INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE

Report No.: ISDSA15513

Date ISDS Prepared/Updated: 10-Dec-2015

Date ISDS Approved/Disclosed: 10-Dec-2015

I. BASIC INFORMATION

1. Basic Project Data

Country:	Vietnam	**Project ID:**	P152851
Project Name:	Can Tho Urban Development and Resilience (P152851)		
Task Team Leader(s):	Marc S. Forni,Hoa Thi Hoang		
Estimated Appraisal Date:	30-Nov-2015	**Estimated Board Date:**	24-Mar-2016
Managing Unit:	GSU08	**Lending Instrument:**	Investment Project Financing
Sector(s):	Sub-national government administration (10%), Information technology (5%), Urban Transport (30%), Sanitation (10%), Flood protection (45%)		
Theme(s):	Climate change (15%), Municipal governance and institution building (20%), Other urban development (25%), Natural disaster managemen t (40%)		
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:	312.00	Total Bank Financing:	250.00
Financing Gap:	0.00		

Financing Source	Amount
BORROWER/RECIPIENT	62.00
International Bank for Reconstruction and Development	125.00
International Development Association (IDA)	125.00
Total	312.00

Environmental Category:	A - Full Assessment
Is this a Repeater project?	No

2. Project Development Objective(s)

The proposed Project Development Objective is to reduce flood risk, improve connectivity between the city center and the new low risk urban growth areas, and enhance the capacity of city authorities

to manage disaster risk in Can Tho City.
Approximately 65 percent of the outcome is to reduce flood risk, while 25 percent is focused on improving connectivity to lower risk parts of the City and 10 percent aims to increase the capacity manage disaster risk in the City. The core urban area is defined as the Ninh Kieu and Binh Thuy districts.

3. Project Description

The project will address the economic, social, environmental and financial dimensions of resilience by strengthening the capacity of the City to manage flood risks on multiple fronts. Structured as a physical planning program, the project includes a large technical assistance package to integrate both the hard and soft facets of the investments. By protecting the urban core through infrastructure investments to reduce flood risk, the economic impacts of flooding will be reduced, and private capital investments will be stimulated. Road infrastructure investments will serve the dual purpose of flood protection and transport connectivity and, when coupled with capacity enhancement in risk assessment and urban planning, they will cultivate more sustainable and resilient growth into lower risk elevated areas. Complemented with densification and improved public transport in the urban core, the City will become more interconnected and resilient to disasters.

To manage the risks that cannot be reduced through physical planning and investment measures, the project will support improved financial and social resilience to disaster events. Fiscal risk management measures will provide liquidity, improve budget execution and ensure resources are available to particularly vulnerable populations. For those outside the urban core that are predominantly farmers, a disaster responsive safety net system program will be put in place to ensure financial resources are available to households recovering from flood events. Citizens will be engaged through the Open Cities program, which will play a key role in raising awareness of the project and how to proactively address flood risk.

Component 1: Flood risk management and environmental sanitation (World Bank funding: US$120.9 million; SECO funding: US$1? million)

The objective of this component is to reduce flood related risks in the urban core of Can Tho. This component consists of a balance between structural and non-structural measures to help the city manage urban flood risk. The structural measures are a combination of “low-regret” engineering solutions, including surrounding embankment, tidal gates/valves and improved rainwater storage and drainage system.

A polder approach will be taken for flood mitigation, which can be expressed as a structural system consisted of a: i) closed “ring embankment with tidal sluicegates/valves” to protect area from high water on outside rivers (river and tide floods); and, ii) drainage system including open canals, sewers, storm rainwater retention, and pumps (if needed). Tidal gates are designed for “embankment function” during closed time and “water discharge function” during gate opening. The drainage system is designed based on rainfall intensity, basin area according to classification and specifications issued by the government (for example, 1 in 10 year rainfall for open channel design).

Subcomponent 1.1: Priority Flood Control Investments in Urban Core (Ninh Kieu and Binh Thuy Districts). A limited polder approach with combined-use road allows for a flexible and cost effective approach. A combined system of an elevated road, embankments of Can Tho, Cai Son Rivers, and tidal gates/valves along the line will be a “ring embankment” to protect the core urban area from river and tidal flooding. The design of the level of flood protection will be based on 1 in 100 year

flood event.

Subcomponent 1.2: Drainage and Waste Water Systems. This component will finance the rehabilitation and improvement of canal, drainage and sanitation infrastructure and associated management systems. This will include the dredging primary and secondary canal systems, the creation of rainwater retention areas in the rural area of Binh Thuy District, and the installation of a small pumping station (about 2 m3/s) in Tham Tuong drainage sub-catchment.

Subcomponent 1.3: Operation of the City Integrated Flood Risk Management System and Early Warning System. Institutional support will be provided to the help the city develop (a) improved protocols in operating the city flood control and drainage systems in case of emergency (high tide, river flood discharge, and so on); (b) an operations and maintenance (O&M) funding framework for the systems; and (c) coordination and information exchange protocols with other Mekong provinces for integrated river basin management and enhanced flood early warning system; and (d) improved early warning information system, providing and public awareness raising through existing mass media and organizations who have great experiences and network in the communities. Key to early warning and response will be the women's unions, which will be responsible for organizing multiple training workshops.

Component 2: Urban corridor development (World Bank Funding: US$78.9 million; SECO funding: US$1? million)

The objective of the transport investments is to increase regional connectivity and encourage compact, mixed-use, pedestrian and public transport oriented urban development in the less flood prone area of Cai Rang. Connectivity in Can Tho's urban transport system would be significantly improved, increasing transport-related efficiencies, and reducing transport costs. The urban transport system of Can Tho is formed and oriented along vertical and horizontal axes. There are only a few horizontal axes connecting to the vertical axes. These horizontal axes are far apart from each other thereby limiting interconnectivity. Thus, transport flows through the urban center, creating increased traffic density in the urban core, increasing transport costs and subsequently product costs, reducing investment attractiveness and competitiveness. Unlinked transport infrastructure also decreases regional and interregional transport connectivity, lowering the speed of goods circulation and subsequently affecting the economic development capability as well as access of residents to social infrastructure.

Under this project, transport investments will be used to guide more resilient urbanization, * to low risk areas on higher ground. Increased accessibility and connectivity as a result of the new and improved transport infrastructure is likely to increase land values and investment opportunities along transport corridors, which is value-creation that the government can capture using a variety of mechanisms and convert into public revenue. In doing so, the city has the opportunity to proactively guide urban growth to areas with lower flood risk, including the higher elevation areas near the heart of the city.

Subcomponent 2.1: Road and Bridge Links. The investments in transport infrastructure will connect vertical axes of the city, facilitating connectivity between new and existing populated area in the city center, improving connectivity between inter-regional urban areas and promoting public transport scheme of Can Tho City. Three road links will be financed, including (a) the Quang Trung Bridge crossing the Can Tho River; (b) the Tran Hoang Na Road, including NH1 side roads from Tran Hoang Na to IC3 intersection; and (c) the Cach Mang Thang Tam to PR 918/Bui Huu Nghia road.

The last of these road links will serve the dual purpose of providing flood protection for the urban core. In addition to physical investments, technical assistance on transport and land use, and the first mass transit corridor will be included in the project. The three transport links will benefit from Pedestrian Oriented Design (POD) and will be designed in such a way that they are walkable and dense.

Subcomponent 2.2: Construction of the Residential Area for Resettlement. The resettlement area is within the protected urban core, which is currently un-developed. It is located in Ninh Kieu District and is an area of 54.5 ha, adjacent to Hong Phat residential area. The area will be designed in line with technical and social specifications ensuring good living conditions for residents. The design of the resettlement areas have been consulted with project-affected households and beneficiaries. A total of 2,140 plots with an area from 63 to 90m2 will be available at the RS. Social infrastructures such as: 1 kindergarten, 1 primary school will also be built. Technical infrastructures include separate sewage and drainage systems, solid waste collection and adequate power and road networks.
Sub-Component 2.3: Effective Transport Systems Management and Equipment: This sub-component would support feasibility studies on the preparation of a pilot bus rapid transit (BRT) corridor and the establishment of the Public Transport Authority. A second feasibility study will be undertaken to identify opportunities for POD, which will help guide land use planning and the development along integrated transport corridors. An analysis of the City's urban transport system and its interaction with land use and distribution of employment will be supported for land value capture along the road corridors that will be built and upgraded under the project. Finally, a fleet of 50 buses to replace the over-aged and poor existing buses. The public transport study will seek ways to incentive public transport, in addition to the replacement of buses and upgrading of the city bus system. Finally, a corridor development analysis will be financed under this subcomponent and will be implemented in the road link investments in 2.1.

Component 3: Spatial planning platform and financial and social protection instruments (World Bank funding: US$6.8 million; SECO funding: US$6.8? million)

The objective of this intervention is to build management systems to improve spatial planning, data and information management, post-disaster budget execution, and the responsiveness of safety nets to flood events. These activities are expected to improve development planning in a climate and risk informed manner, to strengthen financial resilience and to augment social protection.
In Can Tho, detailed area plans that provide guidance on infrastructure development are paper-based. This slows the planning process, makes enforcement of construction permitting less transparent and effective, and hinders the efficient sharing of information across departments. Therefore, a web/ based geospatial database will be built, which will serve as a single platform for spatial data and is intended to be used across line departments for spatial planning and infrastructure development. The Platform will be housed in the People's Committee, above the line departments, to ensure a higher level of ownership and commitment from the PC. Housing the Platform in the PC, instead of one of the line departments such as the Department of Construction, will limit rivalries and competition, which is often the key barrier in data sharing and usage. This Platform will have infrastructure assets that include sectors such as transport, water, sanitation and energy, as well as buildings.

Subcomponent 3.1: Risk Informed Spatial Planning Platform. The subcomponent will finance a web-based geospatial database which will serve as a single platform for spatial data and is intended to be used across line departments for spatial planning and infrastructure development. The Platform will be housed in the People's Committee, above the line departments, to ensure high ownership and commitment from the PC. This platform will include infrastructure assets that include sectors such as

transport, water, sanitation and energy, as well as buildings. The PC has confirmed in writing that all future investment planning and budgetary allocations for urban investments in Can Tho will be guided by the outputs of the Platform.

Subcomponent 3.2: Disaster responsive social assistance system: The objective of this sub-component is to offer a more complete engagement on resilience through additional investments in social protection resilience. This will be done by adapting the City's existing social protection system to become "disaster responsive". A relatively minimal investment in improving and modifying these existing systems (the soon to-be-strengthened social assistance system supported by Social Assistance Systems Strengthening Project – SASSP) will ensure that they are able to be leveraged as vehicles for the delivery of social assistance to households affected by flooding. Specifically, this objective will be achieved by: (a) improving t he capacity of the City to provide timely and focused social assistance - in more transparent manner, through disaster responsive social assistance system that are targeted to affected vulnerable households in the aftermath of a disaster; (b) linking the disaster responsive safety net with appropriate risk financing measures, in order protect the City's long term fiscal balance. A DRSN will mitigate the impacts of regular flooding on poverty reduction outside of the City's core and, by extension, boost shared prosperity by ensuring those not directly benefiting from the investments in components 1 and 2 are adequately protected from flood risk.

This subcomponent will be done in collaboration with the social protection and labor global practice (GSPDR), in close coordination with a project they are undertaking in parallel at the national level (SASSP) to "support the government of Vietnam in strengthening the social assistance system by developing innovations in management and service delivery nationwide" (PDO, P123960).

* Empirical estimates indicate that one new highway passing through a central city reduces its population by about 18 percent in the United States. This implies that aggregate central city population would have grown by about 8 percent had the interstate highway system not been built. Baum-Snow, Nathan; "Did highways cause suburbanization?" 2006.

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

The Project will be located in twenty wards in four inner districts -Ninh Kieu, Cai Rang, O Mon and Binh Thuy- in Can Tho city. Critical flood control and urban development works will take place in the Ninh Kieu – Binh Thuy traditional urban area, located in center of Can Tho city, adjacent to intersection of Hau river and Can Tho, and bordering Can Tho airport to the North.

Can Tho, located at the center of the Mekong Delta region, is a gateway city to the lower reaches of the Mekong river. It is an industrial, commercial-service, education and training, technological center, health and cultural center; serves as an important transport center; and holds a key strategic position in the fields of national defense and security. Can Tho City has a slightly inclined topography, contains a number of river systems and interconnecting canals, and has a common ground elevation of 0.8 - 1.0m above the sea level.

The Mekong Delta, and by extension Can Tho City, is particularly vulnerable to hydro-metrological disasters, particularly flooding. Flooding has significantly impacted the socioeconomic development of the city and the entire Mekong Delta as a whole. Each year, about half of the Delta is flooded by overflow of 1 m to 3 m in depth. As one of the 13 Mekong Delta provinces, and being located along the Bassac River (Hau River), Can Tho City shares the hazards of the larger Mekong Delta. The City is susceptible to flooding caused by Mekong alluvial overflow, high tides, and extreme rainfall

events. Seasonal flooding typically impacts 30 percent of the city area, but has recently increased to 50 percent. Close to 95 percent of the total land area is less than 1 m above mean sea level, except for the built-up urban area located along the bank of the Hau River, which is about 2 m above mean sea level.

Can Tho, the economic center of the Mekong, suffers significant regularly occurring flood losses. Recent flooding in Can Tho has affected an average of 2,000 ha (about 69 percent of the total core urban area) and more than 200,000 people each year. In addition to the serious damages to assets, flooding also interrupts economic activities in these core urban areas. According to the City's analysis, urban flooding caused direct economic damages of more than US$300 million in the last 5 years. A recent study by the International Institute for Environment and Development estimates total (direct and indirect) annual economic losses due to flooding at US$642 per household, which represents 11 percent of each household's annual income. City-wide, this could represent some US $130–190 million in damages and losses per year due to flooding. Yet the city does not have a strategy or specific instruments to manage these costs efficiently and to reduce the negative development impact from flooding.

In Can Tho the intrusion of agriculture and aquafarming has led to the depletion of biodiversity and the degradation of natural riverine habitats. The commercial breeding of catfish, basa fish (Pangasius bocourti) and hybrid catfish has contaminated the river system and is significantly brought negative impacts to natural resources. When the survey was conducted in Can Tho in August 2015, the dominant phytoplankton in the project area was cyanophyta 40-98.7%. This is highly toxic algae, suited to a high nutrient (in other words, heavily polluted) aquatic environment. Distribution of plankton is relatively high and ranged from 1,175-34,243 cells/ L. The highest density of cells in the Can Tho River and the lowest found in the Hau River. The unbalanced development of plankton flora has been detrimental to the number and variety of native freshwater fish in the Can Tho and Hau Rivers.

Given the heavy urbanization of the region, Can Tho's diversity of species has already been reduced in recent years. There are no known threatened flora or fauna in the project area. The forest resources of Can Tho city are extremely limited. According to the results of a land inventory in 2010, the city only has 227 hectares of plantations with the majority of these being an exotic species -- eucalyptus trees. Even this plantation area will be converted for other agricultural uses.

5. Environmental and Social Safeguards Specialists

Hoa Thi Mong Pham (GSURR)

Noreen Beg (GENDR)

Pierre Arnoux (GSU02)

Thuy Cam Duong (GENDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	OP 4.01 is triggered and the project is classified as a category A due to the potentially significant and potentially irreversible environmental and social impacts associated project interventions under three components, although the social impacts due to relocation of over one thousand households has a greater impact than the

		temporary environmental impacts caused by construction activities, which effects will be mitigated by appropriate mitigation measures. The significant environmental impacts are largely positive, as flood risk management investments and the rehabilitation and improvement of canal, drainage and sanitation infrastructure will greatly reduce the pollution load on the Can Tho and Hau Rivers, with resultant significant benefits to community health and safety. As the project is classified as a Category A, a full scale Environmental and Social Impact Assessment (ESIA) has been prepared to ensure the project will be implemented in accordance with the requirements of the World Bank (WB) and applicable national legislation and regulations of Vietnam. The Environmental and Social Impact Assessment provides an overview of the environmental and social baseline conditions on the direct impacted areas, summarizes the potential impacts associated with the proposed project and includes an Environmental and Social Management Plan (ESMP) which sets out the management measures required to mitigate any potential impacts. The ESMP, contains both site-specific and generic measures, including the Environmental Codes of Practice to manage constructions related impacts. The ESMP also includes the monitoring plan, institutional arrangement and budget for safeguard implementation. The project has numerous positive environmental and social impacts. It will, under all technical scenarios, reduce flooding in Can Tho's urban core, and will strengthen and improve the capacity of existing and drainage and sanitation systems. In addition, the investment will reduce drain overflows, thereby improving public health, reducing traffic congestion, and leading to an improved standard of living for urban residents. The enhanced aesthetics of the city and improved functionality of roads and pavements will be beneficial to the local tourism and business sectors. Wastewater treatment undertaken under the Project will lessen the pollutant load in the Cai Son and Can Tho Rivers. The Project will also improve the welfare of the Project Affected Persons living on the river, who will be relocated to new sites with improved amenities. The main negative impacts during construction include noise, dust emission, impacts to water quality, traffic

		management, and generation of solid waste and disposal of about 322,000 m3 of organic contaminated sludge. These impacts are temporary, varying from moderate to significant in scale, and can be mitigated via good construction and management practices. At the operational stage, the environmental concerns are related to the operations and maintenance activities of the invested works. In addition, according to the hydrological analysis, after project, the level of water in Can Tho river and surrounding area outside the protected urban core area will be enhanced by only 3 mm compared to the existing situation, and will therefore result in minimal environmental impact, and will not affect the ecological flow of the waterways. The ESMP is to be utilized by the contractor to be commissioned by the ODA Project Management Unit, Can Tho City, and will form the basis of site-specific management plans that will be prepared by the contractor and sub-contractors as part of their construction methodology prior to works commencing. These ESMPs will be approved and disclosed by the World Bank and the relevant Vietnamese authorities prior to the start of civil works. The ESMP include requirements on adequate allocation of budget for O&M of project investment to ensure their sustainability. Social assessment as a part of the ESIA, has been focused on project impact other than involuntary resettlement, especially on the poor and vulnerable people who likely suffer more from flooding and environmental pollution. The proposed social measures have been incorporated in the ESMP as mentioned above Given the existence of unexploded ordnances throughout the Mekong Delta, a mine clearance program must be undertaken prior to the start of civil works, and all workers undertaking dredging must operate with appropriate protective measures, including sandbagging of cranes, etc. Further, OP 4.01 applies also to component 3 investments linked to development of protocols for operating the city flood control and drainage systems in case of emergency; and technical studies on transport management for which the TOR will include requirements to follow applicable safeguard provisions.

Natural Habitats OP/BP 4.04	Yes	The project interventions under Component 1 and 2 include strengthening and construction of river embankments, construction of tidal sluice gates, canal dredging and extension of the sewage system, bridge construction. Although there will be changes in the hydrology of the Can Tho and Cai Son rivers, due to flood risk management measures, there will be no net abstraction of water from the rivers, therefore maintaining riverine ecological integrity. Aquatic flora and fauna will not be affected except temporarily during construction, and mitigation measures will be followed to minimize these impacts. Given the heavy urbanization of the region, Can Tho's diversity of species has already been reduced in recent years. There are no known threatened flora or fauna in the project area. An innovative measure to be adopted by the Project is an ecological bank protection and tree plantation scheme. In addition to preserving existing indigenous trees and vegetation along canals, the Project will use indigenous species (including mangrove apple and Nipa plans) as a "green" soft embankment protection. In addition to adding to Can Tho's canopy cover, these plants have excellent erosion protection properties.
Forests OP/BP 4.36	No	The project is implemented in the urban core and will not impact forested areas or plantations.
Pest Management OP 4.09	No	The project activities are not expected to use pesticides, nor lead to increased usage of pesticides. Manual clearing measures will be employed for civil works.
Physical Cultural Resources OP/BP 4.11	Yes	Preliminary site screening has not identified any PCRs in the project location that could be potentially affected by the project. The project does not have any direct impact on historical and cultural monuments, and religious facilities. However, in the construction phase, construction material transportation and construction activities may temporarily affect access to pagodas and churches. The closest affected religious institutions are the Cathedral; the Ong church; and the Giác Thiền pagoda. The mitigating measures have been included in the ESMP and will be conducted by respective construction contractors. The policy is also triggered as the project includes dredging and excavation activities under Components 1 and 2, which may result in chance finds. The Contractor will be responsible for familiarizing themselves with

		"Chance Finds Procedures", in case culturally valuable materials are uncovered during excavation, including: • Stop work immediately following the discovery of any materials with possible archeological, historical, paleontological, or other cultural value, announce findings to project manager and notify relevant authorities; • Protect artifacts as well as possible using plastic covers, and implement measures to stabilize the area, if necessary, to properly protect artifacts • Prevent and penalize any unauthorized access to the artifacts • Restart construction works only upon the authorization of the relevant authorities • All contracts will include a Chance Finds Procedure clause
Indigenous Peoples OP/ BP 4.10	No	The surveys prepared for the RP and for the SA conducted by the third party indicated that there are 11 HH belonging to an ethnic minority affected by the Project. However these HH are urbanized and integrated into the urban mainstream way of life. This has considerably reduced their relative vulnerability and cultural distinctiveness relative to the dominant Kinh community. The 11 HH are spread in the City and do not comprise and EM community, so OP4.10 is not triggered for this project.
Involuntary Resettlement OP/BP 4.12	Yes	According to the inventory of loss conducted for the preparation of the Resettlement Plan (RP) for component 1 and 2, land acquisition of about 135.4 ha would affect 4,539 households (about 17,700 persons), of which 1,814 would need to be relocated; a Resettlement Site will be built under the Project in An Binh ward for these relocated households; 37 companies (mainly construction materials companies located along the Can Tho River) will also be affected as well as 1 market in Tan An ward. 826 HH would lose more than 20% of their agricultural land and 709 would have business affected of which 573 will have to relocate. Therefore, OP/BP 4.12 is triggered for this project and a full RP was prepared. A large number of vulnerable HH (444) have also been identified as well as a large number of relocated HH (219) encroaching on the canals/River banks with no rights or claims on land. Specific measures to ensure support and secure tenure for these HH have been identified in the RP. As part of the RP, an Income Restoration Program (IRP) was prepared for HH severely affected (losing more than 20% of their productive land or more than 10% for the vulnerable) and for relocated business. The IOL and SES

		have identified 1,402 households eligible to the IRP.
Safety of Dams OP/BP 4.37	No	The project will not finance the construction/rehabilitation of any dams nor will the project rely on any existing dams. The project will only involve the construction of new embankments and rehabilitation of existing embankment. As a result, the policy is not triggered.
Projects on International Waterways OP/BP 7.50	Yes	The project triggers OP 7.50 as the interventions in Component 1 are located in a tributary of the Mekong River, the Can Tho River, and a river further inland – the Cai Son River. However, the proposed investments are river bank embankment works on existing schemes to protect the core urban area from fluvial and tidal flooding, and prevent river bank erosion. A combined system of roads, embankments, and tidal gates along the Can Tho and Cai Son rivers and tidal gates will protect the core urban area from river and tidal flooding. According to the hydraulic analysis, the water level in the Can Tho river will be very minimally affected (less than 1mm of increase), and there will be no more than 5mm increase in water level in the surrounding areas. The project will upgrade, improve, or rehabilitate existing urban schemes for storm-water drainage, wastewater sewerage, and canal embankments. Given the general scope of work, the task team is of the view that (i.) the project will not adversely affect the quality and quantity of water flows to the other riparians and (ii.) it will not be adversely affected by other riparians' possible water use. According to the hydraulic analysis, the water level in the Can Tho river will be very minimally affected (less than 1mm of increase), and there will be no more than 5mm increase in water level in the surrounding areas. It is the Task Team's determination that the exception to the riparian notification under paragraph 7(a) applies to the project. In addition, considering that (i) the interventions in Component 1 are located in a tributary of the Hau (Mekong) River -the Can Tho River, which runs exclusively in Vietnam- and a river further inland which also runs exclusively in Vietnam– the Cai Son River, and do not harm to the natural discharge flow of neither Hau nor its tributaries of Can Tho and Cai Son rivers; and (ii) the project does not cause appreciable harm to other states, it is the Task Team's determination that the exception to the riparian notification under paragraph 7(c) also applies to the project. Based on the foregoing, the Task Team has

		sought RVP approval for exception to the riparian notification requirements under paragraphs 7(a) and 7(c) of OP 7.50.
Projects in Disputed Areas OP/BP 7.60	No	The project is not located in a disputed area.

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 Project's environmental and social impacts are largely positive, with the exception of air and water pollution during construction, which will be minimized by mitigation measures outlined in the ESMP and ECOPs. The Project will, under all technical scenarios, reduce flooding in Can Tho's urban core, and will strengthen and improve the capacity of existing and drainage and sanitation systems. In addition, the investment will reduce drain overflows, thereby improving public health, reducing traffic congestion, and leading to an improved standard of living for urban residents. The enhanced aesthetics of the city and improved functionality of roads and pavements will be beneficial to the local tourism and business sectors.

Wastewater treatment undertaken under the Project will lessen the pollutant load in the Hau and Can Tho Rivers. The Project will also improve the welfare of the Project Affected Persons living on the river, who will be relocated to new sites with improved amenities.

In Can Tho the intrusion of agriculture and aquafarming has led to the depletion of biodiversity and the degradation of natural riverine habitats. The commercial breeding of catfish, basa fish (Pangasius bocourti) and hybrid catfish has contaminated the river system and is significantly brought negative impacts to natural resources. When the survey was conducted in Can Tho in August 2015, the dominant phytoplankton in the project area was cyanophyta 40-98.7%. This is highly toxic algae, suited to a high nutrient (in other words, heavily polluted) aquatic environment. Distribution of plankton is relatively high and ranged from 1,175-34,243 cells/ L. The highest density of cells in the Can Tho River and the lowest found in the Hau River. The unbalanced development of plankton flora has been detrimental to the number and variety of native freshwater fish in the Can Tho and Hau Rivers.

The project interventions under Component 1 and 2, which include canal dredging and extension of the sewage system, will in the first instance, remove existing high levels of plankton, and in the second instance, will reduce the pollutant load into the Can Tho and Hau Rivers to a certain extent.

Although there will be changes in the hydrology of the Can Tho and Cai Son rivers, due to flood risk management measures, there will be no net abstraction of water from the rivers, therefore effecting negligible change in the ecological flow, and maintaining riverine ecological integrity at the current state.

Given the heavy urbanization of the region, Can Tho's diversity of species has already been reduced in recent years. There are no known threatened flora or fauna in the project area. The forest resources of Can Tho city are extremely limited. According to the results of a land inventory in 2010, the city only has 227 hectares of plantations with the majority of these being an exotic

species -- eucalyptus trees. Even this plantation area will be converted for other agricultural uses.

An innovative measure to be adopted by the Project is an ecological bank protection and tree plantation scheme. In addition to preserving existing indigenous trees and vegetation along canals, the Project will use indigenous species (including mangrove apple and Nipa plans) as a “green” soft embankment protection. In addition to adding to Can Tho’s canopy cover, these plants have excellent erosion protection properties.

In terms of temporary construction activities, canal dredging and embankment protection will lead to increased turbidity during works.. It will be necessary to ensure that wastewater from construction activities and worker camps not be released into natural waterways and canals. Nevertheless, it should be noted, that at present, most of the canals already receive domestic wastewater from surrounding residential areas, thereby limiting the incremental impact from construction works.

Land acquisition of about 135.4 ha would cause severe impact on the affected people. Specifically, land acquisition would affect 4,539 households (about 17,700 persons), of which 1,814 would need to be relocated; 826 would lose more than 20% of their agricultural land and 709 would have business affected.

The 13 canals expected to be dredged at Ninh Kieu district and Can Tho river embankment are places where poor people live in temporary houses with poor sanitation conditions. Source of income of these HH are informal business (motorcycle taxi, selling lottery tickets, food stall etc.). A large number (219) of these HH has no rights or claims on land. Based on the resettlement policy for the project, they will be entitled to assistance and to a minimum plot of land in the resettlement site. They could also take arrangement to pay the plot of land on a long period (5 years). This will guarantee security of tenure for these HH.
Loss of livelihoods will also be a major impact of the project. A total of 826 HH will lose more than 20% of their productive land, (10% for vulnerable HH) and 709 households with have their business affected (580 registered and 129 non-registered) and 573 will have to relocate. 35 companies (mainly construction material companies) will also be affected.
Loss of livelihoods for HH losing productive land and HH losing small business will be addressed through the preparation and implementation of an Income Restoration Program (IRP) as part of the RP.
Tan An market along the Can Tho River, will also be affected by the Project by the construction of Can Tho embankment. The Project will rebuild a new market on the same site. Shopkeepers will be allocated a temporary plot during the construction period.

The surveys prepared for the SA indicated that there are 11 HH belonging to an ethnic minority affected by the Project. However these HH are urbanized and integrated into the urban mainstream way of life. This has considerably reduced their relative vulnerability and cultural distinctiveness relative to the dominant Kinh community. The 11 HH are spread in the City and do not comprise an EM community. Therefore OP/BP 4.10 on Indigenous Peoples will not be triggered.

Disposal of excavated sediment: Due to the rapid urbanization process of Can Tho city, (the change of land use purpose from agricultural to a built environment) a huge demand for land fill material has been created. . According to the EA, the estimated amount of excavated soil in the project (lake construction, road behind the embankment, pipeline construction) is approximately 592, 000 m3. These are non-contaminated soil and will be used for levelling at needed places or to

be levelling at Cai Sau disposal site. The domestic waste during construction period of total 20 tons (about 80kg/d) will be treated at the O Mon waste treatment area. The dredged sewage sludge from canal dredging (about 322,000 m3), which is organic contaminated will be disposed at Cai Sau sewage sludge disposal site. In addition, during the implementation period, based on the detailed design, a detailed Dredged Material Management Plan; which include all aspect of dredged management process i.e. sludge quality testing, dredging and transportation plan, disposal methods and sites; will be prepared and carried out by contractors, supervised closely by construction supervision consultant to ensure that the sludge will be safely disposed of.

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

Induced impacts. The project developments will lead to increased urbanization and densification in the city core as the flood risk decreases. This will result due to two key reasons. First, additional investment will be made in the urban core due to the reduction in negative impacts associated with flooding, such as direct physical damage to buildings and associated infrastructure, and business interruption. This additional investment expected to result in greater economic activity and growth, which will therefore draw an increased number of the surrounding population into the urban core. Second, the negative impacts of climate change, such as increased flooding and salinization will impede or reverse agricultural growth, at an increasing rate. Rural households, particularly farmers, from across the Mekong Delta are expected to move to the urban core of Can Tho's they are increasingly unable to maintain their existing livelihoods.

By protecting the urban core of the city from flooding and through increasing transport connectivity, the project is likely to lead to densification of the city. From a resilience perspective, densification allows the city to concentrate its resources on protecting a smaller area against flooding, which has numerous other co-benefits. First, compact cities facilitate more efficient and sustainable modes of transport. The population densities are high enough to support public transport and people can live near to their work place and leisure facilities so that people can walk and cycle easily. Second, the approach will reduce sprawl while land in the countryside is preserved and land in towns can be recycled for development. Third, in social terms, compactness and mixed uses are associated with diversity, social cohesion, and good accessibility. Fourth, compact cities are argued to be economically viable because infrastructure, such as roads and street lighting, can be provided cost-effectively per capita. Also, population densities are sufficient to support local services and businesses.

This greater urbanization and densification, of the project area will therefore have significant positive impacts. However, it will also put a greater strain on basic services. Over time, the City will need to increase investment in wastewater treatment, water supply, electricity supply, traffic management, schools, and health facilities in order to manage the potential negative impacts of increased urbanization and densification. In the coming years, the City will need to follow a disciplined capital investment plan based on realistic forecasts of increased urbanization, and enhance maintenance of existing and planned infrastructure services, in order to limit pressure on services that play a key role in limiting flow of emissions into groundwater and surface water, as well as into the urban airshed, such as wastewater treatment and solid waste management. Deviation from such an investment program would lead to increased pollution and decreased human welfare. City planning should also focus on promotion of Bus Rapid Transit (BRT) schemes, and increased and more efficient public transport, to reduce traffic congestion and minimize air emissions, particularly the carbon monoxide, hydrocarbons, and particulate matter emanating from two stroke engines. Electricity demand will grow as the city grows in size and

affluence, and the use of energy efficient lighting for public streetlights and for commercial, industrial, and residential use should be encouraged. It is critical that zoning laws be strictly monitored and enforced to ensure that there is no repeat encroachment along the river banks.

Cumulative impacts. Over the past years, Can Tho city, with the support of the Vietnamese Government, donors and international funding institutions, has been implementing various development programs and projects for the Mekong River Delta region in general and Can Tho city in particular. Key infrastructure projects are as follows:

- Can Tho drainage and wastewater treatment project (financed by KfW)
- Cai Sau sludge landfill project financed by (Cai Rang district)
- Mekong Delta Transport Infrastructure Development Project (financed by the WB)
- Mekong Delta Water Resources Management for Rural Development project (financed by the WB)
- Vietnam Urban Upgrading project (VUUP) from 2002-2014, (WB funded project).
- Mekong Delta Urban Upgrading project (MDR-UUP) from 2012 - 2017 (VUUP2) (financed by the WB)
- Mekong Delta Urban Upgrading project (MDR-UUP) from 2012 - 2017 (VUUP2)

In assessing cumulative impacts, in addition to assessing the positive and negative impacts of urban infrastructure projects, the impacts of industrial facilities on the city's en vironment must also be evaluated.

Can Tho City has 5/8 industrial parks which contain 211 existing and proposed investment projects in force, of which 188 projects are operating, 15 projects are being built, and 5 projects have not been implemented. Under Decision No. 22/2012/QĐ-UBND dated 08/24/2012 of Can Tho City People's Committee, the industrial park management units are responsible for organizing plan preparation, construction investment, managing and operating the drainage systems in industrial parks under their management.

According to the current regulations, all wastewater from industrial parks must be collected and treated to meet discharge requirements before discharging into the receiving water. In order to solve environmental problems in industrial parks, the city has implemented the construction of a centralized wastewater treatment plant in Tra Noc Industrial Park, Hung Phu Industrial Park and Thot Not, of which, the centralized wastewater treatment plant in Thot Not Industrial Park Phase 1 was inaugurated in August 2013 and officially came into operation from February 2014. The phase 1 wastewater treatment plant in Thot Not Industrial Park has the capacity of 2,500m3/day, with total fund of 52.7 billion dong, mainly serving seafood companies operating in the industrial park.

The centralized wastewater treatment plant in Tra Noc Industrial Park was started on April 18, 2013, with capacity of 12,000m3/day and a total investment of 213 billion dong. The plant in Phase 1 has the capacity of 6,000m3/day. By the first quarter of 2014, construction of central treatment tank, settling tank and disinfection tank was completed. Administration house construction progress gained 85%, sludge treatment house 60%. In the second quarter, the construction unit is urgently finishing construction of pipelines to collect wastewater in Tra Noc 2 Industrial Park in order to take wastewater from the processing plants to the concentrated wastewater treatment plant.

When the two wastewater treatment plants in Thot Not and Tra Noc Industrial Parks come into full operation, they will help the city solve part of the environmental pollution problems in industrial parks. Construction of wastewater treatment plants in Industrial Parks is mandatory, because

industrial parks not having a concentrated wastewater treatment plant will be closed, under a directive from the Prime Minister.

- Given this context, cumulative impacts in the ESIA report focused on impact, in oder of magnitude, on the most relevant Valuable Ecological Components (VECs) that may be affected by the CTUDR project. These VECS have been selected and assessed against other related and ancillary projects (both industrial and in urban infrastructure) that may have a cumulative impact on the Hau and Can Tho rivers:

a. Water quality
b. Aquatic Bio-diversity
c. The quality of life of local communities
d. Downstream water use

- In summary, most potential urban infrastructure projects are likely to have largely positive impacts, through improving water treatment, solid waste management, and drainage along major roads, reducing water and air pollution, and improving the urban environment as well as performing vital flood control functions. While the industrial parks do impose significant impacts on groundwater and surface water quality, these can be mitigated to some extent by the proper operation and regular maintenance of the treatment plants under construction. The CTUDR itself has largely positive impacts, as there is no net abstraction from the river, therefore preserving riverine ecological integrity. The wastewater treatment measures lessen the pollutant load in the waterways.

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

In the absence of the Project, flooding and tidal surges would continue unabated. There would be deterioration of environmental sanitation conditions -air pollution, solid waste, accretion of sludge, and other negative environmental impacts -- that would have detrimental effects on the welfare of the citizens of Can Tho. During the modeling exercise, proposed design alternatives were analyzed based on technical, economic, social and environmental considerations.

"Without project": In the absence of the Project, flooding and tidal surges will continue unabated. There will be deterioration of environmental sanitation conditions: air pollution, solid waste, accretion of sludge, and other negative environmental impacts, that would have detrimental effects on the welfare of the citizens of Can Tho.

"With project"

Analysis of the 5 proposed flood control options was undertaken. : Multi Criteria Analysis (MCA) considered technical, economic, environmental, social, and resettlement aspects and cost-effectiveness analysis at a preliminary level to select a feasible option.

Alternatives for Flood Control System

Under component 1, the alternatives for flood control system have also been analyzed:

Alternatives for selecting engineering and technology options for Can Tho embankment; and

Alternatives for selecting engineering and technology options for construction road and park behind embankment: Option 1 was selected for economic and technical reasons, and to enhance urban aesthetics as it will be constructed in line with the prior embankment system and can increase elevation, reducing flood risk in the future. The road will connect with other areas of the City.

Alternatives for selecting engineering and technology options for Dau Sau and Cai Khe tide sluice gate: The most environmentally friendly and aesthetically pleasing option was selected.

Alternatives for selecting engineering and technology options for five ship locks: Option 1 has

been selected due to as it was judged to have the greatest impact on water pollution and odour control.

Alternatives for Environmental Sanitation

Four alternatives have been taken into consideration namely: (1) Alternative 1: Continue to build separated drainage system to drain 100% of storm water; (2) Alternative 2: Construction of separately drainage system. Rehabilitation of the existing drainage system to ensure the capacity of 30% storm water and newly construction of storm water drainage system, ensure to drain 70% remaining storm water; (3) Alternative 3: basically, Alternative 3 is similar to Alternative 2, drainage direction and receiving sources for the catchments; (4) Alternative 4: Storm water is collected maximally to Xang Thoi Lake, only small volume near Cai Khe Canal (Route of Mau Than, Tran Hung Dao, Xo Viet Nghe Tinh, Nguyen Trai) drain to Cai Khe Canal.

Alternative No 4 has been selected due to lowest possibility of flood risk and the creation of an improved environment and landscaping around the drainage system

Alternatives Of Investment Scale For Urban Corridor Development

Alternative for Quang Trung Bridge: To ensure the connection between the old bridge and the new bridge, creating a focal point for the southern gate of the city of Can Tho. Alternative 2 was selected due to its having the shortest construction period, therefore negative impacts are reduced.

Alternative for the connecting road to the August Revolution road to provincial road 918: Two options have been analyzed. Option 2 has been selected due lower costs and reduced need for resettlement.

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.

The PMU will be responsible for the overall implementation of the resettlement plan (RP) and environmental and social management plans (ESMP); coordination among agencies (City peoples Committee and local government agencies); and the preparation of progress reports and project-related information, with the involvement and consultation of project affected people. Most of the PMU officials are familiar with the Bank's safeguards policies and requirements as they have been working for two Bank-funded Urban Upgrading projects, though they have committed to hire more experienced staff for project preparation and implementation, including dedicated environmental and social specialists as needed.

The PMU has been provided with training on the Bank's social and environmental safeguard policies and practices. Moreover, additional training will be undertaken. The scope of the technical assistance would cover support from experts and training that would cover both the knowledge on safeguards requirements and procedures for the project as well as training that covers both specific knowledge on safeguard procedures and requirement for the project staff, consultants, and national contractor would be important. This would include, for example, assistance in the preparation of documents and implementation of training program on environmental management and environmental monitoring for contractors, CSC and relevant staffs of PMU (environmental staffs and coordinators of packages) to do their tasks. It would also include assisting the PMU’s environmental staffs with the review of contract documents on the bidding packages for construction items of the project to ensure compliance with environmental protection policies and impact mitigation and monitoring requirements as well as provide general environmental guidance as requested by the PMU to enhance overall project implementation and performance.

Given the nature, locations, and scale of construction, it is anticipated that the safeguard technical assistance support and training will be provided at least during the first 3 years of the project implementation. The WB safeguard specialists will participate in the capacity building in

particular in the training activities as appropriate.

Can Tho City's experience in earlier Bank-financed urban projects (VUUP1 and VUUP2) has demonstrated ability to implement environmental and social mitigation measures and resettlement plans as required by the Bank.

Mitigation measures will include :
Construction phase:
(i) Noise and Vibration: Setting up appropriate operational schedule of noise generate equipment; Use modern and new construction machineries and equipment which generate lower noise level and carry out equipment maintenance as regulated by the Government; Usage of machines generate noise level over >55 dBA at night (from 22:00 to 6:00) is strictly prohibited at the location nearby residential area; Heavy truck transportation, loading/unloading shall not allow to operate at night (from 22:00 to 6:00);
(ii) Air pollution: Spraying water to maintain certain moisture levels, and to prevent or minimize dust dispersion. The watering activities are proposed at least one a day during rainy season and twice a day during dry season. Storing the excavated soil storage areas must be placed in the designed areas far from any residential area, keeping a distant to the surrounding sensitive receptors and not allow to stay on site over 24 hours;
(iii) Domestic waste: Domestic waste generated on the site shall be managed as the following steps: i) provide dustbins at work site; ii) waste category for reuse; iii) domestic waste and garbage from worker camps need to be collected by hygienic manner through service provision of local companies.
(iv) Construction-generated solid waste: Wherever possible, materials used or generated by construction shall be recycled such as excavated soil for regulatory lake, embankment, pipeline installation could be reused for levelling purpose on the sites, Construction wastes will be disposed at area where are approved Can Tho' PC on the disposal construction waster; Dredged sludge will be transported to Cai Sau sludge landfill. According to PPMU, The location to construct Cai Sau landfill has enough land for disposal of dredging sludge and material of CTUDR project.

Operation phase:
To reduce risks of flooding, odor, salinization and disruption to the activity of inland waterway:
- Ensure implementation of an adequate operation and management plan budget allocated
- Ensure that traffic safety provisions, including signs, lights, and pavement markings, that were installed during construction are permanently and effectively maintained, and renewed as necessary
- Ensure the city's operations and maintenance plan, and related budget, includes the work and resources required to maintain the road in its as-completed condition
- Ensure, with the assistance of the traffic control authority, that overloaded vehicles do not use the road.

An innovative measure to be adopted by the Project is an ecological bank protection and tree plantation scheme. In addition to preserving existing indigenous trees and vegetation along canals, the Project will use indigenous species (including mangrove apple and Nipa plans) as a "green" soft embankment protection. In addition to adding to Can Tho's canopy cover, these plants have excellent erosion protection properties.

OP/BP 4.12 Involuntary Resettlement
During the project preparation, technical options were carefully analyzed in all components to

minimize the scope of land acquisition and its consequent impacts. As agreed at the PCN stage, A Resettlement Policy Framework has been prepared to comply with the Bank OP4.12 to serve as a legal basis for compensation and resettlement activities of the project (as required by the Land Law). Changes in design may also occur during detailed design and construction. The RPF will guide the preparation of resettlement documents in case of change of design. .As all the project activities will be known during project preparation, a Resettlement Plan (RP) has been developed before the project appraisal to be in line with the prepared RPF. The RP will have to be updated if there will be substantial changes in the project design and/or in the scope of the project impact during project implementation. If there are substantial changes, the RP will need to be submitted and cleared by the Bank.

There is an on-going compensation and resettlement activities for the Government funded C an Tho river embankment project (started in 2008) in Ninh Kieu district, the civil work of which will be included in the proposed CTUDR. For the time being, 432 out of 580 affected households (about 75%) have received the compensation payment during 2011-2015 with the total amount of VND 101 bill.. All 175 relocated households have been allocated a land plot in two city's resettlement sites. A due diligence review of compensation and resettlement activities for these HHs has been conducted to identify the gaps between the applied and the proposed project policies to determine additional measures to fill in the gaps. The review with proposed additional compensation and resettlement measures for these affected households is attached as a part of the RP (Annex 12) to be monitored both internally and externally during the project implementation.

The city has agreed to use the proposed RPF and RP for CTUDR in conducting land acquisition in advance for the project resettlement site to meet relocation needs of the affected people in a timely manner. A due diligence review will be conducted for compensation and resettlement activities once the CTUDR RPF/RP will have been approved to ensure the project policies are properly applied for the resettlement site land acquisition activities.
The screening of linked activities showed that there are three linked projects, two of which were reviewed (in 2011-2012) during preparation of the Bank-funded Mekong Delta Region Urban Upgrading project (MDR-UUP) and the due diligence review results had showed that there were no outstanding issues and no further actions were required. The third one is MDR-UUP itself, all land acquisition activities of which have followed the agreed RPF and RP of the project, so no further action will be needed.

Independent asset valuation. The PMU will engage professional asset valuators during RP implementation to conduct an asset market price survey to be the basis for compensation rates at full replacement value.

A resettlement site of about 54.5 ha in Ninh Kieu district will be developed to accommodate the needs of relocated households, most of which currently live in Ninh Kieu district. In addition, more options of uti lizing the available residential land plots in the city will be provided to the affected people.

Independent resettlement monitoring. The PMU will contract an experienced independent resettlement monitoring agency (IMA) for external monitoring of RP implementation. The IMA will submit bi-annual reports to the PMU and to the Bank. The IMA will also conduct an evaluation of resettlement implementation 6-12 months after the completion of all resettlement activities. Additional assistance will be provided to those who would not be able to restore the lost assets and livelihood.

Grievances redress mechanisms (GRM). The RP describes the procedures and responsibility of related agencies in receiving, redressing and recording all grievances and complaints from the DPs and their resolutions. Project affected people will be provided information on the GRM and related agencies in charge of solving project complaints on land, assets acquisition, physical relocation and income restoration.

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

The communities in the core Can Tho urban area affected by the project works are the key stakeholders. Other stakeholders include the local authorities and infrastructure services agencies. In accordance with Vietnamese requirements and Bank policy, the potentially affected people have been consulted twice.

To implement the ESIA report of the CTUDR, the ODA-PMU organized consultation meetings with the People's Committees and Vietnam Fatherland Front of 20 wards in 4 districts of Ninh Kieu, Binh Thuy, Cai Rang and O Mon.

Before consulting at wards, the ODA-PMU held general meetings at each district to introduce about the project and collect opinions for the project, including the meeting at office of Ninh Kieu DPC on 01 June 2015, the meeting at office of Binh Thuy DPC on 02 June 2015, the meeting at office of O Mon DPC on 03 June 2015 and the meeting at office of Cai Rang DPC on 08 June 2015. The participants at these meetings consist of representatives of DPC, WPC and some divisions.

After holding the general meetings at districts, the ODA-PMU carried out consultations in each ward to introduce the project, identify the zone/population group in the project area, collect information about the status of environmental sanitation at the locality, discuss potential environmental and social impacts and mitigation measures as well as coordinate with the local authorities in holding public consultation in the project area. Simultaneously, the ODA-PMU also sent the dispatches for applying for consultation for the relevant agencies.

Generally, public consultations in the project area indicated that the authorities and local people support the project and desired the project to be implemented early. However, they requested that the construction be carried out rapidly, and that environmental management and regular environmental monitoring be undertaken, as well as that labor, community, and traffic safety measures be followed.

The local people requested the local authorities and the project to make proper compensation and arrange resettlement for them at their expectation.

The People's Committees and Vietnam Fatherland Front as well as representatives of people in the project will jointly discuss and solve issued raised during the project implementation.

For environment, communities will also be involved during implementation, as it proposed that the construction works will be monitored on a regular basis by the affected local communities; simple checklists for community environmental monitoring will be provided to the affected communities. The detailed ESIA reports, as well as the "Summary ESIA and ESMP" will be disclosed locally in the Vietnamese language and will also be available at the PMU and city website for review by

local and international NGOs.

The drafts of the ESIA/RPF/RP in Vietnamese have been disclosed locally (at city's People's Committee office and project district, wards/communes) on 23 November 2015. The English versions have been sent to InfoShop in Washington, DC on 23 November, 2015 for ESIA and 24 November, 2015 for RPF/RP. All final versions of the ESIA/RPF/RP will be re-disclosed locally and at the Bank's InfoShop.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	06-Nov-2015
Date of submission to InfoShop	23-Nov-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	00000000
"In country" Disclosure	
Vietnam	23-Dec-2015
Comments:	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	10-Nov-2015
Date of submission to InfoShop	24-Nov-2015
"In country" Disclosure	
Vietnam	23-Dec-2015
Comments:	
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 [×] No [ ] NA [ ]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [×] No [ ] NA [ ]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [×] No [ ] NA [ ]
OP/BP 4.04 - Natural Habitats	
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes [×] No [ ] NA [ ]
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 [×] No [ ] NA [ ]
OP/BP 4.11 - Physical Cultural Resources	

Does the EA include adequate measures related to cultural property?	Yes [×] No [ ] NA [ ]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [×] No [ ] NA [ ]
OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/ process framework (as appropriate) been prepared?	Yes [×] No [ ] NA [ ]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [×] No [ ] NA [ ]
Is physical displacement/relocation expected? 7000 Provided estimated number of people to be affected	Yes [×] No [ ] TBD [ ]
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods) 18,000 Provided estimated number of people to be affected	Yes [×] No [ ] TBD [ ]
OP 7.50 - Projects on International Waterways	
Have the other riparians been notified of the project?	Yes [ ] No [×] NA [ ]
If the project falls under one of the exceptions to the notification requirement, has this been cleared with the Legal Department, and the memo to the RVP prepared and sent?	Yes [×] No [ ] NA [ ]
Has the RVP approved such an exception?	Yes [×] No [ ] NA [ ]
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [×] No [ ] NA [ ]
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 [×] No [ ] NA [ ]
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [×] No [ ] NA [ ]
Have costs related to safeguard policy measures been included in the project cost?	Yes [×] No [ ] NA [ ]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [×] No [ ] NA [ ]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [×] No [ ] NA [ ]

III. APPROVALS

Task Team Leader(s):	Name: Marc S. Forni,Hoa Thi Hoang	
Approved By		
Safeguards Advisor:	Name: Peter Leonard (SA)	Date: 10-Dec-2015
Practice Manager/ Manager:	Name: Abhas Kumar Jha (PMGR)	Date: 10-Dec-2015