

### Cover Page for Project/Program Approval Request

<b>1. Country/Region:</b>	Haiti	<b>2. CIF Project ID#:</b>	XPCRHT068A
<b>3. Source of Funding:</b>	<input type="checkbox"/> FIP	<input checked="" type="checkbox"/> PPCR	<input type="checkbox"/> SREP
<b>4. Project/Program Title:</b>	<i>Haiti Centre Artibonite Regional Development Project</i>		
<b>5. Type of CIF Investment:</b>	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Mixed
<b>6. Funding Request in million USD equivalent:</b>	<i>Grant: 8.0</i>		<i>Non-Grant:</i>
<b>7. Implementing MDB(s):</b>	<i>IBRD/IDA</i>		
<b>8. National Implementing Agency:</b>	<i>Unité Technique d'Exécution (Technical Executing Unit) from the Ministry of Finance and Economy</i>		
<b>9. MDB Focal Point and Project/Program Task Team Leader (TTL):</b>	<i>Headquarters- Focal Point: Kanta K. Rigaud</i>		<i>TTL: Pierre X. Bonneau</i>
<b>10. Project/Program Description (including objectives and expected outcomes):</b>			

The objective of the proposed Project is to support the development of the Centre Artibonite Loop (CAL) region, primarily by enhancing all-weather connectivity and logistics for producers, and the region's resilience to climate change.

This Project Development Objective would be achieved through: (i) enhancing transport connectivity between the CAL and other regions; ii) enhancing the access of inhabitants and agricultural producers to selected markets by improving internal connectivity within the CAL as well as selected market facilities; iii) developing regional knowledge and tools to enable public and private actors in the region to better plan investments and activities; iv) improving the region's resilience to climate change; and v) providing the Government of Haiti (GoH) with resources and capacity to respond promptly and effectively to an eligible emergency.

The primary beneficiaries of the Project are producers living in and around the CAL region, through increased revenue from sales (increased volume of products sold) and job creation triggered by agribusiness, SMEs, markets and related services. The number of direct beneficiaries is estimated at 190,000, of which an estimated 40,000 are producers and 30 percent in total are expected to be women. Most of these beneficiaries come from households with direct access to agricultural land, and who would have better access to markets through increased connectivity. Some direct beneficiaries also come from larger towns in the CAL region where the proposed Project would rehabilitate or build a market(s) and associated facilities potentially. In these larger towns, the local authorities (municipalities) would also benefit from the Project's activities specifically dedicated to strengthen capacity (for urban planning in particular) and to develop technical knowledge of the territory. The number of indirect beneficiaries is estimated at over 1.2 million. The 1.2 million inhabitants of the CAL

region covering 14 municipalities would potentially 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. Beyond those 1.2 million inhabitants, the road network users between the capital and the North or the DR, and more generally between the CAL region and its surrounding regions would benefit from improved transportation and logistics brought by the proposed Project. Finally, the proposed Project would also strengthen the capacities of the institutions involved in project implementation, notably the existing project implementation units at the Ministry of Finance and Economy (MEF) and at the Ministry of Public Works, Transportation, Energy and Communications (MTPTEC), the Interministerial Committee for Territorial Planning (CIAT), and the Ministry of Agriculture, Natural Resources, and Rural Development (MARNDR).

Project costs and financing per component are as follows:

<b>Project Components</b>	<b>Project cost</b>	<b>IDA Financing</b>	<b>CIF Financing</b>	<b>% Financing</b>
<b>1. Enhancing logistics and transport connectivity</b>	<b>40.0</b>	<b>34.0</b>	<b>6.0</b>	<b>100</b>
1.1 Improving the structuring road network (primary, secondary, tertiary road networks)	30.0	25.5	4.5	
1.2 Improving the rural network (feeder roads and rural pathways)	6.0	5.0	1.0	
1.3 Strengthening of road maintenance capacity and mechanisms at the local level	4.0	3.5	0.5	
<b>2. Improving infrastructure and management capacity of markets</b>	<b>8.0</b>	<b>7.4</b>	<b>0.6</b>	<b>100</b>
2.1 Urban markets	3.6	3.0	0.6	
2.1 Rural markets	4.4	4.4	0.0	
<b>3. Supporting the development of territorial knowledge, planning capacity, and local participation</b>	<b>5.0</b>	<b>3.6</b>	<b>1.4</b>	<b>100</b>
3.1 Improving territorial knowledge	2.0	1.0	1.0	
3.2 Supporting the development of regional planning capacity and local participation	3.0	2.6	0.4	
<b>4. Contingent Emergency Response Component</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>100</b>
<b>5. Project Implementation, Monitoring and Evaluation</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>100</b>
3.1 Project Implementation				
3.2 Monitoring and Evaluation				
<b>Total Project Costs</b>	<b>58.0</b>	<b>50.0</b>	<b>8.0</b>	<b>100</b>
<b>Interest During Implementation</b>	<b>0.0</b>	<b>0.0</b>		
<b>Front-End Fees</b>	<b>0.0</b>	<b>0.0</b>		
<b>Total Financing Required</b>	<b>58.0</b>	<b>50.0</b>	<b>8.0</b>	<b>100</b>

Detailed description of components can be found in Section III.A and Annex 1 of the Project Appraisal Document.

## 11. Consistency with Investment Criteria<sup>1</sup>:

PPCR funded activities into the proposed Project will focus on hard investments on infrastructure climate proofing and also address soft investments like climate information/data generation and processing, knowledge management, and capacity development at institutional level. It is aligned with the objectives outlined in the SPCR for Haiti endorsed in May 2013, providing incentives for scaled-up action and initiating transformational change by catalyzing a shift from “business as usual” to broad-based strategies for achieving climate resilience at the country level.

The Project area (the CAL region) is an area with high agricultural production and potential, hindered by underdeveloped and vulnerable transport and logistics related infrastructure. Traffic cuts in extreme weather events are frequent, which increases the level of isolation of the population. Yet, the CAL region will be increasingly exposed to the effects of such events (cyclones and storms; alteration and unpredictability of rainfall patterns, etc.), the frequency and intensity of which will grow as a result of climate change. The CAL region, where the Government of Haiti intends to promote growth and spur economic activity (outside of Port au Prince), needs to reduce its vulnerability by enhancing the resilience of investments and introducing adaptation to climate-change measures. Protecting infrastructure investments and articulating a climate-resilient development plan are both key to a “sustainable reconstruction” in the CAL region.

In this vein, the Haiti’s PPCR investment Project 1 (linked to the proposed IBRD/IDA operation) aims to promote the climate resilience of infrastructures in the CAL region and to foster the sustainability of the investments planned under the proposed Project. Its specific objectives are: (i) Enhancing climate resilience in the strategic network of secondary rural road; (ii) Improving climate resilience in the structural network (targeting critical points); (iii) Climate-proofing investments in “poles of economic growth”; and (iv) Creating an enabling environment for sustainability of investments.

Further details on Haiti’s SPCR and in particular on the consistency of PPCR’s investment Project 1 with investment criteria can be found in Annex 7 of the Project Appraisal Document.

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<sup>1</sup> Please provide the information in the cover page or indicate page numbers in the accompanying project/program document where such information can be found.

## 12. Stakeholder engagement<sup>2</sup>:

The Government of Haiti requested assistance from the World Bank to achieve their objective of diversifying the country's sources of growth and decentralizing the economy, promoting investment in regions outside of the capital region of Port au Prince. The importance of this objective was brought in sharp evidence by the earthquake, which highlighted the dangers of the overconcentration of population and economic development in Port au Prince. The Government identified "*refondation territoriale*" (the rebalancing of economic activities across the country's territory with the aim of "uniting the country through a convergence in living standards") as one of the four pillars of its reconstruction strategy, as outlined in the 2010 Strategic Plan for the Development of Haiti (PSDH). Subsequently, the Inter-Ministerial Committee for Territorial Development (CIAT) was tasked with developing a strategic vision to reshape the economic geography of the country, which was developed in the *Haiti Tomorrow* documents (the first one was published in 2010). The Government and stakeholders are clearly committed to the proposed Project. They have been conducting analytical studies and holding consultations with the population.

## 13. Gender considerations<sup>3</sup>:

The beneficial social development impacts described above are all the more significant since, in the region, women are well represented in the workforce (61 percent is economically active), and primarily in traditionally "female" agricultural jobs and in petty trade and most of the production is transported to and sold in markets by women and girls. Improved connectivity and access would benefit all, but women in particular, through time savings and improved transport conditions. Improved sanitary facilities along the road and in markets would also benefit all, but especially women given the current dire market sanitation conditions. Improved sanitation in areas with live and dead animals would benefit all, particularly women and children in particular who spend more time inside the market facilities.

Also, the participatory mechanisms and the inclusive approach used under the proposed Project would be particularly developed so as to benefit women and other groups that have traditionally been excluded from decision-making instances. A gendered social assessment developed with additional technical assistance would ensure that women's needs and priorities are taken into account in the detailed design of activities, that they can fully participate in the development process and that gendered reporting on project indicators would be available. Women's participation in would be strongly encouraged in the proposed Project: in the works activities, in the operation and maintenance and management of the infrastructure built. They would participate or be appropriately represented in the consultation process and decision making mechanism.

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<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

14. Indicators and Targets (consistent with results framework): <sup>4</sup>	
Core Indicator	Target
<b>Project Development Objective Level Indicator(s):</b>	
(a) <i>PDO level indicator. CORE.</i> Share* of rural population with access to an all-season road (disaggregated by gender) <i>Linked to PPCR Core Indicator 5: Number of people supported by the PPCR to cope with the effects of climate change</i>	50% or 480,000 people (Number sub-type supplemental)
(b) <i>PDO level indicator.</i> Share of roads classified as climate resilient <i>Linked to PPCR Core Indicator 4: Extent to which vulnerable households, communities businesses and public sector services use improved PPCR supported tools, instruments, strategies, activities to respond to climate variability and climate change</i>	tbd
(c) <i>PDO level indicator.</i> Growth in volume of total freight (based on annual truck load surveys at selected points on the road network)	tbd
(d) <i>PDO level indicator.</i> Regional development dashboard tool and databases developed	1
(e) <i>PDO level indicator. CORE.</i> Direct Project beneficiaries (disaggregated by gender) <i>Linked to PPCR Core Indicator 5: Number of people supported by the PPCR to cope with the effects of climate change</i>	190,000 people, of which 30% women
<b>Key Intermediate Results Indicator(s) and/or with a relation with PPCR Core indicator:</b>	
(a) <i>Component 1 result indicator. CORE.</i> Number of km of rural roads rehabilitated	tbd
(b) <i>Component 1 result indicator. CORE.</i> Number of km of non-rural roads rehabilitated	tbd
(c) <i>Component 1 result indicator. CORE.</i> Roads in good and fair conditions as a share of total classified roads (%)	tbd

<sup>4</sup> Full result framework for the proposed Project can be found in Annex 1 of the Project Appraisal Document.

<p>(d) <i>Component 1 result indicator. Spot interventions to enhance climate resilience of roads</i></p> <p><i>Linked to PPCR Core Indicator 4: Extent to which vulnerable households, communities businesses and public sector services use improved PPCR supported tools, instruments, strategies, activities to respond to climate variability and climate change</i></p>	tbd	
<p>(e) <i>Component 2 result indicator. Number of agriculture producers and traders with access to markets with improved infrastructure, management and/or hygiene, and/or introducing climate proofing measure (as relevant)</i></p> <p><i>Linked to (i) PPCR Core Indicator 5: Numbers of people supported by the PPCR to cope with effects of climate change</i></p> <p><i>And (ii) PPCR Core Indicator 4: Extent to which vulnerable households, communities businesses and public sector services use improved PPCR supported tools, instruments, strategies, activities to respond to climate variability and climate change</i></p>	tbd	
<p>(f) <i>Component 2 result indicator. Number of projects developed using analytical knowledge and tools developed by the proposed Project</i></p> <p><i>Linked to PPCR Core Indicator 3: Quality of and extent to which climate responsive instruments/investment models are developed and tested</i></p>	tbd	
<b>15. Co-Financing:</b>		
	<i>Amount (in USD million):</i>	<i>Type of contribution:</i>
<ul style="list-style-type: none"> <li>• Government</li> </ul>		
<ul style="list-style-type: none"> <li>• MDB</li> </ul>	50.0	IDA Grant
<ul style="list-style-type: none"> <li>• Private Sector (please specify)</li> </ul>		
<ul style="list-style-type: none"> <li>• Bilateral (please specify)</li> </ul>		
<ul style="list-style-type: none"> <li>• Others (please specify)</li> </ul>		
<b>Co-Financing Total:</b>	50.0	
<b>16. Expected Board/MDB Management<sup>5</sup> approval date:</b>		
March 20, 2013		

<sup>5</sup> In some cases activities will not require MDB Board approval.