

INTEGRATED SAFEGUARDS DATA SHEET

CONCEPT STAGE

Report No.: ISDSC1953

Date ISDS Prepared/Updated: 13-Dec-2012

I. BASIC INFORMATION

A. Basic Project Data

Country:	India	Project ID:	P143751
Project Name:	Second Tamil Nadu Road Sector Project (P143751)		
Task Team Leader:	Pratap Tvgsshrk		
Estimated Appraisal Date:	25-Aug-2014	Estimated Board Date:	23-Oct-2014
Managing Unit:	SASDT	Lending Instrument:	Specific Investment Loan
Sector:	Rural and Inter-Urban Roads and Highways (80%), Public administration-Transportation (20%)		
Theme:	Trade facilitation and market access (50%), Infrastructure services for private sector development (30%), Managing for development results (20%)		
Financing (In USD Million)			
Financing Source			Amount
Borrower			300.00
International Bank for Reconstruction and Development			300.00
Financing Gap			0.00
Total			600.00
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	No		

B. Project Objectives

The Project Development Objective is to assist the Highways Department of the Government of Tamil Nadu, in improving the road services over its core road network (CRN) in terms of capacity enhancement, better maintenance and lower accident fatalities.

C. Project Description

The proposed project is designed to improve the strategic and operational effectiveness of the Highways Department in achieving the GoTN's objective of substantially improve the quality and level of services over its Core Road Network (CRN, of about 22,000 km comprising of State

Highways and Major District Roads), in a phased manner. In the first phase, GoTN is planning to focus on improving about 7,000 km of CRN over a 8-10 year period, through a combination of resources from the exchequer, external aid (including the World Bank) and direct/indirect user charges. About 2000 km of these roads, which carry greater than 20,000 PCU traffic, will be developed on PPP basis.

Specifically, the project will provide lending and technical assistance support for upgradation/maintenance works (following new contracting approaches) and policy & institutional strengthening measures, through the following four components:

Component 1: Civil Works (USD 565 million): The project will support the upgradation (700 km approx.) and maintenance (2000 km approx.) of roads with medium to high-density traffic within the state's core road network of about 22,000km. These civil works will be implemented through new contracting approaches such as EPC+5-year maintenance, PPP and multi-year performance-based contracts, which provide better incentives for reducing time and cost overruns over the respective project life cycles. The constituent roads will be chosen from the top-rungs of the CRN, leaving the stretches with very high traffic volume which can potentially support themselves through a combination of tolls and viability gap funding support from the central/state government. The choice of the roads will be further driven by the available budget envelope (that is, Bank loan and GOTN contribution) and on the basis of economic return and achieving a reasonably even spread across the state to progressively involve at least one Divisional Office (the base field unit of HD) in each of the eight operational Circles of the HD. The works would include widening, strengthening and/or reconstruction of existing carriageways.

Component 2: PPP Facilitation Support (USD 10 million): This component will support GOTN/HD in (i) creating appropriate framework conditions for harnessing private sector participation in road development and maintenance, including through mobilization of direct and indirect user charges through measures such as drafting of a toll policy and establishment and operationalization of a state road fund; and (ii) developing about 500 km of the CRN on PPP-basis, through supporting the engagement of transaction advisory consultants to help HD in preparing, structuring, awarding and implementation of about 6-8 road concessions. These activities together will help the GoTN/HD in developing about 2000 km of roads on PPP basis on their own.

Component 3: Road Safety (USD 15 million): This component will support the achievement of the objective of safer roads through (a) integrating the safety aspects right from the inception stage of the roads proposed/upgraded through the Bank loan; and (b) technical assistance for implementing key elements of the existing road safety policy through HD and other key stakeholder departments, that is, transport, police, health and education (e.g., training, awareness campaigns, education, equipment etc.).

Component 4: Institutional Strengthening (USD 10 million): This component will support (b) enhancing the capacity of HD staff to better prepare, structure, award and implement new methods of contracting for upgradation/maintenance including adopting sound environmental and social safeguard practices; and (b) restructuring of HD to endow with the new skill sets necessary for managing such new modes of contracting (e.g., financial analysis/modeling, risk management, contract management, legal due diligence, dispute resolution, safeguard management etc.)

D. 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.

E. Borrowers Institutional Capacity for Safeguard Policies

The PIU that was established for TNRSP1 will continue to design, coordinate and implement this project. As part of the implementation of the first project, the borrower was exposed to the World Bank's safeguard policies and is familiar with the safeguards procedures and the requirements. The overall safeguards implementation under the first project was satisfactory and the borrower has demonstrated their willingness to implement the sound environmental and social safeguards practices. In the context of the preparation of this project, there is a need to mobilize Environment and Social Specialists along with Land Acquisition Officer and a forest officer to oversee various preparatory studies, preparation of Land plan schedules, supervise assessment of impacts on forested areas including preparation and coordination of forest diversion proposals, if any, coordinate with the Engineering studies and guide the consultants. Based on the Preparatory study assessment and recommendations, the PIU will be strengthened adequately by appraisal.

F. Environmental and Social Safeguards Specialists on the Team

I. U. B. Reddy (SASDS)

Sita Ramakrishna Addepalli (SASDI)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	As observed during TNRSP1, the potential environmental concerns in the project, depending on the choice of project corridors and final alignments, are expected to include: (a) loss of roadside trees, which are generally found along most of the road corridors in TN; (b) possible impact of road improvements/ upgradation in reserve forest and social forestry areas (c) impacts on water bodies and natural drainage areas; and (d) community/common property resources. The project implementation also would lead to temporary environmental impacts during construction stage. Thus OP 4.01 is triggered
Natural Habitats OP/BP 4.04	TBD	The presence of natural habitats along the project corridors and impact on such natural resources depends on the final choice of corridors and proposed alignments. The applicability of OP 4.04 will be determined during project preparation
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	
Physical Cultural Resources OP/ BP 4.11	Yes	As observed during implementation of TNRSP1, 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	TBD	There are very few districts where tribal population is present in Tamil Nadu. However, it is not known whether the project roads will be taken up in those districts. During the project preparation, the applicability of this policy will be determined based on the final section of the project roads in these areas and accordingly if required suitable measures will be taken to address the impacts.
Involuntary Resettlement OP/BP 4.12	Yes	The proposed roads to be included in the project are expected to involve substantial land acquisition and other associated impacts such as loss of houses, petty shops, common properties such worship places, drinking water sources, etc. Substantial number of non-title holders is also likely to be affected especially for junction improvements and widening in small town areas, where impacts to squatters and encroachers need to be addressed. It is also anticipated that there will be more number of bypasses to avoid the impacts in congested built-up areas thus necessitating large scale land acquisition. As part of project preparation, Social impact assessment would be carried out to determine the nature of impacts and undertake stakeholder consultations to seek their views and suggestions on the project impacts. The R&R policy provisions and Entitlement Framework for different type of impacts applied for TNRSP1 will be suitably updated based on National R&R policy of 2007 and the provisions of the National LA and R&R bill of 2011, consistent with the Bank's operational Policy on Involuntary Resettlement. The SIA findings will provide basis for preparation of RAP.
Safety of Dams OP/BP 4.37	No	
Projects on International Waterways OP/BP 7.50	No	
Projects in Disputed Areas OP/BP 7.60	No	

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 31-Mar-2014

B. Time frame for launching and completing the safeguard-related studies that may be needed.

The specific studies and their timing¹ should be specified in the PAD-stage ISDS:

The safeguard studies that would be undertaken as part of project will include: Environmental Assessment on Environment side, on social side the studies will include: Social Impact Assessment, Updating of LA and R&R Policy Framework, and Resettlement Action Plan. All these studies will be completed prior to appraisal stage.

IV. APPROVALS

Task Team Leader:	Name: Pratap Tvgssshr	
<i>Approved By:</i>		
Regional Safeguards Coordinator:	Name: Sanjay Srivastava (RSA)	Date: 22-Dec-2012
Sector Manager:	Name: Karla Gonzalez Carvajal (SM)	Date: 17-Dec-2012

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