

# INTEGRATED SAFEGUARDS DATA SHEET

## APPRAISAL STAGE

**Report No.: ISDSA7241**

**Date ISDS Prepared/Updated:** 06-May-2014

**Date ISDS Approved/Disclosed:** 19-May-2014

### I. BASIC INFORMATION

#### 1. Basic Project Data

<b>Country:</b>	Belize	<b>Project ID:</b>	P127338
<b>Project Name:</b>	Climate Resilient Infrastructure (P127338)		
<b>Task Team Leader:</b>	Yoonhee Kim		
<b>Estimated Appraisal Date:</b>	07-May-2014	<b>Estimated Board Date:</b>	05-Aug-2014
<b>Managing Unit:</b>	LCSDU	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Flood protection (30%), Urban Transport (30%), Central government administration (20%), Irrigation and drainage (20%)		
<b>Theme(s):</b>	Climate change (50%), Natural disaster management (25%), Land administration and management (25%)		
<b>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?</b>			No
<b>Financing (In USD Million)</b>			
Total Project Cost:	30.00	Total Bank Financing:	30.00
Financing Gap:	0.00		
<b>Financing Source</b>			<b>Amount</b>
Borrower			0.00
International Bank for Reconstruction and Development			30.00
Total			30.00
<b>Environmental Category:</b>	B - Partial Assessment		
<b>Is this a Repeater project?</b>	No		

#### 2. Project Development Objective(s)

The development objective of the Project is to enhance the resilience of critical road infrastructure against flood risk and impacts of climate change and to improve the Borrower's capacity to respond promptly and effectively in an Eligible Crisis or Emergency, as required.

### 3. Project Description

The government of Belize (GoB) developed a National Climate Resilient Investment Plan (NCRIP) to address the impacts of climate change on social and economic development. This plan was elaborated with support from the Bank and financial support from the Africa Caribbean Pacific (ACP) European Union (EU) Natural Disaster Risk Reduction Program, received through the Global Facility for Disaster Recovery and Reconstruction (GFDRR). Adopted on October 2013, this multi-sectoral plan lays out priority investments by sector, integrating physical interventions with capacity building activities and policy actions, to quantifiably reduce vulnerability and build climate resilience in the country. In the past, Belize's legislation and policy measures to mainstream disaster risk management (DRM) were fragmented and lacked ownership and participation of ministries. To address this disconnect, the NCRIP engaged all relevant stakeholders from the beginning to devise holistic and participatory approaches to address climate resilience. Through the NCRIP, the GoB has articulated a plan that seeks to fully integrate climate change adaptation, climate variability and comprehensive disaster management into national development planning processes and actions.

The BCRIP investment framework in the four selected areas is based on the NCRIP. As the investment portfolio articulated in the NCRIP exceeds the project's financing envelope, additional criteria will be used to select the specific investments under the BCRIP. The criteria for sub-project selection are: (i) take an integrated and comprehensive approach to address climate resilience in the transport infrastructure incorporating hazard mapping, flood risk management and data-informed decision making; (ii) have high impact on socio-economic activities in Belize, increasing both productivity and service delivery; (iii) take into account ongoing or planned investments by the GoB or other International Financial Institutions or bilateral donors; (iv) meet safeguards screening to ensure compliance with the environmental safeguards category; and (v) demonstrate economic viability through an economic analysis. These additional criteria for sub-project selection were determined by the Ministry of Finance and Economic Development (MoFED), the Ministry of Works and Transport (MoWT) and other key ministries, and endorsed by Cabinet on February 2014. The MoWT and MoFED have identified a section of the Philip Goldson Highway, from the Philip Goldson International Airport Junction to Mile 20 (just beyond the Junction with the Old Northern Road), as the first potential sub-project site.

**Project Components.** The BCRIP will finance climate resilience activities under the following four mutually reinforcing components:

#### Component 1: Climate Resilient Infrastructure.

This component will reduce physical vulnerability of critical infrastructure through the retrofitting and rehabilitation of existing infrastructure within the primary and secondary road network including associated drainage and flood mitigation systems in order to strengthen their resilience to natural hazards and the anticipated impacts of climate variability. Activities will be comprehensive in nature and include key risk reduction investments such as river bank strengthening and small scale flood mitigation improvements, rehabilitation and replacement of critical small-scale bridges, and road improvements. It may also include the reinforcement of embankments and slopes. This component will also finance studies required to support engineering design options and final detailed designs solutions. For example, in-land flood studies related to the design of specific river defenses, hydrologic/hydraulic investigations, geotechnical investigations and other associated design studies will be supported under this Component.

#### Component 2. Technical Assistance for Improved Climate Resilience Management.

This component aims to strengthen the capacity of relevant technical line ministries, MoWT and Ministry of Natural Resources and Agriculture (MNRA), to mainstream climate resilience considerations into core physical and investment planning. The component will aim to strengthen the human resource capacity available to the MNRA and MoWT through targeted training, and equipment and knowledge acquisition. Specifically, the proposed component will support:

**Component 2A – Support to the Ministry of Natural Resources and Agriculture (MNRA).** This component will provide technical support for improved land-use and territorial planning, as well as the development of an information baseline and complimentary data management platform. It will target relevant technical staff within the MNRA - notably the Land Information Center (LIC) and the Physical Planning Unit (PPU) - and include technical and gender training to enhance human capacity. This component builds on the technical assistance under the GFDRR/EU-ACP grant to support the recently approved National Spatial Data Infrastructure (NSDI) Policy. Component 2A will include assistance to the LIC in the following areas; listing, and consolidation of existing GIS databases, establishment of data sharing protocols and development of training programs tailored to the needs of LICs and other government staff. In addition, the proposed component will support the PPU to promote the use of geospatial information and open-source technology in land-use and territorial planning processes for the new Land Use Policy Framework. In particular, it will enhance the use of hazard maps and disaster-informed decision making tools. This will help to visualize current and future hazards and amplified impacts associated with climate change.

**Component 2B – Support to the Ministry of Works and Transport (MoWT).** Targeted technical assistance and training will be financed under this component to strengthen the ministry's infrastructure maintenance and asset management capacities. In particular, Component 2B will support the implementation of the road maintenance strategy (RMS), recently adopted by the MoWT. The Bank will support the creation and operationalization of the road maintenance unit (RMU). It will also provide technical support for a road maintenance fund. In addition, this component will finance the development of improved road design standards that take into account climate risk and incorporate appropriate mitigation strategies, which would be applied to all publicly financed capital investments. The road design standards would take into consideration measures to build resilience in the infrastructure looking at the cost and benefits of varying resilience levels and technical standards.

### **Component 3: Project Management and Implementation Support.**

This component will finance activities that relate to institutional support and capacity development for project management and execution to ensure compliance with fiduciary controls, supervision, monitoring and reporting, and compliance with social and environmental safeguards. The component will fund the provision of technical advisory services, training, operating costs, and acquisition of goods. Activities will include training, staffing and development activities associated with project execution such as coordination, evaluation, supervision and implementation. The component will also support the strengthening of BSIF's fiduciary capacity. In particular, mainstreaming sustainable public procurement functions and setting up a department with adequate staff.

### **Component 4: Contingent Emergency Response.**

This component will enable the rapid disbursement of funds and allow the GoB to request a reallocation of project funds to partially cover emergency response and recovery costs, following an adverse natural or man-made event that causes a major disaster. This component was included in the proposed Project since a CAT-DDO is not feasible at the moment for the country given its limited fiscal space. This component will be triggered if the following conditions are met: (i) major disaster occurs; (ii) state of emergency is declared; (iii) causal relationship is established between an adverse

event and the need to use CERC; and (iv) submission and approval of an updated Operations Manual (OM) that includes an agreed upon action plan of activities. Disbursements would be made either against a positive list of critical goods, both domestic and imported, and/or against the cost of procuring goods, works, consultant services, and emergency operations required to support the immediate response and recovery needs. All expenditures under this component, should it be triggered, would be appraised, reviewed, and found to be acceptable to the Bank before any disbursement is made. A specific OM would apply to this component, detailing financial management, procurement, safeguards, and any other necessary implementation arrangements. While Components 1, 2 and 3 focus on pre-crisis disaster risk mitigation and climate resilience enhancement measures, Component 4 will help to strengthen the GoB's capacity to respond effectively to an eligible crisis or emergency.

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

The NCRIP road prioritization analysis identified four main geographical areas for potential BCRIP investments that represent both socio-economic importance and high susceptibility to disaster risk: Greater Belize City area, west of Belmopan, northern area around Corozal, and southern area around Independence. Poverty levels in the last three areas reach above 40 percent, with 50 percent of the population living in extreme poverty in the southern area around Independencia.

1) Greater Belize City area: The primary and secondary road network ranked high in both the socio-economic importance and the flood susceptibility. The high priority area includes the George Price Highway from Belize City to Mile 20, the Philip Goldson Highway from Belize City to just beyond the junction with the Old Northern Road in San Hill Village, and the Bermudian landing Road from the Junction with the Burrel Boom Road to Ranch Dolores.

2) West of Belmopan: The roads with high socio-economic importance and flood susceptibility include the George Price Highway from Mount Pleasant Creek west towards San Ignacio and the Guatemalan border; the La Gracia Road, the Valley of Peace Road, The San Antonio Road, and the Pine Ridge Road starting at the Georgeville Junction.

3) Northern area around Corozal: In this area, the roads with the highest socio-economic importance and flood susceptibility include roads near San Narciso Village, the road to Consejo Village and the road to Sarteneja.

4) Southern area around Independence: The roads in this area have medium socio-economic importance and medium to high flood susceptibility. These include the Southern Highway from Maya Centre to Bladen, the Trio Road, the Independence Road, and the road to Monkey River.

#### **5. Environmental and Social Safeguards Specialists**

Noreen Beg (LCSEN)

Kimberly Vilar (LCSSO)

<b>6. Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/ BP 4.01	Yes	Potential adverse environmental impacts on human populations or environmentally important areas are site-specific, and are related to small-scale retrofitting and rehabilitation works which are expected to be mainly localized, temporary and readily manageable. Since the exact location and/or nature of potential small investments to be financed under this project have not yet been

		determined, an Environmental Management Framework has been prepared to conform to Bank safeguard policies. This will provide the framework within which EIAs and/or EMPs will eventually be developed.
Natural Habitats OP/BP 4.04	Yes	<p>OP 4.04 - Natural Habitats will be triggered. The EMF provides a screening mechanism for screen sub-projects to ensure that no significant degradation or conversion of natural habitat will occur. In cases where sub-projects are located in the vicinity of natural habitats (without imposing significant degradation or conversion) appropriate mitigation measures will be adopted, and will be described in the EMF and subsequent EAs.</p> <p>This project will help protect degraded critical ecosystems, which are important to preserve local biodiversity and the quality of water resources. The EMF will explicitly forbid any project activities in areas supporting critical natural habitats or inducing significant conversion or degradation of critical natural habitats.</p>
Forests OP/BP 4.36	No	Based on site visits to potential sub-projects, and discussions held during preparation missions, it seems unlikely that sub-projects would have an impact on the health and quality of forests, affect the rights and welfare of people living in forests, or would bring about changes in the management, protection, or utilization of natural forests or plantations. Hence, there is therefore no need to trigger OP 4.36. The EMF will explicitly forbid any project activities that would lead to the destruction, degradation or conversion of forests and key forest ecosystems.
Pest Management OP 4.09	No	During project preparation, the team confirmed that this safeguard policy is not triggered because the project will not support activities that require the use or procurement of pesticides. Any land clearing for rehabilitation works will be undertaken manually.
Physical Cultural Resources OP/BP 4.11	Yes	The project is not expected to have negative impacts on cultural property, including movable or immovable objects, sites, structures, groups of structures or natural features or landscapes with archaeological, paleontological, historical, architectural, religious, aesthetic or other cultural

		<p>significance. However, “chance findings” during implementation of activities could be possible. During implementation, possibility that the Project in the context of potential sub-project affect known archaeological sites or chance finds will be assessed. In the event that such sub-projects are contemplated, project implementation will include an archaeological survey of all potentially affected area by qualified archaeologists and the local authorities responsible for the protection of Belize's cultural heritage will be consulted. . Chance finds procedures will be incorporated into EMPs and construction contracts.</p>
Indigenous Peoples OP/BP 4.10	Yes	<p>The main communities to be affected by the project are those that are located on or next to the primary and secondary roads considered as critical in each of the four target areas. All of these communities with the exception of Belmopan are considered rural communities. Indigenous communities that have been identified have been included because they all fall within the projects zone of influence. Of all the communities that are likely to be affected by the project, seven are considered to be indigenous communities. Six are made up predominantly by indigenous Mayas and one by the Garifuna. These are all found in the Stann Creek and Toledo districts. For this reason, a Culturally Appropriate Planning Framework was developed. Direct impacts on these communities are unlikely given that there are no community members living on the road reserve. However, in the unlikely case that impacts are foreseen in the subproject design, action plans will be prepared by which the GoB will ensure that communities’ free, prior and informed consultation leading to broad community support is achieved before subproject implementation.</p>
Involuntary Resettlement OP/BP 4.12	Yes	<p>The project is not expected to have major impacts on private land or livelihoods, especially given its focus on rehabilitation of existing infrastructure. However, it is possible that works such as river defense, drainage improvements, the rehabilitation and replacement of critical bridges and road improvements, could possibly elicit impacts such as (1) loss of property and assets</p>

		<p>due to displacements and relocation of individuals/families occupying road reserves related to road widening, diversion of existing road and/or drainage purposes. Most of the encroachments on road reserves, and thus the highest proportion of related impacts, are in Greater Belize City Area; and (2) Loss of land and other assets (buildings, fences, crops, vendor stalls, driveways, signs etc.) from appropriation, removal, acquisition and demolition.</p> <p>The project's involuntary resettlement policy framework has been prepared to guide the preparation of resettlement plans in order to mitigate these impacts. As soon as subprojects are identified and feasibility studies commence, the exact types and number of impacts will be estimated and a resettlement plan(s) will be prepared and implemented based on the framework's guidelines.</p>
Safety of Dams OP/BP 4.37	No	<p>Since two of the four priority areas of the BCRIP are located within the Belize River Watershed area, where the country's three hydroelectric facilities are situated, Safety of Dams (Policy OP/BP 4.37) was initially triggered as a precaution, and a Dam Safety Framework prepared and disclosed as an Annex to the Environmental Management Framework (EMF).</p> <p>During preparation of the Dam Safety Framework, information on dam safety management was gathered from the Belize Electric Company Limited (BECOL), which is responsible for Hydroelectric Facilities comprising the Macal River Upstream Storage Facility (Chalillo), and the Mollejon and Vaca Hydroelectric Facilities, located along the Macal River in the Cayo District. These three dams, while primarily constructed to generate electricity, also lessen the impacts of natural disasters from the Macal River.</p> <p>However, in an expanded discussion of the nature of potential sub-projects with the Regional Safety Advisor and the Bank's Dam Safety Advisor, the Task Team clarified that none of the proposed civil works rely on the operation or performance</p>

		of the upstream dams. Proposed works are not hydraulic structures that include extraction/pumping of water (as would be the case in an irrigation system or water supply system) but rather involve embankment and road protection measures such as strengthening of embankments, straightening of ox-bows, replacement of culverts with small bridges, and so forth. Therefore, paragraph 7 of OP 4.37 does not apply in this instance and OP 4.37 will not be triggered. All Project Documentation will be altered to reflect this change, and the EMF will be re-disclosed without the annex comprising the Dam Safety Framework.
Projects on International Waterways OP/BP 7.50	No	<p>Benque Viejo del Carmen and Belmopan are located along the international waterway, which originates in Guatemala (the Mopan River) and flows downstream into Belize (where the Mopan flows into the Belize River). The Belize River in turn discharges into the Caribbean Sea. The BCRIP's investment will likely include the following:</p> <p>Hydrological improvements such as Small-scale creek alignment, straightening of ox-bows, cut-and-fill, retaining walls along embankments, sizing of culverts to manage water flow better along the primary and secondary road networks, some replacement of culverts with small bridges; as well as road rehabilitation, widening and shoulder improvement.</p> <p>The Project will not include any diversion dams, and will not include hydraulic structures involving pumps. In addition, the project will not extract or use (for irrigation or electricity or water supply or flood control) any water from the waterways. The purpose of the civil works is to improve water flow to avoid flooding of roads, (by maintaining smooth flow of the river through the measures described above). Disturbance caused by civil works (removal of construction waste, dust, etc.) will be addressed through mitigation measures in the EMF.</p> <p>Based on the nature of work supported by the Project, the team received guidance from LEGLE that the Policy is not applicable to the BCRIP.</p>
Projects in Disputed Areas OP/BP 7.60	Yes	The Policy was triggered due to the territorial dispute between Belize and Guatemala.



		Guatemala maintains a long-standing territorial claim over the territory of Belize. In compliance with the OP/BP 7.60, a memorandum was sent to the Executive Director representing Guatemala providing all relevant information regarding the project and requesting that Guatemala provide a no objection for the project in writing within a 30-day period. There was no further response from the Government of Guatemala. The Country Director further arranged a meeting with the respective Executive Directors (ED) to discuss the issues. In line with OP/BP 7.60, the World Bank team will prepare another memorandum to update the RVP of the outcome of the follow-up discussions of the EDs before the Project Negotiations.
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## II. Key Safeguard Policy Issues and Their Management

### A. Summary of Key Safeguard Issues

<p><b>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</b></p> <p>Potential adverse environmental impacts on human populations or environmentally important areas are site-specific, and are related to small-scale retrofitting and rehabilitation works which are expected to be mainly localized, temporary and readily manageable. The EMF provides a screening mechanism for screen sub-projects to ensure that no significant degradation or conversion of natural habitat will occur. In cases where sub-projects are located in the vicinity of natural habitats (without imposing significant degradation or conversion) appropriate mitigation measures will be adopted, and will be described in the EMF and subsequent EAs.</p> <p>Regarding the project's social impacts, the main permanent adverse impacts will be specifically the (1) loss of property and assets due to displacements and relocation of individuals/families occupying road reserves related to road widening, diversion of existing road and/or drainage purposes. Most of the encroachments on road reserves, and thus the highest proportion of related impacts, are in Greater Belize City Area; and (2) Loss of land and other assets (buildings, fences, crops, vendor stalls, driveways, signs etc.) from appropriation, removal, acquisition and demolition.</p> <p>Works under the BCRIP are not expected to affect community lands or those lands that the Mayas of Toledo are laying claim to, based on traditional use and occupancy. Consequently, the project is unlikely to prejudice the outcome of the land rights case before the Caribbean Court of Justice in any way, unless significant community lands are required for the project, which is not expected to occur given the nature of the project and its focus on major roads only and these roads already exist.</p> <p>Temporary social impacts will include possible delays in transportation, disruption of access to properties (homes, businesses and public facilities) from main road during construction, increased stress and anxiety resulting from road works (dust and air pollution from road works, noise</p>
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<p>pollution from heavy machinery and equipment), open borrow pits and quarries risking safety of small livestock and children, and increased chances of work-related accidents, injuries and illnesses.</p>
<p><b>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</b></p>
<p>There are no indirect or long term environmental impacts expected as a consequence of future activities in the proposed project area.</p> <p>As far as potential social indirect/long term impacts, these include:</p> <ul style="list-style-type: none"> <li>• Influx/Outflows of temporary workers causing disruption of social order by migrant work crews coming from diverse cultural and geographic backgrounds.</li> <li>• Increase in road traffic accidents from high speeds and high traffic volume.</li> <li>• Gender disparities (economic, political power, social benefits) are further entrenched.</li> <li>• Potential deepening of distrust in governmental institutions stemming from resentment of authorities from land acquisition or displacement actions.</li> </ul>
<p><b>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</b></p>
<p>Sub-projects based in natural reserves or protected areas have been excluded from the project, unless adequate mitigation measures have been put in place, based on consultations with local conservation and environmental NGOs.</p> <p>During implementation, feasibility studies on different road alignment design options or alternatives will include social criteria related to physical impacts to influence the final decision of which works will be financed.</p>
<p><b>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.</b></p>
<p>A high quality EMF, Involuntary Resettlement Policy Framework and Culturally Appropriate Planning Framework have been prepared for the project, which provide a comprehensive set of guidelines for the preparation and monitoring of sub-project environmental social plans. While both the environmental specialist and social specialist will still need to be hired, BSIF has experience of the Bank's safeguards policies and compliance through BMDP. The new safeguards specialist will be provided with training on the Bank's environmental and social management practices.</p>
<p><b>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</b></p>
<p>Consultations on the EMF were held in February 2014 with key stakeholders including: Sarteneja Alliance for Conservation and Development, Corozal Sustainable Future Initiative, the Belize Audubon Society, TIDE, the Cayo District Association of Village Councils. Their concerns and suggestions will be incorporated into the selection of sub-projects (for example, public awareness campaigns, sustainable management of construction camps, need to avoid or take appropriate mitigation measures in RAMSAR sites, etc.</p> <p>Consultations on the IRPF and the CAPF were held on February 25th and March 29th specifically with Mayan leaders from the Maya Mopan Village Council, San Pablo Village Council and Santa Rosa Village Council, and on Feb. 18th and March 26th with the National Association of Village Councils (NAVCO), Ministry of Natural Resources and Agriculture, Sr. Valuation officer and several Rural Development Office. Consultation participants' comments have been taken into</p>

account especially those related to lessons learned from past experiences with similar infrastructure projects, such as their desire to encourage employment of local workers and technical staff, fluent communication throughout the project cycle, and participation of communities in the project's monitoring system.

### ***B. Disclosure Requirements***

<b>Environmental Assessment/Audit/Management Plan/Other</b>	
Date of receipt by the Bank	19-Mar-2014
Date of submission to InfoShop	19-Mar-2014
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Belize	21-Mar-2014
<i>Comments:</i>	
<b>Resettlement Action Plan/Framework/Policy Process</b>	
Date of receipt by the Bank	14-Apr-2014
Date of submission to InfoShop	15-Apr-2014
"In country" Disclosure	
Belize	15-Apr-2014
<i>Comments:</i>	
<b>Indigenous Peoples Development Plan/Framework</b>	
Date of receipt by the Bank	14-Apr-2014
Date of submission to InfoShop	15-Apr-2014
"In country" Disclosure	
Belize	15-Apr-2014
<i>Comments:</i>	
<b>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.</b>	
<b>If in-country disclosure of any of the above documents is not expected, please explain why:</b>	

### ***C. Compliance Monitoring Indicators at the Corporate Level***

<b>OP/BP/GP 4.01 - Environment Assessment</b>	
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 Sector Manager (SM) 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"/> ]
<b>OP/BP 4.04 - Natural Habitats</b>	
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes [ <input type="checkbox"/> ]   No [ <input checked="" type="checkbox"/> ]   NA [ <input type="checkbox"/> ]

If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?	Yes [ <input type="checkbox"/> ] No [ <input checked="" type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.11 - Physical Cultural Resources</b>	
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"/> ]
<b>OP/BP 4.10 - Indigenous Peoples</b>	
Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If the whole project is designed to benefit IP, has the design been reviewed and approved by the Regional Social Development Unit or Sector Manager?	Yes [ <input type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.12 - Involuntary Resettlement</b>	
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 Sector Manager review the plan?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP 7.60 - Projects in Disputed Areas</b>	
Has the memo conveying all pertinent information on the international aspects of the project, including the procedures to be followed, and the recommendations for dealing with the issue, been prepared	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Does the PAD/MOP include the standard disclaimer referred to in the OP?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>The World Bank Policy on Disclosure of Information</b>	
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"/> ]
<b>All Safeguard Policies</b>	
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:	Name: Yoonhee Kim	
<b><i>Approved By</i></b>		
Sector Manager:	Name: Anna Wellenstein (SM)	Date: 19-May-2014