



The World Bank

Mali Rural Mobility and Connectivity - Additional Financing (P176775)

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

Appraisal Stage | Date Prepared/Updated: 07-May-2021 | Report No: PIDISDSA31958

**BASIC INFORMATION****A. Basic Project Data**

Country Mali	Project ID P176775	Project Name Mali Rural Mobility and Connectivity - Additional Financing	Parent Project ID (if any) P160505
Parent Project Name Mali - Rural Mobility and Connectivity Project	Region AFRICA WEST	Estimated Appraisal Date 10-May-2021	Estimated Board Date 24-Jun-2021
Practice Area (Lead) Transport	Financing Instrument Investment Project Financing	Borrower(s) REPUBLIC OF MALI	Implementing Agency Minister of Equipment and Accessibility

Proposed Development Objective(s) Parent

The Project Development Objective is to improve and sustain road access of farming communities to markets and basic services in the project area, and, in the event of an eligible crisis or emergency, to provide immediate and effective response to it.

Components

Rural roads improvement
Routine maintenance and road safety
Operational support
Contingent emergency response

PROJECT FINANCING DATA (US\$, Millions)**SUMMARY**

Total Project Cost	30.00
Total Financing	30.00
of which IBRD/IDA	30.00
Financing Gap	0.00

DETAILS**World Bank Group Financing**

International Development Association (IDA)	30.00
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IDA Credit

30.00

Environmental Assessment Category

B-Partial Assessment

Decision

The review did authorize the team to appraise and negotiate

Other Decision (as needed)

B. Introduction and Context

Country Context

Mali, a landlocked and fragile country in the Sahel, remains one of the poorest countries in the world.

The country has become increasingly fragile, dealing with protracted conflict and security and political instability. With a population of 19.7 million (2019) and a per capita GDP is USD 767 (2019), Mali ranks as the 22nd poorest country in the world. The proportion of the Malian population living under the national poverty line is 42.1 percent in 2018/19, equivalent to 8.3 million poor using the West African Economic Union household survey. The country has one of the highest fertility rates in the world at 5.971 children per woman, leading to an exceptionally high rate of population growth of 3 percent per year and a median age of around 16 years². The population is projected to double by 2045, increasing the demand for public services and natural resources.

The country's economic outlook is still weak. The structure of the economy remains highly dependent on agriculture as the source of jobs. The economy remains undiversified with low levels of productivity and capital accumulation. Export are undiversified with gold and cotton accounting for 70 and 15 percent of total exports, respectively and thus the economy is vulnerable to commodity prices and climatic shocks. The economic situation is further exacerbated by the low and highly unequal access to basic services and infrastructure. The country is also facing broader development challenges notably weak governance, low productivity, and uninsured risks.

Mali is facing recurrent cycles of conflict and violence and has become increasingly fragile over the past 10 years. Mali showed a large increase in its Fragile States Index (FSI) ranking mostly due to issues with state legitimacy, security, human rights, and amount of displaced population³. The escalating violence and insecurity have resulted in an unprecedented humanitarian crisis with more than 340,000 internally

¹ 2020: SSA average 4,8

² Despite recent changes in population structure resulting from an increasing rate of child survival, female school enrolment and demand for family planning, Mali remains a pre-dividend country (see <http://documents1.worldbank.org/curated/en/867951479745020851/pdf/WPS7893.pdf>)

³ The Fragile States Index measures fragility on 12 indicators: demographic pressures, refugees and displacement issues, uneven economic development, group grievances, human flight and brain drain, poverty and economic decline, state legitimacy, public services, human rights and rule of law, security apparatus, factionalized elites, and external intervention. It collects data from primary sources and then triangulates them and subjects them to critical review to obtain one final score.



displaced people according to UNHRC⁴. Additionally, the country was not spared either by the COVID-19 pandemic and like many of its neighboring countries faced a sharp slowdown in economic activities affecting all sectors and causing worsened poverty and living conditions as well as weak food security.

Mali is highly vulnerable to climate change and is subject to frequent droughts but also flooding during the rainy season. In August 2019, heavy rains caused extensive damages especially in Koulikoro, Mopti, Kidal, Timbuktu and Menaka and according to the Mali Red Cross at least 6474 people and 1729 households were affected, and 845 houses destroyed. By September 2019, more than 78 115 people were already affected of which 87% are at risk populations. The road network did not escape the forces of the water and far-reaching damages were recorded.

Sectoral and Institutional Context

Mali's landlocked geography, large land area and uneven distribution of economic activities between North and South, mean that transport connectivity is critical to link consumer markets with production zones. However, road connectivity poses a major challenge both intra and inter regionally for three major reasons. First, the quality of the rural road network remains poor in terms of service level and all-season passability. Secondly, road connectivity within the country remains inadequate, due to a poorly developed and maintained secondary and tertiary road network. Thirdly, transport prices to reach international markets via the nearest seaports (Conakry, Dakar, and Abidjan) are among the highest in the world due to a combination of poor infrastructure, non-tariff barriers, inefficient transport services provision, and lengthy customs clearance procedures.

Inadequate capacity and funding to maintain the rural road network. A road authority in charge of managing a second-generation road fund, which collects resources through fuel levy, toll fees and overloading fines, has been in place since 2002 to finance the maintenance of the road network. In 2016, the road authority mobilized about US\$45 million to finance the maintenance of mainly national, regional, and urban roads, the repair of ferryboats, and the rehabilitation of long-span bridges on national road corridors. However, the resources mobilized only cover about 55 percent of the maintenance needs of the national, regional, and urban road networks. Until recently, the road authority was not mandated to finance the maintenance of the rural road network since this responsibility had been transferred in principle to local governments. Unfortunately, local governments have neither the resources nor the capacity to maintain the rural network effectively, which means that large parts keep falling in poor condition.

Growth in the agricultural sector, which employs the largest share of the workforce (57.2 percent) is constrained by a variety of factors including transport bottlenecks. There is significant spatial variation in agricultural performance across regions in rural Mali, with high agricultural productivity in the irrigated fluvial basin of the Niger River and in the south. In contrast, northern, dryland cropping regions of Mali face lower yield growth and lower farm efficiency. Part of this variation in productivity is agro-climatic: dryland cropping zones face lower rainfall, higher rainfall variability, and more soil constraints. However, important sources of farm inefficiency in the dryland cropping zone include non-environmental factors

⁴ <https://data2.unhcr.org/en/country/mli>



such as access to seeds, information constraints, gender disparities, and transport bottlenecks⁵. In the southern cropping zone, the primary constraints to greater agricultural productivity include poor health, low use of agricultural technologies, and lack of access to markets.

C. Proposed Development Objective(s)

Original PDO

The Project Development Objective is to improve and sustain road access of farming communities to markets and basic services in the project area, and, in the event of an eligible crisis or emergency, to provide immediate and effective response to it.

Current PDO:

The Project Development Objective is to improve and sustain road access of farming communities to markets and basic services in the project area, and, in the event of an eligible crisis or emergency, to provide immediate and effective response to it.

Key Results

The achievement of the PDO goals will be measured by the following indicators:

- Proportion of agricultural products transported to primary markets or processing centers.
- Variation in travel time
- Number of accessible schools and health centers.
- People provided with an all-season road (of which women); and
- Proportion of improved project roads under routine maintenance.

The Results framework will be updated to reflect the recommendations of the mid-term review, Specifically, the following intermediate indicator “variation in travel time” would be moved to PDO indicator to replace the PDO indicator marked for deletion “Variation of vehicle operating costs for the distribution of inputs and collection of cotton”. The latter indicator proved to be challenging to measure due to lack of data. At appraisal of the parent operation, it was assumed that the fleet operators of the Malian Company for Textile Development (CMDT) would be able to provide data on this indicator. However, most of the transport of cotton on the improved rural roads is in fact subcontracted to small private truck operators which shares of the market for 2019 were respectively 100% in Koulikoro, 40% in Sikasso and 86% in Koutiala in 2019, and CMDT is unable to collect data on their operating costs. Moreover, the intermediate indicator “Variation in travel time” measures a similar outcome since vehicle operating costs and travel times are interlinked.

An additional intermediate indicator ‘Community-Based Organizations (CBOs) in charge of carrying out routine maintenance (Number)’ will be included in order to capture the progress in reaching the outcome of maintenance being implemented on the improved roads with a target value of (83) CBOs. This

⁵ Average distance from farms to a market, for example, averages 8 km in the southern zone and 13 km in the dryland zone (LSMS-ISA 2014).



additional indicator will measure the number of CBOs for maintenance: (I) created; (ii) trained, and (iii) equipped with tools and operational.

The intermediate results indicator ‘Roads rehabilitated, Rural (Kilometers, Custom)’ will be revised as ‘Length of rural roads improved to climate resilience standards’, therefore capturing the adaptation measures incorporated in the project design to increase the infrastructures resilience to climate change and its associated climate Co-Benefits.

All targets value of the unchanged indicators will be maintained. Responsibilities for data collection will also remained unchanged.

D. Project Description

The AF Project consists of four components:

- **Component 1 - Rural roads improvement (Actual costs of US\$63.8 million equivalent, 100 percent IDA, estimated costs with the additional financing of US\$92.4 million equivalent, 100 percent IDA):**

Subcomponent 1.1 - Rural roads improvement works: aims at rehabilitating approximately 1,700 km of existing unpaved rural roads using the spot improvement method to ensure all-season connectivity. The civil works are planned in four consecutive phases. Out of 1700 km initially planned, about 839 km of roads have already been completed, 240 km of roads rehabilitation works are ongoing while the remaining 616 km shall be improved through the Additional Financing. This subcomponent also includes the additional infrastructure works in the Center and East of the country requested by the Government in 2019 and approved by the Bank.

Subcomponent 1.2 - Small common facilities: This subcomponent finances small common facilities located along the rural roads of subcomponent 1.1. The proposed facilities are designed to foster greater women empowerment, while maximizing the positive impact of the project on selected farming communities along project roads. The proposed facilities are of different kinds, such as vegetable garden perimeters, multi-functional platforms for women, water wells with hand pumps, small warehouses for crops, small weekly market buildings, parking lots, fences and additional rooms for existing schools and health centers. 69 small facilities have been constructed so far, 94 additional are under construction and the AF will finance an additional 107 facilities.

Subcomponent 1.3 - Preparatory and other studies : This subcomponent includes the Project Preparation Advance (PPA) financing and finances: (a) techno-economic studies and related social and environmental safeguards studies to scale up the impact to other areas in the country under the Emergency and Resilience Project (P173389), and (b) other relevant studies as needed.

- **Component 2 - Routine maintenance and road safety (US\$8.6 million equivalent, of which US\$3 million funded by IDA and US\$5.6 million funded by the Road Authority, estimated costs with the additional financing remain unchanged).**



Subcomponent 2.1 - Routine maintenance mechanism: This subcomponent financed the development of institutional and stakeholder capacity to put in place an efficient and sustainable mechanism for the routine maintenance of rural roads.

Subcomponent 2.2 - Routine maintenance works. Activities financed includes: (a) labor cost for the CBOs performing routine maintenance works and managing rain barriers, as well as construction materials cost; (b) programming and inspection missions of technical services; (c) technical audits; and (d) evaluation. In addition to ensuring the routine maintenance this subcomponent provides employment to the local population. A specific indicator follows the number of person days of work created and the percentage of which are performed by women (the target is 20%).

Subcomponent 2.3 - Road safety, is addressing road safety along the rural roads improved by the project. The activities financed include: (a) awareness campaigns for children in about 100 schools; (b) training and awareness campaigns for 100 truck drivers; (c) acquisition of equipment for road accidents data collection and analysis; (d) training and certification for 10 technical agents in road safety inspection and audit; (e) acquisition of 100 three-wheeler ambulances; and (f) acquisition of 10,000 reflectors to be installed on intermediate means of transport.

- **Component 3 - Operational support (US\$3.6 million equivalent, of which US\$3.2 million funded by IDA and US\$0.4 funded by the GoM, estimated costs with the additional financing of US\$5.0 million equivalent, of which US\$4.6 million funded by IDA and US\$0.4 funded by the GoM).**

Subcomponent 3.1 - Project management: Under this component are financed day-to-day support to project implementation and coordination activities including staff costs, operating costs, and equipment of the project management unit (NCU); financial, technical, and safeguards audits; monitoring and evaluation, including impact assessment, and supervision of safeguards. The cost of this subcomponent has increased for several reasons: (i) the NCU contributed to the preparation of several new WB funded projects such as the Emergency and Resilience Project (P173389) ; (ii) the contract with the initial executing agency for the works AGETIER had to be canceled and the NCU took over the role which required the hiring of additional staff; (iii) the increased insecurity and COVID situation required the development of specific tools to monitor the works from a distance such as GEMS and Mapillary, and the reorganization of contracts which required time-consuming negotiations.

Subcomponent 3.2 – Social safeguards: Activities financed are the implementation of RAPs. The RAPs for the initial project have been completed. Under the AF, additional RAPs will be needed.

Subcomponent 3.3 – Citizen engagement: This subcomponent supports the participation of project beneficiaries during project design, implementation and beyond. Specific activities to be financed include: (a) communication and consultation with direct beneficiaries, (b) community monitoring through the deployment of Community monitoring using mobile solution including training of actors; and (c) costs related to grievance redress mechanism. These activities will continue under the AF.

Subcomponent 3.4 – Gender Based Violence (GBV), Sexual Exploitation, Abuse, and Harassment (SEAH): The AF project has inherited the rating of the parent project and been rated substantial for



SEAH. The parent project designed and will continue to implement a GBV-sensitive grievance redress mechanism (GRM) to the safe and confidential documentation, response and management of GBV/SEAH complaints and will include targeted and regular involvement of women and other groups at-risk in stakeholder engagement activities. Awareness raising activities on project-related risks of GBV/SEAH and mitigation strategies will be included in the SEP and will target communities and project workers, while contractual obligations in terms of GBV/SEAH mitigation will be enforced through the integration of specific provisions on codes of conduct addressing GBV/SEAH and continued training of workers. Clarity regarding responsibility for the management of GBV/SEAH risks will be outlined in the ESMP.

- **Component 4 - Contingent emergency response (US\$0, 100 percent IDA).**

This component, known as the Contingent Emergency Response Component (CERC), will be available should the need arise to redirect some of the project resources to contribute with other projects in the Mali portfolio to responding to an emergency. The available resources may finance emergency response activities and address crisis and emergency needs. In case this component is used, the project will be restructured to reallocate funds, revise the PDO and indicators, and detail implementation arrangements.

E. Implementation

Institutional and Implementation Arrangements

The AF follows the existing implementation arrangements of the parent project with minor adjustments. The project remains executed by the Ministry for Infrastructure and Transport (MIT). The coordination of the project will be ensured by the National Coordination Unit (NCU) anchored at the MIT, and in charge of implementing transport projects financed by the World Bank.

Implementing Agencies. There were initially two implementing agencies under the parent project (AGETIER and NCU). AGETIER was the implementing agency for the rural roads' improvement works whilst NCU was in charge of implementing the preparatory studies, small common facilities, routine maintenance activities, and road safety activities. Due to considerable delays in the implementation of rural roads improvement, the contract with AGETIER was terminated and the NCU became the sole implementing agency for the overall activities of the project. Consequently, the NCU reinforced its staffing and hired a suitably qualified NGO to coordinate the activities related to routine maintenance road works.

The existing and fully operational NCU will be in-charge of coordinating the project activities among different ministry entities, central and the decentralized government entities, the overall fiduciary aspects (procurement and financial management), safeguards compliance monitoring, and monitoring and evaluation.

Project Steering Committee (SC) is set up and convenes twice a year and chaired by the minister in charge of roads or his representative and will include, among others, representatives of the Ministry of Agriculture and the ministry in charge of decentralization. The SC will ensure that throughout the life of



the proposed project, there is an adequate strategic direction, overall oversight, and coordination with other line ministries.

Project Technical Committee (TC). A TC, already established by ministerial decision, is chaired by the coordinator of NCU and include designated focal points (technical experts) from the National Roads Directorate, the Agency of Road Safety, the National Directorate of Agriculture, the National Directorate of Rural Engineering, the Malian Company for Textile Development (Compagnie Malienne pour le Développement du Textile – CMDT), the Upper Niger River Valley Agricultural Program, and the regional councils of Koulikoro and Sikasso. The TC is responsible for the technical oversight, the development of the annual work plans and budget, and ensuring that the proposed project meets its objectives.

F. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

Project location and salient physical characteristics relevant to the safeguard analysis (if known) The proposed AF project will finance the gap of resources for spot improvement and the routine maintenance of existing rural roads in the regions of Koulikoro and Sikasso started on parent project. Many rural road sections are known in areas of Yanfolila, Komissana, Sirakoro, Naréna, Néguéla, etc. and dedicated instruments: ESIsAs and RAP were prepared and reviewed by Bank.

G. Environmental and Social Safeguards Specialists on the Team

Abdelaziz Lagnaoui, Environmental Specialist
Mahamadou Ahmadou Maiga, Social Specialist
Tolidji Blaise Donou, Environmental Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	
Performance Standards for Private Sector Activities OP/BP 4.03	No	
Natural Habitats OP/BP 4.04	No	
Forests OP/BP 4.36	Yes	
Pest Management OP 4.09	No	



Physical Cultural Resources OP/BP 4.11	Yes
Indigenous Peoples OP/BP 4.10	No
Involuntary Resettlement OP/BP 4.12	Yes
Safety of Dams OP/BP 4.37	No
Projects on International Waterways OP/BP 7.50	No
Projects in Disputed Areas OP/BP 7.60	No

KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. Summary of Key Safeguard Issues

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

The ESMF, RPF and the specific ESIA and RAPs prepared at this stage for the AF identified that, the AF main adverse impacts will occur mostly during the construction phase and are as follow: destruction of economic and shade trees along the right-of-way of the rural roads spot improvement works and borrow areas; alteration of the quality of the air by the uprising of dust; production of wastes (solid and liquid); increase of noise; risk of accidents for workers; temporary disruption of road traffic; risk of spreading sexually diseases including HIV/AIDS, risk of SEA/HS, increase of social conflicts, increase pressure on natural resources, water pollution due to hydrocarbons, land disputes, risk of uncontrolled population influx; risk of insecurity, in addition it was recognized that less than hundred persons will be affected by involuntary resettlement in the sense of OP.4.12. No physical displacement is expected.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area: Even it is not anticipated large scale indirect long-term adverse impacts, it was recognized that cultural identity may change, and inflation may increase.

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

The approach chosen (spot improvement) have minimum adverse impact compared to alternative such as full-scale rehabilitation.

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

Safeguards instruments: Under parent project an ESMF and a RPF were prepared approved by the Bank and disclosed by the borrower and the Bank prior to appraisal. During implementation phase, the borrower prepared specifics ESIA and RAP for the selected road spot improvement works sections. All these instruments have been implemented satisfactory to the Bank. ESMFs were also implemented by contractors and affected population were compensated satisfactory to the Bank under RAP implementation. In addition, to strengthen performance and compliance, an environmental and social audit of the safeguard's measures was conducted 3 years after the project effectiveness and the audit recommendations were fully implemented. A project report on Grievance Mechanism implementation was delivered on regular basis. The parent project has also benefited from a Citizen Engagement plan implemented in all project zones involving stakeholders as full part of the implementation.



For the targeted 600 Km by the AF, an ESIA/ESMP related to the first planned section of 300 Km of road (150 km at Sikasso and 150 km at Koulikoro) was prepared and reviewed by Bank. For the same section 2 RAPs have been also prepared, among which 1 RAP is already reviewed, and approved by the Bank. The other RAP is under approval process and will be approved prior commencement of the activity. The AF will finance all mitigation measure that will be developed in the ESMP. An ESIA and a RAP will be prepared for the remaining 300 km during the AF implementation phase. Due to the increasing security issues in the AF areas, which could limit the ESMP monitoring in the field, a security screening will be undertaken before starting of the works and the dedicated measures will be taken in association with local and moral authorities. Those measures will include the preparation of the Occupational, Health and safety (OHS) plan for each work. To mitigate security issues that has increased since parent project approval, the project strategy focused on involving local communities, community leaders, youth, women and other key stakeholders in project activities by providing jobs, and supporting socio-economic infrastructures as needs expressed by the populations, the involvement of and the mobilization of local communities to take advantage of the benefits of the project. The same strategy will be followed under this AF.

Assessment of Borrower capacity:

The Borrower had the opportunity to implement a similar project with the Bank. Most of the technical team and the Environmental and social Specialists that were involved in the implementation of the parent project are still in place and developed excellent capacities in dealing with E&S issues. To strengthen this team in the area of GBV, the PIU hired a GBV specialist who is focusing on all GBV/SEA/SH risks anticipated for the AF. Parent project environmental and social team benefited from several trainings on Bank ESF and on GBV delivered by Bank Staffs and STCs. This safeguard team is relevant and is very performed for the implementation and monitoring of environmental and social measures on the field, the preparation of project environmental and social report and addressing Bank recommendations during supervision missions. Nevertheless, it was noticed that the E&S team lacks logistics means to allow efficient monitoring of the implementation of environmental and social safeguards. It was therefore agreed that the AF will reinforce the Environmental and Social Unit in purchasing key equipment such as: vehicle, GPS, cameras, means, etc.. Specific training on environmental and social specially on security monitoring will be also delivered.

Institutional arrangement for Safeguards Processing. The overall responsibility of safeguards processing relies on the National Coordination Unit (NCU) within the Ministry in charge of rural Roads. During parent project unit worked closely with the National Directorate of Sanitation, Noises and Pollution Control (DNACPN) within the Ministry of Environmental, Sanitation and Sustainable Development. More specifically, the NCU will maintain a position of an Environmental and social Safeguards Specialists and will hire a GBV specialist for the AF. This team is responsible for the monitoring and ensuring the implementation of the ESMF and the RPF guidance and the mitigations measures of the ESIA/ESMP/RAPs. They will ensure that systematic screening of all subprojects as well as the development of any related additional site-specific safeguards documents (ESIA/ESMPs/ RAPs) are prepared and disclosed timely. The safeguards documents would be properly consulted upon and publicly disclosed both in-country and at Bank site prior to the start of the works. The safeguards team will also ensure that in all bidding documents, environmental and social prescriptions including related to SEA/SH are systematically integrated. Because of the occurrence of COVID 19 pandemic in Mali, they will also ensure the development of COVID 19 emergency plan on every civil works site.

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

Key stakeholders: The main key stakeholders of parent project are the same for the AF: project affected people, local authorities, representatives, traditional rulers and local nongovernmental organizations representatives. The project



will update the existing consultation plan and it will be implemented according to the prescription provided through the ESMF.

Consultation and Disclosure of the safeguard's documents: During the parent project the ESMF, RPF and the specific ESIA and RAP, the client undertook meaningful consultations with the main stakeholders. The ESMF and RPF were disclosed in country and at the World Bank site. The environmental and social audits were also given opportunity for consultation and in addressing stakeholder needs in project implementation. During the preparation of additional specific safeguards documents under the AF, the same meaningful consultation and approach will be undertaken, and the documents disclosed in country and at the World Bank site. During the whole duration of the AF, the National Coordination Unit will maintain permanent consultation with the stakeholders through the Citizen engagement plan which will be maintained for the AF. The AF will also support communities needs through the construction of local socio infrastructures and will promote HIMO activities for the benefit of local population to ensure project appropriation by local communities. Local community mobilization and engagement will be a leverage to ensure more stability and security on the project.

B. Disclosure Requirements (N.B. The sections below appear only if corresponding safeguard policy is triggered)**Environmental Assessment/Audit/Management Plan/Other**

Date of receipt by the Bank	Date of submission for disclosure	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
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"In country" Disclosure**Resettlement Action Plan/Framework/Policy Process**

Date of receipt by the Bank	Date of submission for disclosure
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"In country" Disclosure**C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting) (N.B. The sections below appear only if corresponding safeguard policy is triggered)**

**CONTACT POINT****World Bank**

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APPROVAL

Task Team Leader(s):	Cheick Omar Tidiane Diallo
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Approved By

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