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**MINISTRY OF PUBLIC WORKS, HOUSING AND WATER RESOURCES,
NATIONAL ROADS ADMINISTRATION, PUBLIC INSTITUTE**

CLIMATE RESILIENT ROADS FOR THE NORTH (P500488)

In the Provinces of Cabo Delgado, Nampula & Niassa – Mozambique

SOCIAL ASSESSMENT

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PREPARED FOR



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EXECUTIVE SUMMARY

Due to recurring climate impacts, the road network has suffered extensive damage over the last 20 years, with substantial sums of financial resources being diverted from improving the network to repairing flood-related damage. As the Mozambican road network has low redundancy, these disruptions sometimes isolate communities for long periods of time and therefore have a significant negative impact on their local economy. In Cabo Delgado province, the cyclones, heavy rains and floods have destroyed various infrastructures including roads and bridges, hitting an already vulnerable population, which was in many areas affected by terrorism violence and poverty. In the districts of Quissanga, Mueda, Muidumbe, Macomia, Metuge, Mecufi and Ibo (the most affected), entire villages were destroyed with communities in need of humanitarian assistance which, despite the improvements in terms of security caused by terrorism, the poor condition of roads and bridges has created difficulties for the transportation of the human aid for the population.

The delays in rebuilding of road infrastructures caused by insufficient financial resources, had increased the degradation of the road network and bridges, especially steel bridges, causing partial isolation of the Mueda, Quissanga, Muidumbe, Macomia, Mecufi and Metuge districts, affecting around 378,762 people. As the security situation has improved, there is a need to urgently reconstruct the affected road network to ensure the implementation of all reconstruction projects in Cabo Delgado province and provide the minimum conditions for the movement of goods and people. (Source: CRRN Project Concept Note, 2023).

In view of these, GoM requested the World Bank to help develop a long-term program of socio-economic integration through Climate Resilient Roads for the North in Northern Region of Mozambique.

The World Bank has agreed to be supporting the Government of Mozambique (GoM) through the National Roads Administration, Public Institute (ANE, IP) and Road Fund, Public Fund (RF, PF) in implementing the Climate Resilient Roads for the North in Northern Region of Mozambique (P500488) (CRRN Project). The objective of the project is to enhance climate-resilient, safe and sustainable road connectivity in the Northern Provinces of Mozambique. The project will support the following activities: upgrading, rehabilitation, and maintenance of selected secondary and tertiary roads (adopting the Output and Performance-based Road Contracts (OPRC) approach), as well as the construction and rehabilitation of bridges and drainage structures in the secondary road network and installation of Bailey bridges in the tertiary road network. Community infrastructure (markets, schools, health centers, agriculture produce storage facilities) will be provided to rural population along segments of roads targeted by the project and incorporated into the works contracts.

The project consists of 4 Components which are; Component 1 (Climate Resilient, Safe and Sustainable Road Connectivity Improvement), the project will finance the upgrade of about 52 km of the secondary road N381 Mueda – Xitaxi and 15 km of the tertiary road R762 Muepane - Quissanga, rehabilitation of 25 km of sealed secondary road N380 Muagamula – Xitaxi in Cabo Delgado, associated land acquisition and resettlement of project affected persons (PAPs); the construction and rehabilitation of five concrete bridges (Mirohote (45m), Muaguamula (40m), Muera 1 (55m), Muera 2 (30m) and Nango (35m) along the secondary road N380 in Cabo Delgado; acquisition and installation of 1,500 m of Bailey/metallic bridges

in tertiary roads in all three northern provinces. Component 2 (Improvement of Road Safety and Transport Mobility) will finance a pilot program on safe road infrastructure, inclusive of safety audits and inspection for roads and bridges; road safety education activities (including post-crash sensitization) along the road network and awareness in the schools, local communities and amongst road users; road safety and traffic calming measures and other road safety-related facilities that include speed bumps (near community centers, schools, and markets), pedestrian crossings, road markings, and road signs; pedestrian sidewalks, and cycle lanes in urban and community centers, including provision of wider shoulders along road segments for non-motorized traffic to increase road safety; development of a pilot for non-motorized transport for girls and boys to improve access to schools. Component 3 (Institutional Strengthening and Project Management) will finance incremental operating costs and institutional strengthening activities including procurement, financial management and audits, Environmental and Social (E&S) oversight and audit, axle load control and Monitoring and Evaluation (M&E). Component 4 (Contingent Emergency Response) will facilitate access to rapid financing by allowing a reallocation of uncommitted project funds in the event of a natural disaster, either by a formal declaration of a national or provincial government of emergency or upon a formal request from the Government of Mozambique. Component 4 will use the IDA Immediate Response Mechanism.

The project activities will take place in the Northern Provinces of Mozambique, namely Cabo Delgado, Niassa and Nampula. Specific locations, designs and detailed scope of subproject activities are not known at this stage, because their final selection will be determined later after undertaking specific Engineering Design Studies alongside the site specific ESIA's (post project approval).

The Project has been prepared under the World Bank's Environment and Social Framework (ESF), which came into effect on October 1, 2018, replacing the Bank's Environmental and Social Safeguards Operational Policies. Under the ESF, all World Bank Borrowers have agreed to comply with the ten Environmental and Social Standards (ESSs) applied to investment project lending financed by the Bank. This project recognizes the significance of, and adopts the ESSs, for identifying and assessing as well as managing the environmental and social risks and impacts associated with this investment project. The Concept Environmental and Social Review Summary (ESRS Concept Stage) (2023) Report No: ESRSC03889 undertaken by the World Bank has classified the environmental and social risks as substantial. As a response, ANE, IP as an implementing agency, has developed the key instruments to address these risks.

According to data from the General Population Census carried out in 2017, the provinces of Cabo Delgado, Nampula, and Niassa have a total of 9,464,848 inhabitants, of which 2,267,715 are from Cabo Delgado, 5,483,382 are from Nampula, and 1,713,751 are from Niassa. A significant part of the population from these 3 provinces will benefit from the enhanced access to road transport through the project interventions.

Therefore, the stakeholders identification is a critical component before the specific engagement begins and it is an on-going process requiring regular review and updating. Through that, ANE, IP will find it easy to understand how each stakeholder may be affected or, perceives they may be affected so that the engagement can be tailored to inform them and understand their views and concerns in an appropriate manner. When identifying and mapping

specific individuals or organizations, it is important to consider the expected area of influence of the Project i.e. the geographical area over which it may cause impacts (both positive and negative) over its lifetime, and the localities within which people and businesses could be affected.

Regarding the total of the households in the project area, approximately 76.4% are headed by men, while 23.6% are families headed by women. The household heads are the key people decision-makers on crucial family issues and the ability and willingness to participate in project activities in the locality. While the number of child-headed households is not available, it is essential to note that there are some child-headed households in the project area. The living conditions of families depend on the income stability of the primary breadwinners (Household heads).

The data shows that, the households identified in the areas covered by the project, the highest percentage comprises agricultural households (78.2%), followed by business and finance (6.7%) and other income activities represented 4.6%. Further, these data suggest that the primary source of household income comes mainly from indicate primary revenue primarily on agricultural activities significantly.

Increased pressure on land, access and limited social services is almost certain to occur because of the project, and this could lead to tensions specifically around access to health and education services. Intra-community conflict over access to jobs can also be anticipated within and between direct PAPs if the project and its contractors do not carefully manage expectations around these opportunities. Any fears or perceptions that PAPs and involved farmers have around this issue must be allayed through the stakeholder engagement process.

Due to the expected influx of project labour, there is also an increased risk of SEA/SH in the project area. These impacts will be mitigated through a implementing measures that prevent risk of SEA/SH among vulnerable groups such as, Capacity Building of government institutions engaged on GBV/SEA/SH, Building Awareness among project workers and community member about SEA/SH and Empowerment of women and girls.

Also, the data describe that, currently, there are PAPs in the project area registered with Small and Medium Enterprises (SME) to attend many services linked to the project. Therefore the project should onboard local SMEs and MEs to provide the required services since most of them have the capacity to perform various services, as they have experience and equipment. The other site, was observed in the consulting work that, in the covered area have not a community groups or members identified as involved in road safety in the project area. Then, to improve road safety, it is necessary to create and strengthen the community groups to ensuring road safety in project-affected communities. However, once created, these road safety committees must build capacity and provide financial support.

PAPs are characterized by several households headed by women and children, and households with people with disabilities. These are classified as vulnerable households and, in line with the World Bank ESF guidelines. The vulnerable families must be prioritized to receive project benefits and potential employment opportunities. This will be one of the most difficult project-induced impacts to mitigate and manage successfully, and attention is given to this aspect for the contractor to prioritize in planning and management efforts.



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The project will generate positive social and economic impacts during the construction and operational phases. These include (i) increase in employment opportunities and skills transfer, (ii) increase in business/trade opportunities, (iii) increased revenue generation for the government and (iv) improved road safety and connectivity.

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LIST OF ABBREVIATIONS AND ACRONYMS

ANE, IP	National Roads Administration, Public Institute
CER	Contingency Emergency Response
CRPT	Climate Resilience Planning Tool
DPEDH	Provincial Directorate of Education and Human Development
DPGCAS	Province Directorate of Gender, Child and Social Action
DPOPHRH	Provincial Directorate of Public Works and Hydrological Resources
DPS	Province Directorate of Health
DPTC	Provincial Directorate of Transport and Communication
EHS	Environment, Health and Safety
ESCP	Environmental and Social Commitment Plan
ESF	Environmental and Social Framework
ESMF	Environmental and Social Management Framework
ESS	Environmental and Social Safeguards
FGD	Focus Group Discussion
FY	Financial Year
GBV	Gender-Based Violence
GIIP	Good International Industry Practice
GoM	Government of Mozambique
GRM	Grievance Redress Mechanism
INATRO	National Road Transport Institute
INE	National Institute of Statistics
IPF	Investment Project Financing
MRI	Immediate Response Mechanism
LME	Local Micro Enterprise
LMP	Labor Management Plan
ME	MicroEnterprise
MEF	Ministry of Economy and Finance
MOPHRH	Ministry of Public Works, Housing and Water Resources
MPA	Multi-Phase Approach
TCM	Ministry of Transport and Communication
NGO	Non-Government Organization
OPRC	Output-Performance Roads Contracts
PAP	Person Affected by the Project
PBMC	Performance-Based Maintenance Contract

RAP MUSIC	Resettlement Action Plan
RMG	Road Maintenance Groups
RF, PF	Road Fund, Public Fund
SDAE	District Services of Economic Activities
SDG	Sustainable Development Goals
SDMAS	District Services of Women and Social Action
SDPI	District Services of Planning and Infrastructures
SDSMAS	District Services of Health, Women and Social Action
SEA	Sexual Exploitation and Abuse
SEP	Stakeholder Engagement Plan
SH	Sexual Harassment
SME	Small and Medium Enterprises
SRSEI	Safer Roads for Social and Economic Integration
WB	World Bank

1. INTRODUCTION

Due to recurring climate impacts, the road network has suffered extensive damage over the last 20 years, with substantial sums of financial resources being diverted from improving the network to repairing flood-related damage. As the Mozambican road network has low redundancy, these disruptions sometimes isolate communities for long periods of time and therefore have a significant negative impact on their local economy¹. In Cabo Delgado province, the cyclones, heavy rains and floods have destroyed various infrastructures including roads and bridges, hitting an already vulnerable population, which was in many areas affected by terrorism violence and poverty. In the districts of Quissanga, Mueda, Muidumbe, Macomia, Metuge, Mecufi and Ibo (the most affected), entire villages were destroyed with communities in need of humanitarian assistance which, despite the improvements in terms of security caused by terrorism, the poor condition of roads and bridges has created difficulties for the transportation of the human aid for the population.

The delays in rebuilding of road infrastructures caused by insufficient financial resources, had increased the degradation of the road network and bridges, especially steel bridges, causing partial isolation of the Mueda, Quissanga, Muidumbe, Macomia, Mecufi and Metuge districts, affecting around 378,762 people. As the security situation has improved, there is a need to urgently reconstruct the affected road network to ensure the implementation of all reconstruction projects in Cabo Delgado province and provide the minimum conditions for the movement of goods and people. (Source: CRRN Project Concept Note, 2023).

In view of these, GoM requested the World Bank to help develop a long-term program of socio-economic integration through Climate Resilient Roads for the North in Northern Region of Mozambique. Tentatively, the Bank has indicated willingness to fund a US\$ 125 million envelope to finance the project. The project implementing entity under the proposed project will be the Road Fund under the Ministry of Public Works, Housing and Water Resources (MoPWHWR). To facilitate project implementation and allocation of responsibilities, the Road Fund will enter into legally binding and enforceable cooperation agreements with ANE, IP and other beneficiary institutions of the project. There will be a Project Implementation Unit (PIU) at ANE, IP to facilitate its implementation.

The MoPWHWR will provide overall coordination for the project while the Road Fund will be responsible for implementation, coordination with ANE, IP, budgeting, monitoring, financial management and auditing of project resources. ANE, IP will oversee execution of the works, including procurement, E&S standards, and engineering aspects. It is proposed that, the existing central PIU at ANE, IP in-charge of some on-going World Bank financed projects will be responsible for this project too and where need be, additional PIU staff can be assigned/hired to enhance its capacity.

The Climate Resilient Roads for The North is being prepared under the World Bank's Environment and Social Framework (ESF) as well as Mozambican Environmental and Social regulations. Therefore, in accordance with the Environmental and Social Standard 1 (ESS1) on Assessment and Management of Social Risks and Impact, ANE, IP is obliged to make the **Social Risk Assessment**, in order to ensure the managing, and monitoring social risks and

¹ IFRDP, 2019

impacts associated with the project supported by the World Bank, in order to achieve social outcomes consistent with the Environmental and Social Standards (ESSs).

Between December 2023 and January 2024, the provinces of Nampula, Cabo Delgado and Niassa were subject to a social risk assessment process within the scope of CRRN. As will be further described throughout this document, the MoPWHWR aims to improve climate-resilient, safe, and sustainable road connectivity in the Northern Provinces of Mozambique. Through this project, the World Bank (WB) seeks to assist the Government of Mozambique (GoM) in responding to the problems of imbalances in regional socioeconomic development that have had harmful effects on the northern region and with repercussions on the country as a whole.

1.1 THE SCOPE OF SOCIAL ASSESSMENT FOR THE PROJECT

In line with the World Bank's ESS1 and ESS5, a Social Assessment for a World Bank-funded project was carried out to improve the project's design and establish a participatory process for the project implementation and monitoring. To achieve this, the social assessment process took account of the views and preferences of the affected people and other stakeholders. The process covers five social assessment considerations for the design of socially inclusive projects: (i) a review of the legal and institutional framework appropriate for the project-affected social group; (ii) characterization of social context for project-affected social groups; (iii) stakeholder analysis and elaboration of the culturally appropriate process for consulting with the project affected social group; (iv) assessment of the potential adverse and positive effect for the project; and (v) Identification measures necessary to avoid adverse effect or if not feasible, measure to minimize, mitigate, or compensate for the effects.

1.2 BACKGROUND AND METHODOLOGY OF SOCIAL ASSESSMENT (SA)

1.2.1 Objectives of Social Assessment

Social evaluation is a method used to evaluate the social impact of a given project. This seeks to understand how interactions affect society, considering improving quality of life, equity, social justice, social inclusion, and sustainability. Furthermore, SA examines the social aspects of the potential positive and negative impacts of the project's proposed activities to identify social impacts and implement appropriate institutional, organizational, and project-specific mechanisms to mitigate adverse effects.

The objective of this Social Assessment was to develop an understanding of the socio-economic and cultural characteristics of the PAPs in the selected project areas to inform the design of the project. The SA will ensure all PAPs are adequately involved, and they get the maximum benefit from the project's interventions. This is expected to enhance inclusion and local ownership while reducing and compensating for adverse social impacts.

The SA shall inform the process of incorporating the principles of the World Bank's guidelines into the different project components as deemed relevant. The SA will also provide baseline information about the PAPs in the project sites and inform the process of incorporating the principles of ESS1 and ESS5 into the Project Implementation Manual (PIM). Apart from

deepening the understanding of critical social issues and evaluating mitigation measures, the assessment also sought to discern appropriate ways to reach these groups to ensure that the project objectives are acceptable to them.

The Social Assessment broadly entailed evaluating the legal and institutional framework applicable to the project; baseline information on socio-economic, cultural, and political; and identifying project activities, their impacts and how to manage them in a manner that is culturally appropriate, gender and intergenerational inclusive. These include, among others, aspects related to involuntary resettlement, GBV, public health, non-discrimination and requirements to ensure public consultation, participation, and communication of the affected population.

Given the sensitive nature of the issues being investigated in this assessment and the fact that at this stage, we are not yet seeking to establish cause and effect relationships between the various phenomena involved, but only to carry out a general exploration and eventually identify the issues and subjects that could be addressed, greater depth, although initially these can also be used to illuminate immediate planning and implementation, the study used a series of methods that can be seen below.

1.2.2 Data Collection and Survey Processing

For the development of this SA report, the data collection process was based on a combination of qualitative and quantitative methods that included: (i) document analysis, (ii) Key Informant Interviews (KII) and (iii) Focus Group Discussions (FGDs).

1.2.2.1 Document review

The document review was done by consulting available documents with data or information relevant to the project. As the time allocated to collect field data was very limited, it was insufficient to carry out a household survey with Project Affected People (PAP's). The document analysis exercise provided a deeper understanding of the CRRN project, the socioeconomic profile of the project area, existing public infrastructure and household income and expenses, among others. During the document analysis, the following documents were referred to but were not limited to these:

- Terms of Reference for Consulting Services.
- CRRN Project Concept Note, 2023
- 2021 Statistical Yearbook (provided by INE – National Statistics Institute).
- Family Budget Survey Report (provided by the Ministry of Economy and Finance)
- Field reports provided by government institutions (e.g. Provincial Directorate of Gender, Children and Social Action - DPGCAS, Provincial Directorate of Education and Human Development - DPEDH, etc.)
- Others.

1.2.2.2 Key Informant Interviews (KII)

Interviews with key informants were used to collect qualitative data and through in-depth interviews with 23 key informants. These included: (i) critical people in provincial government institutions (e.g., Cabo Delgado Provincial Directorate of Gender, Children and Social Action, Cabo Delgado Provincial Directorate of Health, Cabo Delgado ANE Provincial Delegation, Provincial Directorate of Transport and Communication of Cabo Delgado, Cabo Delgado Provincial Environmental Services, Provincial Directorate of Industry and Commerce of Cabo Delgado, Provincial Command of Cabo Delgado, INDG of Cabo Delgado, Provincial Directorate of Agriculture and Fisheries of Cabo Delgado, etc.

Information about project expectations and relevant recommendations for project execution and community ownership was collected from the interviews. Even so, the interviews allowed us to absorb information about i) the impact of road degradation on the development of the sector, (ii) the impact of climate change on the development of the industry, (iii) the impact of terrorist attacks on the industry, Suggestions, and recommendations from the industry to improve the mobility of populations and traders and (iv) proposal criteria for selecting road maintenance service providers.

Information collected from government bodies such as DPGCAS, DPS and SDSMAS provided information on (i) identification of vulnerable groups along the N1 corridor, (ii) occurrence of GBV, (iii) Government and NGOs working with GBV and (iv) mitigation measures adopted to reduce GBV/SH/SE in the project target area.

1.2.2.3 Focus Group Discussions (FGD's)

This was another qualitative method used during field data collection. Only three (3) FGDs were carried out in the project area with different stakeholder groups such as (i) Gender Experts, ii) PAPs in the project area registered with Small and Medium Enterprises (SMEs), and iii) Community members. Group discussions focused on issues related to community and SME participation in project implementation and financing, categories of existing vulnerable groups and potential impacts of the project on these groups, GBV/SE/SH, child labour, among others. These meetings were previously scheduled with the group members with the help of community leaders guided by the consultant's criteria. The consultation was conducted in a free and informed manner guided by an interview guide.

1.2.2.4 Public consultations

Developing and implementing an effective public participation plan involving all interested and affected parties is vital to the project. This involves identifying the population that will benefit or be negatively affected by the project and collecting information on the public response to the investments proposed in the project.

During this preparation phase, three (3) public consultations will be held, namely in Pemba, Lichinga and Nampula. The following is expected to be absorbed from the consultations:

- Participants' Perceptions and Expectations about the project and
- Recommendations for the project execution phase
- Potential impacts of the project.

2. PROJECT DESCRIPTION

2.1 PROJECT AREA

As shown in Figure 1, the target area of the project is essentially the specific roads of the province of Cabo Delgado (52km of the secondary road N381 Mueda – Xitaxi; 15km of the tertiary road R762 Muepane – Quissanga and rehabilitation of 25km of the asphalted secondary road N380 Muagamula – Xitaxi), and installation of 1,500m of metal/balanced bridges on tertiary roads in the three northern provinces (Cabo Delgado, Niassa and Nampula), including the construction of bridge substructures and bridge interventions. As well ,the improvement of a 15 km section of the R762 Muepane-Quissanga and some of the concrete bridges to be built and rehabilitated along the N380 road are located within the Quirimbas National Park (PNQ).

Figure 1: Project intervention provinces



Made by: ANE, 2023

As described above, the project will be implemented on secondary and tertiary roads in Niassa, Nampula and Cabo Delgado provinces. The project's area of influence comprises ten (10) sections totalling 906 Km, and as the multi-phase programmatic approach (MPA) will be adopted to facilitate project implementation, the proposed phases for interventions are presented in the table below, while Figure 1 shows in detail the area of influence of the project.

Table 1: Intervention phases on Project Roads

PROVINCE	SECTION (SECONDARY AND TERTIARY)	LENGTH (KM)	INTERVENTION PHASE	
			I	II
Corporal Delegate	N381 Mueda - Xitaxi	52	X	
Corporal Delegate	R762 Muepane - Quissanga	15	X	
Corporal Delegate	N380m Muagamula - Xitaxi	25	X	
Corporal Delegate	R775/1260 Palma – Namoto	47		X
Corporal Delegate	R760 Muxara – Mecúfi	43		X
Niassa	N361 Lichinga - Lake Niassa	98		X
Niassa	N360 Metarica - Marrupa	167		X
Niassa	R733/1211 Lussimbese – Matchedje	206		X
Nampula	R657 Magige - Cuamba	93		X
Nampula	R689 Angoche - Monapo	160		X
Total			906	

Made by: ANE, 2023

On the other hand, the project envisages the construction and rehabilitation of five concrete bridges along the N380 secondary road in Cabo Delgado (Mirohote (45m), Muaguamula (40m), Muera 1 (55m), Muera 2 (30m) and Nango (35m).

Table 2: Intervention phases on the Project Bridges

PROVINCE	SECTION (SECONDARY AND TERTIARY)	LENGTH (M)	INTERVENTION PHASE	
			I	II
Corporal Delegate	Mirohot	45		X
Corporal Delegate	Muaguamula	40		X
Corporal Delegate	Muera 1	55		X
Corporal Delegate	Muera 2	30		X
Corporal Delegate	Nango	35		X

Made by: ANE, 2023

2.2 PROJECT OBJECTIVES

The Social Assessment (SA) of the CRRN Project complies with the provisions of the Environmental and Social Framework (ESF) of the World Bank (WB) and aims to:

- Improve road connectivity in the Northern Provinces of Mozambique, namely Cabo Delgado, Niassa and Nampula.
- Improve the quality of the road network (modernization, rehabilitation, and maintenance of selected secondary and tertiary roads) through implementing Performance-Based Maintenance Contracts (PBMC).
- Build and rehabilitate bridges on the secondary and tertiary road networks by implementing Performance-Based Maintenance Contracts (PBMC).
- Contribute to the creation and promotion of employment.

In the project, it is proposed to implement the PBMC approach to guarantee a consistent and accessible long-term service for road users, as well as the involvement of local communities in road works. The PBMC will include performance standards (service levels) for compliance with the ESS for both construction and maintenance. In an innovative approach, payments will be linked to service levels performed, for example:

- Preparation of an environmental, social, health and safety plan and establishment of baseline indicators before construction begins.

- Completion of mandatory periodic training for all workers on Sexual Exploitation Abuse (SAE) and Gender-Based Violence (GBV) issues.

Under the terms of the contract, the Contractor will also be responsible for the ongoing monitoring and control of road conditions and service levels of all roads or sections of road included in the contract.

2.3 DESCRIPTION OF PROJECT COMPONENTS

The Project Development Objective (PDO) is to improve climate-resilient, safe, and sustainable road connectivity in the Northern Provinces of Mozambique. Based on the PDO, the Project has four components that can be summarized as:

- **Component 1:** Improving Climate Resilient, Safe and Sustainable Roads (\$119.6 million).
- **Component 2:** Improving Road Safety and Transport Mobility (\$2.5 million).
- **Component 3:** Institutional Strengthening and Project Management (US\$2.9 million).
- **Component 4:** Contingent Emergency Response

In summary, the four main components and subcomponents of the project are presented below, as well as the expected levels of allocation of funds:

Table 3: Main components and subcomponents of the project

COMPONENT	SUBCOMPONENTS AND DESCRIPTION
<p>Component 1: Climate Resilient, Safe and Sustainable Improvement of Roads (US\$ 119.6 million)</p>	<p>Sub-component 1.1: Improvement and maintenance of road network (US\$81.5 million). This sub-component will focus potentially on the following: (i) Upgrade of 52km of the secondary road N381 Mueda – Xitaxi; and 15km of the tertiary road R762 Muepane – Quissanga; and rehabilitation of 25km of sealed secondary road N380 Muagamula – Xitaxi in Cabo Delgado province, including the rehabilitation or reconstruction of culverts and other drainage infrastructure; (ii) Consultancy services for the preparation of concept design and bid documents for upgrading/rehabilitation of roads, including for follow-on operations, and the monitoring of road works; and (iii) Land acquisition and resettlement of project affected persons. Road safety audits/inspections will be conducted at different stages of the project, speed management and improved Vulnerable Road User (VRU) facilities will be ensured across project roads and bridges. Pedestrian sidewalks, and cycle lanes in urban and community centers, including wider shoulders along road segments will be introduced for non-motorized traffic to increase road safety of VRUs. Through this Subcomponent, Community infrastructure (markets, schools, health centers, agriculture produce storage facilities) will be provided to rural population along segments of roads targeted by the project and incorporated into the works contracts.</p> <p>Sub-component 1.2: Improvement of bridges and drainage structures (US\$38.1 million). This sub-component will focus on: (i) Construction and rehabilitation of five concrete bridges along the secondary road N380 in Cabo Delgado (Mirohote (45m), Muaguamula (40m), Muera 1 (55m), Muera 2 (30m) and Nango (35m); (ii) Consultancy services for the preparation of concept design and bid documents, and the monitoring of the bridge works in Cabo Delgado province; (iii) acquisition and installation of 1,500m of bailey/metallic bridges in tertiary roads in all three northern provinces, including the construction of substructure of the bridges; and (iv) Consultancy services for design and preparation of bid documents for construction of the substructure for installation of the bailey/metallic bridges in all three northern provinces.</p>
<p>Component 2: Improvement of Road Safety and Transport Mobility (US\$ 2.5 million).</p>	<p>The Safe System approach for road safety will be an integral part of the road design and implementation and will finance:</p>

	<ul style="list-style-type: none"> a. the enhancement of the capacity of the National Institute of Road Transport (INATRO) on road safety regulation, inspection and supervision, and ANE on road safety engineering. b. a pilot program on safe road infrastructure, inclusive road safety programs targeting youth, awareness-raising and dissuasive measures, and improving gender disaggregated crash data collection. c. first responder training for youth across project roads. d. a “safer route to school” pilot to improve access to schools. e. capacity building and accreditation on road safety audit; and f. a study on improving transport services in rural areas, including addressing the recommendations of the report.
<p>Component 3: Institutional Strengthening and Project Management (US\$ 2.9 million).</p>	<p>Component 3 will include incremental operating costs and institutional strengthening activities and covers:</p> <ul style="list-style-type: none"> a. an institutional assessment of the road sub-sector. b. road asset management. c. enhancement of climate resilience in planning and management of road infrastructure. d. road and traffic data collection. e. preparation of a road maintenance strategy. f. study on facilitation of public private partnerships in road rehabilitation and maintenance; (vii) development of community resilience committees led by women to support emergency preparedness and response; and g. promotion of women’s employment in the road sub-sector. Effort will be made to incorporate a skills development and livelihoods sub-component to provide opportunities for conflict-impacted local labor in the road works. <p>This component will also provide technical assistance for the implementation of the project including procurement, FM and audits, environmental and social oversight, and M&E.</p>

2.4 MAIN PROJECT ACTIVITIES BY COMPONENT

The Component 1 will support the upgrading of roads and bridges.

Table 4: Civil works (Roads to be constructed and rehabilitated)

ROAD	LENGTH (KM)	INTERVENTION	ESTIMATED COST (US\$ MILLION)	PROVINCE
N381 Mueda - Xitaxi	52	Upgrade	42.6	C.Delgado
R762 Muepane - Quissanga	15	Upgrade	9.4	C.Delgado
N380m Muagamula - Xitaxi	25	Rehabilitation	17.5	C.Delgado

Table 5: Consultancy services

ACTIVITY	ESTIMATED COST (US\$ MILLION)	PROVINCE
Preparation of concept designs and bidding documents (phase I)	1.45	C.Delgado
Monitoring Consultant for the works (phase I)	4.55	C.Delgado
Preparation of concept designs and bidding documents (phase II)	6.0	C.Delgado, Nampula, Niassa.

Table 6: Roads for preparation of concept designs and bidding documents (Phase II)

ROAD	LENGTH (KM)	INTERVENTION	PROVINCE
R775/1260 Palma – Namoto	47	Upgrade	C.Delgado

The Component 3 will support the activities indicated in Table 8 and related cost.

Table 7: Activities to be supported under component 3

ACTIVITY	ESTIMATED COST (US\$ MILLION)
Road Asset Management	0.5
Equipment and road and traffic data collection	0.8
Enhancement of climate resilience of roads	0.2
Technical assistance for project implementation	0.8
Preparation of Maintenance strategy	0.1
Development of community resilience committees	0.1
Project operating costs	0.9

3. SOCIOECONOMIC CONTEXT OF THE STUDY AREA

3.1 STAKEHOLDER IDENTIFICATION AND ANALYSIS

According to data from the General Population Census carried out in 2017, the provinces of Cabo Delgado, Nampula, and Niassa have a total of 9,464,848 inhabitants, of which 2,267,715 are from Cabo Delgado, 5,483,382 are from Nampula, and 1,713,751 are from Niassa. A significant part of the population from these 3 provinces will benefit from the enhanced access to road transport through the project interventions.

Therefore, the stakeholders identification is a critical component before the specific engagement begins and it is an on-going process requiring regular review and updating. Through that, ANE, IP will find it easy to understand how each stakeholder may be affected or, perceives they may be affected so that the engagement can be tailored to inform them and understand their views and concerns in an appropriate manner. When identifying and mapping specific individuals or organizations, it is important to consider the expected area of influence of the Project i.e. the geographical area over which it may cause impacts (both positive and negative) over its lifetime, and the localities within which people and businesses could be affected. It also important to consider the nature of the impacts that could arise and the types of government bodies, NGOs, academic and research institutions and other bodies who may have an interest in the project.

Identification and analysis of stakeholders will help the National Roads Administration, Public Institute (ANE, IP) to know the key stakeholders, their location, their interests and issues, levels of influence, what motivates them and what they are looking for in relationship to the project activities.

3.1.1 Different Levels of Stakeholders

3.1.1.1 Interested Institutions

The institutional and community stakeholders with relevant intervention and influence on the Project are indicated and categorized in Table 8. There are, however, other institutions that could have a significant, although not decisive, influence on the implementation of the project. These institutions include: Ministry of Gender, Children and Social Action (MoGCSA); Ministry of State Administration and Public Service (MoSAPS); Ministry of Education and Human Development (MoEHD); State Secretariat for Youth and Employment; National Employment Institute; National Institute of Statistics; Courts at provincial and district levels, and Higher Education Institutions established at provincial levels.

3.1.1.2 Local Government

The provincial government which includes provincial services/directorate for infrastructures, environment, education, health, public works, housing and water resources (especially ANE, IP), social affairs, and the provincial police, as well as the Provincial Secretariat in the three provinces (Cabo Delgado, Nampula and Niassa), are key in a number of aspects of the project. This category also includes community leadership and community-based organizations with a relevant role in local life, in discussions and decision-making on local issues, such as neighborhood secretaries and chiefs among others.

3.1.1.3 Non-Governmental Organizations

The participation of the NGOs whether local, national or international is important in the implementation of the proposed project and the engagement process throughout its life cycle. These may include organizations working directly in the construction and building materials, health, education, environment and biodiversity conservation sectors as well as other related stakeholders such as; the Engineers of Mozambique, Confederation of Economic Associations of Mozambique (CTA), United Nations Human Settlements Program (UN-HABITAT) as well as those working in the area of protection and development of special interest groups (children, women and the youth) and this include; UNICEF, UNFPA coordinating the GBV and the Health Cluster in Nampula, Cabo Delgado, and Niassa. Furthermore, the involvement of NGOs that work with communities in different sectors, including sanitation, health will be fundamental to support project activities especially the local mediawhich are also very important.

As mentioned previously, the Table 8 below describe the categorization of stakeholders according to how they will be affected (directly or indirectly) by the implementation of the project; level of intervention and influence on project implementation.

Table 8: Stakeholder indetification and mapping

STAKEHOLDERS THAT MAY BE AFFECTED, DIRECTLY OR INDIRECTLY, BY THE RESULTS OF THE IMPLEMENTATION OF THE PROJECT	STAKEHOLDERS THAT MAY TAKE PART IN THE IMPLEMENTATION OF THE PROJECT	STAKEHOLDERS WITH INFLUENCE ON THE IMPLEMENTATION OF THE PROJECT
<ul style="list-style-type: none"> • General affected population living in the project targeted areas (Cabo Delgado, Nampula and Niassa Provinces). • Vulnerable population including women, female headed households, children/child headed households, Persons with Disability (PWD), elderly and others. • Civil society in general. • Private sector, small commercial farmers, subsistence/traditional farmers. • Public servants (health, education workers, public administration in general). 	<ul style="list-style-type: none"> • Provincial Government. • ANE provintial delegations • All sectoral institutions at provincial level. <ul style="list-style-type: none"> ○ Environment ○ Education ○ Health ○ Public works, housing and water resources. • Northern Regional Water Administration (ARA-Norte). • ANE, IP delegation. • Provincial Health Directorate (DPS). • Provincial Directorate of Education Human Development (DPEDH). • Provincial Directorate of Transport and Communications (DPTC). • Provincial Infrastructure Directorate (DPIE). 	<ul style="list-style-type: none"> • Ministry of Public Works, Housing and Water Resource. • Ministry of Transport and Communication (MTC). • Ministry of Labor, Employment and Social Security. • Ministry of Agriculture and Rural Development (MADER). • Ministry of Gender, Child and Social Action. • Ministry of Health (MISAU). • Ministry of Education and Human Development (MINEDH). • Ministry of Land and Environment (MTA). • National Institute of Meteorology.

<ul style="list-style-type: none"> • NGOs and Associations operating at district and Provincial levels. • Provincial and District Government. • Small Business operating along the roads to be intervened and others. • Transport operators. 	<ul style="list-style-type: none"> • Provincial Environmental Services (SPA). • Provincial Services for Economic Activities. • Provincial Directorate of Territorial Development and Environment (DPDTA). • Provincial Directorate of Agriculture and Fisheries (DPAP). • Provincial Directorate of Industry and Commerce (DPIC). • Provincial Directorate of Culture and Tourism (DPCT). • GBV multisectoral stakeholders (Health institutions, Legal system, and Social Affairs). 	<ul style="list-style-type: none"> • National Institute for Disaster Management (INGD). • International organizations promoting gender equality reducing GBV and implementing interventions on protection against sexual exploitation and abuse. • UN Agencies, especially the UNFPA coordinating the GBV and the Health Cluster in Nampula, Cabo Delgado, and Niassa. • Northern Integrated Development Agency (ADIN).
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Source: EA and JBN (2023)

3.2 SOCIAL CHARACTERISTICS OF THE PROJECT AREA

As mentioned previously, due to time constraints, the consultant did not conduct the household survey to gather detailed demographic information on the socioeconomic profile of Project Affected Persons (PAPs). The preparation of the profile of potential PAPs was based on institutional interviews and a review of secondary data, such as reports and data sets from the National Statistics Institute (INE), Ministry of Economy and Finance (MEF), National Institute for Disaster Management (INDG), National Road Administration (ANE) and others.

Table 9 below presents some socioeconomic characteristics of the population in the provinces (Nampula, Niassa, and Cabo Delgado) covered by the project, described in detail as follows:

3.2.1 Demographic Characteristic

3.2.1.1 Gender

In the project area, there are 11 million inhabitants, both directly and indirectly. Should Of the 2.2 million households in the project area, approximately 76.4% are headed by men, while 23.6% are families headed by women (INE, 2021). The household heads are the key people decision-makers on crucial family issues and the ability and willingness to participate in project activities in the locality. While the number of child-headed households is not availed, it is essential to note that there are some child-headed households in the project area.

3.2.1.2 Household Size and Marital Status

On average, each household consists of 3 people, with the head of the household having an average age of 40 (IOF, 2020). The majority of family heads (77%) are married or live in a marital union, while an average of 6% are widowed.

3.2.1.3 Academic Education

According to the table below, of the 2.2 million households in the project area, 57% of household heads had completed primary education, representing the highest proportion. Only 1.3% of household heads have higher education, and 33% of household heads were illiterate. Furthermore, 6% of householders have an adult education, which means they can read and write. The general educational level of people in the project area shows that they are literate, which means that community members can participate and provide feedback to the project, as seen during FGD meetings and public consultation. Therefore, during the dissemination of information related to the project and public consultation on proposed technical options, the right approach must be prepared so that communities understand the nature and significance of the project and participate in and support the project.

Table 9: Demographic and ethnic characteristics of the affected population

SOCIOECONOMIC CHARACTERISTICS		PROVINCE			TOTAL
		NIASSA	NAMPULA	CABO DELGADO	
Total population		2 064 645	6,335,121	2,597,016	10,996,782
Number of Households		409 462	1,267,024	519,403	2,195,889
Size HH		4.9	4.7	4.9	4.8
Sex	Masculine	73.9	79.8	75.6	76.4
	Feminine	26.1	20.2	24.4	23.6
Age		39.4	41.3	40.0	40.2
marital status	Single	2.0	4.5	1.2	2.6
	Married / Marital Union	77.4	80.2	73.1	76.9
	Divorced/Separated	13.7	11.7	13.7	13.0
	Widower	6.9	7.4	4.9	6.4
Academic education	Illiterate	38	25.2	34.3	32.5
	Primary	56	62.4	51.7	56.7
	Secondary	17	10.2	9.6	12.3
	Higher	3	0.5	0.3	1.3
	Adult Education	5	1.7	4.1	3.6

Source: INE (2021), IOF (2020), INE (2017), IAI (2020)

3.2.2 Family Income and Expenses

3.2.2.1 Sources of Income and Unemployment Rate

The living conditions of families depend on the income stability of the primary breadwinners (Household heads). This usually depends on more than one job. For example, the head of a family may work in agricultural production. In contrast, other family members belong to the groups paid by the state (including civil servants and retirees) and have a relatively stable income and life. Poor and lower middle-income households often have unstable and temporary jobs.

The following table shows that, of the 2.2 million households identified in the areas covered by the project, the highest percentage comprises agricultural households (78.2%), followed by business and finance (6.7%) and other income activities represented 4.6%. Further, these data suggest that the primary source of household income comes mainly from indicateprimaryrevenueprimarily onagricultural activitiessignificantly

Table 10: Source of Income of people living in the Project area (% of Households)

SOURCE OF INCOME	NIASSA	NAMPULA	CABO DELGADO	TOTAL
Agriculture, Forestry and Fisheries	82.7	73.3	78.6	78.2
Mining	0.2	1.7	2.3	1.4
Industry	2.7	4.1	5.6	4.1
Energy	0.1	0.0	0.1	0.07
Construction	1.5	1.2	1.5	1.4
Transport and Communications	1.0	2.0	0.5	1.2
Business and Finance	4.8	10.2	5.1	6.7
Administrative services	1.7	5.5	1.8	3.0
Others	5.3	3.9	4.5	4.6

Source: INE (2021), IOF (2020), INE (2017), IAI (2020)

In the project area, the average unemployment rate is 11.9% of households, while in the provinces of Niassa and Nampula, unemployment is higher (more than 12%) in comparison. Although unemployment is significant among male-headed households in the project area, the provinces of Niassa (13.3%) and Nampula (11.6%) recorded a slightly higher unemployment rate among female-headed households at 12.1%. And 13.5%, respectively. The above scenarios data suggests that unemployment is critical in the project area, especially among vulnerable groups, as the current situation negatively affects families' disposable income, erodes purchasing power, lowers workers' morale and reduces the economic production of

the project area. Therefore, project implementation should consider the local population for employment opportunities.

Table 11: The unemployment rate in the Project area

PROVINCE	UNEMPLOYMENT RATE		
	MAN	WOMEN	ALL
Niassa	13.3	12.1	12.7
Nampula	11.6	13.5	12.6
Cabo Delgado	10.7	12.3	11.5
All	11.9	12.6	12.3

Source: INE (2021), IOF (2020), INE (2017), IAI (2020)

3.2.2.2 Income and Expenses

According to the table below, the average monthly income is 1,677 MZN per capita in the project area, and the highest income is earned in Niassa (2,321 MZN), followed by Nampula (1,455 MZN), while the lowest was in Cabo Delgado (1,256 MZN). Meanwhile, the project area's average monthly expenditure is 1,295.70 MZN per capita. Niassa and Cabo Delgado have the highest per capita expenditure, while the lowest expenditure was observed in the province of Nampula (1,124 MZN). Generally speaking, household income and expenditure are correlated, implying that areas with higher income in the project tend to have higher expenses and vice versa.

Table 12: Monthly household income and per capita expenditure in the project area (in MZN)

PROVINCE	MONTHLY HH BUDGET (PER CAPITA)	
	INCOME	EXPENSES
Niassa	2,321.00	1,588.00
Nampula	1,455.00	1,124.00
Cabo Delgado	1. 256.00	1,175.00
All	1,677.00	1,295.70

Source: IOF (2020)

3.2.3 Public Services and Public Services

3.2.3.1 Electricity, Water Supply and Sanitation

Access to public services such as electricity and water is crucial to community development, as it allows people to use electricity for lighting, heating, cooling, refrigeration, and to operate appliances, computers, electronics, and machinery, which directly contributes to increased production. According to the table below, all provinces covered by the project have access to the national electricity grid. 21.3% of households use electricity most, and the majority of these people are in Nampula (23.6%), while in Cabo Delgado, only 19.5% of people have access to electricity.

Access to clean, safe water is also essential. In the project area, less than 5% of households have access to tap water in their homes, while the 14.6% percentage of households that use boreholes or wells as a water source. From the above, it is apparent that this data suggests that there are many challenges in accessing water supplies in the project area that can lead to competition for water between local communities and contractors during the construction phase, thus the need to incorporate the provision of water during the project implementation phase.

In terms of sanitation, only 19.5% of people in the project area have access to safe sanitation, i.e., a flush toilet and improved latrines. The remaining 80.5% of people are using unsafe sanitation facilities, i.e. unimproved or open latrines, indicating poor sanitation conditions in the project area, which can lead to disease and epidemics.

Table 13: Access to public services and sanitation

PROVINCE	PUBLIC SERVICES			SANITATION	
	ELECTRICITY	WATER SUPPLY		SAFE	UNSAFE
		TAP WATER	DRILLED WELLS		
Niassa	20.8	4.6	24.7	13.4	86.6
Nampula	23.6	5.6	7.6	21.6	78.4
Cabo Delgado	19.5	4.6	11.6	23.6	76.4
All	21.3	4.9	14.6	19.5	80.5

Source: IOF (2020)

3.2.3.2 Health Establishments

The project area has a total of 569 health units. The majority (525) of health facilities in the project area are health centres, with only three central or provincial hospitals, as shown in the table below.

According to the Provincial Health Directorate of Cabo Delgado, the common illnesses are malaria, diarrhea, cholera, tuberculosis, polio, diphtheria, and whooping cough. Likewise, the sector stated that in every district and locality there is a health unit. However, due to terrorist attacks, today there are areas with inoperative health services.

Regarding the emergency issue, the health sector reported that although there are still areas of risk, whenever necessary, and under the support of the national defense forces, units move to the areas to meet the needs of the communities.

Table 14: Provincial health facilities

PROVINCE	TYPE OF HEALTHCARE FACILITY				
	CENTRAL, PROVINCIAL AND MILITARY HOSPITAL	DISTRICT/RURAL AND GENERAL HOSPITALS	HEALTH CENTER	HEALTH CENTER	TOTAL
Niassa	1	3	196	0	200
Nampula	1	9	207	21	238
Cabo Delgado	1	4	122	4	131
All	3	16	525	25	569

Source: INE (2020)

3.2.3.3 Transport - Roads

Generally, the road network in the project area is in bad condition, especially the In general, village roads for households in the project areas are not uniform and do not meet local development needs in their current condition. Asphalt roads are only on main roads, national roads, roads in urban centres, inter-district roads and inter-communal roads. The table below shows that in the project area, most roads are stone/gravel (6,847.35 km of road), while paved roads (asphalt/concrete) total 2,128.35 km. This suggests that families have access to some paved road. However, the majority are not in good condition. Consultation with the ANE regional office in Cabo Delgado province revealed that there were financial constraints which limited road maintenance and also overwhelming use of roads due to lack of alternative means of transport increased the rate at which the road infrastructure in the region deteriorated.

Table 15: Extension of paved and unpaved roads in the project area

PROVINCE	ROAD SURFACE (KM)			
	CONCRETE/ASPHALT	STONE/BRICK/GRABBLE	EARTH	ALL
Nampula	935.65	3,077.35	0	4,013
Cabo Delgado	733	1262	828	2,823
Niassa	460	2508	966	3,934
All	2,128.65	6,847.35	1,794	10,770

Source: INE (2020) and INE (2019)

3.2.4 Vulnerability Assessment

Social vulnerability is a dimension of vulnerability to multiple stressors and shocks, including abuse and social exclusion. It is a natural hazard. Social vulnerability refers to the people's incapacity, organisations, and societies' inability to endure adverse impacts from multiple stressors to which they are exposed. These impacts are due, in part, to characteristics inherent to social interactions, institutions and systems of cultural values. Since large-scale development projects often create negative impacts that affect vulnerable populations with particular intensity, there was a need to identify vulnerable and marginalised groups in the project area. The table below presents the vulnerable and marginalised groups identified during meetings with government institutions, NGOs and community members. Vulnerable groups in the project area include:

- Widowed Women.
- Elderly.
- Child – headed family
- chronically ill and
- Disabled people.

The vulnerable group of people includes:

- Widowed women – in rural areas, widowed women are associated with poverty and have limited access to productive resources, as well as being unlikely to access sources of income.

- Elderly – Consultations with local leaders and NGOs in the project area revealed that this group of people was increasingly left to fend for themselves in rural areas and sometimes in very remote areas, often without traditional family support and financial resources. Although the National Institute of Social Action (INAS) supports older people, participants noted that much more needs to be done to reach more people in remote areas. Furthermore, due to the COVID-19 pandemic, INAS suspended its activities in some regions along the N1 corridor, increasing the vulnerability of this group.
- Child-headed families – these refer to households in which there are no adult caregivers available, and the children live alone. An older child typically cares for siblings, cousins, nephews, or nieces. This is increasingly common in areas with high AIDS mortality and war-affected regions. These families face severe challenges of malnutrition as well as lack of education. They may be prevented from accessing Orphan and Vulnerable Child (OVC) benefits as well as other services that require identification documents, as some do not have a caregiver and maybe they can't name someone. In most cases, such households are extremely vulnerable to fraud and abuse during project implementation activities, for example, resettlement action planning and others. Thus, there need to be measures to protect such groups.
- Chronic patients - are more dependent on others, including professional helpers, and are therefore more vulnerable.
- People with disabilities – people with disabilities are often discriminated against and excluded from development activities, often due to cultural and traditional beliefs. In the project area, people with disabilities often do not have access to employment opportunities.
- Single women – Adolescent girls and young single rural women face multiple constraints that limit their ability to make choices and thrive. Some of these restrictions include being outside of cultural norms, low levels of education, early marriages, and early pregnancies. Young single women generally have a low asset base, meaning they lack land, money, knowledge, experience, access to opportunities, social capital, and influence. Rural development interventions rarely target this group, explicitly or inadvertently. Women in these groups also generally do not participate in community affairs. Young single women are, in a way, "invisible" to communities and projects. Socially, they go from being someone's daughter to another man's wife. In situations of poverty, young single women are more vulnerable than any other subgroup of women to transgenerational and transactional sex and much more exposed to acquiring HIV than their male peers.
- Unemployed youth – Young people are considered vulnerable as they are often not involved in community decision-making and have less access to employment opportunities. Furthermore, young people living in communities along the N1 corridor suffer from low levels of education and have soft technical skills. Many communities do not prioritise the education of girls and children, and most boys do not go beyond 8th grade.
- Sex workers are sometimes single mothers whose children are vulnerable, people living with HIV-AIDS or STDs.

Vulnerable groups were identified throughout the project area, except sex workers, who were only identified in Namialo. These locations are the main centres truck and bus drivers use to park and rest during their trips.

Particularly vulnerable groups do not have the social flexibility to withstand the stresses of the resettlement process. Certain sections of the population are more vulnerable to change in any particular community, having to adapt or mitigate their livelihoods in response to a new environment. Development creates a positive or negative changing environment, forcing communities to adjust or diversify their livelihoods to accommodate such changes. The 2024 survey revealed that women headed 23.6% of households. Female-headed households are especially vulnerable to any project-induced impacts, especially economic displacement, for the following reasons:

- In addition to running the household, women are also responsible for daily household tasks, such as washing clothes, collecting wood, cooking, and caring for children. This means that women who head households need to work more.
- This increased responsibility exacerbates the poverty burden experienced by female-headed households, as they are also responsible for tasks predominantly considered male tasks, such as household finances, agriculture, decision-making and property maintenance.
- These responsibilities will make it more difficult for these women to:
 - Participate in the consultation, decision-making and implementation processes of the PAR and ensure that their rights and entitlements are adequately addressed and
 - Pack up and move your belongings, rebuild your dwellings, and clear and cultivate new land.

The generally higher levels of illiteracy and low education will hinder them during any development process. The elderly are also more fragile and vulnerable to diseases. They will need additional health services that are not generally available to residents in the study area. No support is provided locally by the state in the form of pensions if they have not contributed to the national scheme during their working life, applies because. This applies to most PAPs in the project area because they have never been in formal salaried employment.

Many communities confirmed that they had children with disabilities in their communities, as well as child-headed households. The lack of adequate government-supported educational and health services for disabled children and child-headed families exposes most of these families to a range of vulnerabilities, such as chronic illnesses and lack of education. These households also typically depend on assistance from family and neighbours and may have difficulty obtaining such aid in cases where their family and neighbours struggle with the resettlement and social change process.

4. SOCIAL ASSESSMENT RESULTS

This chapter presents an assessment of the potential impacts associated with the project, during its construction and operation phase, based on project data made available to SA. O chapter also outlines the applicable mitigation and optimization measures for each of the impacts. The impacts were identified and evaluated according to pre-established criteria of nature, size, duration, intensity and occurrence.

All changes to the socioeconomic context of beneficiary communities, whether direct or indirectly associated with the implementation of the proposed project, are considered to be impacts. The essence of impact assessment is the preparation and comparison of scenarios, of the beneficiary community without the project as a baseline, against which the impacts associated with project implementation are compared. A summary of the beneficial and detrimental issues, risks and impacts anticipated for the proposed project is presented in the sections below.

4.1 NATIONAL, REGIONAL AND DISTRICT LEVEL BENEFITS

Both direct and indirect economic opportunities will be created as a result of the proposed project. If the project and its staff purchase the services of the surrounding area and community members, the project will increase the amount of cash flow to affected communities and smaller settlements within the larger project area. The improvement of infrastructure and services in the area as a result of the project will also benefit residents in the project's area of influence (IA). Economic growth in the area resulting from the project could also attract more qualified professionals (i.e. entrepreneurs, artisans, teachers and health professionals) willing to move to that area and make their services available. The following benefits can be obtained:

- Economic opportunities: direct and indirect opportunities will be created (increased cash flow to the village surrounding the project facilities; improved services; potential improvements in access to essential service provision for residents resulting from project provisions and increased purchasing power of local communities; and direct economic benefits from employment and new income generation opportunities).
- Employment Benefits: Possibly increasing the skill base in the field. However, the general skills shortage in the project area reduces the potential for long-term employment opportunities available to residents unless training is provided, in this case, the skills base will increase among the local population.
- Social development: Initiatives should take the form of a dedicated Social Development Plan (SDP) to be developed by the contractor company in consultation with key stakeholders. This provides a road map for CSR and proper implementation can result in societal acceptance of the project.

The project will result in direct economic benefits at the district, provincial and national levels, and any income generated from the mining operation will significantly increase the country's tax base.

Mitigation measures:

Recommended mitigation and improvement measures include:

- Project planning considerations should incorporate collaborative management strategies for internal migration, ensuring fair access to project community benefits and transparent and effective communication with local stakeholders. Collaboration with local/district government is crucial to manage this potential internal migration's spatial (locality planning) and governance (health and social service delivery) implications.
- The project must ensure that recruitment is fair and transparent and that local job opportunities are maximized; working with local authorities and is essential to confirm this.
- The contractor's company's Environmental and Social (E&S) community and environmental team will work with neighbouring communities to ensure the communication of employment or SME opportunities.
- Direct PAPs should be prioritized for employment and training opportunities before indirect PAPs. This will accelerate
- Attention should be paid to employment opportunities for vulnerable people (female-headed households and people with disabilities) to ensure equitable development and access to basic needs
- A plan for the gradual replacement of expatriates and outsiders by the local population will be developed and implemented throughout the project to ensure sustainable and effective transfer of knowledge.
- The tenderer must commit to obtaining products and services locally as far as reasonably possible to ensure the development of the local economy.
- The contractor is encouraged to provide on-the-job training, skills development, and learning opportunities to unskilled community members, who will gain on-the-job skills under the supervision of more experienced employees. This will enable local community members to participate in the project development activities.
- The proponent may additionally provide workshops or educational programs to increase the skills of local communities in the area and support local primary schools, such as school supplies, financial support, or contribution to improve facilities and provide skills development opportunities for youth as means of ensuring effective Corporate Social Responsibility (CSR).
- A Grievance Mechanism should be implemented as part of the SEP to allow community members to express any concerns that may result in community conflict or conflict between the projectponent and the communities.

4.2 VULNERABILITY OF HOUSEHOLDS

PAPs are characterized by several households headed by women and children, and households with people with disabilities. These are classified as vulnerable households and, in line with the World Bank ESF guidelines, will need to be prioritized in terms of support if they are affected by the project, as the situation could compromise food security, as the households are already vulnerable and less resilient to social change. Ensures therefore, the project must definitively identify them during the Executive Project development process and ensure that they are adequately addressed. Vulnerable families must be prioritized to receive project benefits and potential employment opportunities. This will be one of the most difficult project-induced impacts to mitigate and manage successfully, and attention is given to this aspect for the contractor to prioritize in planning and management efforts.

Mitigation Measures

- A detailed vulnerability assessment should be conducted around the project area to identify and map the vulnerable households in the influence area of the project.

4.3 IMMIGRATION

There is a strong probability that the infrastructure construction phase of the project will attract migrant labour in search of employment opportunities. Typically, residents of the project area are largely poor and uneducated, which means that more educated and skilled labour will certainly be needed in nearby areas such as provincial capitals. Such an influx could potentially cause some of the existing communities to expand significantly in a short time, as well as result in a temporary oversupply of labour that could result in social conflict within these communities. As with most social impacts, internal migration can also have a positive impact in terms of providing locals with rental opportunities and other small businesses due to increased demand for local products and other goods, as well as exchange opportunities. cultural.

This growth in the local market could also stimulate agriculture and support the intensification of production. Although this type of population influx and movement is considered to be well beyond the control of project developers, available literature notes that, if completely uncontrolled, this influx can threaten project security if not monitored and managed to the maximum extent possible by the contractor and local authorities. Therefore, it must be managed by the company as a project risk. Poorer job seekers (if they actually come to the area in the hope of employment) are likely to settle closer to the project area, as it is easier and cheaper to do so. The direct and indirect impacts associated with an influx of workers and expatriates are likely to have significant impacts on communities, as they generally result in many health impacts, social, cultural, economic, and political changes within those communities. This will need to be closely monitored and considered during project design and implementation..

Mitigation Measures

- The project must develop and implement a Labour Management Plan, in order to provide a set of actions and responsibilities for managing impacts linked to any influx or immigration induced by the project. The project ensure the following:
 - Avoid unplanned and unmanaged migration to the project's area of influence.
 - Monitor the rate and scale of inflow and settlement in the project area as it occurs.
 - Provide an initial framework approach to managing these impacts to ensure that they are minimized as much as possible, whilst ensuring that potential benefits are distributed as equitably as possible; It is
 - Assign responsibilities and resources for proposed management measures.
- The project and the local/district government will need to agree and collaborate on measures to be implemented by both parties to contain and limit the settlement of migrants in the project area, as well as monitor the growing demands on social services and infrastructure.

4.4 CHANGES IN SOCIAL SYSTEMS AND STRUCTURES

Social systems and structures have evolved in the project area over generations and are not static, but often respond dynamically to any changes imposed on their environment and social context. Any development on the scale of the proposed project will result in very rapid and significant social change. The influence of the project on the social systems and structures of the various communities is likely to be experienced in a variety of ways – both positive and negative. Construction activities, increased vehicle traffic, intensification of economic activity and improved economic/market linkages are all likely to change the prevailing rural nature of these PAPs settlements and stimulate local development. Developments of this magnitude are often associated with changes in social structures and associated tensions and social pathologies. These may be related to a variety of factors, including the influx of outsiders seeking employment, increased wealth or circulation of money in these communities leading to a reliance on cash income and a move away from subsistence agricultural production, the introduction or increase of communicable diseases, increased crime, disruption of traditional hierarchies, as well as open conflict if not managed properly. Local governance institutions will also experience a sudden increase in the demand for their attention and participation in new developments and processes that are completely new and foreign to them and to which they may struggle to adapt. The limited capacities for social and health services provision in the project area will potentially be jeopardised if a substantial population influx occurs.

4.5 CONFLICT IN THE COMMUNITY

Increased pressure on land, access and limited social services is almost certain to occur because of the project, and this could lead to tensions specifically around access to health and education services. Intra-community conflict over access to jobs can also be anticipated within and between direct PAPs if the project and its contractors do not carefully manage expectations around these opportunities. Any fears or perceptions that PAPs and involved farmers have around this issue must be allayed through the stakeholder engagement process.

Mitigation Measures

- For each activity, a social assessment must be carried out by subprojects and PIUs prior to work to provide information on social aspects and guidance for their approach.
- The implementation of the SEP must be guaranteed at all phases of the project through the involvement of interested and affected parties throughout the Project cycle.
- Prioritize the involvement of all interested parties throughout the project implementation cycle by ESS10.
- Involve community participation in decision-making about the subproject to be developed and the areas identified.
- Find viable alternatives for land occupation areas by communities by NAS5, NAS10 and ESS5.

4.6 COMMUNITY HEALTH AND SAFETY

General security issues will be significant due to the proximity of the settlements to existing and potential access routes for the project in the construction phase. The construction phase may pose serious safety risks to individuals entering high-risk areas without authorization to communities living along transportation corridors that will be subject to increased vehicle traffic. Suppose the project blocks important community access routes and alternative safe routes are not identified. In that case, community members may be tempted to cross the construction area, exposing themselves to security risks or harassment from security personnel. Accidents involving residents carry a high risk to the project and can quickly become a source of conflict with the PAPs. Internal migration and the increase in the workforce employed in the area could negatively impact the health standards of people in communities in the project area. This, however, needs to be understood within the context of several issues. Malaria rates are high in the area, and internal migration is likely to increase these infection rates. An increase in levels of HIV/AIDS and other Sexually Transmitted Infections/Diseases is also a concern.

Mitigation Measures

- Prepare dust control procedures to identify dust sources, help reduce dust's negative impacts, and monitor dust emissions.
- Periodically inspect project activity vehicles to ensure that levels of noise are limited and that the vehicles are in good mechanical condition and .
- Investigate establishing noise buffer zones on both sides of the road to ensure that no development or households are located within the buffer zones.
- A speed limit should be introduced and strictly adhered to along existing and proposed access routes to local roads, particularly when driving in or near communities.
- A road safety awareness campaign should be conducted in each community and school.
- A Complaints Mechanism should allow communities to express their concerns regarding community or road safety issues, security personnel and other potential risks to community safety.
- Any incidents must be reported and evaluated by the contractor proponent, who will implement appropriate measures.

4.7 AIR QUALITY

Dust generation could potentially impact the health of the community and workers due to high concentrations of suspended particles (PM10), especially along access roads and deforested areas. The impact of high levels of dust can result in an effect of substantial significance, especially when trenches are dug and roads are located very close to communities. Furthermore, dust can be generated when tailings dry, as they are susceptible to wind dispersion. Dust mitigation strategies must be implemented to mitigate these risks.

Mitigation Measures

- All construction equipment and vehicles must have valid certifications indicating compliance with vehicle emission standards.
- Concrete mixing units, crushing units, and other installations that emit high dust and/or orand gases must be located at least 500 m from settlements and other sensitive receptors (schools, hospitals, etc.).
- Set speed limits on construction vehicles to minimize dust emission throughout areas where sensitive receptors are located (homes, schools, hospitals, temples, etc.).
- Position any stationary emission sources (e.g. portable diesel generators, compressors, etc.) as far as possible from sensitive receptors.

- Erect a temporary barrier around the active construction site to protect the spread of dust and keep community members especially children from accessing active construction sites
- Prepare and implement best practices for managing dust emissions. For instance, periodically spray with water on loose soils and piles of soil to suppress dust emissions.
- Store and handle sand and cement carefully to limit dust emissions.
- Reuse unused soil removed during excavation for backfilling and rehabilitation of borrow pits and abandoned quarries.
- Drive trucks that transport these construction materials (gravel, quarry and river sand) slowly to avoid generating dust in communities and homes.
- Ensure the emission of vibration and noise levels up to the maximum levels established by the WHO.

4.8 NOISE AND VIBRATION

Operation of the project will cause an increase in ambient noise levels in the surrounding areas. Residents living adjacent to the project area will be most affected by noise, both during the construction and operation phases. Vibration from the blasting activities that will take place in the mining phase is likely to have an impact of high significance that can be mitigated using standard industry practices to reduce noise and vibration levels. The effect of this on adjacent communities and the workforce will, however, be significant if PAPs are closer to those in the Project area.

Mitigation Measures

- The contractor should develop a noise management plan in line with local noise regulations to ensure that communities are not inconvenienced by the noise stemming from the project.
- Define guidelines that guarantee the prevention of diseases associated with noise and vibrations {e.g. Guidelines should be in line with international good practice, such as the World Bank or WHO EHS Guidelines (EHS)}.
- Develop and implement Code of Conduct for workers.
- Warn all workers in advance not to make unnecessary noise while working at the project site.
- Noise levels not exceeding 55 dB during the day and 45 dB at night in residential areas and 70 dB in industrial areas throughout the day, day and night.

4.9 MOBILITY AND MOVEMENT DISORDERS

The occupation of land for the project, through construction of the shipyard or alternative roads, may limit local populations' access to sand roads, small bridges and other crossing areas within the project area. Considering that currently the mobility of affected communities is prohibited only to sacred places, but not places of economic activities, and that families move freely to carry out their agricultural activities and to search for natural resources, the mobility of communities could be interrupted.

Mitigation Measures

- Whenever restrictions on circulation are imposed, sign the work areas appropriately and clearly, indicating alternative paths;
- Map roads and access routes used by communities in the project area, which may be crossed/blocked by a project component (e.g. transport road);
- Allow the local population to continue using existing roads and accesses. If this is not possible, i.e., a project component blocks normal access to an existing road:
 - Establish small corridors within the areas affected by the project to guarantee passage; or
 - Build pedestrian bridges over mapped roads that are crossed or blocked by a project component, to allow their passage.

4.10 ROAD SAFETY

Construction work and mine operating activities will involve intensive traffic of vehicles and heavy equipment locally, with a significant increase in traffic in the project area. As a result, and considering the poor condition of the road network in the project area, there may be an increase in the number of people (mainly children) and animals run over, as the local population is used to very slow traffic. This issue is especially worrying for the community of Mboza, located close to the planned transport road.

Mitigation Measures

- Along the projected transport road:
 - Build shoulders along the road to limit pedestrian access to the road;
 - Hire and train flag beacons to guide drivers and pedestrians in areas with heavy traffic and in road crossing areas used by the local population;
 - Notify communities about periods of heavy traffic on main roads;
- Install clear signage, directed to all drivers, about alternative routes, speed restrictions and road diversions while works are taking place;

- Observe speed limits for construction vehicles (20 km/h on unpaved roads and regulated by signs on paved roads);
- During the construction phase, carry out traffic awareness campaigns in all communities located at least 1 km from the transport road, to educate communities about hazards and safety procedures;
- During the construction phase, limit the circulation of heavy machinery and heavy vehicles during daylight hours (06:00 – 17:00).

5. CONCLUSIONS AND RECOMMENDATIONS

5.1 CONCLUSIONS

The information collected during fieldwork for the Social Assessment identified that, currently, there are PAPs in the project area registered with Small and Medium Enterprises (SME) to attend many services linked to the project. Therefore the project should onboard local SMEs and MEs to provide the required services since most of them have the capacity to perform various services, as they have experience and equipment. The selection process must consider the following criteria:

- Community based.
- Legally registered, and
- At least 20% of EM must be women.

There were also no community groups or members identified as involved in road safety in the project area. To improve road safety, it is necessary to create and strengthen these community groups. Community-based road safety committees are suggested as an appropriate and sustainable approach to ensuring road safety in project-affected communities. However, once created, these road safety committees must build capacity and provide financial support.

The project will generate positive social and economic impacts during the construction and operational phases. These include:

- Increasing employment opportunities and skills transfer,
- Increased business/trade opportunities,
- Increased revenue generation for the government and
- Improving road safety and connectivity.

Due to the anticipated influx of project labour, there is also an increased risk of SEA/SH in the project area. These impacts will be mitigated through implementation of measures that prevent the risk of SEA/SH among vulnerable groups, such as, Capacity building of government institutions involved in GBV/SEA/SH, Awareness creation among project workers and community members about SEA/SH and Empowerment of women and girls who in most cases are the most vulnerable.

5.2 RECOMMENDATIONS

There should be deliberate efforts to build institutional capacities for entities like ANE and IP who are most involved in project implementation. Additionally capacity building should also be put in for local enterprises to ensure sustainability and effective service delivery.

There is also an opportunity to build the capacity of local GBV/SEA/SH service providers in government institutions (DPGCAS and SDSMAS) that currently face budget constraints and improve their ability to prevent and respond to GBV/SEA/SH incidents. Furthermore, the project should take advantage of this opportunity to build and develop capacities of community-based organizations to ensure sustainability in road safety programs at the community level.

Implement all activities highlighted in the social assessment instrument to prevent and mitigate negative social impacts within the scope of the project.

This social assessment should be updated during detailed design to consider possible design changes and collect more detailed and current information as needed for each subproject. To ensure a responsive and adequate document.

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ANNEX



in Joint Venture with



Presence List

Annex 1 – A summary of issues during the stakeholders Meetings during 1st Phase of consultations in Pemba and Maputo (February 15th to 19th)

Nº.	Institution met	Location	Date	Nº. of participants		Issues discussed	Issues that arose and proposed actions
				Men	Women		
1	National Road Administration (ANE, IP)	Maputo	15/01/2024	2	1	<ul style="list-style-type: none"> • Presentation of the JV team (JBN and EA) and the objectives of the consultations meetings to be carried out between the 15th and 19th of January. • Support to be provided by ANE to the process. • Meetings already confirmed with institutions, both in Maputo and Cabo Delgado. 	<ul style="list-style-type: none"> • ANE made two staff members available to attend the meetings in Maputo. • Provided the list of institutions that confirmed to be met during the study in both Maputo and Pemba.
2	National Institute of Statistics (INE)	Maputo	15/01/2024	1	0	<ul style="list-style-type: none"> • Project scope, objectives, and targeted area, and assignment of the consultancy team. • Security statistics for the northern region of the country (Cabo Delgado, Niassa and Nampula). • Statistics on crime and justice. • Statistics of general population census. • Statistics on gender-based violence. 	<ul style="list-style-type: none"> • INE has a report on crime and justice, to be provided in digital format to the team. • Statistics on security are not part of data generated by INE, that is from police and security agencies. • The demographic health survey report is available and has information on gender-based violence which is source of information to the study. • ANE has a survey report on family budget, with data disaggregated by province, rural and urban level.

Nº.	Institution met	Location	Date	Nº. of participants		Issues discussed	Issues that arose and proposed actions
				Men	Women		
3	National Institute of Meteorology (INAM)	Maputo	16/01/2024	4	0	<ul style="list-style-type: none"> • Project scope, objectives, and targeted area, and assignment of the consultancy team. • Data on tropical cyclones occurring in the last 20, 10 or 5 years. • Provinces prone to the effects of tropical cyclones. • Technical specifications recommended for road and bridge works for climate resilience. • Areas most prone to flooding in Cabo Delgado, Niassa and Nampula. 	<ul style="list-style-type: none"> • INAM has data on cyclones that have already occurred and will provide. • Rainfall data exists and can be provided. However, there is a limitation that INAM does not have meteorological stations in all areas of the country. • There are no specific technical specifications for roads/bridges, but there is a manual for building climate-resilient schools, which was developed by UN-Habitat with intervention from INAM. TUN-Habitat should be contacted for access. • For areas prone to flooding ANE should contact National Directorate of Water Resources Management (DNGRH). • ANE sent formal request of data to INAM indicating the following: (i) Number of tropical cyclones that hit Cabo Delgado, Nampula and Niassa in the last 20 years and affected districts; (ii) Wind speed and rainfall volume for the period of occurrence of each cyclone; (iii) Trajectory maps of the same tropical cyclones that hit the three provinces; (iv) Districts of Cabo Delgado, Nampula and Niassa

Nº.	Institution met	Location	Date	Nº. of participants		Issues discussed	Issues that arose and proposed actions
				Men	Women		
							vulnerable to being affected by tropical cyclones.
4	National Emergency Operations Centre (CENOE), of the National Institute for Disaster Management (INGD)	Maputo	16/01/2024	1	1	<ul style="list-style-type: none"> • Project scope, objectives, and targeted area, and assignment of the consultancy team. • INGD major role. • Technical specifications for roads and bridges. • Capacity of the INGD on E&S issues. 	<ul style="list-style-type: none"> • INGD major role is coordination with other institutions and sectors aligned with the nature of a disaster. • Depending on the nature and magnitude of the emergency, high risk emergencies are commanded by the President or Prime Minister. • Responding to all types of emergencies and natural disasters is one of the responsibilities of INGD. • For roads related disasters, they have a mobile bridge which is installed to facilitate emergency access as ANE implements measures to restore cut off access, they provide boats in case of flood related disasters. • Engineering designs should consider the flood peak volume and provide drainage infrastructure (box culverts, bridges) that is commensurate with the risks posed by floods. • Drainage should also be considered on flood plains where water flows to avoid flooding people's property and soil erosion. • Most of the roads in Mozambique have very many structures very close to the road or within the road

Nº.	Institution met	Location	Date	Nº. of participants		Issues discussed	Issues that arose and proposed actions
				Men	Women		
							<p>reserve and these pose safety risks to drivers and people who live in such areas.</p> <ul style="list-style-type: none"> • Most of the secondary access roads in Mozambique are in very poor condition and these humpers emergency operations. • Terrorists' attacks in the North have reduced and about 5000 IDPs have returned to their homes. • Most of the emergency response activities entail provision of shelter, food, WASH (Sanitation), and blankets. • INGD do not have own E&S staff but coordinate with other government institutions with E&S capacity to undertake any E&S related tasks.
5	Ministry of Transport and Communication (MTC)	Maputo	17/01/2024	5	1	<ul style="list-style-type: none"> • Project scope, objectives, and targeted area, and assignment of the consultancy team. • Systematized data on road accidents (cumulative numbers) for Cabo Delgado, Nampula and Niassa. • Specific role of the MTC in managing the road network, from a communication point of view. 	<ul style="list-style-type: none"> • The MTC has a database of road accidents. The data exists in INATRO and DNTS, although they may not be systematized. • The MTC does not have a department that deals with ESHS matters, although the DNTS has focal points that interact with other institutions when it comes to environmental and safety matters. • There is no specific role for the MTC in managing the road network. However, the MTC regulates transport and road signs through

Nº.	Institution met	Location	Date	Nº. of participants		Issues discussed	Issues that arose and proposed actions
				Men	Women		
						<ul style="list-style-type: none"> • MTC has a department that deals with environmental, social, health and safety (ESHS) issues. 	<p>INATRO. This work is carried out in coordination with ANE.</p> <ul style="list-style-type: none"> • The environmental and social instruments being developed for the Climate Resilient Roads for the North should consider the National Roads Code. • The team should also refer to E&S instruments of the Southern Africa Connectivity Project, including its feasibility studies. ANE can provide these documents as they participated during the project preparation phase.
6	Ministry of Land and Environment (MTA)	Maputo	18/01/2024	1	0	<ul style="list-style-type: none"> • Project scope, objectives, and targeted area, and assignment of the consultancy team. • Technical specifications/guidelines to be included in road and bridge works to ensure climate resilience. • Important aspects that the MTA considers relevant to include in the design and implementation phase of road and bridge projects. 	<ul style="list-style-type: none"> • There is a National Climate Change Adaptation and Mitigation Strategy (2013-2025), which results from the implementation of the United Nations Framework Convention on Climate Change. Therefore, the project should rigorously include measures to mitigate the climate change effects. • The ESMF should present the recommendation that site specific ESIA/ESMP consider provisions on risk assessment of climate effects and present provisions for mitigation. Gender and climate change aspects must also be considered.

Nº.	Institution met	Location	Date	Nº. of participants		Issues discussed	Issues that arose and proposed actions
				Men	Women		
							<ul style="list-style-type: none"> • The final draft E&S instruments should be shared with the MTA for review and comment. • There is a manual for building climate-resilient schools, which was developed by UN-Habitat with MTA support. MTA will share the manual. • There is also the Gender and Climate Change Strategy, which the project should consider. • At the local level, each district has a Local Climate Change Adaptation Plan, which the project should consider. This plan has a chapter on roads and bridges.
7	Ministry of Labor, Employment and Social Security (MITSS)	Maputo	19/01/2024	2	1	<ul style="list-style-type: none"> • Project scope, objectives, and targeted area, and assignment of the consultancy team. • Main concerns and/or frequent risks and impacts related to occupational health and safety in different sectors, especially in civil works (roads, bridges, among others). • What have been the most recommended mitigation measures (in a strategic way) for situations of occupational risks and 	<ul style="list-style-type: none"> • The project should observe the principles of local content, ensuring that national labor is prioritized in the hiring processes. • Foreign labor hiring processes should strictly follow the requirements of national legislation. • Health and safety requirements, including social security, should be observed. • National legislation does not determine the percentage (%) of female labor to be hired in certain jobs. However, the positive exclusion principle is acceptable. • The Ministry does not have a systematized database of work-

Nº.	Institution met	Location	Date	Nº. of participants		Issues discussed	Issues that arose and proposed actions
				Men	Women		
						<p>impacts, with focus on civil works (roads, bridges, among others).</p> <ul style="list-style-type: none"> • Following the new Labor Law (Law no 13/2023) coming into force in February, it would be important to know whether there will be regulations to be updated in connection with the new Labor Law. Of particular interest to the project are the regulations related to general labor inspection; work accidents and occupational illnesses; hygiene and safety in industries, among others. • Data on the occurrence of work-related accidents, by sector (roads and bridge for example) and by province, in the last 2 to 5 years. 	<p>related accidents. There are only administrative records of documents received from communications that companies send reporting accidents.</p> <ul style="list-style-type: none"> • Based on these records, the Ministry will be able to provide data relating to the project targeted provinces (Cabo Delgado, Nampula and Niassa). • Since the meeting request letter did not specify the information required, meeting participants will escalate concerns to other departments within the Ministry, once the information is available the Ministry will contact ANE and the Consultant.
8	Post-Cyclone Reconstruction Office (GREPOC)	Maputo	25/01/2024	1	1	<ul style="list-style-type: none"> • Project scope, objectives, and targeted area, and assignment of the consultancy team. 	<ul style="list-style-type: none"> • GREPOC is a project management unit and has PIUs with all specialties relevant to its activities, including environmental and social safeguards.

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				Men	Women		
						<ul style="list-style-type: none"> • Challenges that GREPOC faces in implementing activities, especially in relation to environmental and social aspects, and what recommendations may provide to consider in CRRNP project. • How GREPOC has dealt with security aspects in some areas of the Northern provinces. 	<ul style="list-style-type: none"> • Initially there was no demand for security specialists in the projects, but later there was a need to include in the tender documents for Contractors to have a security specialist, to advise on security aspects. • GREPOC's advice is to ensure that contractors' contracts include clauses on the need to provide periodic reporting on the implementation of E&S measures, including for the complaints management through a GRM. • One of the measures that GREPOC applies to limit river water pollution in intervention sites is to prevent concrete from being made on site, but only brought in for immediate application. • Institutional communication and coordination are essential to ensure security in project operations. The Security Forces are the ones who guarantee security for project operations in risk areas. • The issue of demining should always be considered. GREPOC deals with the demining through the Contractors. Therefore, the responsibility for demining is placed in the bidding documents, and contractors subcontract certified

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							companies to carry out the demining where necessary.
9	ANE provincial delegation	Pemba	17/01/2024	2	1	<ul style="list-style-type: none"> • Project scope, objectives, and targeted area, and assignment of the consultancy team. • Current ANE provincial level structure and the proposed structure for the time of project implementation. • Experience in managing activities in a security risk area. Lessons learned. 	<ul style="list-style-type: none"> • ANE informed that there is neither a department nor an employee with security responsibility. All security issues, currently involving travel to high-risk areas and emergency response, are managed by the security defense forces, especially for the northern part of the province, providing support to ANE and the contracted personnel in operation. • Due to the attacks in the northern part of the province there are road infrastructures (bridges) partially destroyed. • Two projects under ANE portfolio were interrupted due to GBV related incident, and only after addressing the identified irregularities related to GBV the activities resumed.
10	Provincial Directorate of Health (DPS)	Pemba	18/01/2024	2	0	<ul style="list-style-type: none"> • Project scope, objectives, and targeted area, and assignment of the consultancy team. • Operations in critical security area. • Gender-based violence in critical security areas. • High-risk areas for GVB in the province. 	<ul style="list-style-type: none"> • The DPS operates in critical security areas under the guidance and protection of local forces. When security conditions are not adequate, the emergency health response is supported by local forces, with the DPS providing support through specific equipment and medications. • GBV has increased since the onset of terrorist attacks, especially in

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				Men	Women		
						<ul style="list-style-type: none"> • Main risks related to GBV in project context and vulnerable population. 	<ul style="list-style-type: none"> • camps prepared for the displaced population. • Security high-risk areas include the districts of Ancuabe, Montepuez. • Awareness-raising actions within the population are carried out through community-level teams. Multisectoral teams, involving Health, Justice, Police (PRM), and Social Action, conduct lectures and sensitize community leaders and other respected entities at local level. • The most common types of GBV are sexual, physical, and psychological violence, and the most vulnerable population is women.
11	Provincial Police Command (PRM)	Pemba	18/01/2024	2	0	<ul style="list-style-type: none"> • Project scope, objectives, and targeted area, and assignment of the consultancy team. • Situation of security risk in the province and future perspective. • GBV related issues. • Road traffic accident. 	<ul style="list-style-type: none"> • The security high risk areas are the districts in the northern part of the province, namely: Palma, Mocímboa da Praia, Nangade, Muidumbe, Macomia, Quissanga, Meluco, and Mueda. • Centers where IDP are located is where the greatest risk for GBV is. • Poor conditions of some roads, lack of signaling and road maintenance contribute to traffic accidents. • Generally, all districts have a police station, but considering the project's coverage area, not all stations are


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							operational due to the terrorism situation.
12	Provincial Directorate of Industry and Commerce (DPIC)	Pemba	18/01/2024	1	1	<ul style="list-style-type: none"> Project scope, objectives, and targeted area, and assignment of the consultancy team. Relevance of the project for economic activities. 	<ul style="list-style-type: none"> The project implementation will stimulate increased agricultural production since one of the major challenges at the moment is the need for alternative roads for the transportation of agricultural products. The trade sector involves approximately 45% women, and with the project's implementation, we expect revitalization of some activities and thus increased participation from women, which may contribute to 5% impact in areas with agricultural potential.
13	Provincial Environment Services (SPA)	Pemba	19/01/2024	2	0	<ul style="list-style-type: none"> Project scope, objectives, and targeted area, and assignment of the consultancy team. Recommendation for the project. 	<ul style="list-style-type: none"> Suggestion to conduct a public consultation in Metuge or Quissanga, taking advantage of an extended government executive session where all district administrators covered by the project will be present.
14	Provincial Directorate of Gender, Children and Social Action (DPGCAS)	Pemba	19/01/2024	2	1	<ul style="list-style-type: none"> Project scope, objectives, and targeted area, and assignment of the consultancy team. Operations in critical security areas. Gender-based violence, and main risks related to 	<ul style="list-style-type: none"> Occurrence of sexual abuse by workers against vulnerable women in the communities. The government has been working with community leaders for public awareness, and there is a multisectoral mechanism (PRM, Justice, Health, and Social Action)


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						<p>GBV in the project context and vulnerable population.</p> <ul style="list-style-type: none"> • Recommendation for the project. 	<p>aiming for integrated care in the prevention and combat of GBV related risk.</p> <ul style="list-style-type: none"> • High-risk zones for GBV are located further inland and with difficult access, hindering awareness campaigns. Communities lacking information show high GBV rates. • Some northern districts such as Macomia, Mocimboa da Praia, Ibo, Namuno have reported GBV cases resulting in deaths, with one contributing factor being alcohol consumption. • The most common types of GBV are physical, sexual, and psychological. • Women are the vulnerable group seeking the most support of the services of DPGCAS. • Looking at the project scenario, it is recommended to conduct lectures, awareness campaigns at the community level, as well as for the contracted workers.
15	Ministry of Agriculture and Rural Development (MADER)	Maputo	30/01/2024	3	1	<ul style="list-style-type: none"> • Project scope, objectives, and targeted area, and assignment of the consultancy team. • Discuss if MADER has anything to recommend for consideration during project preparation 	<ul style="list-style-type: none"> • MADER could have been better prepared if the meeting request had included details about the project. • The safeguards documents should consider all relevant legislation, including for the agriculture sector.

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						<p>phase and in the execution phase.</p> <ul style="list-style-type: none"> • MADER has an Environmental and Social Safeguards Office and therefore may want to share experience E&S safeguards in projects. 	<ul style="list-style-type: none"> • MADER asked what security we are talking about in relation to the Security Management Plan under preparation. The Consultant clarified that this is a plan that results from the security risk assessment for the northern provinces (Cabo Delgado, Nampula and Niassa), motivated by the risk situation currently observed in that region. This is a document that establishes the procedures that will be used to guarantee the safety of assets/infrastructure and people during the execution of the project. Occupational health and safety issues will be detailed in site-specific instruments (ESIA/ESMP) that will be developed later following the procedures established in the ESMF. • MADER indicated that they are aware that the multinational Total is applying material on road asphalt that is resilient to the effects of climate change. It is recommended that this technology be taken into consideration for this project. • MADER will issue a note to the sector's provincial directorates to find out if they have anything to

Nº.	Institution met	Location	Date	Nº. of participants		Issues discussed	Issues that arose and proposed actions
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							<p>recommend regarding the roads that will be covered by the project.</p> <ul style="list-style-type: none"> It is important to ensure that preliminary E&S safeguards instruments are shared with civil society organizations for information.
16	National Administration of Conservation Areas (ANAC)	Maputo	1/02/2024	1	0	<ul style="list-style-type: none"> Project scope, objectives, and targeted area, and assignment of the consultancy team. Discuss if ANAC has anything to recommend for consideration during project preparation phase and in the execution phase. 	<ul style="list-style-type: none"> ANAC indicated that the project is welcome and hopes that the project's interventions do not interfere with ecosystems, especially in conservation areas, Even considering that the intervention will be on existing roads. ANAC is preparing to conduct research on the impact of climate change on rivers environment and will start with the Zambezi River from its entry into Mozambique to the Marromeu complex, in the province of Sofala.

Annex 2 – Copies of Attendance Lists for the Meetings held in Pemba – during 1st Phase of consultations (15th-19th February 2024)

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Annex 3 – Copies of Attendance List for the Meetings held during 1st Phase of Consultations in Maputo (15th-19th February 2024)



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