

**INTEGRATED SAFEGUARDS DATA SHEET
CONCEPT STAGE**

Report No.: AC7096

Date ISDS Prepared/Updated: 05/16/2014

I. BASIC INFORMATION

A. Basic Project Data

Country: Asia	Project ID: P149606
Project Name: ROAD SAFETY SUPPORT TO ROAD SECTOR DEVELOPMENT PROJECT	
Task Team Leader: A.K. Farhad Ahmed	
Estimated Appraisal Date: May 19, 2014	Estimated Board Date: May 2, 2014
Managing Unit: SASDT	Lending Instrument: Investment Project Financing
Sector: Rural and Inter-Urban Roads and Highways (100%)	
Theme: Regional integration (50%);Other social protection and risk management (50%)	
SPF Amount (US\$m.):	0
GEF Amount (US\$m.):	0
PCF Amount (US\$m.):	0
Other financing amounts by source:	
Borrower	0.00
Global Road Safety Program	0.00
<u>Financing Gap</u>	<u>0.00</u>
	0.00

B. Project Objectives [from section 2 of PCN]

To improve the safety features of RSDP roads and support implementation of Nepal's Road Safety Action Plan.

C. Project Description [from section 3 of PCN]

The proposed project entails a Global Road Safety Facility (GRSF) grant for GBP 5 million equivalent to improve road safety features along 700km of strategic roads that are being upgraded under the IDA-supported RSDP operation. The project will also support the implementation of Nepal's Road Safety Action Plan which recently obtained GON approval and has entered implementation. The funding source of this particular grant is the Department of International Development, UK (DFID, UK).

DFID will channel the £5m into the Global Road Safety Facility (GRSF) Multi-donor Trust Fund managed by the World Bank. DFID's £5m will be lodged in the IBRD/IDA concerning the Global Road Safety Phase 2 Multi Donor Trust Fund (TF No. 071699).

Specific components of this project would include the following:

A. Component A – Procurement and installation of crash barriers on RSDP roads (GBP 4.5 million equivalent) – this component will finance procurement and installation of roughly 7,000m of crash barriers in critical sections of RSDP roads. The RSDP Project Management Unit (PMU) has initiated a safety audit for roads under the project. Upon completion, this work will produce detailed drawings to guide design and installation of crash barriers. DOR engineers and RSDP consultants will supervise installation according to these plans.

B. Component B –Institutional strengthening linked to road safety (GBP 0.5 million equivalent) supports the implementation of the Road Safety Action Plan, which has recently been approved by the Government. The activities are being identified with MoPIT/DOR.

D. Project location (if known)

The proposed project activities will be concentrated on the IDA funded 700 Km of RSDP road corridors located in the eight remote districts in the Mid-Western and Far-Western region of Nepal.

E. Borrower’s Institutional Capacity for Safeguard Policies [from PCN]

The project will be executed by the RSDP PMU within the Department of Roads (DOR) under the Ministry of Physical Infrastructure and Transport (MoPIT). DOR is considered to be one of the most technically competent agencies of the GON. The Bank has been working with this agency in implementing transport projects for the last three decades. During the time of engagements with Banks DOR has established itself as a reliable agency in the implementation of Bank financed projects. The ongoing RSDP and BIMP are also supporting various measures to strengthen DOR's institutional capacity across technical, social, environmental, and fiduciary related functions.

The DOR is familiar with the Bank's social/environmental requirements, as the country has been engaged with the Bank funded projects such as ongoing RSDP and BIMP. The department has established a Geo-Environmental and Social Unit (GESU) to deal with environmental and social aspects of roads: it has played an important role in mainstreaming environmental consideration in road planning and development. DOR has prepared an Environmental and Social Management Framework (ESMF) in 2007, which was recently revised by DOR. The revised ESMF is acceptable to the Bank and is being applied to the ongoing RSDP. Social and environmental issues under the proposed project will broadly be governed by the already agreed road sector ESMF.

F. Environmental and Social Safeguards Specialists

Mr Drona Raj Ghimire (SASDI)

Mr Parthapriya Ghosh (SASDS)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies Triggered	Yes	No	TBD
Environmental Assessment (OP/BP 4.01)	X		
<p>The potential environmental impacts are expected to be relatively minor, as civil works (mainly limited to safety improvements at high risk locations) would take place within the existing right of way of roads. For any works that are identified during project preparation, Environment Management Plan in accordance with the Environmental Social Management Framework prepared by the DOR will be prepared by Appraisal.</p>			

Safeguard Policies Triggered	Yes	No	TBD
Natural Habitats (OP/BP 4.04)		X	
It is unlikely that Natural Habitats will be impacted; the preparation phase will include screening to confirm.			
Forests (OP/BP 4.36)		X	
It is unlikely that forests and forest resources will be impacted; the preparation phase will include screening to confirm.			
Pest Management (OP 4.09)		X	
Procurement of pesticide or use of pesticide is not envisaged in this project.			
Physical Cultural Resources (OP/BP 4.11)		X	
It is not likely there will be an impact on PCR; however the preparation phase will include a screening to confirm.			
Indigenous Peoples (OP/BP 4.10)	X		
Indigenous population constitute about one third of the population in Nepal. As per the RSDP social screening it is evident, that the project sites are located in the area inhabited by one of the other ethnic group. For any works that are identified during project preparation in area inhabited by indigenous people, Indigenous Peoples Development Plan will be prepared before appraisal in accordance with the Environmental Social Management Framework prepared by the DOR for RSDP.			
Involuntary Resettlement (OP/BP 4.12)		X	
It is unlikely that there will be any land acquisition as a result of proposed project activities. However this will be confirmed during appraisal stage once social screening is completed.			
Safety of Dams (OP/BP 4.37)		X	
Dam related activity is not part of the project scope.			
Projects on International Waterways (OP/BP 7.50)		X	
The project scope does not include any activity over or around an international waterway that could cause potential conflict.			
Projects in Disputed Areas (OP/BP 7.60)		X	
No disputed area in the proposed project area.			

Environmental Category: B - Partial Assessment

III. SAFEGUARD PREPARATION PLAN

- A. Target date for the Quality Enhancement Review (QER), at which time the PAD-stage ISDS would be prepared: N/A
- B. For projects that will not require a QER, the target date for preparing the PAD-stage ISDS: 02/25/2014

C. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing¹ should be specified in the PAD-stage ISDS.
No studies contemplated.

IV. APPROVALS

<i>Signed and submitted by:</i>		
Task Team Leader:	Mr A.K. Farhad Ahmed	05/15/2014
<i>Approved by:</i>		
Regional Safeguards Coordinator:	Mr Francis V. Fragano	05/16/2014
Comments: Cleared. Please proceed with disclosure.		
Sector Manager:	Ms Karla Gonzalez Carvajal	
Comments:		

¹ Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in-country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.