, and management has been provided and is part of ongoing work contracts across the portfolio. These trainings are also expected to be delivered for RARP. Training modules are being developed and adapted to both unskilled and skilled worker categories.

15 *https://www.mtptc.gouv.ht/media/upload/doc/publications/PARR_FA_CGES_v2_Avril_2020.pdf;*
http://documents.worldbank.org/curated/en/789531522705365807/Cadre-de-Gestion-Environnementale-et-Sociale ;

36. **Beneficiaries.** The number of indirect beneficiaries is estimated at over 1.2 million (current population of the CAL region). The inhabitants from the 14 municipalities will benefit from improved climate-resilient transportation infrastructure including increased and better quality year-round access to markets, and from improved local governance including transparent and participatory decision-making mechanisms. The direct beneficiary population in the Center-Artibonite sub-region, inhabitants and producers of the selected rural areas, has been estimated to be about 190,000. Some direct beneficiaries also come from larger towns in the CAL region where the Project would rehabilitate or build a market, and where the local authorities as well would benefit from the activities dedicated to strengthen capacity and develop technical knowledge of the territory.

37. **Citizen engagement (CE)** would continue throughout the implementation of the project to rely on continuous consultations with local authorities and beneficiaries. The three mechanisms and indicators included under the parent project, which met 100 percent of the CE requirements, will be continued under the proposed AF (consultations, community monitoring and grievance redress mechanism, GRM). The feedback received in these consultations would be documented as minutes, and the decisions taken based on this feedback would be communicated to the project beneficiaries and affected people. A first round of consultations presenting the project to the local population would take place once the locations of the works have been identified. A series of recurrent consultations would also allow for inquiries and grievances to be expressed verbally. A GRM with GBV-specific channels and procedures was set up as part of BCA and would be transferred and enhanced as part of RARP. In particular, the GRM would rely strongly on female organization, the local representation of the Ministry of Women's Affairs and Women's Rights, and UCE-MTPTC itself as main focal points for GBV reporting and response, in order to ensure efficient and adequate treatment of victims. The proposed project would make use of, and further deepen, earlier initiatives undertaken in Haiti under IDA-funded projects for enhancing project monitoring, transparency, and social accountability.

38. **Climate Change Co-Benefits**. The climate co-benefits for the parent project were assessed at 55 percent. Resilience continues to be a central feature of design solutions identified for the investments and technical studies to be financed under the proposed AF. Investments and technical assistance will bring significant climate change co-benefits by adapting to and mitigating the consequences of climate change, especially the increased frequency and intensity of adverse hydro-meteorological events. Specifically, under subcomponent 1.2, the construction of bridges will take into account the unique hydrology in these areas (i.e. the intense flooding events and its associated risks such as unstable slopes). As such, the works will contribute to increase climate resilience in the selected areas and support all-weather access. Under subcomponent 1.3, the markets upgrade would include upgraded floors and roofing that would take into account the hydrology and finance mitigations measures to respond to the extreme weather events. The project will finance solar panels in selected markets which would also contribute to the mitigation co-benefits.

V. WORLD BANK GRIEVANCE REDRESS

39. Communities and individuals who believe that they are adversely affected by a World Bank (WB) supported project may submit complaints to existing project-level grievance redress mechanisms or the WB's Grievance Redress Service (GRS). The GRS ensures that complaints received are promptly reviewed in order to address project-related concerns. Project affected communities and individuals may submit their complaint to the WB's independent Inspection Panel which determines whether harm occurred, or could occur, as a result of WB non-compliance with its policies and procedures. Complaints may be submitted at any time after concerns have been brought directly to the World Bank's attention, and Bank Management has been given an opportunity to respond. For information on how to submit complaints to the World Bank's corporate Grievance Redress Service (GRS), please visit

http://www.worldbank.org/en/projects-operations/products-and-services/grievance-redress-service. For information on how to submit complaints to the World Bank Inspection Panel, please visit *www.inspectionpanel.org*

VI SUMMARY TABLE OF CHANGES

	Changed	Not Changed
Implementing Agency	✓	
Results Framework	✓	
Components and Cost	✓	
Loan Closing Date(s)	✓	
Reallocation between Disbursement Categories	✓	
Disbursements Arrangements	✓	
Project's Development Objectives		✓
Cancellations Proposed		✓
Safeguard Policies Triggered		✓
EA category		✓
Legal Covenants		✓
Financial Management		✓
Procurement		✓
Other Change(s)		✓

VII DETAILED CHANGE(S)

IMPLEMENTING AGENCY

Implementing Agency Name	Type	Action
Unite Centrale d' Execution of the Ministry of Public Works (UCE)	Line Ministry/Ministerial Department	No Change
Unite Technique d'Execution	Line Ministry/Ministerial Department	New

COMPONENTS

Current Component Name	Current Cost (US$, millions)	Action	Proposed Component Name	Proposed Cost (US$, millions)
Enhancing Rural Connectivity	45.00	Revised	Enhancing Rural Connectivity	75.00
Improving Resilience of Transport Connecting Infrastructure	22.00		Improving Resilience of Transport Connecting Infrastructure	22.00
Promoting Sustainable Mobility Development	3.00	Revised	Promoting Sustainable Mobility Development	4.00
Contingent Emergency Response	1.00	Revised	Contingent Emergency Response	0.00
Project Management	4.00	Revised	Project Management	7.00
TOTAL	**75.00**			**108.00**

LOAN CLOSING DATE(S)

Ln/Cr/Tf	Status	Original Closing	Current Closing(s)	Proposed Closing	Proposed Deadline for Withdrawal Applications
IDA-D3230	Effective	30-Jun-2023	30-Jun-2023	28-Jun-2024	28-Oct-2024

REALLOCATION BETWEEN DISBURSEMENT CATEGORIES

	Current Allocation	Actuals + Committed	Proposed Allocation	Financing % (Type Total)	
				Current	Proposed
IDA-D3230-001 | Currency: XDR					
iLap Category Sequence No: 1 — Current Expenditure Category: G CW NCS CS T IOC P1235					
	51,000,000.00	1,180.72	51,200,000.00	100.00	100.00
iLap Category Sequence No: 2 — Current Expenditure Category: Emergency Exp P4					
	600,000.00	0.00	0.00	100.00	100.00
iLap Category Sequence No: — Current Expenditure Category: Resettlement Costs					
	0.00	0.00	400,000.00		100.00
Total	**51,600,000.00**	**1,180.72**	**51,600,000.00**		

DISBURSEMENT ARRANGEMENTS

Change in Disbursement Arrangements
Yes

Expected Disbursements (in US$)

Fiscal Year	Annual	Cumulative
2018	0.00	0.00
2019	1,597,332.00	1,597,332.00
2020	11,000,000.00	12,597,332.00
2021	30,000,000.00	42,597,332.00

2022	30,000,000.00	72,597,332.00
2023	20,000,000.00	92,597,332.00
2024	15,402,668.00	108,000,000.00
2025	0.00	108,000,000.00
2026	0.00	108,000,000.00
2027	0.00	108,000,000.00

SYSTEMATIC OPERATIONS RISK-RATING TOOL (SORT)

Risk Category	Latest ISR Rating	Current Rating
Political and Governance	High	Substantial
Macroeconomic	Moderate	Moderate
Sector Strategies and Policies	Moderate	Moderate
Technical Design of Project or Program	Moderate	Moderate
Institutional Capacity for Implementation and Sustainability	Substantial	Moderate
Fiduciary	Substantial	Moderate
Environment and Social	Moderate	Moderate
Stakeholders	Moderate	Moderate
Other	Moderate	Moderate
Overall	Substantial	Substantial

LEGAL COVENANTS – AF Haiti Rural Accessibility & Resilience Project (P173281)

Sections and Description
Schedule 2 Section I A 1, 2, and 3 (Institutional Arrangements) A. Institutional Arrangements

1. The Recipient shall vest the responsibility for the implementation of Parts 1.1; 1.2; 2; 3 and 5.1 of the Project in UCE and ensure that: (a) UCE shall carry out said Parts of the Project with qualified staff in sufficient number, as well as with adequate funds, facilities, services and other resources; all acceptable to the Association and in accordance with the Project Implementation Manual, the ESMF, RPF and the CER Operations Manual, as applicable.
2. The Recipient shall vest the responsibility for the implementation of Parts 1.3 and 5.2 of the Project in UTE and ensure that: (a) UTE shall carry out said Parts of the Project with qualified staff in sufficient number, as well as with adequate funds, facilities, services and other resources; all acceptable to the Association and in accordance with the Project Implementation Manual, the Safeguard Instruments and the CER Operations Manual, as applicable.
3. The Recipient shall vest the responsibility for the implementation of Part 4 of the Project in the Coordinating Authority and ensure that: (a) the Coordinating Authority shall carry out said Part of the Project with qualified staff in sufficient number, as well as with adequate funds, facilities, services and other resources; all acceptable to the Association and in accordance with the Project Implementation Manual, the Safeguard Instruments and the CER Operations Manual, as applicable.

Schedule 2 Section I B 1 and 2 (Operational Manual)

1. The Recipient shall carry out the Project in accordance with a manual (the Project Implementation Manual), satisfactory in form and substance to the Association, which consists of different schedules settingforth rules, methods, guidelines, specific development plans, standard documents and procedures for the carrying out of the Project, including the following:

(a) the detailed description of all Project activities, their sequencing and the prospective timetable and benchmarks in relation thereto;
(b) the detailed institutional and implementation arrangements, including the responsibilities of UCE, UTE, and the content of the Memorandum of Understanding;
(c) the Project administrative, financial, accounting, auditing, reporting and procurement and disbursement procedures, including all relevant standard documents;
(d) the plan for capacity building and training activities under the Project;
(e) the plan for the monitoring, evaluation and supervision of the Project;
(f) the eligibility criteria for the investments under the Project;
(g) the Safeguard Instruments for the Project;
(h) the CER Operations Manual, as needed;
(i) the grievance mechanisms and the code of conduct; and
(j) the performance indicators for the Project.

2. The Project Implementation Manual shall only be amended from time to time in consultation with, and after approval of, the Association. In case of any conflict between the terms of the Project Implementation Manual and those of this Agreement, the terms of this Agreement shall prevail.

Schedule 2 Section I C 1, 2 and 3 (Implementation Arrangements for Part 4 of the Project (CERC)

1. In order to ensure the proper implementation of contingent emergency response activities under Part 4 of the Project ("CER Part"), the Recipient shall take the following measures:

(a) prepare and furnish to the Association for its review and approval, an operations manual ("CER Operations Manual") which shall set forth detailed implementation arrangements for the CER Part, including: (i) designation of terms of reference for, and resources to be allocated to, the entity to be responsible for coordinating and implementing the CER Part ("Coordinating Authority"); (ii) specific activities which may be included in the CER Part, Eligible Expenditures required therefore ("Emergency Expenditures"), and any procedures for such inclusion; (iii) financial management arrangements for the CER Part; (iv) procurement methods and procedures for the CER Part; (v) documentation required for withdrawals of Emergency Expenditures; (vi) environmental and social management arrangements and instruments applicable to the CER Part, consistent with the provisions of Section E below; and (vii) any other arrangements necessary to ensure proper coordination and implementation of the CER Part;

(b) afford the Association a reasonable opportunity to review the proposed CER Operations Manual;

(c) promptly adopt the CER Operations Manual for the CER Part as accepted by the Association and integrate it as an annex to the Project Implementation Manual;

(d) ensure that the CER Part is carried out in accordance with the CER Operations Manual; provided, however, that in the event of any inconsistency between the provisions of the CER Operations Manual and this Agreement, the provisions of this Agreement shall prevail; and

(e) not amend, suspend, abrogate, repeal or waive any provision of the CER Operations Manual without prior approval by the Association.

2. The Recipient shall, throughout the implementation of the CER Part, maintain the Coordinating Authority, with adequate staff and resources satisfactory to the Association, as further detailed in the CER Operations Manual.

3. The Recipient shall undertake no activities under the CER Part (and no activities shall be included in the CER Part) unless and until the following conditions have been met in respect of said activities:

(a) the Recipient has determined that an Eligible Crisis or Emergency has occurred, has furnished to the Association a request to include said activities in the CER Part in order to respond to said Eligible Crisis or Emergency, and the Association has agreed with such determination, accepted said request and notified the Recipient thereof; and

(b) the Recipient has prepared and ensured the disclosure of all environmental and social instruments as may be required for said activities, in accordance with the CER Operations Manual and the Safeguard Instruments, the

Association has approved all said instruments, and the Recipient has ensured the implementation of any actions which are required to be taken under said instruments.

Schedule 2 Section I E 1, 2, 3, 4 and 5 (Safeguards)

1. The Recipient, through UCE, UTE and/or the Coordinating Authority for their respective Parts of the Project, shall ensure that the Project is carried out in accordance with the Safeguards Instruments, including the guidelines, rules and procedures defined in said Safeguards Instruments.

2. To this end, if an EMP or a RAP is required on the basis of the ESMF or the RPF, the Recipient shall specifically take the following actions, in a manner acceptable to the Association:

(a) such EMP, or RAP shall be prepared in accordance with the requirements of the ESMF or the RPF, consulted and disclosed locally and furnished to the Association for approval; and

(b) the pertinent Project activity shall be carried out in accordance with such EMP, or RAP as approved by the Association.

3. The Recipient shall include in the Project Reports referred to in Section II of this Schedule, adequate information on the implementation of the ESMF, the RPF, and any EMP or any RAP, giving details of:

(a) measures taken in furtherance of the Safeguards Instruments, any EMP or any RAP;

(b) conditions, if any, which interfere or threaten to interfere with the smooth implementation of the Safeguards Instruments, any EMP or any RAP; and

(c) remedial measures taken or required to be taken to address such conditions and to ensure the continued efficient and effective implementation of the Safeguards Instruments, any EMP or any RAP.

4. The Recipient shall, in a manner satisfactory to the Association, take the following actions:

(a) prior to commencement of any works under the Project:

(i) prepare, in form and substance satisfactory to the Association, an EMP (based on the ESMF) and/or a RAP (based on the RPF) if required;

(ii) thereafter, except as otherwise agreed with the Association, submit the said EMP and/or said RAP (as the case may be), to the Association for review and approval;

(iii) subsequently, adopt and disclose, in a manner acceptable to the Association, said EMP and/or said RAP (as the case may be); and

(iv) immediately thereafter, implement said EMP and/or RAP (as the case may be), all in accordance with their terms and in a manner acceptable to the Association; and

(b) Except as the Association shall otherwise agree in writing, the Recipient shall not amend or waive, or permit to be amended or waived, any provision of any EMP or any RAP.

5. The Recipient through UCE, UTE and/or the Coordinating Authority for their respective Parts of the Project, shall ensure that the terms of reference for any consultancy in respect of any activity under the Project shall: (a) duly incorporate, in the opinion of the Association, the requirements of the applicable Safeguards Policies then in force; and (b) require that the advice conveyed through any such consultancy comply, in the opinion of the

Association, with the requirement of the applicable Safeguards Policies then in force.

Schedule 2 Section I F 1 and 2 (Memorandum of Understanding)
1. To facilitate the carrying out of Part 5.1(b) of the Project, the Recipient, through UCE shall sign, no later than three months after the Effective Date and thereafter maintain a Memorandum of Understanding with CIAT-ES during the implementation of the Project, on terms and conditions acceptable to the Association, in order to assist the Recipient to monitor the Pilot Program for Climate Resilience in accordance with the Anti-Corruption Guidelines, the Procurement Regulations, Project Implementation Manual, and the Safeguard Instruments.
2. The Recipient shall exercise its rights or carry out its obligations under the Memorandum of Understanding in such manner as to protect the interests of the Recipient, CIAT and the Association and to accomplish the purposes of the Project. Except as the Association shall otherwise agree, the Recipient shall not assign, amend, abrogate, waive, terminate or fail to enforce the Memorandum of Understanding, or any of its provisions

Conditions

Type	Description
Disbursement	Conditions of disbursement: Schedule 2 Section III B.1 1. Notwithstanding the provisions of Section III A above, no withdrawal shall be made: (a) for payments made prior to the Signature Date; or (b) under Category (3), for Emergency Expenditures, unless and until the Association is satisfied, and notified the Recipient of its satisfaction, that all of the following conditions have been met in respect of said activities: (i) the Recipient has determined that an Eligible Crisis or Emergency has occurred, has furnished to the Association a request to include said activities in the CER Part in order to respond to said Eligible Crisis or Emergency, and the Association has agreed with such determination, accepted said request and notified the Recipient thereof; (ii) the Recipient has ensured that all environmental and social instruments required for said activities have been prepared and disclosed, and the Recipient has ensured that any actions which are required to be taken under said instruments have been implemented, all in accordance with the provisions of Section I.E of this Schedule 2; (iii) the Recipient's Coordinating Authority in charge of the implementation of the CER Part has adequate staff and resources, in accordance with the provisions of Section I.C of this Schedule 2, for the purposes of said activities; and (iv) the Recipient has adopted the CER Operations Manual in form, substance

	and manner acceptable to the Association and the provisions of the CER Operations Manual remain - or have been updated in accordance with the provisions of Section I.C of this Schedule 2 so as to be appropriate for the inclusion and implementation of said activities under the CER Part

VIII. RESULTS FRAMEWORK AND MONITORING

Results Framework
COUNTRY: Haiti
AF Haiti Rural Accessibility & Resilience Project

Project Development Objective(s)

The Project Development Objectives are to: (i) increase all-weather road access in selected sub-regions; and (ii) improve the resilience of selected segments of the road network.

Project Development Objective Indicators by Objectives/ Outcomes

Indicator Name	PBC	Baseline	Intermediate Targets		End Target
			1	2	
Increase all-weather road access in selected sub-regions					
Share of rural population in selected sub-regions with access within 2 km to an all-weather road (Percentage)		36.00	40.00	50.00	55.00
Action: This indicator has been Revised					
Improve the resilience of selected segments of the road network.					

Indicator Name	PBC	Baseline	Intermediate Targets		End Target
			1	2	
Total population living in areas serviced by connecting roads upgraded to a climate resilient standard (Number)		0.00	200,000.00	450,000.00	700,000.00
Action: This indicator has been Revised	***Rationale:*** ***As part of the Restructuring, the intermediate targets have been adjusted***				

Intermediate Results Indicators by Components

Indicator Name	PBC	Baseline	Intermediate Targets			End Target
			1	2	3	
Component 1: Enhancing Rural Connectivity						
Roads rehablitated (CRI, Kilometers)		0.00	80.00	200.00	380.00	480.00
Action: This indicator has been Revised	***Rationale:*** ***The Indicator was moved to Component 1 since it was mistakenly under Component 2. The target has been increased by 80 km to reflect the additional works on the rural road network financed by the AF within the Center Artibonite Loop Region.***					
Roads rehabilitated - rural (CRI, Kilometers)		0.00	70.00	180.00	350.00	430.00

Indicator Name	PBC	Baseline	Intermediate Targets			End Target
			1	2	3	
Action: This indicator has been Revised	***Rationale:*** ***The target has been increased by 40 km to reflect the additional works on the rural road network financed by the AF within the Center Artibonite Loop region.***					
Roads rehabilitated - non-rural (CRI, Kilometers)		0.00	10.00	20.00	30.00	50.00
Action: This indicator has been Revised	***Rationale:*** ***The target has been increased by 40 km to reflect the additional works on the rural road network financed by the AF within the Center Artibonite Loop region.***					
Number of territorial mobility plans developed, climate informed and incorporating women´s security needs (Number)		0.00	1.00	2.00	3.00	3.00
Action: This indicator has been Revised	***Rationale:*** ***Indicator definition to consolidate subindicator in a unique indicator.***					
Number of which are climate informed and incorporate women's security needs (Number)		0.00				3.00
Action: This indicator has been Marked for Deletion	***Rationale:*** ***The parent indicator was revised to consolidate with sub-indicator in a unique indicator.***					
Share of citizens who consider that design of investments subjected to consultation is responsive to their		0.00	70.00	70.00	70.00	70.00

Indicator Name	PBC	Baseline	Intermediate Targets			End Target
			1	2	3	
needs/views (%) (Percentage)						
Action: This indicator has been Revised						
Of which women, to reflect the focus of consultations on gender (Percentage)		0.00	90.00	90.00	90.00	90.00
Action: This indicator has been Revised	***Rationale:*** ***intermediate targets were revised***					
Number of people who can access regional size markets within 120 minutes in select project areas (Number)		525,000.00				660,000.00
Action: This indicator has been Revised	***Rationale:*** ***No substantial change: the description was updated to include the markets transferred from BCA***					
Number of women who can access health services with obstetrical facilities within 60 minutes in select project areas (Number)		255,500.00	260,000.00	300,000.00	310,000.00	320,000.00
Action: This indicator has been Revised	***Rationale:*** ***No substantial change. The indicator was refined to capture number instead of change in percentage (percentage increase can be derived from the numbers).***					
Number of women who can access health services with		255,500.00				320,000.00

Indicator Name	PBC	Baseline	Intermediate Targets			End Target
			1	2	3	
obstetrical facilities within 60 minutes in select project areas (Number)						
Action: This indicator has been Marked for Deletion	***Rationale:*** ***No substantial change: Indicator description was updated to precise the selected areas.***					
Number of critical bridges built in the CAL region (Number)		0.00	2.00	3.00	4.00	4.00
Action: This indicator is New	***Rationale:*** ***The activities were transferred from the BCA Project.***					
Spot interventions to enhance all-weather and resilient connectivity in the selected sub-regions of the Center of Artibonite Loop Region (Number)		0.00	3.00	4.00	5.00	5.00
Action: This indicator is New	***Rationale:*** ***The activities were transferred from the BCA Project***					
Number of Road Maintenance Centers build or rehabilitated in the selected sub-regions of the Center of Artibonite Loop Region (Number)		0.00	0.00	1.00	2.00	2.00
Action: This indicator is New	***Rationale:*** ***The activities were transferred from the BCA Project***					

Indicator Name	PBC	Baseline	Intermediate Targets			End Target
			1	2	3	
Number of people trained within selected communities on basic Rural Road Maintenance in the selected sub-regions of the Center of Artibonite Loop Region (disaggregated by gender) (Number)		0.00	60.00	100.00	200.00	200.00
Action: This indicator is New	***Rationale:*** ***The activities were transferred from the BCA Project.***					
Disaggregated by gender, in % of women (Percentage)		0.00	35.00	35.00	35.00	35.00
Action: This indicator is New						
Urban and rural markets rehabilitated/constructed in the selected sub regions of the Center of Artibonite Loop Region (Number)		0.00	1.00	3.00	4.00	5.00
Action: This indicator is New	***Rationale:*** ***The indicator was introduced to reflect the activities transferred from the CARDP.***					
Urban plans developed and consulted with Local officials and local stakeholders in the selected sub-regions of the Center of Artibonite Loop Region (Number)		0.00	1.00	2.00	3.00	3.00

Indicator Name	PBC	Baseline	Intermediate Targets			End Target
			1	2	3	
Action: This indicator is New	***Rationale:*** ***The indicator was introduced to reflect the activities transferred from the BCA.***					
Regional development dashboard with open data including spatial analysis encompassing risk and climate data developed with Local officials and local stakeholders in the CAL Region (Yes/No)		No	No	Yes	Yes	Yes
Action: This indicator is New	***Rationale:*** ***The indicator was introduced to reflect the activities transferred from the BCA.***					
Grievances registered related to delivery of project benefits that are addressed (%) (Percentage)		0.00	80.00	80.00	80.00	80.00
Action: This indicator has been Revised	***Rationale:*** ***No substantial change: a description of the indicator has been added.***					
Component 2: Improving Resilience of Transport Connecting Infrastructure						
Number of critical bridges rehabilitated or protected on the primary and secondary network (Number)		0.00	1.00	4.00	7.00	10.00
Action: This indicator has been Revised	***Rationale:*** ***Clarified the indicator by including "on the primary and secondary network"***					

Indicator Name	PBC	Baseline	Intermediate Targets			End Target
			1	2	3	
Number of critical spot/segments built or rehabilitated on the primary and secondary road network (Number)		0.00	10.00	75.00	100.00	150.00
Action: This indicator has been Revised	***Rationale:*** ***Clarified the indicator by including "on the primary and secondary network"***					
Bridge Management System within MTPTC developed and functional (Yes/No)		No	No	Yes	Yes	Yes
Action: This indicator has been Revised	***Rationale:*** ***This indicator is part of Component 2. The Indicator was moved to Component 2 since it was mistakenly under Component 3.***					
Component 3: Promoting Sustainable Mobility Development						
Climate Resilient and Sustainable Mobility Roadmap prepared and associated monitoring tool developed (Yes/No)		No	No	No	Yes	Yes
Action: This indicator has been Revised						
Establishment of a road traffic database and monitoring tool (Yes/No)		No	No	No	Yes	Yes
Action: This indicator has been Revised						

Indicator Name	PBC	Baseline	Intermediate Targets			End Target
			1	2	3	
Road safety assessments/measures included as part of all technical design and feasability studies (Yes/No)		No	Yes	Yes	Yes	Yes
Action: This indicator has been Revised	***Rationale:*** ***No substantial change: the indicator description was updated to take into account the activities transferred from the BCA.***					

Monitoring & Evaluation Plan: PDO Indicators					
Indicator Name	**Definition/Description**	**Frequency**	**Datasource**	**Methodology for Data Collection**	**Responsibility for Data Collection**
Share of rural population in selected sub-regions with access within 2 km to an all-weather road	This indicator measures PDO (i). Selected sub-regions include: (i) Marigot-Belle-Anse-Thiotte; (ii) Bainet-Cotes de fer; and (iii) Barradere-Aquin as well as selected sub-regions in the Center Artibonite Loop Region. Percentage of rural people in the project area who live	Annual	Spatial analyses and Road Management System (RMS)	Spatial analyses and Road Management System (RMS)	UCE-MTPTC and Departemental Directorate

	within 2 kilometers (typically equivalent to a 20-minute walk) of an all-weather road. This indicator is also known as Rural Access Index (RAI). An all-weather road is motorable all year by the prevailing means of rural transport (often a pick-up or a truck which does not have four-wheel drive). Predictable interruptions of short duration during inclement weather (e.g. heavy rainfall) are acceptable, particularly on low volume roads. Please note that this indicator requires supplemental information.				
Total population living in areas serviced by connecting roads upgraded to a climate resilient standard		Annual	Spatial analyses and Road Management System (RMS)	Spatial analyses and Road Management System (RMS)	UCE-MTPTC and Departmental Directorate

Monitoring & Evaluation Plan: Intermediate Results Indicators					
Indicator Name	**Definition/Description**	**Frequency**	**Datasource**	**Methodology for Data Collection**	**Responsibility for Data Collection**
Roads rehablitated		Annual	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE-MTPTC
Roads rehabilitated - rural		Annual	RMS, MTPTC		UCE-MTPTC
Roads rehabilitated - non-rural		Annual	Project monitoring by UCE-MTPTC		UCE-MTPTC
Number of territorial mobility plans developed, climate informed and incorporating women´s security needs	A prioritization exercise for local access improvement and complementary facilities under C1a will be managed at the community level through gender- and climate-informed local mobility plans. The mobility plans will incorporate ecological and community-based approaches for risk and hazards mapping, and	Annual	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE-MTPTC

	will inform on: (i) access to basic services; (ii) transport time required; and (iii) accessibility during the rainy season considering disaster resilience, engineering assessments, and budget constraints. A particular emphasis will be put on women's personal security concerns related to infrastructure (which constitute a barrier to their mobility) and other concerns derived from the participatory process.				
Number of which are climate informed and incorporate women's security needs		Annual	Project monitoring by UCE-MTPTC	Same as main indicator.	UCE-MTPTC
Share of citizens who consider that design of investments subjected to consultation is responsive to their needs/views (%)	The survey will be carried out in the area of intervention for C1 to measure satisfaction with complementary investments and road rehabilitation activities under C1. The Project will additionally deploy 3 main	Annually	Survey to be collected.	Simple surveys will be carried out before the rehabilitation works, during the works (mid-point) and right after the conclusion of the works. The end survey will be timed in such a way that the contractor still has	UCE-MTPTC and Departmental Directorate

	Citizen Engagement (CE) mechanisms: (i) Consultations; (ii) Community Monitoring; and (iii) Grievance Redress Mechanisms. Communication and outreach is intertwined with Citizen Engagement and will be integrated in each phase of the project implementation as a building block for these CE interventions. This will ensure that the local communities are fully informed about the project activities as well as the CE mechanisms, thereby, allowing for an effective and informed beneficiary feedback throughout project implementation.			an active contract to correct any legitimate shortcomings that citizens may raise.	
Of which women, to reflect the focus of consultations on gender	The Project would use an "Outreach Strategy" to ensure that women, attend consultations on roads and small facilities selection,	Same as main indicator.	Same as main indicator.	Same as main indicator. Consultations in the form of town-hall meetings and small group discussions	Same as main indicator.

	and women's views are heard during the consultation process.			(disaggregated by gender) would be conducted to inform the community stakeholders.	
Number of people who can access regional size markets within 120 minutes in select project areas	This indicator measures results from C1a and C1b interventions in selected sub-regions that include under C1a (i) Marigot-Belle-Anse-Thiotte; (ii) Bainet-Cotes de fer; and (iii) Barradere-Aquin and under C1b selected sub-regions in the Center Artibonite Loop Region. (see PDO indicator 1). Absolute number of people that can access regional size markets (as defined by CNIGS (National Center for Geo Spatial Information)) within 120 minutes. Regional markets are defined as market servicing several departments/municipalities	Annual	Spatial analyses and Road Management System (RMS); UTSI (Statistical Unit)	The data will be provided by the UTSI statistical office for the location of the regional size markets and spatial analysis will be carried out using the time travel distance to markets.	UCE-MTPTC & UTSI/MTPTC

Number of women who can access health services with obstetrical facilities within 60 minutes in select project areas	The Supplemental Value is the total number of women in the area of intervention that can access obstetrical health services within 60 minutes. Obstetrical facilities are defined as SONU B and SONU C clinics. This indicator measures results from C1a interventions in subregions: (i) Marigot-Belle-Anse-Thiotte; (ii) Bainet-Cotes de fer; and (iii) Barradere-Aquin, identified as priority areas	Annual	Spatial analyses and Road Management System (RMS)	The data will be provided by the UTSI statistical office for the location of the health clinics and spatial analysis will be carried out using the time travel distance to clinics.	UCE-MTPTC and Departmental Directorate
Number of women who can access health services with obstetrical facilities within 60 minutes in select project areas	The Supplemental Value is the total number of women in the area of intervention that can access obstetrical health services within 60 minutes. Obstetrical facilities are defined as SONU B and SONU C clinics. This indicator measures results from C1a interventions in subregions: (i) Marigot-Belle-Anse-Thiotte; (ii)	Annual	Same as the main indicator.	Same as main indicator.	UCE-MTPTC and Departmental Directorate

	Bainet-Cotes de fer; and (iii) Barradere-Aquin, identified as priority areas				
Number of critical bridges built in the CAL region	This indicator measures the construction of four bridges on the road sections Hinche-Maissade and Saint Michel – Saint Raphaël in the CAL. Bridges are deemed to be "critical" depending on the function of the bridge against the backdrop of the broader road network in terms of the linkages it provides between economic poles, ports and agro-economic corridors, population hubs, important regional facilities (e.g., hospital or universities), trade border points and transnational linkages, etc. 4 key bridges to be constructed between Hinche maissade and Michel-St Rapahel have been identified under the CARDP	Semi-Annual	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE
Spot interventions to enhance all-weather	This indicator measures	Semi-	Project	Project monitoring by	UCE

and resilient connectivity in the selected sub-regions of the Center of Artibonite Loop Region	spot improvements on the road sections Titanyen – Saut d'Eau, Saint Michel – Saint-Raphaël, Dessalines – Saint-Michel, and Hinche-Thomassique, and the construction of a culvert on River Bretelle in the CAL.	Annual	monitoring by UCE-MTPTC	UCE-MTPTC	
Number of Road Maintenance Centers build or rehabilitated in the selected sub-regions of the Center of Artibonite Loop Region	This indicator measures the construction and rehabilitation of two road maintenance centers (Hinche and Saint-Michel) in he CAL.	Semi-Annual	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE
Number of people trained within selected communities on basic Rural Road Maintenance in the selected sub-regions of the Center of Artibonite Loop Region (disaggregated by gender)	This indicator measures the number of people trained with selected communities, disaggregated by gender	Annual	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE
Disaggregated by gender, in % of women					
Urban and rural markets rehabilitated/constructed in the selected sub regions of the Center of Artibonite Loop Region	This indicator measures the construction or rehabilitation of four markets (Fonds Bruns, Domond, Nan Poste and Saint-Raphaël) and the construction of the Saint-Michel regional market	Semi-Annual	Project progress report	Project monitoring by UTE-MEF & UCE-MTPTC	UTE-MEF

	with indication that they can be either urban or rural.				
Urban plans developed and consulted with Local officials and local stakeholders in the selected sub-regions of the Center of Artibonite Loop Region	This indicator measures the number of Urban plans developed and consulted with Local officials and local stakeholders in the selected sub-regions of the Center of Artibonite Loop Region	Annual	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE
Regional development dashboard with open data including spatial analysis encompassing risk and climate data developed with Local officials and local stakeholders in the CAL Region	This indicator measure the implementation of the regional development dashboard.	Annual	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE
Grievances registered related to delivery of project benefits that are addressed (%)	A Grievance Redress Mechanism (GRM) will be in place to allow beneficiaries to submit complaints and ensure timely feedback and resolution. The GRM scope will go beyond safeguards matters and include issues such as safety, contractor performance, and potential violations of code of conduct that the workers	Annual	GRM reports and minutes (from consultations)	A focal point at the community level would be identified to help the project team implement a short and simple survey with selected members of beneficiary communities at critical points of the rehabilitation work. The results would be shared with the contractors and the UCE-MTPTC staff.	UCE-MTPTC

	will be required to sign, which will include clauses on gender based violence. The existing GRM that is being used under the ongoing Bank-financed transport projects (IIERP, PRGRD) will be taken as a starting point and further developed to capture the original RARP and the additional and new activities transferred from the BCA.				
Number of critical bridges rehabilitated or protected on the primary and secondary network	Bridges are deemed to be "critical" depending on the function of the bridge against the backdrop of the broader road network in terms of the linkages it provides between economic poles, ports and agro-economic corridors, population hubs, important regional facilities (e.g., hospital or universities), trade border points and transnational linkages, etc. These will be specifically	Annual	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE-MTPTC

	identified during implementation.				
Number of critical spot/segments built or rehabilitated on the primary and secondary road network	Spot interventions to enhance all-weather accessibility of roads.	Annual	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE-MTPTC
Bridge Management System within MTPTC developed and functional	Bridge Management System within MTPTC should be developed, and be functional.	Annual	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE-MTPTC
Climate Resilient and Sustainable Mobility Roadmap prepared and associated monitoring tool developed	Roadmap report and monitoring tool to be developed by MTPTC under the Project.	By end of Project	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE-MTPTC
Establishment of a road traffic database and monitoring tool	Road traffic database that will be installed at MTPTC and its monitoring tool, developed under the Project.	Annual	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE-MTPTC
Road safety assessments/measures included as part of all technical design and feasability studies	Road safety measures and assessment included in technical designs and feasibility studies financed under the project components C1-C2-C3, including the activities transferred from the BCA.	Annual	Project monitoring by UCE-MTPTC	Project monitoring by UCE-MTPTC	UCE-MTPTC

ANNEX 1: Country Risk Profile to Natural Hazards and Climate Change

COUNTRY: Haiti
Haiti Rural Accessibility & Resilience Project

1. Haiti ranks as one of the countries with the highest exposure to multiple natural hazards. With 96 percent of its population living at risk, the most intense natural hazards are seismic (for example, earthquakes, landslides) and hydrometeorological (for example, cyclones, flooding, droughts).[1] Seismic hazards are associated with the interaction of the Caribbean and North American tectonic plates, which converts Haiti into a seismically active zone. Hydrometeorological hazards are related to the precipitation caused by northern polar fronts, tropical cyclones, and waves, the Intertropical Convergence Zone, and convective-orographic activity. El Niño/El Niño-Southern Oscillation episodes have tended to delay the arrival of the rainy season, create drought conditions, and increase the number and intensity of cyclones. Other secondary hazards impacting Haiti include landslides, torrential debris flows, soil liquefaction, and tsunamis.

2. High levels of poverty together with severe environmental degradation and the presence of settlements in low-lying areas and floodplains are key contributing factors toward the country's vulnerability. According to the 2014 Poverty Assessment, almost 70 percent of Haiti's population is either poor or vulnerable to falling into poverty, and nearly 75 percent of households are economically impacted by at least one shock each year.[2] This translates into precarious living conditions for the majority of the population, drastically decreasing their coping abilities and resilience to the impact of adverse natural events, further enhancing the vicious circle of poverty, environmental degradation, rapid urbanization, and vulnerability. Currently, more than 60 percent of Haiti's population live in urban areas. The high population density (average up to 35,400/km^2 in Haiti, and higher in Port-au-Prince) coupled with unregulated construction, weak social and economic public infrastructure, lack of land-use planning, and unstable governance, further aggravates the extensive social vulnerability.

3. Additionally, Haiti suffers from significant governance issues that further increase its vulnerability to natural hazards. Haiti's long history of political instability has greatly weakened its institutions and governance mechanisms, which contributes to, among other things, serious fiscal, regulatory, and planning issues. The lack of political stability has a significant impact on the continuity and effectiveness of the National System for Disaster Risk Management (Système National de Gestion des Risques et des Désastres, SNGRD), in particular, its risk management components. Even though the 2001 National Plan for DRM established the SNGRD, Haiti still lacks the necessary legal framework and norms to effectively reduce risk and manage disasters at the national and local levels. The National Plan set up the basis for handling emergency and preparedness operations under the Technical Directorate of the Civil Protection. However, no line ministry is officially responsible for managing risks, such as identifying and reducing risks. Finally, this critical lack of norms, responsibility, and understanding of risks triggers inadequate resource allocations; the very

[1] Dilley, Maxx, Robert S. Chen, Uwe Deichmann, Arthur L. Lerner-Lam, Margaret Arnold, Jonathan Agwe, Piet Buys, Oddvar Kjevstad, Bradfield Lyon, and Gregory Yetman. 2005. *Natural Disaster Hotspots: A Global Risk Analysis (English)*. Washington, DC: World Bank. http://documents.worldbank.org/curated/en/621711468175150317/Natural-disaster-hotspots-A-global-risk-analysis.
[2] World Bank. 2014. *Investing in People to Fight Poverty in Haiti : Reflections for Evidence-Based Policy Making (English)*. Washington, DC: World Bank Group. http://documents.worldbank.org/curated/en/222901468029372321/Reflections-for-evidence-based-policy-making.

limited resources are allocated only at the national level, leaving the regional and local level without any means to prepare for, or respond to, disasters or to reduce and manage risk.

4. The combined effects of exposure to natural hazards, high vulnerability, institutional fragility, and weaknesses and the lack of adequate resources invested in the sector have often resulted in catastrophic impacts of natural hazards in Haiti. Between 1971 and 2013, Haiti's economy was subjected to natural disasters almost every year. This had adverse effects on growth. The country has a higher number of disasters per square kilometer than the average smaller Caribbean country (see Table 1A.1).

5. Recent disasters in Haiti confirm an increasing level of vulnerability facing its hard-won development gains. On average, based on the analysis of historical data from 1976 to 2012, annual losses and damages associated with hydrometeorological events are estimated at an amount equivalent to 1.95 percent of the GDP. However, as assets are created and concentrated, losses associated with adverse natural events are increasing. This was demonstrated in August and September of 2008 with the passage of Hurricanes Fay, Gustav, Hanna, and Ike (herein referred to as FGHI) during a three-week period, which resulted in damage and losses equivalent to 15 percent of the country's GDP. In 2016, Hurricane Matthew hit the southern peninsula causing damages and losses equivalent 32 percent of GDP.

Table 1A.1. Frequency and Impact of Natural Disasters, 1971-2014 in Selected Countries

Frequency and Impact of Natural Disasters, 1971-2014 Country/Group	Number of Natural Disasters	Disasters/Year	Disasters/Land Surface (thousand square km)	Disasters/Population (millions)	Deaths/Population (millions)	Total Damage/GDP
Haiti	137	3.1	5.0	13	23,427	1.78
Haiti (excluding 2010 earthquake)	136	3.1	4.9	13	1,855	0.22
Dominican Republic	60	1.4	1.2	6	311	0.05
Jamaica	34	0.8	3.1	13	102	—
Nicaragua	66	1.5	0.5	11	2,363	0.33
Honduras	70	1.6	0.6	9	3,298	0.40
El Salvador	51	1.2	2.5	8	687	0.34
Guatemala	82	1.9	0.8	5	1,754	0.12
Costa Rica	58	1.3	1.1	12	72	0.04
Panama	46	1.0	0.6	12	80	0.01
Other Caribbean States	129	2.9	0.3	30	86	0.19

Source: EM-DAT: The OFDA/CRED International Disaster Database 2015.

6. Climate change is expected to exacerbate the risk of hydrometeorological hazards by increasing the frequency and/or intensity of extreme events, further increasing Haiti's vulnerability. Climate projections for the Caribbean estimate that temperatures could rise from 1.2ºC to 2.3ºC by 2100, with a median increase of 2.0°C during the twenty-first century. In addition to claiming human lives, climate-related hazards may also take a heavy toll on all sectors of the Haitian economy and undermine hard-won development gains

ANNEX 2: Revised Theory of Change (P163490)