

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA1100

Date ISDS Prepared/Updated: 12-Dec-2014

Date ISDS Approved/Disclosed: 17-Dec-2014

I. BASIC INFORMATION

1. Basic Project Data

Country:	India	Project ID:	P143751
Project Name:	Second Tamil Nadu Road Sector Project (P143751)		
Task Team Leader:	Pratap Tvgssshkr		
Estimated Appraisal Date:	15-Dec-2014	Estimated Board Date:	20-Feb-2015
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (80%), Public administration-Transportation (20%)		
Theme(s):	Trade facilitation and market access (50%), Infrastructure services for private sector development (30%), Managing for development r esults (20%)		
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:	778.20	Total Bank Financing:	300.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			478.20
International Bank for Reconstruction and Development			300.00
Total			778.20
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	Yes		

2. Project Development Objective(s)

The project development objective is to increase road capacity, enhance quality of maintenance, improve safety and support institutional development of the Tamil Nadu's core road network (CRN) of state highways.

3. Project Description

The project will be supporting the GoTN's broader state highway development initiative, through three components: (A) Network Improvement; (B) Institutional Capacity Enhancement; and (C) Road Safety. These are described briefly below :

Component A: Network Improvement (Total Cost: USD 748 mn; IBRD Loan: USD 274.45 mn): The project will support the upgradation and/or maintenance of selected roads within the state's core road network, through three contracting approaches as explained below.

- Upgradation and maintenance through EPC contracts (Sub-component A1): construction of civil works for widening and upgrading of approximately 435 km of existing single lane/intermediate lane roads of the state's CRN, to two-lane with paved shoulders standards through EPC contracts, with maintenance for a 5-year period after the construction.
- Upgradation and maintenance through PPP concessions (Sub-component A2): construction of civil works for widening and upgrading of approximately 165 km of existing single lane/intermediate lane roads of the state's CRN, to four-lane standards and maintenance during the concession period, with the option of tolling; and
- Maintenance through Multi-year Performance-based Maintenance Contracts (Sub-component A3) of approximately 600 km of SH for a 5-year period.

In all the upgradation works, the design and implementation is aimed at achieving substantially better road safety outcomes, with provisions that go beyond the 3-star iRAP and with particular attention to the needs of the vulnerable road users through site-specific design interventions. Apart from supporting a portion of the cost of the civil works, this component is also envisaged to support the associated activities including (a) transaction advisory, supervision of quality control, and advisory services; and (b) land acquisition, resettlement & rehabilitation, shifting of utilities.

Component B: Institutional Capacity Enhancement (Total Cost: USD 11 mn; IBRD Loan: USD 8.8 mn): This component is aimed at assisting fine-tuning and implementation of the Institutional Capacity Enhancement Plan (ICEP) developed by the HD and approved by GoTN. The Plan envisages policy level actions and commitments to improve both mobilization and allocation of resources in the road sector and operational level initiatives to enhance enterprise-level efficiency through (i) process improvements; (ii) organizational restructuring; (iii) sustaining investments in IT-ICT infrastructure; and (iv) Training & Knowledge Management. The assistance from the component will be used for goods and consulting services to implement the operational level initiatives and to establish and operate an information system for monitoring achievements w.r.t. policy commitments and institutional capacity and implementation effectiveness.

Component C: Road Safety (Total Cost: USD 20 mn; IBRD Loan: USD 16 mn): In addition to the provisions for better road safety on project-supported upgradation roads, the project will support achievement of improved road safety at two levels.

First, at the state level, the capacity of the state to achieve better road safety would be enhanced through development and implementation of a comprehensive road strategy. Specifically, this sub-component will support stakeholder departments engaged in the road safety agenda, viz., Transportation, Police, Public Works, Health and Education. Focusing on areas/gaps identified during the recent review of the state's capacity for managing road safety, this sub-component would support inter alia (a) awareness and promotion, results framework, monitoring & evaluation,

research, training and knowledge transfer, through advisory assistance, (b) better enforcement and compliance (Police and Transport) and, (c) integrating the RADMS with the road management system and the health system and mainstreaming it, through complementary investments. The activity will be implemented through the Road Safety Management Cell and the Road Safety Executive Leadership Group - the existing multi-disciplinary institutional arrangement for better coordination and focus on the road safety agenda.

Second, at a district-level and a corridor-level, the project will support design and implementation of an initiative to demonstrate how multiple stakeholder departments engaged in road safety could achieve better outcomes through coordinated efforts and investments. The interventions will include effective management of roadside safety issues, speed management, risk-targeted patrol plans, campaigns, promotion of helmet-wearing, trauma services etc. This approach focusing on a single district is expected to achieve better coordination between various stakeholder departments as these departments are organized as district level offices and come under the administrative remit of the District Collector (administrative head of the District).

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

The project will be implemented in different parts of Tamil Nadu spread across several districts. The phase-I upgrading roads (427 Km) are spread across 9 districts (Thiruvannamalai, Kanchipuram, Cuddalore, Vllipuram, Namakal, Salem, Virduhanagar, Tirunelveli and Tuticorin) and some of these districts are underdeveloped. The project will help in improving road network and thus enable the people of these districts to have improved access to markets, schools, health infrastructure, etc.

5. Environmental and Social Safeguards Specialists

I. U. B. Reddy (GSURR)

Sita Ramakrishna Addepalli (GENDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	The potential environmental concerns in the project, depending on the choice of project corridors and final alignments, are expected to include range of environmental impacts including loss of vegetation, forest land, impacts on cultural and community properties, impacts on water bodies and natural drainage areas. The project implementation also would lead to temporary environmental impacts during construction stage. The expected impacts of the project was to be studied thoroughly with appropriate management measures and thus the application OP 4.01
Natural Habitats OP/BP 4.04	Yes	As of now, based on the detailed Environmental Assessment, there are no impacts on designated Natural Habitats including National Parks, Sanctuaries, etc. However, during implementation of Phase - II (PPP roads) of the project, some of the project corridors could be passing within 10 km radius of the existing Natural Habitats. In

		anticipation of potential impacts, OP/BP 4.04 has been triggered and the provisions under the policy have been integrated into the EMF for the project.
Forests OP/BP 4.36	Yes	The proposed project does not involve in any kind of commercial exploitation of the forests and also do not envisage commercial logging. The forest diversion for the project is limited to 0.5Ha of forest land during implementation of Phase I (EPC Roads) roads improvement. Necessary provisions have been integrated for compensatory afforestation as well as double the land diverted towards forestation. To this effect EMP for the Phase I EPC roads has documented the details. Also, to factor expected impacts, if any, during Phase-II of the project, the Environmental Management Framework (EMF) for the Project has been suitably designed with necessary environmental management provisions.
Pest Management OP 4.09	No	Not applicable as the proposed project do not apply pesticides
Physical Cultural Resources OP/ BP 4.11	Yes	As observed during preparation, the road corridors in TN pass through areas rich in physical cultural resources. The project implementation, depending on choice of corridors, could lead to potential impacts on religious structures, historical and archeological sites. Thus the applicability of OP 4.11 on Physical and cultural resources.
Indigenous Peoples OP/BP 4.10	No	The tribal population of Tamil Nadu is only about 0.8 million and constitutes just 1 percent of the total population and is scattered across the State. Further, during social impact assessment and consultations, it was not observed the presence of people in the project area who exhibited characteristics such as those distinct from others, speak separate language from dominate population, having separate institutions and close attachment to the forest, etc. The project roads do not pass through those few tribal areas that exist in the state. Therefore, the policy on Indigenous people is not triggered.
Involuntary Resettlement OP/BP 4.12	Yes	The proposed roads under Network Improvement component (about 600 Km) involves substantial private land acquisition and displacement of people . A project specific Resettlement Policy Framework (RPF) has been prepared describing

		the process for carrying out impact assessment, census surveys, consultations and proposing mitigation measures to different types of impacts. The provisions in this RPF are based on India's new LARR Act- 2013 and the World Bank's Operational Policy 4.12, on Involuntary Resettlement.
Safety of Dams OP/BP 4.37	No	Not applicable
Projects on International Waterways OP/BP 7.50	No	Not applicable
Projects in Disputed Areas OP/BP 7.60	No	Not applicable as the project is not located in any disputed areas

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

The nature of potential environmental issues assessed as part of project preparation, vary at different locations of the proposed project interventions. While the safeguard issues of phase-I of the project (EPC roads) are assessed, the issues relating to Phase-II (PPP roads) are currently being assessed. The project implementation would result in range of impacts including (as noted in EAs for Phase-I project corridors): (a) loss of roadside trees on an average, about 44 trees per kilometer of varying girth size; (b) though limited, diversion of 0.5 Ha. forest land during Phase - I of the project; (c) impacts on water bodies and natural drainage areas; (d) impacts on community/ common property resources; and (e) impacts on several sensitive receptors along the proposed project corridors. Though mitigable, some of these impacts are significant in nature requiring detailed Environmental Management Plans. The project implementation also would lead to temporary environmental impacts during construction stage. Given this, the proposed project triggered: "Environmental Assessment (OP/BP 4.01)"; considering expected impacts on cultural properties, the Physical "Cultural Resources (OP/BP 4.11)" policy; although there is no impact on Wildlife and Natural Habitats, in anticipation of possible impacts during Phase-II, "Natural Habitats (OP/BP 4.04)" policy; and "Forests (OP/BP 4.36)" policy.

Social Safeguard Issues and Impacts: The Road Network Improvement component involves supporting the up gradation of about 600 Km of roads which involves widening, strengthening and reconstruction of existing carriageways. 3 out of 14 road sections will be undertaken through PPP concessions which involve widening to four lanes from existing intermediate or two lanes. There will also be some bypasses in these road packages. All these proposed activities will trigger social safeguard issues such as loss of land, houses/ shops, community infrastructure, etc. It is assessed that substantial private land acquisition and displacement of families- both title and non-title holders will be affected. The impacts include about 150 hectares of private land acquisition and displacement of about 2,000 families involving loss of shelter or livelihood. In addition, about 7000 families will suffer minor losses such as loss of narrow stretch of land or a small portion of a house or shop. Out of total affected families, 53% are title holders and the remaining 47% are non- title holders consisting of squatters or encroachers. The socio-economic characteristics of the

major affected households in phase-I (EPC roads) roads include: 54% percent of the major impacted residential structures are temporary in nature, followed by 21 percent that are semi-permanent in nature and 24 percent are permanent in nature. About ten percent of project affected households are headed by women and the average size of the project affected household is 4.1 or says 4 members. 371 households belong to vulnerable households consisting of women headed households, those living below poverty line, households with disabled members and schedule caste members.

The above described impacts and characteristics will have implementation issues related to coordination of land acquisition and resettlement implementation with procurement and civil works time table, timely availability of alternative resettlement sites, effective grievance redressal mechanism, availability of budget from counterpart funding, resistance from the affected land owners for compensation and resettlement assistance as well as impacts to structures and wet lands.

The private land acquisition will be carried out using Tamil Nadu Highway Act, 2001, which requires amendment to incorporate the compensation and R&R provisions under India's new LARR Act, 2013. In this context, GoTN has now proposed to pay compensation as per the new Act in two installments as follows. First, an interim payment at the minimum rate stipulated in the new Act and the second and final payment (the difference) once the multiplier factor is decided by State Government. Accordingly, a Government Order will be issued.

There are few outstanding social safeguard issues of previous project. These consist of: (i) issue of titles (Patta) to 11 houses and 10 shops; (ii) electricity connection to 5 houses and (iii) R&R cash assistance to those who have not approached to the courts for enhancement of compensation among those who have received compensation under TN Highway Act. The client has confirmed that these pending resettlement issues have been substantially resolved and the remaining are being acted upon and will be completed soon.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

The project is expected to improve road corridors by strengthening and widening which could result in road safety issues especially relating to community crossings. This aspect is expected to be effectively addressed through road safety component under the project. Other than this, there are no perceived and / or long term negative impacts in the project area.

In case some of the roads, part of road sections or bypasses for few towns are either already under implementation or planned to be undertaken outside the project. In such cases, there may be differences related to R&R assistance and support to the affected people in the Bank assisted project and roads undertaken outside the project, especially to the non- title holders.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

The project alternatives were considered at two levels. At the first level choice of selection of project corridors considering minimum environmental and/or social impacts, without compromising on the network level transport efficiencies. The second level relates to choice of alternative alignments for a given corridor including the choice of geometric corrections. The second level of alternative analysis was an integral part of the corridor level designs wherein significant optimization efforts were put in to minimize adverse environmental impacts. These measures included: (a) concentric or eccentric widening choices depending on location to save

maximum number of trees; (b) horizontal alignment optimization to minimize impacts on community and cultural properties; (c) thorough investigation of bypass alignments to achieve optimal designs with limited social and environmental impacts.

Alternatives were considered in the project designs through realignments, bypasses to congested towns, reduced road width in certain built up areas to avoid or minimize impacts to build up structures, project affected people and minimize loss of wet lands and preserve the age buildings and missionary schools and churches (Iddaiyapur).

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.

Considering the multiplicity of road corridors to be improved under the project, and the typical impacts described above, an Environmental Management Framework (EMF) approach has been adopted to address the EA requirements of the project. The EMF for the project defines the EA process to be followed, complying with the in country environmental legislations as well as Bank's environmental safeguards policies. The EMF defines the four key process steps to be followed for corridor level EAs with relevant illustrations. These include: (i) Environmental Screening and Scoping; (ii) Environmental Assessment; (iii) Environmental Management Plan; and (iv) integration of EMPs in to actionable mechanisms including road construction contracts. The EMF also defines the public consultations which shall form part of the process steps (i) to (iii), cumulative impact assessment requirements, and the institutional management framework. Prior to finalizing the draft, the proposed EMF has been tested for Phase-I (EPC roads) roads with necessary changes and also subjected to extensive public consultations. Based on the application of EMF, the Environmental Assessment and the Environmental Management Plans for the Phase-I corridors have been completed. Further, generic environmental management measures which would be applicable for all the corridors have been derived. The disclosure of EMF and the corridor specific EAs and EMPs for Phase-I project roads have been completed by the borrower and the Bank in the Info shop.

The corridor specific EAs for Phase-I roads included detailed environmental management measures with necessary implementation arrangements including integration into construction contracts. In addition, the corridor level designs considered alternative options and design optimization measures to minimize impacts. Summary of environmental management measures include: (a) upfront identification of construction stage measures and regulatory requirements which formed part of the bid documents; (b) compensatory afforestation in 1Ha revenue land contiguous to forest area and afforestation measures; (c) compensatory plantation at 1:10 ratio to offset the loss of avenue trees; (d) protection of sensitive receptors all along the project corridors with appropriate measures during construction and operational phases; (e) protection, conservation of cultural properties and heritage sites; (f) measures to protect water bodies; and (g) environmental enhancement measures to benefit the communities along the project corridors. In addition, measures to minimize cumulative impacts have also been adequately addressed.

During the implementation of TNRSP I, the PIU has developed relevant institutional capacity for effective implementation of environmental management measures. The PIU is currently has an Environmental Cell which will continue to implement environmental safeguards management measures for TNRSP-II. The EC is currently staffed with one Environment Specialist, deputed from Pollution Control Board, who will oversee the environmental safeguards management. The EC also comprises one Assistant Conservator of Forests, two Rangers and field staff. The forester will supervise and coordinate compensatory plantation, successful coordination for compensatory

afforestation. For implementation effectiveness, under the leadership of the Project Director (PD), the EC will work jointly with a Superintending Engineer, an Assistant Divisional Engineer, 2 Assistant Engineers (HO) and 6 Assistant Engineers (Field Offices – 1 in each of the six field divisions).

Social Safeguards: The following measures were taken by the borrower to address social safeguard policies.

Project Specific Resettlement Framework. In order to address the potential social impacts related to land acquisition and resettlement, a project specific Resettlement Policy Framework (RPF) has been prepared based on the provisions available India's new land acquisition and R&R act- RTFCTLARR Act, 2013 and the World Bank's Operational Policy on Involuntary Resettlement. There are few issues related to Entitlements (cut-off date for eligibility and alternative sites for displaced families for non- title holders, quantum of rehabilitation assistance for title holders) that need to be agreed with the borrower during appraisal as part of finalization of RPF followed by Government approval prior to closure of appraisal. The borrower is planning to hold stakeholders consultation workshop on the draft RPF shortly and incorporate any feedback in the final version. Keeping the anticipated difficulties in timely handing over of land to developers in PPP projects as per concession agreement provisions, the RPF has a well-defined coordinated time schedule for completion of various key land acquisition and R&R actions prior to completion of various milestones in the process of leading financial closure in PPP concessions. This requires efforts from both borrower and Bank to ensure that this coordination is maintained to ensure that encumbrance free land is available by financial closure and affected people receives compensation and R&R assistance.

India's new LARR Act, 2013. This new Act replaced the previous anarchic Land Acquisition Act of 1894, seeks to balance out the interests of the land owners, project affected people and the acquirers and links land acquisition and the obligations of resettlement and rehabilitation. This law also provides that no one shall dispossess their land and assets until the payments are made and alternative resettlement sites have been prepared. This Act significantly reduces the differences between India's national standards for land acquisition and R&R and the World Bank's operational policy requirements in relation to compensation, transitional support, resettlement sites, and support to vulnerable people, grievance mechanisms, consultations, disclosure, etc. The provisions of this Act are appropriately incorporated in the project specific Resettlement Policy Framework adopted for this project.

Resettlement Action Plan. A draft Resettlement Action Plan for phase-I (EPC roads) roads has been prepared and will be finalized based on the final RPF provisions and approval from Empowered Committee will be obtained by PIU by close of appraisal. The RAP describes the baseline socio-economic characteristics of PAPs, mitigation measures, grievance redress mechanism, monitoring and evaluation procedures and coordination with procurement and civil work time table and cost estimates. The entire cost of land acquisition and R&R assistance will be met out of counterpart funding and prior to handover of the land to the contractor, the implementing agency will confirm the payment to compensation and R&R assistance to the affected people through certification. The Government has already placed a budget of INR. 1000 million (USD 16.50 million) to meet the costs land acquisition and R&R assistance for the first year. The first notification for private land acquisition for phase-I roads has been already completed and the final notification expected shortly. The borrower is in the process of sharing the draft RAP with affected communities to explain the process and provisions described in the RAP

to mitigate the impacts. The outcome of consultations will be incorporated in the final RAP. A separate RAP will be prepared subsequently for the PPP connections prior to initiation of bidding process for these roads. The impacts in these roads are significantly higher since the roads are planned to be widened to four lanes.

Borrower's Capacity for social safeguard Implemeniton: A separate Land Acquisition and R&R unit (LARRU) has been created within the PIU headed by Chief Engineer reporting to Project Director. In addition, three regional units were established to manage the land acquisition and resettlement impacts at field level. All key staff in these regional units (3 Special District Revenue Officers and 3 Resentment Officers) is in position. A separate Government Order has been issued delegating the Special Revenue Officers as competent authority with delegated powers to carry out the land acquisition in a timely manner. The borrower is in the process of hiring the services of NGOs and concurrent Monitoring consultants who are expected to be in place by Appraisal and will support PIU in the implementation and monitoring of RAP implementation. Two level project level grievance committees to respond to the complaints and grievances of the project affected p people related to compensation and R&R assistance. The implementation of land acquisition and resettlement impacts are aligned with procurement and civil works time table to enable the affected people to receive compensation and R&R assistance prior to taking over of the land and assets. In case of PPP annuity concessions , a well-designed coordinated actions are identified to be completed prior to completion of each of the milestones of contracting process to enable that 80% of land is available by the time financial closure and the remaining land within 6 months of financial closure.

A MIS system will be set up to track and monitor the progress in land acquisition and resettlement implementation and generate periodical progress reports and also serve to generate queries from the data base.

Risks: The likely risks from social safeguard points of view will be □(i)difficulty in timely handover of encumbrance free road stretches to the contractors due to delays in payment of compensation and R&R assistance, (ii) impact on poor, marginal land owners and vulnerable people requiring careful handling, (iii) inadequate capacity to meet the Bank's requirements and India's new LARR Act provisions in implementation, (iv) resistance from the land owners for impact to their wet lands and built- up structures, (v) availability of budget from counterpart funding due to large requirement (about USD 100 Million)(vi) inter departmental coordination on certain land acquisition and resettlement implementation and (vii) effective grievance mechanism for handling the grievances and complaints from the land owners. The PIU is taking appropriate measures to deal with the above risks though delegation of powers to land acquisition, establishing grievance mechanisms, availing services of local NGOs/consultants for Implemeniton support, adequate R&R support to all section of affected people, coordination with civil works and procurement time table, ensuring adequate budget support from the Government. On the other hand the Bank is factoring the readiness and implementation progress in land acquisition and resettlement Implemeniton while according the No objections at different stage of procurement of civil work contracts and obtaining certification on payment of compensation and resettlement assistance at time of handing over road stretches to the contractors.

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

The key stakeholders include local Government, road users, and communities living along the project roads and industry and business within the area of influence. As part of census and socio-

economic surveys, consultations were held with the displaced households and other stakeholders in 23 locations along the road-projects of phase-I roads (EPC contracts). As many as about 1350 people including 14% women participated in these consultation meetings. Similar consultations are being held separately in phase-II roads also (PPP concessions). The consultations were initiated by presenting an overview of the project features to the participants, the justification for undertaking the project, its benefits and likely impacts. Participants' views and concerns about the project were discussed and key outcomes were integrated in the design and mitigation plans. The key outcome of consultations includes: safety concerns due to increased speed and accidents, impacts to trees, avoiding impacts to drinking water pipelines, impacts to graveyards, suggestion for bypasses and realignments, loss of livelihoods due to impacts to business establishments, loss of irrigated lands, suggestion for reduction of width of corridor of impact to avoid physical displacements, etc. These concerns are incorporated in the designs and RAP to the extent possible. The key concerns among women includes safety to school going children due to anticipated increase in speed of vehicles, support for livelihood impacts, disturbances to drinking water pipelines and loss of certain trees. The proposed measures to these concerns was explained to them by the implementing agency.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	19-Sep-2014
Date of submission to InfoShop	24-Sep-2014
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	17-Oct-2014
"In country" Disclosure	
India	18-Oct-2014
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	09-Sep-2014
Date of submission to InfoShop	19-Sep-2014
"In country" Disclosure	
India	18-Sep-2014
<i>Comments:</i> In Country disclosure date for Draft Resettlement Framework is September 18, 2014 and for Draft Resettlement Action Plan is October 14, 2014.	
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/BP 4.04 - Natural Habitats	
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 type="checkbox"/>] NA [<input checked="" 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"/>]
OP/BP 4.36 - Forests	
Has the sector-wide analysis of policy and institutional issues and constraints been carried out?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the project design include satisfactory measures to overcome these constraints?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the project finance commercial harvesting, and if so, does it include provisions for certification system?	Yes [<input 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"/>]
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III. APPROVALS

Task Team Leader:	Name: Pratap Tvgsshrk	
<i>Approved By</i>		
Regional Safeguards Advisor:	Name: Francis V. Fragano (RSA)	Date: 12-Dec-2014
Practice Manager/ Manager:	Name: Karla Gonzalez Carvajal (PMGR)	Date: 17-Dec-2014