



Concept Environmental and Social Review Summary

Concept Stage

(ESRS Concept Stage)

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BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Peru	LATIN AMERICA AND CARIBBEAN	P178842	
Project Name	Lima Traffic Management and Sustainable Transport		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	2/20/2023	5/23/2023
Borrower(s)	Implementing Agency(ies)		
MEF	ProTransito (Metropolitan Municipality of Lima)		

Proposed Development Objective

To increase transport system efficiency, environmental quality, and road safety in the intervention areas of the LMA.

Financing (in USD Million)	Amount
Total Project Cost	169.20

B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

No

C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]

The MPA Phase 1 Program include the following components: (i) Expansion and modernization of the traffic lights system; (ii) Implementation of an automated Traffic Violation Detection and Control System; (iii) Safe streets and intersections; and (iv) Program management and capacity building. The MPA Phase 1 Program will support the expansion and modernization of the LMA’s integrated traffic management system, while focusing on the need to comprehensively address road safety in the design of the interventions, particularly to consolidate the ongoing growth of bicycle use and make it more gender inclusive. The Phase 1 of the MPA will partially close the gap of integrated and modernized traffic lights, implement a revamped Traffic Control Center, and conduct road safety improvements in intersections targeted to transit and bicycle corridors, including speed management and traffic



calming. The improvements of the traffic management system will also serve for future road capacity dynamic charging schemes to generate new revenue sources and improve the sustainability of the Program investments.

D. Environmental and Social Overview

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

Location. According to the National Institute of Statistics and Informatics (INEI), in 2021 the estimated population of the Metropolitan City of Lima was 4,9 million, which represents 14.9% of the country's population, with a 71.4% ratio of informal employment in urban areas of the country. The program will be implemented throughout the Metropolitan City of Lima, in urban areas, and at intersections of avenues with high vehicular and pedestrian traffic. Component 1 (C1) will be implemented in 565 intersections within 20 Lima Metropolitan Area (LMA) districts. Component 2 (C2) will support the implementation of a network of 1,545 cameras in 303 centralized intersections located in areas with current relevant road safety risks on the main public transport and bike lane corridors located at 18 districts throughout LMA. Subcomponent 3.1 (SC3.1), Promotion of Immediate Traffic Action Plans, will be implemented in intersections with relevant road safety risks within the primary (metropolitan) road network. Subcomponent 3.2 (SC 3.2) will be implemented in five pilot areas in LMA districts, not yet identified, with varied environment characteristics and socioeconomic profiles. The third subcomponent (SC3.3) will finance three investment projects, with feasibility designs already developed and approved through the national investment project platform, located in the LMA districts of Rimac, San Juan de Lurigancho, and La Victoria. Additional information about the civil works to be financed under Phase 1, which are yet to be confirmed, are included in Annex A of the PCN.

Environmental context. Areas of intervention are characterized by a dense population, limited amount of green areas, dense traffic, poor air quality, noise, and contamination due to solid waste accumulation. Based on the available information, there are no natural habitats nor critical natural habitats near or within the Program intervention area. Small urban green areas may be found at specific sites, including parks, along avenues, next to sidewalks, etc. Given that a coastal city such as MML is vulnerable to natural disasters such as floods and earthquakes, the Program's activities could be located in areas vulnerable to natural disasters. This will be further analyzed and confirmed as part of the Bank's due diligence.

In relation to the social context, the Program will be implemented in busy avenues with high volumes of pedestrian, vehicular, and small-business activity, formal and informal. Most of the informal vendors likely to be found in areas to be intervened by Program works are expected to be mobile. The city of Lima is characterized by high levels of traffic informality, in which many drivers and pedestrians do not follow traffic rules and warning signals. Urban transport drivers are normally part of transport associations, which have a track record of organizing strikes and protests against measures issued by the Municipality of Lima and the Urban Transport Authority (ATU) to regulate urban traffic. The system to enforce the payment of fines for traffic violations, which is supported by the national police, has also been reported as having limitations in terms of effectively removing repeated offenders from public circulation. The city of Lima is also characterized by the presence of significant levels of citizen insecurity, including at road intersections.

Peru has made significant progress in advancing gender equality over the past two decades; however, Peruvian women could benefit from improved access to better jobs. Transport deficiencies add to the list of factors that discourage women from joining the wider labor market. By increasing access to safe and gender-inclusive bicycle



infrastructure, and tracking gender aspects in a disaggregated manner as project beneficiaries, the Program will support closing the gap in the use of sustainable modes of travel among Lima’s female residents.

D. 2. Borrower’s Institutional Capacity

The Metropolitan Municipality of Lima (MML) will be the implementing entity for the MPA Phase 1 and will delegate the implementation of specific activities under each component to three specialized agencies of the MML: Special Traffic Management Project - ProTransito (Components 1, 2, and 3.1), Urban Mobility Department - GMU (Component 3.2), and Lima Municipal Enterprise for Management of Highway Tolls - EMAPE (Component 3.3), including procurement, budgeting, and technical supervision of works, provision of goods, and services. Component 4 will be distributed across these agencies based on their needs and scope of activities. These arrangements will be further defined at Appraisal.

EMAPE: For the MPA Phase 1 Program, EMAPE is expected to be the technical implementing agency for subcomponent 3.3. A preliminary assessment indicates that EMAPE has the ability to adequately manage the social and environmental aspects of this Program in accordance with the national regulations, but would need specific institutional strengthening measures to reach ESF standards for this operation. This, considering mainly the following factors: (i) the PIU of the “Lima Metropolitan North Extension Project” (BRT project), a WB operation prepared in compliance with the ESF that is currently under implementation, is located within the structure of EMAPE. However, the PIU hired E&S consultants for the implementation and monitoring of the project’s E&S instruments due to the lack of E&S capacity within the agency. In addition, the BRT PIU experienced challenges related to staffing, particularly in terms of delays in the hiring of key positions supporting E&S risk management, and high personnel turnaround, especially in relation to the social specialists of the project, which affected the transfer of knowledge and continuity of stakeholder engagement efforts. Regarding BRT PIU’s current performance, it is currently rated as moderately unsatisfactory, particularly due to: (a) lack of capacity to address grievances related to damage to houses due to vibrations from project activities in a timely manner, (b) significant delays in the payment of compensation to informal vendors and (c) delays in execution of environmental commitments, such as tree compensation activities; and (ii) Although EMAPE has a socio-environmental management office, the staff of this office beyond the Lima BRT PIU has no experience in the design or implementation of Environmental, Social, Health and Safety (ESHS) measures in compliance with the ESF, and currently has no dedicated social or environmental specialists who could be dedicated exclusively to the preparation and/or implementation of the Program.

Protransito: Its capacity to manage the environmental and social risks of the Program in accordance with the ESF is limited. This special project currently does not have social or environmental specialists, and does not have a grievance mechanism either.

GMU: This is the MML line agency responsible for formulating, evaluating, executing, conducting, and supervising the regulation processes of urban mobility, traffic, freight transport, and special use of roads and other infrastructures in the LMA. GMU’s capacity to manage the environmental and social risks of the ESF Program is limited, GMU does not have social or environmental specialists, and does not have a grievance mechanism either, it currently has no social or environmental specialists.

Although the MML has the mandate for traffic management throughout the LMA, interventions that occur on local district streets typically require coordination with the municipal districts. Likewise, traffic management interventions to make public transport and non-motorized transport modes safer and more efficient must be coordinated with the



plans and strategies made by the ATU, the specialized technical agency of the Ministry of Transport and Communications (MTC).

II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)

Substantial

Environmental Risk Rating

Moderate

Based on the available information, the program environmental risk classification for Phase 1 of the MPA is considered to be Moderate under the World Bank’s Environmental and Social Framework (ESF). Given the nature and scale of activities, low to moderate environmental, health and safety (EHS) risks and impacts are expected under Components 1 through 3, mainly associated with the implementation of the traffic light infrastructure at high vehicular and pedestrian traffic intersections and accessibility improvement including reconstruction of existing pavement and sidewalks. These are expected to be: (i) temporary and/or reversible; (ii) not significant nor complex/large; and (iii) not expected to cause serious adverse effects to human health and/or the environment. Based on the review of available documentation, and preliminary discussions with EMAPE, Invermet and Protransito, key anticipated potential EHS risks and impacts during the execution of program works, and program operation, are related to: (i) overall nuisances to communities due to noise and vibration, dust, traffic congestion, and waste generation; (ii) potential adverse impacts to houses and other infrastructures next/close to construction activities due to vibrations; (iii) occupational health and safety issues: unskilled workforce, poor labor and working conditions and risk of occupational accidents; (iii) inadequate sourcing and transportation of construction materials, as well as inadequate transportation and disposal of surplus materials from the reconstruction of pavements and sidewalks; (iv) inadequate management of e-waste generated during equipping of controllers, cameras, repeaters, and traffic lights; (v) risks of third-party accidents due to increased vehicular traffic and inadequate protection of construction sites; (vi) potential impacts on chance archaeological finds and/or cultural heritage areas; (vi) potential incremental and cumulative impacts and risks associated with other current and future projects located in the same area of intervention; and (vi) impacts on urban green areas, which in turn negatively affects local communities in terms of landscape, recreation, etc. During Program preparation potential environmental liabilities will be assessed and, if necessary, corresponding mitigation measures will be described in the ESMF. Environmental risks for future phases of the MPA will be assessed as part of the preparation of each of the subsequent phases. Their corresponding rating may differ from the one of this first Phase.

Social Risk Rating

Substantial

The social risk rating for Phase 1 of the MPA is considered as Substantial, particularly because of the following factors: (i) temporary access restrictions to areas where the civil works will be conducted, some of which may last for several months and could create adverse economic impacts for local businesses and informal mobile vendors, as well as impacts due to fiber optic installations for the traffic cameras, which involve excavations that may limit the ability of residents and business customers to move around and park vehicles in those areas; (ii) community health and safety risks, particularly in relation to the risk of increased accidents for (a) the local residents that need to move across the construction areas; (b) movement of vehicles and machinery during the construction works; and (c) risks of accidents for pedestrians and bicyclists at the road intersections, which could potentially intensify during the civil and other project works; (iii) risk of discontent and protests from certain sectors of the population with the increased levels of

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traffic surveillance, particularly among public transport drivers, to be enabled by the traffic cameras that may lead to increased fines for them. The key elements associated with the social risk rating are the sensitivity of some expected project locations, the diversity of the social risks, and the limited capacity of the Borrower to manage the social risks of the project in accordance with the ESF. These risks are particularly intensified by a context in which some of the subprojects being considered may present a significant level of social sensitivity and risk of opposition by some neighborhood groups, as well as by high levels of traffic informality in the city of Lima, in which many drivers and pedestrians do not obey the traffic light signals and that may lead to accidents, and a context characterized by significant levels of citizen insecurity, especially for project workers. At this point we do not have information about the social risks and potential impacts of the future phases, but those are expected to have similar characteristics as the ones of the first phase. The social risks for future phases of the MPA will be assessed as part of the preparation of each of the subsequent phases, and their rating may differ from the one assigned to Phase 1.

B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Project:

This standard is relevant.

Given that: (i) specific sites of interventions are not yet known and will be defined during implementation; (ii) the potential interventions are located in several districts throughout the Metropolitan City of Lima; (iii) the scope of interventions at each site varies; and that (iv) the procurement strategy that will be applied for civil works has not yet been defined, the Borrower will develop an Environmental and Social Management Framework (ESMF) to adequately identify and manage potential project E&S risks and impacts of MPA Phase 1 and to guide the management of E&S issues during implementation.

The ESMF will validate and further assess main Program E&S issues and expected risks and impacts, develop guidelines and procedures for their adequate management, in line with para. 5 of ESS1, and further define the necessary implementation arrangements and capacity building activities. It will be developed in compliance with ESS1 requirements, WBG General Guidelines of Environmental, Health and Safety (EHS), among others, proportionate to the expected risks and impacts of the MPA Phase 1 Program, and assess all relevant direct, indirect and cumulative E&S risks and impacts of interventions. Specifically, it will lay out:

(i) A detailed exclusion list:

In order to make sure that the interventions to be considered in the Program are of moderate or low risk, the ESMF will include an Exclusion List with the set of interventions that will not be financed due to their potential significant E&S risks. The Exclusion List will explicitly rule out interventions that have the potential to generate significant EHS risks and impacts, and those that require an EIA-d (Detailed Environmental Impact Assessment) under national regulations, due to their potential significant E&S risks.

(ii) E&S Management Guidelines for the development of site-specific Environmental and Social Management Plans (ESMPs):



Due to their scope and technical characteristics, interventions associated with the expansion of the traffic lights network (C1), implementation of a Violation Detection and Control System (C2), improvement in geometry, signaling and road demarcation/immediate Traffic Actions (PAIT) and implementation of traffic lights in bicycle lanes (subcomponents 3.1 and 3.4 under C3) are not subject to the national Environmental Impact Evaluation System (SEIA). In this sense, in order to comply with the ESF, stand-alone specific Environmental and Social Management Plans (E-ESMPs) will need to be developed in compliance with relevant ESSs. Subprojects under subcomponents 3.2 Improvement of pedestrian and vehicular traffic and 3.3 Improvement of urban mobility services (C3) already have an environmental instrument approved within the national framework. In these cases, Supplementary Environmental and Social Management Plans (S-ESMPs) will need to be developed, as preliminary assessment suggests that these existing instruments do not meet all applicable ESF requirements. The ESMF will lay out the process for the development, approval, and implementation of these ESMPs, which will include all the necessary E&S management measures to comply with relevant ESF standards, including local stakeholder engagement activities, in a manner consistent with ESS10, and chance find procedures, among others. The ESMPs will be drafted, consulted, finalized, adopted, and disclosed by the Borrower prior to the start of works, during project execution, and implemented by the corresponding contractors, following the commitments to be specified in the bidding documents.

The ESMF will also detail procedures to identify the vulnerable groups and measures for them, as well as procedures for security personnel, gender aspects (and procedures to assess SEA/SH risks in subprojects, with corresponding measures), considerations related to people with disabilities, and procedures for adverse economic impacts on mobile vendors and local businesses caused by temporary restrictions during construction works.

Regarding the risk of temporary access restrictions to areas where civil works will be conducted, these could indirectly create adverse economic impacts for local businesses and mobile vendors. While mobile vendors are likely to continue their informal selling activities outside the areas needed for the works, and thus maintain their source of livelihood, established businesses may experience a decrease in their income levels due to reduced customer flow, even when they are able to remain open for business. The procedures to identify these impacts, and the measures to manage them, will be described in an ESMF program to mitigate the risks for mobile vendors and local businesses. The Bank will support the Borrower in the development of the terms of reference for the ESMF, which will be drafted and disclosed in draft version prior to project Appraisal. The tentative timing for the disclosure of the final, consulted version of the ESMF will be prior to the start of the bidding processes and will be reflected in the ESCP.

Technical Assistance (TA):

Consultancies, studies, capacity-building tasks, training events, and any other types of technical assistance activities under the Program will conform to ToRs that are acceptable to the Bank, and will be consistent with the relevant ESSs. The Bank's ToR review and no objection processes will be described, as needed, in the Project Operations Manual.

Areas where "Use of Borrower Framework" is being considered:

None

ESS10 Stakeholder Engagement and Information Disclosure

This standard is relevant. Given the nature of the proposed project works, as part of the national legislation the Program activities are not required to carry out any public consultations. However, in accordance with the provisions



of ESS10, the project will need to carry out a stakeholder engagement process. This process will need to include local municipalities and representatives of the citizens in the project's area of influence interested in the project, representatives of potentially affected groups (such as local businesses and cyclists' associations), representatives of civil society organizations (including NGOs working on topics related to women, disability), among others. Particular emphasis will need to be placed on creating spaces for the participation of representatives of organizations working on topics related to vulnerable groups to participate. The stakeholder engagement activities to be carried out as part of the Program will be reflected in a Stakeholder Engagement Plan (SEP). A draft version of the SEP will be disclosed prior to Appraisal. The tentative timeframe for the final version of the SEP will be prior to the start of the bidding processes and will be reflected in the project's ESCP.

The key instances of the stakeholder engagement process during project preparation are expected to include a combination of open consultation sessions and thematic focus groups, to gather the feedback of the participants, supplemented by a period or virtual review, in which stakeholders would need to be invited to review the draft versions of the disclosed E&S instruments and have the opportunity to send their written feedback. A report of the stakeholder engagement activities carried out until then will be included, along with the corresponding documentary evidence. The planned stakeholder engagement activities in the remaining project preparation period will also be detailed in the draft SEP. The SEP will also specify the criteria and procedures for the additional consultations that will need to be carried out during Program execution, once the locations of the specific subproject locations are known and confirmed, particularly with the potentially affected parties in the areas where the construction works are expected to create temporary access restrictions. The stakeholder engagement activities are expected to include a combination of in-person sessions, following the applicable COVID protocols in place, and virtual events.

The project will also need to develop a grievance mechanism (GRM), which will be described in the project's SEP, along with its operational and budgetary arrangements. This will need to ensure that the mechanism is widely disseminated, that includes the ability to maintain the confidentiality of the complainants, and that it has specific provisions for the handling of potential SEA/SH complaints. EMAPE is expected to build on the GRM prepared for the Lima Metropolitan North Extension Project, with enhanced features for the final version of the SEP.

Stakeholder engagement, citizen engagement, and communication efforts will provide a multi-faceted participatory approach, although there is a risk that these activities could occur on parallel tracks and not fully integrated into the project design. During project preparation, the team will explore the option of framing these interventions in a packaged and related manner, and integrating them as much as possible into the project design. In addition, staffing for these activities will be important, including for the stakeholder engagement and the communications activities. Citizen engagement elements will be defined in the appraisal documents, following this integrated approach, to promote ways in which project activities build on the systematic feedback between the citizens/beneficiaries of the project, complementing the feedback to be received from the grievance mechanisms.

Regarding public disclosure, the draft versions of the E&S instruments –which will be prepared in Spanish, a language that is understandable to the urban project stakeholders– will be publicly disclosed and made available on the Borrower's website and the Bank's external portal. The hyperlinks to the draft instruments will be sent by email to the participants in the stakeholder engagement activities, along with a timeframe to receive feedback. The E&S management instruments may be updated as needed to reflect significant changes in the project and/or its E&S risks.



B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

ESS2 Labor and Working Conditions

This standard is relevant. It recognizes the importance of promoting sound worker-management relationships and enhancing the development benefits of the project by treating workers fairly and providing safe and healthy working conditions. Project workers are expected to include direct workers and contract workers, and there is also the possibility that there may be civil servants transferred to the project. It is still unclear if the project will have primary suppliers, which will be further assessed during the due diligence, particularly when it comes to quarries to provision raw materials for civil works. Community workers are not expected to be involved in project activities.

The projects will not hire children. The minimum working age in the Program is expected to be 18 years old, which is normally verified during the contracting process. Workers' rights are protected by government organizations such as the Ministry of Labor and Employment Promotion, and the National Superintendence of Labor Inspection (SUNAFIL), which supervise compliance with labor laws, among others. The Program will take place in a large metropolitan area, so most labor is expected to be supplied locally, and no major issues associated with labor influx are anticipated. Forced labor will be also prohibited in association with the project and the different types of workers involved.

Peru has a relatively comprehensive and evolving framework for labor and working conditions in place, which at a normative level is overall consistent with the provisions of ESS2. However, there is a risk associated with the practical implementation of the labor norms, particularly regarding the use of an incorrect contractual modality in hiring project workers at the PIU. This refers to a scenario in which staff may be hired under civil contracts for external consultancy services, even though in practice they perform work that corresponds to a full-time employment relationship instead. Hiring PIU staff with contracts under the civil instead of the labor regime would have the effect of depriving project workers of the protections and benefits they are due under national law and ESS2.

The Program works also involve risks associated with occupational health and safety, so it would be important for the Program to ensure that all project workers are adequately covered in the event of such accidents or incidents, particularly for those cases in which they require medical attention, independently of their contractual modality.

To address the labor-related risks, and ensure that Program workers have adequate labor conditions, the Borrower will prepare a Labor Management Procedures (LMP) document, which will set out the way in which project workers will be managed in accordance with the requirements of national law and ESS2. The LMP will describe the working conditions and management of worker relationships, the labor risks, the terms and conditions of employment, provisions for nondiscrimination and equal opportunity, worker's organizations and freedom of association, occupational health and safety for workers, provisions to protect the workforce and minimum wage, and the prohibition of child and forced labor. The LMP will further ensure that the health and safety of workers, especially women, are given adequate attention and equal opportunities. It will also have the details of the grievance procedures for workers and the roles and responsibilities for monitoring the implementation of such procedures.

The LMP will also include a Workers Code of Conduct, which will contain the minimal norms of conduct that all workers involved in the project will need to adhere to as a condition of their employment. This will include provisions



to prevent discrimination, and Sexual Exploitation and Assault, and Sexual Harassment (SEA/SH). The Code of Conduct will also need to consider discrimination by nationality (migrants), sex (LGBTQ), ethnicity (indigenous origin), and other forms of discrimination, following the guidance provided by the Technical Note on Non-Discrimination (Sexual Orientation and Gender Identity (SOGI), and the Good Practice Note: Non-Discrimination and Disability. The risks of discrimination and exclusion will be further assessed as part of the preparation of the LMP. The norms of conduct will be part of the bidding documents for the contractors and their subcontractors as well.

To prepare the LMP, the Borrower shall conduct a review of the regulatory framework, and carry out an assessment of the labor conditions expected in the context of the project. As part of the due diligence, the Bank will discuss with the Borrower to identify the key provisions that will need to be adopted to ensure appropriate working conditions, particularly when it comes to supervision arrangements. A draft version of the LMP will be prepared and disclosed prior to Appraisal. The tentative timeframe for the final version of the LMP will be prior to the start of the bidding processes and will be reflected in the project's ESCP.

ESS3 Resource Efficiency and Pollution Prevention and Management

This standard is relevant.

Pollution prevention and management during construction and operation:

(i) As part of the ESMF, the Borrower will prepare guidelines for the development of a waste management plan, in line with para. 17-20 of ESS3. It will include specific management measures to ensure there is no soil, water and/or air contamination from handling and disposal of construction and operation waste, including hazardous materials, as well as measures to ensure waste is appropriately piled and removed from construction areas to the corresponding accredited dump sites in a timely manner. The ESMPs will reflect corresponding measures, tailored to the context of each intervention area and scope of the works.

(ii) The ESMF will include guidelines for the handling, reuse, or disposal of the e-waste generated during the equipment of controllers, cameras, repeaters and traffic lights. The e-waste guidelines will cover the requirements set forth in national regulations and it will also review existing recycling and or disposal facilities for e-waste. The ESMPs will reflect the corresponding measures, tailored to the types of devices that could turn into e-waste.

(iii) The ESMF will also lay out the process to identify and manage potential environmental liabilities, especially those related to informal waste disposal sites commonly used by the population.

(iv) Guidelines for material sourcing and transportation during construction will be also prepared as part of the ESMF, and the Borrower will make sure that quarries are duly accredited and have the necessary permits in force. The ESMPs will reflect corresponding measures, tailored to the context of each intervention area and scope of works.

Green House Gas (GHG) emissions reduction: The Program has the potential to reduce GHG and local pollutant emissions by increasing active mobility mode share and by reducing inefficient motor vehicle circulation and



congestion along key corridors and local streets. This will be confirmed during project preparation. The team is collecting the data for GHG analysis and will estimate the gross and net emissions at appraisal.

ESS4 Community Health and Safety

This standard is relevant.

Traffic management and road safety during works:

Key risks and impacts related to community health and safety are linked to civil works and traffic safety at high vehicular and pedestrian traffic intersections. Special attention will be given to traffic management and detour plans and road safety during the works. As part of the ESMF, the Borrower will prepare guidelines for Traffic Management and Road Safety, which will: (i) include provisions for the development of detour plans that contemplate potential risks to community safety and provide corresponding mitigation measures in line with the requirements of ESS 4; (ii) consider factors such as: detour of public transportation and private vehicles, both residential and non-residential, assessment of alternatives for traffic diversion, location of sensitive areas (schools, nurseries, etc.), the operation of intersections to improve traffic flow and particularly enhance road safety, strategies to ensure that stops used by trucks carrying equipment/materials allow for these to be safely off-loaded; (iii) include communication measures that will provide clear and timely information, including a communication strategy with educational training about road safety, targeting the youth and children; among others. The contractor of the civil works will need to include a specific budget line to execute these guidelines during construction. The ESMPs will reflect corresponding measures, tailored to the context of each intervention area and scope of work.

Community Health and Safety during works:

Additionally, works fronts will need to be adequately restricted by fencing and other barriers to avoid third-party accidents. The necessary security measures and procedures will include communication strategies, installation of security equipment, development and socialization of processes and reporting protocols in case of third-party accidents, and implementation of the necessary inter-institutional arrangements, among others. These measures will be included in the guidelines for the Community Security, Health and Safety Management for works, which will be prepared by the Borrower as part of the ESMF. The ESMPs will reflect corresponding measures, tailored to the context of each intervention area and scope of works. The project design will also need to include considerations of accessibility and universal access, following the Good Practice Note on Non-Discrimination and Disability.

The SEA/SH risks of the Program are not considered to be significant, especially because project workers are expected to belong to the same metropolitan area as the population where the subprojects will take place, reducing the disparities in their socioeconomic situation, but this will be further assessed during project preparation and reflected in the ESMF. This includes activities that could affect the local population, as well as risks among project workers. The measures needed to address these risks will be stated in the ESMF, the LMP's code of conduct, and the bidding documents. The training activities for project workers will also need to create awareness about the importance of taking a preventive attitude toward SEA/SH, and inform them about the resources available for SEA/SH victims. These risks will need to be further assessed and complemented in the ESMPs, as applicable.



ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

Not currently relevant. Program activities are not expected to require land acquisition or impose restrictions on land use that may cause physical displacement (relocation, loss of residential land, or loss of shelter), or economic displacement associated with the loss of land, assets, or access to assets. The temporary access restrictions to areas where the civil works will be conducted, which could create indirect economic impacts for local businesses and mobile vendors, will be managed with measures to be included as part of the ESMF, particularly its dedicated program to manage the risks associated with the adverse impacts on mobile vendors and local businesses. This is consistent with the provision in ESS5 (p.5), which indicates that “This ESS does not apply to impacts on incomes or livelihoods that are not a direct result of land acquisition or land use restrictions imposed by the project. Such impacts will be addressed in accordance with ESS1,” and is further explained in the ESS1 section.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

This standard is relevant.

The program includes the implementation of the traffic light infrastructure, the construction of bicycle lanes, pedestrian bridges, and the reconstruction of the existing pavement and sidewalks. Some of these works will affect green areas, such as local parks and berms. Approximately 59 trees are located within the footprint of interventions under subcomponent 3.3 and will have to be relocated. The program’s ESMF will include guidelines for the development of green areas management plans, in compliance with ESS6 and national requirements (mainly Ordenanza N° 1852 - Conservación y gestión de áreas verdes en la provincia de Lima). These guidelines will detail, among others: (i) the process and requirements for developing a tree and areas green inventory, before execution of works, by each contractor; (ii) requirements for developing an assessment of sites where the affected trees are to be relocated, (iii) the list of necessary permits for tree removal (at the level of the Metropolitan Municipality of Lima and district municipalities), and the inter-institutional coordination measures needed; (vi) guidelines for the monitoring, reporting and verification of the activities; and (v) specific management measures for the adequate maintenance of green areas during the operation phase, among others. The ESMPs will reflect corresponding measures, tailored to the context of each intervention area and scope of works.

The SEP will include the necessary communication measures to be implemented during the execution of the Program's activities involving green areas, tree relocation, and landscaping.

ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities

Not currently relevant. No indigenous communities as described in ESS7 are present in the area of the project.

ESS8 Cultural Heritage

This standard is relevant.

It is not expected that known archaeological sites will be affected by infrastructure works. However, given the possibility of finding cultural heritage artifacts during the execution of the civil works, there will be a need for



measures for cultural heritage findings. Therefore, the ESMF will include a Chance Finds Procedure, in line with national legislation (mainly SD. N° 054-2013-PCM, and the Guidelines for Archaeological Intervention, SD. N° 003-2014-MC), and para. 11 of ESS 8. The Procedure will also establish the need for measures in ESMPs, stating the need for contractors to employ appropriate risk mitigation measures in accordance with the project characteristics.

ESS9 Financial Intermediaries

Not currently relevant.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways No

OP 7.60 Projects in Disputed Areas No

III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

A. Is a common approach being considered? No

Financing Partners

None.

B. Proposed Measures, Actions and Timing (Borrower’s commitments)

Actions to be completed prior to Bank Board Approval:

Prior to Bank’s appraisal, the Borrower will draft and disclose the following instruments:

- Draft Environmental and Social Management Framework (ESMF)
- Draft Labor Management Procedures (LMP)
- Draft Stakeholder Engagement Plan (SEP), including a Grievance Redress Mechanism (GRM).
- Draft ESCP (in Spanish)

The Borrower is also expected to carry stakeholder engagement activities prior to Appraisal, plus supplementary stakeholder engagement activities between Appraisal and Board approval. This will be explained in the SEP, including documentary evidence of the consultations carried out, and the schedule of the planned engagements.

Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):

The key topics to be included in the project’s ESCP are:

Public Disclosure



- Timeframe for the disclosure of the final versions of the E&S instruments.
- Staffing requirements for E&S risk management and their timeframe.
- Stakeholder engagement activities during project implementation.
- Provisions regarding the inter-institutional coordination activities.
- Provisions regarding the operation of the project’s GRM.
- Reporting requirements for E&S aspects during project execution.

C. Timing

Tentative target date for preparing the Appraisal Stage ESRS

15-Dec-2022

IV. CONTACT POINTS

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Borrower/Client/Recipient

Borrower: MEF

Implementing Agency(ies)

Implementing Agency: ProTransito (Metropolitan Municipality of Lima)

V. FOR MORE INFORMATION CONTACT

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VI. APPROVAL

Task Team Leader(s): Felipe Targa Rodriguez, Yang Chen, Aiga Stokenberga

Public Disclosure



Practice Manager (ENR/Social) Maria Gonzalez de Asis Recommended on 02-Nov-2022 at 19:03:48 GMT-04:00

Safeguards Advisor ESSA Angela Nyawira Khaminwa (SAESSA) Cleared on 07-Nov-2022 at 11:14:15 GMT-05:00