

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA1087

Date ISDS Prepared/Updated: 21-Apr-2015

Date ISDS Approved/Disclosed: 21-Apr-2015

I. BASIC INFORMATION

1. Basic Project Data

Country:	Peru	Project ID:	P145610
Project Name:	Peru Lima Metro Line 2 Project (P145610)		
Task Team Leader(s):	Georges Bianco Darido		
Estimated Appraisal Date:	23-Feb-2015	Estimated Board Date:	16-Jul-2015
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Urban Transport (100%)		
Theme(s):	Infrastructure services for private sector development (10%), Municipal governance and institution building (10%), City-wide Infrastructure and Service Delivery (80%)		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			No
Financing (In USD Million)			
Total Project Cost:	5836.00	Total Bank Financing:	300.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			2285.00
International Bank for Reconstruction and Development			300.00
Andean Development Corporation			150.00
Inter-American Development Bank			300.00
Foreign Private Commercial Sources (unidentified)			2801.00
Total			5836.00
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The PDO is to provide a major east-west axis (Ate-Lima-Callao) of the Lima-Callao Metropolitan Region with a modern and integrated mass transit system that will improve accessibility to jobs and services in the area of influence of Metro Line 2 and the Gambetta branch of Line 4.

3. Project Description

The project includes 35-km of new underground rail system (subway) with 35 stations in the Metropolitan Area of Lima. A 35-year concession contract was signed in April 2014 comprising the design, finance, construction, rolling stock provision, operation and maintenance of the 35-km project. Government expects to carry about 660 thousand passengers per day once the 35-km are operational (expected by 2020). Specifically, the Project involves the implementation of 35-km of new rail infrastructure for Metro Line 2 and the Gambetta branch of the Metro Line 4.

Implementation includes: (i) the construction of 35 stations with, at a minimum, physical integration to the existing Metro Line 1 and Metropolitan BRT, (ii) approximately 27.3-km of tunnel along the Line 2 corridor with one rail yard, (ii) approximately 7.7 km segment of the future Line 4 with one rail yard, and (iii) the provision and installation of the necessary rolling stock, electrical, control, telecommunications, and fare systems for operation. The Project will be implemented (constructed) in five phases (segments). The initial segment to be implemented (Phase 1A) will include about 4.9 km of line, 5 stations, a rail yard and test tracks in the area of the future Santa Anita station. The start of construction for each phase depends on providing the necessary land for implementation and resolution of interferences with utilities. Land acquisition and expropriation led by AATE are fairly advanced for Phase 1A and the start of Phase 1A construction is schedule for end of 1st quarter 2015. The Project's overall schedule estimates completion of Phase 1A within two years of the start of construction and the completion of the remaining 30 stations in about five years after the start of construction.

4. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

The Project is located in the Lima metropolitan area which is an urban and a highly altered environment. The Project encompasses (1) a 27.3-km expansion of the proposed Line 2 (East-West corridor connecting the eastern district of Ate with the western municipality and Port of Callao through various central districts of Lima), (2) physical connections with the existing Metro Line 1 (Tren Electrico) and the Bus Rapid Transit line (Metropolitano), and (3) a 7.7 km segment of the future Line 4 connecting Line 2 with the international airport and northern districts. The first phase to be constructed is the 5-km 'Etapa 1A' which includes 5 stations. The project area is geologically located in a coastal plain, with an essentially flat relief, and an area of high seismic activity. Land use is urban and there are no reported species of importance to be affected. Along the Lima Metro Line 2 alignment there are five pre-Hispanic sites (Huacas) and historical buildings and monuments from the new republican period. A segment of the proposed metro-line alignment passes directly underneath a portion of the buffer zone of the Historic Center of Lima, considered a UNESCO World Heritage Site since 1988. The first phase to be constructed is the 5-km 'Etapa 1A' which includes 5 stations. Along the Lima Metro Line 2 alignment there several pre-Hispanic sites (Huacas) and historical buildings and monuments from the new republican period. A segment of the proposed metro-line alignment passes directly underneath a portion of the buffer zone of the Historic Center of Lima, considered a UNESCO World Heritage Site since 1988.

5. Environmental and Social Safeguards Specialists

Carlos Alberto Molina Prieto (GSURR)

Raul Tolmos (GENDR)

Robert H. Montgomery (GENDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The Project is classified as Environmental Category A as per Bank Operational Policy on Environmental Assessment (OP/BP 4.01) due to the potential impacts associated with the large scale construction and the relatively large geographic footprint in an urban environment. The project should have significant long-term positive environmental benefits, in particular related to greenhouse gas emissions (GHGs), air quality and other improvements in the health and quality of life of the residents of Lima. An Environmental and Social Impact Assessment (ESIA), including an Environmental and Social Management Plan (ESMP), has been developed for the Project. The ESIA was developed by a consortium of consultant firms based upon Terms of Reference approved by MTC's Directorate General on Socio-Environmental Matters (DGASA). The ESIA and the Project environmental license was issued by DGASA in November 2013 after various public consultation events. Potential key negative environmental impacts and risks include: increased traffic, noise and vibration during construction and operation, construction worker health safety risks, transport and disposal of soil/excavated material from the tunnel and station excavations, potential increased subsidence or impacts on ground water due to tunneling and excavations, operation phase risks associated with metro accidents/emergencies and waste management at rail car maintenance facilities. The ESMP consists of numerous specific environmental and social mitigation and monitoring programs, including: programs/measures for: solid and liquid waste management, air emissions, noise, vibrations, green areas, community health, environmental liabilities, worker health and safety, traffic management, infrastructure services, training, spill and contingencies, emergencies, environmental monitoring, compensation and resettlement for properties affected, community participation, community relations, local contracting, purchase of local services, and closure. A supplement to the ESIA was developed to address requirements from the IFIs (primarily IADB and World Bank) including information on alternatives evaluation, select identified environmental impacts and management measures; and was publically disclosed in November 2014. Evaluation of project alternatives were considered as part of the ESIA and supplement to ESIA, and also in prior studies such as the Metro Network Plan for Greater Lima and Callao and the Metro Line 2 Feasibility Study,</p>

	<p>and included alternatives for transportation, alignment location, and construction methods. Various public consultation meetings/events were performed in August and September 2013 associated with the ESIA finalization. The draft ESIA was publically disclosed and an information center was opened to provide information and respond to stakeholders. Stakeholder input was also received as part of the development of the Metro Network Plan for Greater Lima and Callao and the Metro Line 2 Feasibility Study, which provided input related to overall transport alternatives in the metro Lima area, potential impact of the Line 2 Project, proposed mitigation measures, and monitoring programs. Additional stakeholder engagement will be performed during project construction and operation. The concessionaire is responsible for Project construction and operation and maintenance environmental health and safety requirements as established under the concession contact. The concession agreement has extensive environmental, health and safety (EHS) requirements including compliance with all applicable Peruvian regulatory requirements, Project ESIA (and ESMP) and environmental permit issued by DGASA, development and implementation of EHS Management Systems, IFI environmental requirements established for the project, present EHS performance reports on a routing basis, present in each final design document (EDI) specific EHS requirements to address final design, provide EHS training to workers, responsible to obtain any required archeological or cultural resource permits and implement measures to mitigate project impacts on such resources as required by law, and maintain insurance in relation to project EHS risks. The concessionaire is also required to undertake specific engineering studies (vibrations, ground water, soil subsidence), and the results from these studies will be used to update, as needed, ESHS systems/plans. Other related components of these management systems are: social communication and grievance mechanism, human resources which will include relevant labor (worker) aspects; and procurement/legal which will include procedure for incorporating EHS aspects into subcontracting and purchase of goods/services. Part of the final design document (EDIs in Spanish) for each project segment/part, includes environmental, health and safety measures which will be established based upon the concessionaire overall EMS and HSMS (includes the ESMP in Project EIA) and then modified, if needed to</p>
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		<p>reflect specific characteristics of a given component (e.g., station). The development of the EHS management system components and other applicable concessionaire and Government requirements will be documented and incorporated as part of the Project Operation Manual, which is being developed in conjunction with other IFIs investing in the Project. There are no associated facilities at this time.</p> <p>Per the Concession Agreement, the Line 2 stations will be constructed according to international standards of universal accessibility (elevators, escalators, signage) and a minimum level of pedestrian facilities and bicycle parking. Beyond the concession area, it is the responsibility of the local districts to provide access to the stations and there are discussions with the Municipality of Lima and AATE to implement a design methodology that also ensures engagement with local and vulnerable groups, including persons with disabilities.</p>
Natural Habitats OP/BP 4.04	No	<p>This policy is not triggered since the project will not involve significant impacts on natural habitats. The project is located in the Lima urban environment, will not involve the removal of significant number of important trees, and will not significantly impact coastal habitats. There are no environmental protected natural areas in project area of influence. No spoil disposal sites will be located in Metropolitan Lima's coastal areas. . The ESMP identified various potential sites for disposal of soil from tunnel and station construction (approximately 10.3 million m³), and recently the concessionaire has received authorization from DGASA for use of an existing authorized site (San Martin de Porres, approximately 17 km from Tramo 1A) for disposal of the approximately 3.5 million m³ from the initial tramo of construction. The site is already an existing impacted area and authorized by the government. There are no natural habitats to be affected. The ESIA ESMP includes measures for relatively limited vegetation removal required.</p>
Forests OP/BP 4.36	No	<p>This policy is not triggered since the project will not affect forests, forest dependent communities not will it involve changes in the management of forests.</p>
Pest Management OP 4.09	Yes	<p>While the project does not involve the purchase or use of significant quantities of pesticides, the policy is triggered since the project will during the operation phase require the limited use of regularly available pesticides for pest control (e.g. rodents, etc.) in the tunnels. Applicable mitigation and monitoring measures and appropriate pest</p>

		management procedures are established in the Project's Environmental Management Plan (ESMP), concessionaire environmental requirements, and managed under OP 4.01.
Physical Cultural Resources OP/BP 4.11	Yes	While the project does not anticipate significant impacts on physical cultural resources based upon the project ESIA and supplemental information, this policy is triggered given the potential for chance finds of pre-Hispanic artifacts during Project construction. There are five historical resources identified with the area of project influence, but none are presently anticipated to be directly affected by project construction. The concessionaire is required under the concession contract to comply with all applicable archaeological and historical resource requirements established under Peruvian law and will implement an Archaeological Assessment Program to obtain an Archaeological Remains Inexistence Certificate (CIRA) from the Ministry of Culture before the start of construction works and implement an Archaeological Monitoring Plan to identify archaeological findings, and as needed, implement a chance finds procedure. The ESIA ESMP includes a management program for archeological resources and is being expanded as part of the concessionaries environmental management system.
Indigenous Peoples OP/ BP 4.10	No	This policy is not triggered since the project activities will not affect indigenous peoples as defined in the policy.
Involuntary Resettlement OP/BP 4.12	Yes	<p>The resettlement policy is triggered, given the project require the purchase of land and involuntary resettlement. In addition, there areas where formal and informal commercial activities will need to be resettled, requiring the preparation of Resettlement Action Plans.</p> <p>The 35-km mostly underground alignment will only require land acquisition in the areas needed to build stations and ventilation shafts. According to estimates based on preliminary designs, Line 2 will affect 338 lots and Line 4 Branch will affect 38 lots, for a total of 376 lots. Of these, 279 are privately owned and 98 belong to public entities. Detailed designs are only available for Section 1A, which will affect 41 properties, 21 owned by public entities (gratuitous transfer) and 20 privately owned (lots that do not represent social impacts and 12 informal businesses). AATE has reached agreements with all of the landowners and delivered compensation payments. The acquisition of the 20 privately owned lots is completed and will not cause physical displacement, except for the acquisition of a privately-owned lot required for a ventilation shaft. In this case, 12 informal</p>

		businesses that occupy a section of this lot have to be displaced. The owners of 9 of these 12 informal businesses that operate in some of the expropriated properties initially rejected AATE's compensation offers. For this reason, legal actions were initiated to evict these occupants through the Procuraduría General de la Nación (Attorney General's Office) and eviction occurred on February 19, 2015 after all other options were exhausted and without use of force. All of the informal businesses were offered compensation payments consistent with the requirements of OP 4.12 for informal or illegal occupants. The legal action was resolved and the compensation to all informal businesses was paid.
Safety of Dams OP/BP 4.37	No	This policy is not triggered as the project will neither support the construction or rehabilitation of dams nor will it support other investments which rely on services of existing dams.
Projects on International Waterways OP/BP 7.50	No	This policy is not triggered as the project will not finance activities involving the use or potential pollution of international waterways.
Projects in Disputed Areas OP/BP 7.60	No	This policy is not triggered as the project will not finance activities in disputed areas as defined in the policy.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p>
<p>There are no anticipated large scale or significant irreversible environmental or social impacts due to the project.</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p>
<p>The project has various positive benefits, including improvement in the quality of life of the residents of Lima; promotion of urban integration and organization and consequent land development; provision of increased comfort, reliability and decreased commute times; increased urban accessibility and mobility; less superficial vehicular traffic on main roads, allowing for the decrease of traffic congestion, combustion gas contamination and sound, as well as commute times; air quality improvement of Lima, contributing to the reduction of greenhouse gas emissions and the mitigation of climate change; improved public health due to the reduced number of accidents and less environmental contamination; job creation; and increased commercial and economic activity.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p>
<p>Evaluation of project alternatives were considered as part of the ESIA and supplement to ESIA, and also in prior studies. In December 2010, with the aim of expanding mass transit provision, the GoP approved a Metro Network Plan for Greater Lima and Callao by Supreme Decree which evaluated a range of transportation alternatives including various metro options. The 2012 Project</p>

Pre-feasibility study, supported by international consultant firms, also evaluated alternatives and recommended and the GoP approve a new 27-km subway line (known as the Metro Line 2 'Project' and including an 8-km branch of the future Metro Line 4) as the top urban transport priority. Five principal layout options were assessed based upon economical and technical viability, including demand, costs and environmental benefits, and social aspects. A multi-criteria analysis was used considering functionality, use of the territory, cost, profitability, social impacts, and environment. The Project profile and preliminary environmental assessment analyzed alternative alignments and also construction methods for the sections between stations, including open excavation (e.g., cut and fill), excavation in tunnels using mechanized excavations with TBM and non-TBM. As part the project design finalization, measures were taken to help prevent negative environmental and social impacts, such as the optimization of the layout of the underground line (e.g., diversion to avoid affecting the archaeological site of Huaca San Marcos) and relocation of ventilation shafts and stations (e.g., relocation of the July 28 station, adjustment of ventilation well to avoid reserved zone of the archaeological site of Puruchuco).

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

An Environmental Impact Assessment (ESIA), including an Environmental and Social Management Plan (ESMP), has been developed for the Project. The ESIA was developed by a consortium of consultant firms based upon Terms of Reference approved by MTC's Directorate General on Socio-Environmental Matters (DGASA) and the ESIA and the Project environmental license was issued by DGASA in November 2013. The ESMP consists of numerous specific environmental and social mitigation and monitoring programs. A supplement to ESIA was developed to address requirements from the IFIs (primarily IADB and World Bank) including information on alternatives evaluation, select identified environmental impacts and management measures. The concession agreement has extensive environmental, health and safety (EHS) requirements including: (i) compliance with all applicable Peruvian regulatory requirements, Project ESIA (and ESMP) and environmental permit issued by DGASA, (ii) development and implementation of EHS Management Systems, (iii) compliance with IFIs environmental requirements established for the project, (iv) prepare EHS performance reports on a routing basis, (v) present in each final design document (EDI) specific EHS requirements to address final design, (vi) provide EHS training to workers, (vii) obtain any required archeological or cultural resource permits and implement measures to mitigate project impacts on such resources as required by law, and (viii) maintain insurance policies in relation to project EHS risks. Part of the final design documents (EDIs in Spanish) for each project segment/part, includes environmental, health and safety measures which will be established based upon the concessionaire overall EMS and HSMS (includes the ESMP in Project EIA) and then modified, if needed to reflect specific characteristics of a given component (e.g., station). A common Operational Manual is being developed by both the IDB and World Bank, eventually to be adopted by Government. This Operations Manual will establish the division of responsibilities in terms of monitoring and supervision for all financiers involved in the project.

A resettlement policy framework called the PACRI (Plan de Compensación y Reasentamiento Involuntario) was prepared with the ESIA according to Peruvian regulations. The PACRI including a compensation framework (Plan de Emprendimiento Económico) and social management plan was reviewed by the World Bank. The PACRI is in accordance with World Bank safeguard policies and was published by the Infoshop on November 24, 2014 together with the ESIA, and supplement to ESIA on February 11, 2015. Detailed resettlement action plans consistent with the PACRI are being developed and implemented by AATE in phases as project

designs are finalized. A detailed resettlement action plan for Phase 1A (PACRI 1A) to document land acquisition to date and to address the displacement of informal businesses has been prepared and disclosed by the Bank and the Borrower.

The PACRI for the next phase 1B is expected to be completed by the end of May 2015 according to current project schedule. AATE is responsible for resettlement plan implementation and has also developed land acquisition and resettlement experience during the construction of Lima Metro Line 1.

Responsibilities for project's environmental management are with the government and the concessionaire. AATE is the responsible governmental entity under the Project loan for environment matters, including project supervision, coordinating environmental management of works to clear infrastructure interferences along the alignment and traffic management during construction environmental management. OSITRAN is responsible for supervision of environmental health and safety aspects under the concession contract, and is hiring an international consultant firm to support project supervision including environmental health and safety aspects. DGASA was responsible for review and approval of the Project ESIA (issuance of environmental permit) and for subsequent supervision of the project environmental permit. The Ministry of Culture is responsible for approving activities involving archeologic resources and associated permitting if required. AATE has some existing capacity related to environmental aspects (e.g., with Metro Line 1), which are being supplemented as part of AATE overall plans for project management support. Initial institutional strengthening and coordination activities for AATE have been developed by the Bank and all such measures will be formulized in the Project Operation Manual in conjunction with the other IFIs (see below). OSITRAN has experience in supervision of large construction works and will hire an international consulting firm to assist in the supervision of this Project concession agreement, and the Terms of Reference include reference to environmental aspects. The Bank has provided OSITRAN ideas to improve the level of effort and technical capacity related to supervision of environmental health and safety aspects in the concession contract. AATE and OSITRAN responsibilities and capacity building activities will be established in the Project Operation Manual, developed in conjunction among the IFIs (in particular IADB and World Bank). The concessionaire is responsible for Project construction and operation and maintenance environmental health and safety requirements as established under the concession contact. The concessionaire has been developing and establishing their environmental health and safety team as part of their pre-construction planning and design work. Principal members of the concessionaire consortium have strong experience with environmental health and safety management in metro and large construction projects. The concessionaire is currently well advanced in developing their Environmental Management System and Health and Safety Management System consistent with international standards as required in the concession agreement. The development of the EHS management system components and other applicable concessionaire requirements will be documented and incorporated as part of the Project Operation Manual.

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

Various public consultation meetings/events were performed in August and September 2013 associated with the ESIA finalization. The environmental licensing process involved stakeholders from district and provincial municipalities in the Project area the regional Governments of Lima and Callao. Eight (8) public consultations on the Project and ESIA were held in August and September 2013. Participation ranged from approximately 35 to 110 persons, and the consultation consisted of presentation of project description and ESIA (potential impacts, proposed mitigation

measures and monitoring programs), stakeholder comments and questions, and responses to comments. Additionally, AATE undertook information events and established an Information Center to provide information and collect stakeholder comments. Stakeholder input was also received as part of the development of the Metro Network Plan for Greater Lima and Callao and the Metro Line 2 Feasibility Study. Additional stakeholder engagement will be performed during project construction and operation as established in the Project ESMP and concessionaire stakeholder engagement plans. The Bank is also working with AATE to undertake routine proactive information disclosure on project status to local stakeholders, and will be established as part of the Project Operation Manual.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	24-Oct-2014
Date of submission to InfoShop	24-Nov-2014
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	16-Apr-2015
"In country" Disclosure	
Peru	01-Nov-2013
<i>Comments:</i> ESIA was first disclosed in November 2013 and subsequently published with the signed Concession Contract on April 28, 2014. A supplemental ESIA was disclosed as a draft in March 2015.	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	24-Oct-2014
Date of submission to InfoShop	24-Nov-2014
"In country" Disclosure	
<i>Comments:</i>	
Pest Management Plan	
Was the document disclosed prior to appraisal?	NA
Date of receipt by the Bank	//
Date of submission to InfoShop	//
"In country" Disclosure	
<i>Comments:</i>	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.	
If in-country disclosure of any of the above documents is not expected, please explain why:	

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment	
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP 4.09 - Pest Management	
Does the EA adequately address the pest management issues?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Is a separate PMP required?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, has the PMP been reviewed and approved by a safeguards specialist or PM? Are PMP requirements included in project design? If yes, does the project team include a Pest Management Specialist?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources	
Does the EA include adequate measures related to cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included in the project cost?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

III. APPROVALS

Task Team Leader(s):	Name: Georges Bianco Darido
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<i>Approved By</i>		
Safeguards Advisor:	Name: Maria Elena Garcia Mora (SA)	Date: 21-Apr-2015
Practice Manager/ Manager:	Name: Aurelio Menendez (PMGR)	Date: 21-Apr-2015