

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA1200

Date ISDS Prepared/Updated: 03-Jun-2015

Date ISDS Approved/Disclosed: 04-Jun-2015

I. BASIC INFORMATION

1. Basic Project Data

Country:	Georgia	Project ID:	P149952
Project Name:	East-West Highway Corridor Improvement (P149952)		
Task Team Leader(s):	Mustapha Benmaamar		
Estimated Appraisal Date:	15-Jun-2015	Estimated Board Date:	17-Sep-2015
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Public administration- Transportation (4%), Rural and Inter-Urban Roads and Highways (96%)		
Theme(s):	Other public sector governance (3%), Regional integration (48%), Trade facilitation and market access (49%)		
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:	164.00	Total Bank Financing:	140.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			24.00
International Bank for Reconstruction and Development			140.00
Total			164.00
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	Yes		

2. Project Development Objective(s)

The proposed PDOs are to: (i) increase connectivity in the East West corridor through the reduction of road user costs along the sections of corridor upgraded under the project; and (ii) strengthen the capacity of the Roads Department (RD) and the Ministry of Economy and Sustainable Development (MESD) to manage the road network and provide an enabling environment to improve logistics

services.

3. Project Description

Component 1: Improvement and asset management of the East-West Highway Corridor (Estimated Cost: US\$158.50 million)

(a) Sub-component 1.1. Civil works (Estimated Cost US\$153.50 million). The objective of this sub-component is to finance the upgrading of existing 2-lane East-West Highway from Zemo Osiauri-Km 5.8 to Chumateleti to a 4-lane dual carriageway road. The section to be upgraded is approximately 8.0 km long and runs through hilly and mountainous terrain, thus requiring many structural works including 3 tunnels and 7 bridges. The upgrading of the road requires traffic capacity expansion, a dual carriageway including man-made structures in difficult topographic and geological conditions. The carriageway will be of concrete pavement. Civil works will be carried out under one lot.

(b) Sub-component 1.2. Construction supervision and quality assurance services (Estimated Cost: US\$5.5 million).

Component 2: Institutional strengthening (Estimated Cost US\$2.0 million)

(a) Sub-component 2.1. ITS Capacity Strengthening (Estimated Cost: US\$1.0 million). The objective of this sub-component is to strengthen the capacity of the ITS Division to identify and manage ITS systems applications to enhance the Division's capacity to monitor traffic and road conditions along the corridor and those sections of regional roads with higher traffic intensity and provide real-time information to road users and public through RD's website and other communication channels. This sub-component will build on the first ITS Strategy that is under preparation under the Fourth EWHIP financing.

(b) Sub-component 2.2. Technical support to MESD to develop and implement a logistics strategy (Estimated Cost: US\$1.0 million). The objective is to assist MESD in implementing a national logistics strategy, which is expected to provide an enabling environment to enhance private sector participation, eliminate non-tariff barriers and provide a conducive regulatory framework to support trade and attract transit traffic.

Component 3: Preparation of designs and supporting studies for future projects for the development of the East-West Highway (Estimated Cost US\$3.50 million)

The objective of this component is to finance the review of the feasibility study, the preparation of the detailed engineering design and relevant safeguard documents of the section between Km 8 and Km 24 east of the Rikoti Tunnel. This section is one of the priority sections identified by the feasibility study Zemo-Osiauri to Argveta will be part of the East West highway corridor and, thus, requires similar design standards and solutions to the sections already developed in the past projects.

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

Upgrading of the highway in the section covered by East West Highway Corridor Improvement Project (EWHCIP) requires re-alignment of considerable parts of the existing carriageway and constructing of two new lanes in this new alignment. It will pass through rural areas where environmental pollution is insignificant. No polluting or noise-intensive industries exist in the region

nowadays. Part of the landscape around the highway corridor is under the forest cover, while the rest of the area is heavily transformed and land is either cultivated or degraded. There are no designated protected areas in the vicinity of the Project site, however the highway corridor is positioned close to a popular health resort of Surami. The corridor are crossed by a couple of small rivers and a few streams.

Potential social impact that construction works may entail in terms of land acquisition and resettlement is considered to be moderate. The assessment is based on the findings of feasibility studies, detailed design which is underway, field visit and discussions held. Given delays with completion of detailed design, the RAP preparation has not started yet though the consulting firm hired to prepare/develop RAP has already done some desk work and some preliminary data on the potential land take and affected people is available. Though no land survey work or mapping has been initiated yet, based on desk review of available cadaster data, it is estimated that some 500 land plots (400 private and 100 state-owned) will be affected. The Project would affect 1000 persons in 350 households for the loss of agricultural land (90 households could be severely affected with more than 10 percent of their land to be taken). No physical or economic displacement is expected under the Project though based on the ongoing detailed design though it is not certain as the RoW for the last four km of the section has not been defined yet, however, it is likely that four summer/vacation houses will be affected.

5. Environmental and Social Safeguards Specialists

Darejan Kapanadze (GENDR)

Vera Dugandzic (GSURR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The Project will finance the upgrading of large scale transport infrastructure, most part of which will be built along a new alignment. It may therefore have significant and irreversible impacts. The project is thus classified as environmental Category A. It required a detailed Environmental and Social Impact Assessment (ESIA). A four lane carriageway will be constructed in a difficult terrain, passing through hills, mountains, and gorges in between. Several bridges and double-tube tunnels will have to be built. It is expected that the main environmental impacts at the construction phase will come from clearing of the right-of-way; establishment/operation of work camps and temporary access roads; and earth works, including extraction of material. Temporary and final disposal of excess material and waste in a proper manner will take much effort. Selected alternative of the road alignment avoids most valuable forest stands of the area with an acknowledged recreational function, however several kilometers will pass through forested lands and will require removal of trees. Operation phase impacts are likely to include generation of runoff from the carriageway and noise disturbance to fauna. ESIA explored all potential impacts of the Project and provided

		detailed environmental mitigation and monitoring plans.
Natural Habitats OP/BP 4.04	No	<p>Construction of the re-aligned highway will require creation of a new Right-of-Way, which will pass through some forested areas. However, according to findings of the ESIA, most part of the affected plots carry artificial plantations of coniferous species which do not represent natural habitats. Highway alignment bypasses tree plantations in the area where it is valued for recreational purposes.</p> <p>River crossings are few and short. Affected rivers Suramula and Kakalatkhevi are narrow and small, which allows to avoid placement of piers or other parts of infrastructure within the water stream. No significant impacts on aquatic ecosystems are expected.</p> <p>Overall, no functional damage to natural or otherwise valuable ecosystems is likely neither at the construction nor at the operation phase of the Project.</p>
Forests OP/BP 4.36	Yes	<p>Minimizing impacts on forests was an important criterion for the selection of an alignment for the new section of the highway. Construction of operation of the highway in the chosen RoW will not cause fragmentation or other significant damage to natural forest ecosystems. Impact on an artificial coniferous plantation is also minimal as it does not touch parts of the stand which are valued for recreation. OP/BP 4.36 is triggered, because construction of the highway will require de-listing of some area from the State Forest Fund. Compensatory tree planting plan will be developed and implemented based on the ratio of three planted trees for each one removed.</p>
Pest Management OP 4.09	No	
Physical Cultural Resources OP/BP 4.11	Yes	<p>Project implementation is not expected to negatively affect any known physical cultural resources. However, the portion of the highway to be constructed along a new alignment carries the potential of encountering chance finds in the course of earth works, which have happened in several past projects in neighboring locations. Hence likelihood of encountering chance finds in Zemo Osiauri to Chumateleti section of the highway is higher than the country-wide average. The policy is triggered to have adequate arrangements in place for handling such situations.</p>
Indigenous Peoples OP/BP 4.10	No	

Involuntary Resettlement OP/BP 4.12	Yes	<p>OP 4.12 is triggered as the planned construction works in upgrading the existing two-lane highway to four-lane dual carriageway road will require land acquisition. Potential social impact that construction works may entail in terms of land acquisition and resettlement is considered to be moderate. The assessment is based on the findings of feasibility studies, detailed design which is underway, field visit and discussions held. Though no land survey work or mapping has been initiated yet, based on desk review of available cadaster data, it is estimated that some 500 land plots (400 private and 100 state-owned) will be affected. The Project would affect some 1000 persons in 350 households for the loss of agricultural land (90 households could be severely due to loss of more than 10 percent of their productive land). No physical or economic displacement is expected under the Project, however, four summer/vacation houses might be affected though it is not certain yet as the RoW for the last four km has not been defined yet.</p> <p>Resettlement Policy Framework (RPF) has been developed, approved and disclosed on the Ministry website on May 18, 2015 and InfoShop on May 26, 2015. Joint ESIA and RPF public consultations were held in Khashuri municipality on May 25, 2015 and Tbilisi on May 27, 2015. The RPF document will serve as a guiding instrument in implementing involuntary resettlement. It sets out objectives; principles; compensation entitlements; legal framework; consultation procedures; grievance redress mechanisms; monitoring and financing provisions.</p> <p>As was the practice with RPFs/RAPs developed to date, social inclusion measures to address special needs of the women, vulnerable families and marginalized communities will be incorporated as well as guidelines for prior and informed consultation with the respective municipalities/communities, grievance redress, information disclosure and monitoring and evaluation.</p>
Safety of Dams OP/BP 4.37	No	
Projects on International Waterways OP/BP 7.50	No	The selected alignment of the Highway section between Zemo Osiauri and Chumateleti allows to avoid alteration of Suramula river bed or any other impact on waterways that might result in measurable impacts on the quantity and/or quality of water stream.

Projects in Disputed Areas OP/BP 7.60	No	
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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 EWHCIP will support the construction of a 14 km of two-lane dual carriageway new section of the East West Highway Corridor between Zemo Osiauri and Chumateleti settlements. The Project was classified as environmental Category A. Environmental risks are high, because the highway alignment passes through a difficult terrain comprising of steep hills, deep gorges, and two small rivers. Selected alternative of the highway alignment avoids most valuable forest stands of the area with an acknowledged recreational function however several kilometers will pass through non-commercial coniferous forest plantation and will require removal of trees. The main environmental impacts at the construction phase will come from clearing of the RoW; establishment/operation of work camps and temporary access roads; massive earth works, and extraction of material. Temporary and final disposal of excess material and waste in a proper manner will take much effort. Operation phase impacts are likely to include increased noise levels and subsequent disturbance of local population and fauna as well as generation of a potentially polluted runoff from the carriageway.

Environmental impacts of the construction phase will come from cleaning of the right-of-way (RoW), establishment / operation of works camps and temporary access roads, operation/servicing of construction vehicles and machinery, earth works, works in the waterway and sourcing of construction materials. The results of the ESIA show that majority of the potential environmental impacts of the EWHCIP can be effectively mitigated through adherence to good construction practice and the measures prescribed in the EMP.

Clearing of RoW along the new alignment of the bypass will imply de-listing of some forested land from the State Forest Fund and removal of vegetation, including cutting of trees. Loss of vegetation will be kept to the possible minimum. Precise record of removed trees will be kept based on an inventory to be produced as part of de-listing procedure and compensatory tree planting will be implemented at a ratio of 1:3 within the highway corridor. Selection of species for planting will be based on the natural composition of local flora.

Road construction will require sourcing of large amounts of natural construction materials. Works provider may purchase material from licensed companies only or obtain an own license for borrowing. Due to weakness of the national legislation, which does not require environmental assessment and permitting for any type of mining, ensuring sound environmental practice in material extraction will require close supervision by RD to ensure adherence to EMP requirements alongside the regular State control from the Ministry of Environment and Natural Resources Protection on the adherence to the terms of license.

Strict adherence to the design parameters are expected to be sufficient for preventing major erosion that may influence safety of the highway operation. Based on the experience from the implementation of previous EWHIPs, landscaping, compacting, and stabilizing of slopes shall be included in the bill of quantities and performing of these tasks should be closely monitored by

technical supervisor of works. Threats of surface water pollution from carriageway drainage as well as from road accidents involving liquid and powder cargo vehicles will be addressed to the extent possible through engineering solutions. Provision of adequate road safety measures is included in the EWHCIP.

Social impact is expected to be moderate. The selection of the most suitable alignment of highway section from Zemo Osiauri to Chumateleti does minimize potential adverse social impact. Though no land survey work or mapping has been initiated yet, based on desk review of available cadaster data, it is estimated that some 500 land plots (400 private and 100 state-owned) will be affected. The Project would affect 1000 persons in 350 households for the loss of agricultural land (90 households could be severely affected due to loss of more than 10 percent of their productive land). Operation of the highway is not expected to expose local population to unacceptable levels of noise and automobile emissions. According to the ESIA report, no specific measures are required to control these potential impacts in the short to medium term perspective. If significant increase of traffic in long term causes nuisance to population in the highway corridor, RD shall consider installation of noise barriers and/or take other mitigation measures as required.

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

Majority of EWHCIP's environmental impacts are expected at the construction stage. Long term impacts will be limited to certain alteration of landscape due to re-routing of the Highway, borrowing for construction materials, and permanent disposal of excess material. With proper application of mitigation measures - such as reinstatement and greening of slopes, terracing and greening of borrowing sites and compensatory tree planting, visual impacts on the landscape will be minimized to the extent possible. Placing the carriageway through tunnels in areas of complex and sensitive landscapes instead of constructing of additional bridges - is a design solution which also contributes to minimizing long term negative impacts of the Highway operation.

Traffic related noise modeling carried out for operation stage of the Project showed that noise level in the residential areas will not exceed allowable limits.

Water and soil pollution impacts will be typical for the operation of a highway and will be addressed by arrangement and proper operation of drainage and drain filtration systems, and organized management of solid waste in the Highway corridor.

Automobile emissions will certainly increase locally for the area through which the new alignment of the highway will pass. However this will have no impact on ambient air quality in a short to medium term. In a longer run, overall traffic increase on the East West Highway is expected. Meanwhile Georgia is likely to strengthen regulations and control on the age and condition of automobile fleet and fuel quality, which may balance environmental impacts of increased traffic in future.

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

Much consideration was given to the analysis of alternative alignments of the East-West Highway within the section connecting Zemo Osiauri to Chumateleti. Options were compared on various merits, including financial, economic, engineering, and social and environmental. Reducing a need for involuntary resettlement, especially keeping down the volume of physical displacement, was one of key criteria use in the analysis. In the last 4km of the subject section of the Highway, considered alternatives included the one which would predominantly follow the existing two-lane

road but require significant alteration of a river bed in order to allow placement of two additional carriageways, and another alignment which would divert from the existing road and pass through several tunnels. Despite higher costs of this second alternative, it was chosen due to considerably lesser environmental impacts as well as because of attainability of a higher safety of transportation.

As stated, in terms of minimizing land acquisition and resettlement, due considerations is being given during the design to minimize the adverse impacts as was the case with the past and ongoing EWHIPs. Under this Corridor Project, efforts have been put to incorporate best engineering solution in avoiding the impact to business and residential houses. Specifically, the route selected would bypass a big local cemetery as to avoid any potential resistance on the part of local population.

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.

A full scale Environmental and Social Impact Assessment (ESIA) of the Project was carried out and an Environmental Management Plan (EMP) was produced with a set of the proposed mitigation measures and monitoring indicators. The ESIA report describes the role of RD in overseeing adherence of construction works to the recommended mitigation measures. Before commencement of works, the selected works contractor will be asked to develop and agree with RD the waste management (including spoil disposal), traffic management, and other specific plans listed in technical specification for bidders. The works contractor will also develop and agree with the client a plan of greening and landscape reinstatement at a relevant stage of contract implementation.

RD, in the capacity of the Project implementing entity, will have an overall responsibility for environmental and social performance under the Project. This mandate obligates RD to ensure that: (i) national legislation and the Bank policies on environmental protection are adhered to; (ii) consultation with the public, as needed, takes place; (iii) information is disclosed to the public, as needed; and (iv) information on environmental issues which may arise in the course of Project implementation are shared with the Bank. The Environment and Resettlement Unit (ERU) within the RD will be responsible for all safeguards issues related to highway development and operation. ERU staffing meets basic requirement for RD's in-house capacity for managing environmental and social aspects of its operation, however ensuring due application of safeguards during large-scale construction works, like those to be financed from the proceeds of EWHCIP, will require supplemental effort to be provided through highly qualified international consultant services. Therefore, prior to commencement of works, RD will hire a consultant company to provide technical control and quality assurance of civil works. Environmental and social monitoring will be an integral part of the consultant's assignment and information on the compliance with EMP will be included into the supervisor's regular reporting to RD.

RD will have an overall responsibility for applying due environmental diligence. This will include ensuring quality of the supervision consultant's performance, site inspections, timely response to any issues identified by the consultant or by RD inspectors, and record keeping on all environmental aspects of the Project implementation. RD has a special unit mandated to oversee environmental and social aspects of RD's activities RD will maintain the safeguards unit and further strengthen it for the purposes of the Project implementation, although the function of the unit is not project-specific and will be retained beyond its life as part of RD's general institutional development. RD has a long experience and decent track record of applying World Bank's safeguard policies to various types of works on the road infrastructure ranging from the

rehabilitation of rural roads to the construction of four-lane section of the highway. Environmental performance under Bank-financed projects has been varying from moderately satisfactory to satisfactory, only episodically dropping to moderately unsatisfactory. Environmental compliance problems being periodically encountered under various road projects are pretty similar and relate to temporary and final disposal of construction waste and excess material, as well as to stabilization and reinstatement of slopes affected during earth works. EMP prepared for EWHCIP carries detailed plans for applying mitigation measures against these potential risks and for monitoring their outcomes.

Department of Environment Protection Oversight of the Ministry of Environment and Natural Resources Protection will undertake control over the implementation of terms and conditions of an environmental permit to be issued for works on the Highway and of material extraction license(s) to be obtained by works providers.

The improvement of the East-West Highway aims at minimizing the need of interventions during its operation and maintenance. Ensuring safe and good environmental performance will be a high priority at the operations stage and will comply with the requirements of the national legislation and the best international practices. RD, through an outsourcing arrangement, will permanently maintain and, in a longer term, improve greening along the RoW. Storm water drainage system will be maintained to exclude waterlogging on road surface and shoulders. In the vicinity of surface water bodies, storm water chambers will be installed to accumulate drained water and allow sedimentation prior to release. No direct discharge will be allowed from the drainage system to rivers and streams. Regular collection of solid waste along the highway will be organized by contractor identified by the RD. Emergency road maintenance unit of RD will perform rapid response to any road accidents, including those involving cargo vehicles to ensure prompt treatment of any accidental spillages and clean-up of debris. State technical control of the East-West Highway operation through regular oversight and inspection by RD will be provided.

Resettlement Policy Framework (RPF) has been developed, approved and disclosed. The RPF document will serve as a guiding instrument in implementing involuntary resettlement. It sets out objectives; principles; compensation entitlements; legal framework; consultation procedures; grievance redress mechanisms; monitoring and financing provisions. Given delays with completion of detailed design, the preparation of Resettlement Action Plan (RAP) has not started yet. The route of the first 10 km has been agreed upon with the exact right of way almost defined. It is expected that the remaining 4km will be defined by the end of June. With this time line, RAP completion is expected in September 2015. The RAP will provide a detailed description of compensation and rehabilitation measures in compliance with policies and measures set out in the RPF document.

Land acquisition and resettlement processes under the ongoing EWHIPs have been fully implemented in line with the Georgian laws and regulations of the Bank's OP 4. 12 on Involuntary Resettlement. To date, all policy requirements to restore livelihoods of the project affected people and effect and complete compensations measures are being met adequately and timely. As of 2012, two social safeguards consultants are working in the RD (one at central level and one based in the field) which is contributing good RAPs implementation and timely issuance of compliance and progress reports in line with legal covenants.

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

MRDI and RD under it, municipalities and residents of the settlements located along the project section of the highway, transit passengers, tourists, businesses moving cargo along the highway, and potential investors dependent on the transportation through the highway will benefit from the Project implementation.

The Bank policies and the Georgian legislation require meaningful public participation and involvement in the process of the Environmental Impact Assessment and environmental management planning. The initial environmental overview of the EWHCIP was carried out at the early stage of its preparation. The Project stakeholders were consulted on the scope of the ESIA and its methodology. The consultation meeting was held on December 11, 2014 and was attended by the representatives of the local government and the project-affected communities. The second round of consultations was held after disclosure of the draft ESIA and RPF documents. Joint ESIA and RPF consultations were held in RD's office in Tbilisi on May 27, 2015 and on May 25, 2015 in Khashuri municipality to ensure meaningful participation of local stakeholders and Project-affected people. Upon incorporation of the received feedback, the ESIA report was finalized and the minutes of both consultation meetings were attached to it prior to re-disclosure. The RPF has been developed, approved and disclosed on the Ministry website on May 18, 2015 and InfoShop on May 26, 2015. RAP completion is expected in September 2015. The RAP will provide a detailed description of compensation and rehabilitation measures in compliance with policies and measures set out in the RPF document.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	11-May-2015
Date of submission to InfoShop	15-May-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	15-May-2015
"In country" Disclosure	
Georgia	15-May-2015
<i>Comments:</i> Public consultation meetings on draft ESIA report were held in Khashuri municipality near the highway corridor on May 25, 2015, and in capital city of Tbilisi on May 27, 2015.	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	14-May-2015
Date of submission to InfoShop	26-May-2015
"In country" Disclosure	
Georgia	18-May-2015
<i>Comments:</i> Public consultation meetings on draft RPF were held in Khashuri municipality near the highway corridor on May 25, 2015, and in capital city of Tbilisi on May 27, 2015.	
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 4.11 - 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 checked="" type="checkbox"/>]
Does the project design include satisfactory measures to overcome these constraints?	Yes [<input type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input checked="" type="checkbox"/>]
Does the project finance commercial harvesting, and if so, does it include provisions for certification system?	Yes [<input type="checkbox"/>]	No [<input checked="" 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"/>]

III. APPROVALS

Task Team Leader(s):	Name: Mustapha Benmaamar	
<i>Approved By</i>		
Safeguards Advisor:	Name: Agnes I. Kiss (SA)	Date: 04-Jun-2015
Practice Manager/ Manager:	Name: Juan Gaviria (PMGR)	Date: 04-Jun-2015