

Environmental and Social Review Summary

Marcory Bridge – Cote d’Ivoire

This Environmental and Social Review Summary (ESRS) is prepared by MIGA staff and disclosed in advance of the MIGA Board consideration of the proposed issuance of a Contract of Guarantee. Its purpose is to enhance the transparency of MIGA’s activities. This document should not be construed as presuming the outcome of the decision by the MIGA Board of Directors. Board dates are estimates only.

Any documentation which is attached to this ESRS has been prepared by the project sponsor, and authorization has been given for public release. MIGA has reviewed the attached documentation as provided by the applicant, and considers it of adequate quality to be released to the public, but does not endorse the content.

Country:	Cote d’Ivoire
Sector:	Infrastructure
Project Enterprise:	Socoprim
Environmental Category:	A
Date ESRS Disclosed:	February 16, 2010
Status:	Due Diligence

A. Project Description

The proposed project is a toll bridge over the Ebrié lagoon in Abidjan with access roads to the north and south between Cocody and Marcory. The total length of the full road connection will be around 6.6km, with the bridge itself spanning 1.5km. To the north, construction will consist of a 2 x 2 lane dual carriageway that will connect with the junction of the Boulevard Mitterand and Est-Ouest roads and on which will be the toll plaza. To the south, construction will consist of a 2 x 3 lane dual carriageway with lateral access roads that will connect to Boulevard Giscard d’Estaing, the main road which joins Abidjan airport. The Project is very much needed given the heavy traffic over the existing two bridges into the city.

The Project was originally tendered as a concession (“Concession”) by the Government of Cote d’Ivoire (“GOCI”) in July 1996. The project enterprise, SOCOPRIM (“SOCOPRIM S.A.”) was formed. The Concession was signed in November 1997. The Project came to financial close at the end of 1999, but the coup prevented any withdrawals to be made.

B. Environmental and Social Categorization

The project is a Category A under MIGA’s Environmental and Social Review procedures. Key impacts include physical and economic displacement due to resettlement; dredging of potentially contaminated sediment in the lagoon and impacts on aquatic life; solid and liquid waste management; community and workers’ health and safety, in particular during construction.

C. Applicable Standards

Based on our current information it is expected that the following Performance Standards are applicable:

- PS1: Social and Environmental Assessment and Management System
- PS2: Labor and Working Conditions
- PS3: Pollution Prevention and Abatement
- PS4: Community Health, Safety and Security
- PS5: Land Acquisition and Resettlement
- PS6: Biodiversity Conservation and Sustainable Natural Resource Management

PS7 is not applicable to this project as no indigenous people live in the project affected area. Significant effects on cultural resources are not expected, though a “chance finds” procedure consistent with PS8 will be required as part of the Environment and Social Management Plan before the construction starts.

D. Key Documents and Scope of MIGA Review

The primary document reviewed by MIGA included the Updated Report of the Environment and Social Impact Assessment (ESIA) – April 2009 – by BURGEAP; the original ESIA prepared in 1998 by BURGEAP. MIGA’s social and environmental review of this project also included a site visit (December 16-19, 2009) by MIGA staff.

E. Key Issues and Mitigation

Social and Environmental Assessment and Management Systems

The Updated Report on Environmental and Social Impact Assessment – ESIA (April 2009) reviewed by MIGA presents potential environmental and social (including resettlement and compensation) issues. The ESIA will be finalized by the investor with additional information on dredging works, sediment quality and potential impacts on fishing activities by local residents before the project is presented to MIGA Board. In addition to ESIA, (i) a complete Resettlement and Compensation Plan (RCAP) in full compliance with MIGA’s Performance Standard 5 with social and economic baseline studies, and (ii) an Environment and Social Management Plan (ESMP) discussing detailed mitigation measures and their implementation in full compliance with MIGA’s Performance Standards and national applicable laws, will be completed and presented to MIGA for review before the project is presented to the MIGA Board. Principles of labor and working conditions, workers’ training, community health and safety, to be applied by the project enterprise will be among the components of the Social and Environmental Management Systems. ESMP will also include an environmental monitoring plan. This plan will monitor environmental quality as well as articulate the management arrangements (parameters, evaluation method, standards, frequency, reporting, auditing, etc.) for continued monitoring throughout the construction and operational phases.

The project enterprise will disclose the final ESIA and ESMP locally in Abidjan and on the company web site, prior to start of construction and disclosure will continue throughout construction phase.

Labor and Working Conditions

During the peak period of construction approximately 940 workers will be employed. The majority of the construction work force will be engaged by contractors; the project enterprise will exert due effort to ensure relevant requirements of PS2 will be applied to all such non-employee workers to be engaged by contractors. All project contractors are required to give preference to employing locally when hiring unskilled and semi-skilled employees. Potential workplace accidents and injuries can be caused by construction, and associated tasks will be prevented and managed by the development of workplace health and safety plans covering all workers and subcontracted labor involved in the project. These plans will include: special provisions for construction (and blasting) safety; provision of appropriate personal protective equipment to all workers; proper training; detailed recordkeeping of accidents, incidents, and injuries; and monitoring and control by company safety inspectors. The project enterprise Human Resources policy will also reflect transparent worker relations, terms of employment, retrenchment and grievance mechanism, non-discrimination. These procedures will be consistent with PS2.

Pollution Prevention and Abatement

Construction impacts include fugitive dust, air emissions, noise, and vibration emissions from the operation of heavy equipment in clearing right-of-way, earthworks, asphalt recycling and paving, and related works. These impacts should be managed or controlled through mitigation measures such as water spray for dust suppression in construction areas and detours; covering truck beds carrying fill or aggregate; use of well maintained equipment in good mechanical condition to minimize noise and air emissions; limitation of road work to daylight hours; use of personal protective equipment to protect operators and workers; and signage and diversion barriers to protect the public.

Impacts on surface and groundwater quality include possible leaks and spills of fuel and lubricants, soil erosion and sediment mobilization and transport. These impacts should be managed and controlled by standard procedures for management of hazardous materials and wastes and the stockpiling and re-placement of topsoil and fill. Other measures include the use of well maintained mechanical equipment; booms to prevent the spread of fuel and lubricant leaks or spills; temporary and permanent diversion and drainage works as needed.

Sediment and water analyses have not yet been performed. Until these analyses are completed, a worst (most polluted) case scenario is assumed regarding the level of sediment contamination by heavy metals, organochlorines and fecal pollution, as reported in the Updated Report of the Environment and Social Impact Assessment (April 2009). The Project Enterprise is committed to mitigation measures for handling and managing sediments and hazardous materials in a worst (most polluted) case scenario.

Necessary work/analysis was carried out and will be presented to MIGA in a further detailed ESIA and ESMP (consistent with MIGA's Performance Standards) before the project is presented to the MIGA Board.

Community Health and Safety

The proposed bridge will be constructed and operated in a densely populated urban area. Identified hazards resulting from construction activities include fugitive dust, air emissions, noise, leaks and spills of fuels, lubricants or other hazardous materials, road safety, impairment of surface waters by hazardous materials and navigational impairment of Ebrié lagoon. These hazards will be minimized or controlled through mitigation measures identified in the final ESMP and consistent with PS4.

Specific measures identified in the Updated Report on Environmental and Social Impact Assessment (April 2009) include the use of booms in the lagoon for the duration of dredging and drilling activities to prevent the spread of fuel or lubricants and the use of hydraulic dredging methods to minimize the mobilization of contaminated sediments. The Updated Report on Environmental and Social Impact Assessment (April 2009) also states that a project specific health and safety plan and a "good conduct" booklet for workers will be developed prior to the commencement of construction activities to mitigate health and safety risks. The plan will be modeled after plans for similar projects and based on international industry standards for best practices. The plan should include measures for the mitigation of identified hazards, including the management of contaminated sediment. The "good conduct" booklet will be written using pictograms to educate and inform contractors on reducing health and safety hazards, with an emphasis on behavior, air quality, water quality, hazardous substances, natural resources and emergencies.

Identified hazards resulting from the operational phase of the project include exposure to hazardous materials, road safety and structural failure. Many of these hazards can be mitigated in project design and a traffic safety plan should be developed with particular emphasis on pedestrian safety, establishment of procedures for the transport and handling of hazardous materials and implementation of an emergency response program for spills, fires and major accidents.

Land Acquisition and Resettlement

In 1998, the project required land acquisition resulted in the resettlement and compensation of 3,000 people and businesses. Resettlement and compensation were carried out in compliance with World Bank/IFC safeguard policies. Caritas was involved in resettlement and community consultations as a witness NGO, and also provided advice to the Ministry of Construction and Public Works with regard to community consultations and information disclosure. Based on the information presented in the updated report and mission visit findings, the project requires resettlement of additional houses and businesses as summarized below.

Bilingue Valley: about 10 houses/structures and some land (with banana trees and vegetables gardens) will be affected due to access road.

Bilingue Valley and Allakho II neighborhoods: In 1998, 153 families were relocated temporarily to the Gendarme site in Bilingue Valley by the project with the intention of finding a permanent site for resettlement. But before completion of the resettlement (i.e. relocating families to a permanent place as was planned) the war started and gendarme/military forces asked these families to leave due to safety concerns. Some of the families moved to a nearby neighborhood in Bilingue valley and some others moved and settled in Allakho II. Since then, natural growth increased the number of families to around 173.

Boulevard Valery Giscard Interchange: Where the central market of Marcory is situated. About 230 small businesses (second hand clothing shops, small restaurants, car wash businesses, etc) will be affected. These small businesses are registered and pay tax (60.000 CFA monthly) to the Marcory Municipality. Almost all the businesses were aware that they would need to relocate.

Anoumabo Channel: About 40 pig farmers established some structures for breeding pigs, although they are located on the other side of the channel. The project may not require this land unless the wall between the pig breeding areas and the project area will be demolished. However they may be exposed to safety risks due to the close proximity to construction activities and heavy machinery operations. Two outstanding issues need to be studied and clarified before any plan is made for these pig breeding structures (1) whether they will be affected by the project if the wall will not be demolished; (2) requirements of national urban planning regulations with regard to such activities in urban areas.

A resettlement and compensation action plan (RCAP), including the baseline of the project affected people and activities (and consistent with MIGA's PS5) needs to be prepared and submitted to MIGA before the project is presented to MIGA's Board.

Biodiversity and Resource Management

Significant impacts on critical habitat, and on biodiversity resources in general, are not expected in building or operating the proposed project. Fishing is forbidden in Abidjan area. The closest authorised area is Assinie (30 km from Abidjan). However, the project enterprise will present to MIGA a further detailed ESIA and ESMP identifying risks of the proposed project to the aquatic habitat (including water quality and fish studies) of the lagoon and appropriate mitigation measures, with particular emphasis on the potential impacts of dredging and piling activities, before the project is submitted to MIGA's Board. These measures will ensure that care is exercised to minimize habitat degradation consistent with PS6.

F. Environmental Permitting Process and Community Engagement

National Environment Agency (ANDE) has the authority to approve ESIA's and start public consultation. Once an ESIA with proper baseline is presented, ANDE has 15 working days to review and either issue the permit or ask the project sponsor for additional information and clarification, including further assessment. A commission consisted of experts is formed to review ESIA's. After construction starts, annual monitoring reports are required by ANDE. If there are significant issues, ANDE can ask project sponsors to arrange an independent audit. ANDE also requires project sponsors to carry out community consultations during preparation of ESIA's. Each village/community affected by the project should be consulted and their concerns need to be incorporated in the ESIA. After submission, a public hearing is organized and all related public agencies, press, NGOs and general public are invited. Project design, potential impacts and mitigation measures are explained in that meeting. Resettlement action plans need to be presented to the Ministry of Construction and Public Works for approval.

The Updated Report on Environmental and Social Impact Assessment (April 2009) will be presented to ANDE by Socoprim. For the update work, consultants (Burgeap) held meetings with various affected groups. Affected communities and businesses will need to be consulted with regard to compensation and resettlement options before the Resettlement and Compensation Action Plan is finalized.

G. Availability of Documentation

The updated report on the original EIA (April 2009) has been disclosed as an attachment to this ESRS. The final ESIA and Resettlement and Compensation Action Plan will also be disclosed by MIGA and the project sponsor when they are available. Unless the final ESIA presents material differences in the analysis of the project's impacts, mitigation measures and the project design, the disclosure of those documents by MIGA will not change to restart the 60 day disclosure period.

[EIA \(1998\)](#)

[Updated preliminary EIA \(2009\)](#)

[Updated preliminary EIA Annexes \(2009\)](#)