Note to Task Teams: The following sections are system generated and can only be edited online in the Portal.

Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

Appraisal Stage | Date Prepared/Updated: 21-Mar-2017 | Report No: PIDISDSA17076

Public Disclosure Authorized

BASIC INFORMATION

A. Basic Project Data

Country	Project ID	Project Name	Parent Project ID (if any)
India	P157054	Madhya Pradesh Rural Connectivity project	
Region	**Estimated Appraisal Date**	**Estimated Board Date**	**Practice Area (Lead)**
SOUTH ASIA	07-Nov-2016	18-Sep-2017	Transport & ICT
Lending Instrument	**Borrower(s)**	**Implementing Agency**	
Investment Project Financing	Department of Economic Affairs, Ministry of Finance	Madhya Pradesh Panchayat and Rural Development Department	

Proposed Development Objective(s)

To improve durability and resilience to climate changes of the rural roads developed under CMGSY, improve mobility of the people in the beneficiary villages, and enhance MPRRDA's capacity to manage MP's rural roads more efficiently.

Components

Rural Connectivity and Mobility Enhancement
Institutional Development
Road Safety Management Capacity Development
Incremental Operating Cost

Financing (in USD Million)

Financing Source	Amount
Asian Infrastructure Investment Bank	140.56
Borrower	150.60
International Bank for Reconstruction and Development	210.84
Total Project Cost	**502.00**

Environmental Assessment Category

B - Partial Assessment

Decision

The review did authorize the preparation to continue

B. Introduction and Context

1. Madhya Pradesh (MP) the sixth most populous state in India with a population of 72.6 million, is largely rural with 72 percent living in villages, and 32 percent living below poverty line. Despite progress made in recent years, the impact of growth on poverty in MP has been one of the lowest among Indian states, with inequality on the rise. In terms of human development indicators, while significant headway has been made on literacy in the last decade, social and economic indicators continue to lag.

2. MP is endowed with vast natural resources and suitable agro climatic conditions. This has resulted in a large subsistent agricultural sector that co-exists with a small modern industrial sector concentrated in three states (Indore, Gwalior and Jabalpur). While agriculture provides nearly 72% of all the jobs and contribute 33% of the domestic product, industry employs only 6% of the total workforce.

3. The infrastructure index of the state is amongst the poorest in the country, well below that of other less developed major states like Bihar, Odisha and compares only with north-eastern states. The two critical sectors where the state falls behind are roads and power. It is evident that low levels of infrastructure endowments have been one of the factors hampering the state from accelerating the economic growth.

4. MP ranks high in terms of vulnerability to climate events. The frequency and intensity of rainfall and spatial and temporal distribution of the monsoon is on a continued rise, causing substantial climate risks. Studies also indicate that eastern and northern districts have low adaptive capacity to the impacts of climate change due to low economic capacity and literacy rate, low access to infrastructure, and high exposure to climatic events.

C. Sector and Institutional Context

5. In a land locked state like MP, roads play a critical role in economic growth and development. Madhya Pradesh, with abundant mineral resources, growth potential in agricultural and industrial production, needs a well-developed road network. The current road density of the state is 22.14 km/100,000 km2 which is far less than the national average, 37 km/100,000 km2. The rate of road network growth has not keep up pace with the economic growth in general and traffic in particular.

6. The total length of rural roads in the state is 115,372 km, constituting more than one half of the road network in the state. About 90,000 km of the rural road network is paved, about 73,000 km of which was under Pradhan Mantri Gram Sadak Yojana (PMGSY) program implemented by Madhya Pradesh Panchayat and Rural Development Department (MPRRDA), and the remaining by Public Works Department (PWD). MPRRDA is further developing about 15,584 km gravel surfaced rural roads under the Chief Minister Gram Sadak Yojna (CMGSY). An estimated 30,000 km earthen tracks that are not accessible all year round are reported to exist. MP has 52,117 villages out of which 45,481 are either already connected or the works to connect them is progress, and about 6,636 villages remain unconnected.

7. MP's road network is managed under three institutions. They are: (i) MP Road Development Corporation (MPRDC), managing about 10,000 km of high volume SH and a few MDR. MPRDC is developing a Unified Road Information System (URS) to better manage the network and tolling the corridors to fund

maintenance; (ii) The Public Works Department, managing over 60,000 km of SH and MDR, with no credible maintenance and funding system in place; and (iii) MPRRDA, managing about 62,000 km village roads. New village roads contracts have a commitment of maintenance for five years. While this provides certain level of assurance to maintenance, sustainability of maintenance funding continues to remain a concern.

8. While MP has been one of the participant states and main beneficiaries of PMGSY) over 10,000 of smaller villages that do not meet the PMGSY criteria of population less than 500, remain isolated. To fill this gap, MP launched the Chief Minister's Rural Roads Program in 2010, also known as CMGSY, to connect villages with a population 250-499 and 100-249 in tribal specific villages by a single, well-engineered gravel surfaced road link. Under this program, 9109 villages were identified, over 6000 of them have already been connected and the works to connect the remaining villages is ongoing.

9. With the growth of traffic on the gravel roads, the roadside residents and road users face an increased amount of dust pollution, which has become a health and road safety hazard. Gravel surfaced roads are prone to washouts during flood seasons resulting in disproportionately high cost of rehabilitation to bring them back to service, especially following high flood events. Historically, the likelihood of occurrence of severe floods that damage road infrastructures in the state has been so low and the risks to investment remained low. The future trend of increase in monsoon rainfall by 25% in the next 30-50 years calls for a more resilient design of embankment, pavement and drainage structures of longer design life. Given the relatively shorter design life of such low volume roads (10-15 years maximum) financed under the project, the risk on the project investment is low.

10. The surface quality of gravel roads deteriorates rapidly causing a rapid decline in user's satisfaction and increase in frequency and cost of maintenance. Sustaining the initial gains proved to be difficult with the increase in traffic especially farm tractors and tracks. With the deterioration of riding surface, what is already a small number of freight and passenger services started initially, cut down their frequency and some withdraw as the riding surface got worse. The poor transport services, among others is reflected on teachers' absenteeism and decline in school attendance particularly of middle school female students, which will only continue without sustainable access. As a mostly dry state with less harvest seasons, the rural people of MP are desperate to expand job opportunities in addition to their farm activities during low seasons and to have all season road access to social services.

11. MP is placed among the top ten worst performers in road safety with a fatality of 12.8 persons per 100,000 populations with a large number of accidents in rural areas. It is also a State with one of the highest level of gender inequalities, with a gender and development index ranking the State 33rd out of 35 States and Union Territories. Less than half of women are literate, and the literacy gap between women and men is wide (44.4% of adult women are literate, compared to 73.5% of men). Rural women and girls are most negatively impacted due to inadequate access to transport, creating dents in continuing education and accruing other social benefits. Further, the unavailability of safe transport was identified as the other critical impediment that stalled not only their mobility, but also access economic opportunities for women and girls

C. Proposed Development Objective(s)

Development Objective(s) (From PAD)
To improve durability and resilience to climate changes of the rural roads developed under CMGSY, improve mobility of the people in the beneficiary villages, and enhance MPRRDA's capacity to manage MP's rural roads more efficiently.

Key Results

- Improved durability - Reduced annual maintenance cost per km
- Improved mobility - Number of round trips per day made by bus transport
- Improved resilience - Cost per km of repair after the next monsoon season of a newly built road;
- Improved management Capacity – Wed based construction and maintenance data monitoring in place

D. Project Description

Component A: Road Improvement and Mobility Enhancement (USD 487 mil, Bank financing $282.24 m)

12. The component has two sub components: (i) **Surface Sealing of Gravel Roads**: improvement of existing gravel roads developed under the CMGSY program connecting villages with a population less than 500 in general areas and 250 in tribal areas, and; (ii) **Provision of Alternate Connectivity:** provides alternate connectivity to villages that have higher potential to grow faster, given additional linkages to more economic and market centers. In this context the implementation will be carried out through two subcomponents further described as follows:

A.1 Surface Sealing of Gravel Roads (approx. 10,000 km, $447 m, Bank financing $187.74 m): This sub component supports the upgrading of 10,000 km existing gravel surfaced rural roads developed under CMGSY, to a sealed surface standard to improve sustainability of last mile connectivity provided to 5400 villages. Implementation will be in two phases of 5,000 km each to be completed over a total period of approximately 3-4 years. In addition to the conventional sealing using pre-mix bituminous concrete, modified asphalt using plastic waste in the area and other surface sealing options that provide cost effectiveness and less carbon foot print will be piloted.

A.2 Provision of Alternative Connectivity (approx. 510 km, $38 m, Bank financing $15.96 m): This sub component supports the provision of additional links to villages which are already connected by a single road link but critically require additional connectivity to respond to the growing demand to link to more social, economic and administrative centers. A total of 510 km of such links will be constructed benefiting 240 villages. The proposed innovations in the surface sealing operations will also be applied in this sub component as appropriate.

A.2 Project Management Support ($2.0 m, Bank financing $0.84 m): this activity

supports MPRRDA in the overall project management, construction supervision and quality control, technical and financial audit, with the support from independent consultants.

13. The roads under both subcomponents will be built to the same standard carriageway width of 3m, granular shoulders 1.0 – 1.5 m as per the IRC guideline customized for the CMGSY scheme. The typical pavement structure comprises a subbase course of 300 mm, base course 150 mm and a pre-mix bituminous concrete of 20 mm overlain on a prime coat or tack coat. About 2,050 km of road links will be set aside for piloting alternative cost effective, environmentally friendly designs including the use of waste plastic with asphalt binder, asphalt surface treatments, and other cheap sealing options.

14. Emphasis will be given to the use of locally available materials including for construction of boundary stones, guard stones, km stones etc. Alternative cheaper and greener sealing options such as bituminous binder blended with waste plastic, surface treatment, etc. will be explored and piloted. Given the small size of the roads, it is expected that the civil works will be packaged and procured under NCB procedures; generally comprising of packages of Rs. 10 - 50 m (approx.USD150,000-750,000) in line with existing PMGSY practice.

Component B: Institutional Development (USD 3.5 million, Bank financing $1.47 m)

15. The institutional strengthening will focus on the following key areas: (1) improving asset management capacity, (2) strengthening design capacity, (3) supporting capacity building on road safety and cost-effective and environmentally optimized designs. The proposed activities have been designed to support this component. These include: (i)developing automated web project management system (e-PMS) with a capability to collect design, construction, quality control and contract management and payment certificates data electronically on a web based platform; (ii) improving road asset management by enhancing the existing EMARG developed under CMGSY with possible linkages with the Unified Road Information System developed by MPRIDC and maintenance management system developed under PMGS; (iii) reinforcing the engineering design and research unit of MPRRDA to develop capacity to review third party designs, provide support to field based staff on design problems during execution and; (iv) training of MPRRDA staff in design, procurement, contract management, road safety, social and environmental management of road projects.

Component C: Road Safety Management Capacity Development (USD 10 million, Bank financing USD 4.20 m)

16. This component supports MPRRDA and other Government departments to build their capacity in managing the state's road safety program. The main elements of the component include: (i) developing Road Accident Data Management System (RADMS), (ii) 'Community APP' (smart phone application) for communities to report and receive information/grievances about roads and road safety, and (iii) Community Participatory Road Safety Program (CPRSP).

E. Implementation

17. MPRRDA will be the executing agency at the State level comprising a Safeguards Cell that would guide, coordinate and oversee implementation of EMF, SMF, ECoPS and VF. It would supported by a Safeguard Experts in the Project Management Consultant agency that would be contracted by MPRRDA throughout the project period. Further, as instructed by MPRRDA, HQ, PIU towards implementation of the EM and SMF, have designated an Environmental and Social Officer who will coordinate with Assistant Managers (AM) and Sub Engineers (SE) to ensure implementation of SMF and VF. At each PIU an Assistant Manager, already designated as the Gender focal person would continue to ensure focus on gender aspects. As all DPRs would be reviewed at the PIU level, capacity building of PIU officials to build awareness and adhere to EMF, SMF and VF, would be ensured

Institutional and Implementation Arrangements

Note to Task Teams: The following sections are system generated and can only be edited online in the Portal.

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F. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

1. Madhya Pradesh located at the center of India, is one of the largest and the most populous Indian states. The state with an area of 3,08,000 sq.km is the second largest state in India after Rajasthan. Population density of the state is about 230 persons per sq.km, is much less than the national average. Over 32 percent of MP's population lives below the poverty line compared to the national average of 22 percent. Though endowed with abundant natural resources specifically minerals, the state is still struggling to improve its low income status and the low economic and social indicators. More than 75% of the population resides in villages whose main occupation is agriculture, while the rest of the population lives in towns. It depends mainly on the agricultural sector as more than 80% of the people of the state depend on this sector for their livelihood. The agricultural sector contributes around 46% to the state's economy. The various kinds of crops grown in the state of Madhya Pradesh are rice, pulses, wheat, oilseeds, grams, soybeans, and maize. The state contributes 20% to the total production of pulses in the country. 2. The project roads are proposed to be located in all the fifty one (51) districts of the state. Scheduled Tribes (ST) constitute 21.1% of the state population. The Scheduled Tribe population in the State is overwhelmingly rural, with 93.6 per cent residing in rural areas. Some of the notified Scheduled Tribe districts include Jhabua, Mandla, Surguja and Bastar districts. There are 46 recognized Scheduled Tribes in Madhya Pradesh, India, three of which have been identified as 'Particularly Vulnerable Tribal Groups' (PTGs). Some of these tribes are Agariya, Andh, Baiga, Bhaina, Bharia, Bhumia, Bhuinhar, Bhumiya, Bharia, Pando, Bhumiya, Bhattra, Bhil, Bhilala, Barela, Patelia.

G. Environmental and Social Safeguards Specialists on the Team

Neha Pravash Kumar Mishra

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	Adverse environment impacts are likely to occur due to bituminous surfacing of existing gravel roads and additional links, if proposed improvement works are not properly planned, designed or constructed. Anticipated environmental issues can become significant if not addressed appropriately at various stages, which include inadequate provisions of longitudinal drains, cross natural drainage structures, rehabilitation of leftover borrow pit, disposal of construction debris and embankment/slope stability, HSE measures at plants/camps and work sites, road safety signages, construction management of quarry operations for aggregate, etc. Such anticipated adverse impacts would be mitigated and managed through EMF and ECOPs prepared by MPRRDA.
Natural Habitats OP/BP 4.04	No	OP 4.04 is not being triggered for this project as no sub project road work is envisaged in natural habitats, including those defined as 'critical' under the policy. No civil works are financed on roads passing through designated project areas/wilderness areas.
Forests OP/BP 4.36	No	Under the MPRCP, bituminous surfacing of existing gravel roads of 10000 km is proposed. For new 510 km multiple connectivity, only those roads will also be selected, where no forest land is involved. Due to such works, no impact on health and quality of forest is likely to occur. Such works are also not likely to impact the rights and welfare of people and their level of dependence upon the forests. These works are not expected to bring about any change in the management, protection or utilization of natural forests or plantations. Since no conversion/degradation of forest resources is

		envisaged, OP 4.36 has not been triggered for this project.
Pest Management OP 4.09	No	OP 4.09 has not been triggered for this project as substantive biological/environmental control methods or reliance on synthetic chemical pesticides is not envisaged.
Physical Cultural Resources OP/BP 4.11	Yes	The Madhya Pradesh state have a number of cultural property sites, including (i) sites of archaeological, historical, and unique natural values; (ii) religious properties and sacred groves. Since some civil works are involved, 'chance finds' at work sites is a likely impact that would have to be managed. Adverse impacts on locally important cultural property would be examined, if any, for appropriate mitigation during planning and implementation stages. The EMF and SMF provides the required guidance on this count, including on the screening process to identify such issues. The EMF/ECoP for the project provides a means for determining the extent of direct or indirect impacts on these cultural properties and chance finds by any sub-project. Mitigation measures in this context will be incorporated in sub-project designs and bidding documents as necessary.
Indigenous Peoples OP/BP 4.10	Yes	The Vulnerability Framework (VF), shall address vulnerability resulting from social identity, notably gender, Scheduled Caste and Scheduled Tribe. VF is prepared to support compliance with OP 4.10 and help promote equitable distribution of project benefits among the Scheduled Tribes and Scheduled Caste populations, given that there twenty one (21) recognized tribal districts such as Jhabua, Mandla, Surguja and Bastar districts. Where Scheduled Tribes represent over 10% of the participating village, the VF will require holding a free, prior and informed consultation with Scheduled Tribes to seek their broad support for the project as required by OP 4.10. Processes for consultation, transect walk and land donation, etc. for DPR preparation are detailed in the Social Management Framework.
Involuntary Resettlement OP/BP 4.12	No	OP 4.12 on Involuntary Resettlement is not triggered as the project does not anticipate land acquisition and if any additional land is required, it would be done only through voluntary land donation. While existing CMGSY gravel roads would be upgraded to BT standards resurfacing (10000 km) additional

		multiple connectivity links (510 km) would be taken on existing earthen tracks built under other government schemes and wherein land take is minimal.
Safety of Dams OP/BP 4.37	No	OP 4.37 has not been triggered for this project as there is no construction of new dams or activities that are concerned with safe functioning of existing dams.
Projects on International Waterways OP/BP 7.50	No	OP 7.50 has not been triggered for this project as there are no interventions planned/ proposed over or around an international waterway that could cause a potential conflict. There are also no activities that may affect the use or pollute such a waterway.
Projects in Disputed Areas OP/BP 7.60	No	OP 7.60 has not been triggered as the project is not proposed in any disputed area.

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 terrain along the sub road projects in entire Madhya Pradesh is covered by natural vegetation or agriculture fields due to the conducive soil and climatic conditions. Therefore, high levels of dust and risk of pollution are not likely to arise in adjoining areas along the sub road projects. Fugitive dust emissions are occurred due to movement of vehicles on the existing gravel roads. Fugitive dust is settled on adjoining areas of roads. Under MPRCP, bituminous surfacing of existing gravel roads is proposed in 10000 km with new construction of 510 km multiple connectivity roads. During the bituminous surfacing of gravel roads, dust generation will be minor and for limited duration only. During implementation of the project, necessary public and workers health & safety measures shall be adopted by contractors as per ECoP 14: Public & Worker's Health & Safety, which is part of ESMF.

The project is not likely to have significant adverse impacts. Preconstruction adverse social impacts could include: small fraction of land vide land donation, minor impacts on road side structures, trees, and construction phase such as disturbance, temporary disruption to access, livelihood, dust emission, etc. The first 1,000 kms of roads for which DPRs are ready do not entail any such impacts/losses

Anticipated environmental impacts in sub projects include fugitive dust emissions during construction, inadequate provisions of longitudinal drains, obstructing cross natural drainage, disposal of construction debris, embankment/slope stability, HSE issues at plants/camps & work sites, public & workers safety during construction, obstructing access to community structures and schools, environmental issues from borrowing of earth & quarry operations for aggregate, construction labour issues, etc. Necessary safety measures during construction will be adopted by the contractors as per Environmental Code of Practices (ECoP) 03: Construction Camp and ECoP 13: Construction Plant & Equipment Management, which are part of ESMF. Environmental management plan to mitigate anticipated adverse environmental impacts referring ECoPs shall be part of contract bid document for sub road projects construction.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
Increase in vehicles speed and traffic volume may pose threat to safety of road users during operation phase of sub projects. Therefore, it will require road safety interventions on the subprojects. Due to increase in traffic in due course of time, some minor increase in vehicular emissions is anticipated. However, as a result of smooth riding surface of sub projects after bituminous surfacing and stringent vehicular emission standards in India, adverse impact of vehicular emissions will be negligible. The movement of people for business and social purposes to sub projects connected villages/habitations will be mostly from local/regional areas only, therefore no culture conflict is likely. No significant adverse impact is anticipated due to proposed project.

The project is aimed to improve connectivity of rural habitations across the Madhya Pradesh state, by bituminous surfacing of existing gravel roads of 10000 km length and new multiple connectivity roads of 510 km length. The enhanced and improved habitation connectivity is likely to increase access to employment, markets for agriculture and other services, and possible raise in land values, which are some of the long-term gains anticipated from the project. It is also expected that the improved road conditions will specifically reduce dust pollution that is currently arising from existing gravel roads. It is expected that better connectivity and improved road surface quality will contribute either directly or indirectly to the over-all development in the project influence area.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.
Alternative surfacing options, such as the use of waste plastic blended with petroleum asphalt to reduce carbon foot print, labor intensive construction and maintenance are a few among potential alternatives that have been considered in the project.

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.
Safeguard policies applicable are OP 4.01, OP 4.11 and OP 4.10 and this has resulted in the preparation of safeguard tools/documents: (a) Environment Management Framework (EMF) for the over-all project; (b) the Environmental Codes of Practice (ECoPs) specifically to guide the preparation and construction of rural road improvement works and; (c) the Social Management Framework (SMF), including the (d) Vulnerability Framework (VF). These have been integrated into the project in the form of various avoidance, minimization and enhancement measures. The EMF has been prepared to guide the over-all sub-project preparation and implementation process and covers aspects such as screening methodology; environmental codes of practice; institutional arrangements; supervision, monitoring and reporting requirements to facilitate compliance with the requirements specified in the Bank's Operational Policies and those required under GoI/State Govt. norms. In order to mitigate potential impacts at pre-construction stage such as loss of land vide donation, community structures, trees and other construction stage impacts such as temporary disturbance, disruption to access, dust emission, etc. and also to enhance community participation (including SC, STs, and women) at all project stages the Project has prepared a Social Management Framework (SMF) and a Vulnerability Framework (VF). Specifically, these instruments provide process for stakeholders' consultations, social screening checklist to identify adverse impacts prior to DPR preparation, documentation of voluntary donation, provisions for mitigation of any adverse impacts, stage-wise guidelines to enhance community participation and guide project preparation and implementation in respect of information dissemination and implementation and monitoring arrangements, capacity building program and a grievance redressal mechanism. Besides incorporating relevant labor laws (including Inter State Migrant Act) in the bid documents (and SMF), monitoring formats and indicators would be developed as part of SMF, during implementation stage to monitor related issues, if any. MPRRDA will be the

executing agency at the State level comprising a Safeguards Cell that would guide, coordinate and oversee implementation of EMF, SMF, ECoPS and VF, and supported by Safeguard Experts in the Project Management Consultant agency. As all DPRs would be reviewed at the PIU level, capacity building of PIU officials would be ensured.

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

The primary stakeholders in MPRCP include: (i) community residing along/close to the road, including farmers; (ii) road users; (iii) project affected persons, if any. The secondary stakeholders include local government bodies like Panchayati Raj Institutions (PRI), officials from Water Resources, Environment, Revenue, Social Welfare, and representatives from CBOs and NGOs.

Consultations: A consultation framework has been laid out in the EMF (including ECoPs) and SMF (including VF) to ensure proper consultation with key stakeholders. Over-all, the consultation strategy/process is designed to enhance positive and manage negative impacts likely to arise on account of the project. The EMF (including the ECoPs) and the SMF (including the VF), are modified versions of instruments, which are currently in-use for the on-going Bank funded PMGSY - India Rural Roads Project II. Feedback has been obtained from a range of stakeholders to develop safeguard instruments for this project. At the project road level, in accordance with safeguard instruments consultations will be carried out by conducting transect walk and village community level meetings as part of the DPR preparation. Outputs from this process will be integrated into engineering design to the extent possible.

Disclosure: Draft safeguard documents (EMF, ECoPs, SMF & VF) have been disclosed on the MPRRDA website (http://mprrda.com/Citizen/wb_project.htm) on October 28, 2016. The final version of the safeguard documents will be re-disclosed in the MPRRDA website and in Bank's Infoshop. All documents have been placed in locations accessible to public along with executive summary in vernacular language.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank	Date of submission to InfoShop	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
28-Oct-2016	31-Mar-2017	

"In country" Disclosure

India

28-Oct-2016

Comments

As part of in country disclosure, the relevant safeguard documents- Environmental Management Framework, Environment Codes of Practice, Social Management Framework and Vulnerability Framework have been disclosed by the implementing agency- MPRRDA on its website on October 28, 2016.

Indigenous Peoples Development Plan/Framework

Date of receipt by the Bank	Date of submission to InfoShop
28-Oct-2016	31-Mar-2017

"In country" Disclosure

India
28-Oct-2016

Comments

As part of in country disclosure, the relevant safeguard documents- Environmental Management Framework, Environment Codes of Practice, Social Management Framework and Vulnerability Framework have been disclosed by the implementing agency- MPRRDA on its website on October 28, 2016.

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment

Does the project require a stand-alone EA (including EMP) report?
No

OP/BP 4.11 - Physical Cultural Resources

Does the EA include adequate measures related to cultural property?
Yes
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?
Yes

OP/BP 4.10 - Indigenous Peoples

Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?
Yes
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?
No
If the whole project is designed to benefit IP, has the design been reviewed and approved by the Regional Social Development Unit or Practice Manager?
NA

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank's Infoshop?
No
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

All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?
Yes
Have costs related to safeguard policy measures been included in the project cost?
Yes
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?
Yes
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?
Yes

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APPROVAL

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