COMBINED PROJECT INFORMATION DOCUMENTS / INTEGRATED SAFEGUARDS DATA SHEET (PID/ISDS)

Additional Financing

Report No.: PIDISDSA18376

Date Prepared/Updated: 19-Apr-2018

I. BASIC INFORMATION

A. Basic Project Data

Country:	Ecuador	**Project ID:**	P158756
		Parent Project ID (if any):	P144489
Project Name:	Additional Financing Quito Metro Line One Project (P158756)		
Parent Project Name:	Quito Metro Line One (P144489)		
Region:	LATIN AMERICA AND CARIBBEAN		
Estimated Appraisal Date:	27-Apr-2018	**Estimated Board Date:**	25-Jun-2018
Practice Area (Lead):	Transport & Digital Development	**Financing Instrument:**	Investment Project Financing
Borrower(s)	Municipio del Distrito Metropolitano de Quito		
Implementing Agency	Empresa Publica Metropolitana de Quito		

Financing (in USD Million)

Financing Source	Amount
International Bank for Reconstruction and Development	230.00
Development Bank of Latin America (CAF)	152.20
Inter-American Development Bank	250.00
Financing Gap	10.00
Total Project Cost	642.20

Environmental Category:	A-Full Assessment
Appraisal Review Decision (from Decision Note):	
Other Decision:	
Is this a Repeater project?	No

B. Introduction and Context

Country Context

The World Bank Group Interim Strategy Note for Ecuador (April 2013) identifies transport and access to basic services at the subnational level as key priorities for the authorities to contribute to their goal for inclusive and sustainable growth. The country has seen a period of relative political stability and the Government has invested unprecedented amounts of resources in infrastructure and the social sectors in an effort to reduce inequality and promote inclusion. Poverty has fallen considerably in recent years, making Ecuador one of strongest performers in Latin America in terms of reducing poverty. Between 2006 and 2012 income poverty at the national poverty line fell from 37.6 percent to 27.3 percent, while extreme poverty fell from 16.9 percent to 11.2 percent. Despite these significant reductions, the Government recognizes poverty remains a challenge. In Quito the poverty rate is 12.8 percent, while absolute poverty is 2.3 percent (2011).

The Quito Metro Line One Project (Primera Linea del Metro de Quito, PLMQ) is the largest and most important infrastructure project in the city of Quito and in Ecuador. The project is advancing well, with physical progress in the ongoing civil works contract of 49.84 percent and financial progress of 47.43 percent as of January 2018. In accordance with the current implementation schedule, the Project will be completed by October 2019. The Quit Metro Line will significantly improve the quality of transport services and reduce travel times, particularly for low-income users.

Sectoral and Institutional Context

Transport demand has been rising in Quito because of a growing population and suburbanization. The combined effect of these trends is an increase in the frequency and length of trips. Quito lies in a long, narrow valley that runs south to north, with the poorest population concentrated in the south and other outlying fringes of the metropolitan area. Today 2.6 million people live in the MDMQ. The population in the urban area is growing by 1.7 percent a year, and by 4.2 percent in suburban areas. Lengthy suburban trips are expected to account for nearly a third of trips in MD

To address this situation, in 2009 MDMQ commissioned comprehensive planning studies that recommended creating a citywide Integrated Mass Transit System (SITP). Created in March 2012, the SITP is intended to provide high-quality urban transport services by integrating mass transit systems (bus and rail-based), allowing passengers to transfer more easily between different modes. The SITP will have four components: the currently operational Metrobus-Q bus medium capacity rapid transit system ; the conventional mixed traffic buses; the Quito Cable Cars; and the PLMQ as a high capacity metro system that will serve as the backbone for the SITP.

There are currently five BRT corridors in the city. The Trole (Spanish abbreviation for trolleybus) opened in 1995 including operation in the narrow streets of the Historical Center of Quito (CHQ). Quito subsequently expanded its BRT network to Ecovia (2002), the Central North Corridor (2004), the Southeast Corridor (2010), and the Southwest Corridor (2012). The MDMQ has also started building a sixth line in the Northeast Corridor. This BRT network is called Metrobus-Q and now totals 83.8 km, one of the largest in Latin America. The expansion of this network in 2010 and 2012, together with significant investments in the existing facilities and bus fleet, resulted in a jump in demand from 400,000 to 828,000 passengers a day in the same period.

Conventional mixed traffic buses complement and serve as feeders to the future metro and the Metrobus-Q BRT. In addition to the 828,000 trips moved by Metrobus-Q, there are 1.8 million daily trips handled by a fleet of approximately 2,500 privately owned buses operating in mixed traffic. The lack of exclusive lanes results in long travel times, affecting particularly the poorest people living in the southern part of Quito.

C. Proposed Development Objective(s)

Original Project Development Objective(s) - Parent

The proposed Project development objective (PDO) is to improve urban mobility in the city of Quito serving the growing demand for public transport. The Project will reduce travel times, decrease

operational costs of the transport service, improve connectivity, security and comfort of the current system and reduce emissions of pollutants and greenhouse gases.

Key Results

The intermediate outcome indicators will make it possible to track project implementation in detail, because they measure how progress on the construction of works, track implementation, power and signaling systems. Intermediate indicators will also measure implementation of feeder routes and the advancement in the integrated fare collection system. Each aspect of the PDO is covered under one indicator.

D. Project Description

The First Line of the Quito Metro (PLMQ) consists of an approximately 23-km metro line that extends along a north south axis from El Labrador (located at the southern tip of the decommissioned Quito Mariscal Sucre airport) to the Metrobus-Q Bus Rapid Transit (BRT) system and inter-municipal bus transport terminal at Quitumbe. The metro line will have 15 stations, five of which will be physically integrated with the Metrobus-Q BRT system. Rolling stock will include 18 trains (six-car formations) with a maximum capacity of 1,270 passengers each (6 passengers per square meter). All stations will meet universal accessibility standards. Estimated ridership at the start of operations in 2020 is 369,000 passengers on a working day. The designed commercial speed is 37.5 km/hour with an average travel time between end-stations of 34.5 minutes. The project includes the construction of a yard and maintenance shops at Quitumbe.

The Borrower is MDMQ, which has officially delegated implementation of the PLMQ to the Quito Metropolitan Public Metro Company (EPMMQ), a city-owned enterprise created in April 2012. EPMMQ manages all implementation aspects, such as safeguards, reporting, and supervision of construction contracts and Project implementation. Financial management arrangements assign responsibilities to both MDMQ and EPMMQ. Likewise, for procurement arrangements, EPMMQ carries out all processes except that MDMQ pays the contractors.

As indicated in the Project Appraisal Document (PAD), the selection of a heavy underground metro as the preferred option was the result of an alternative analysis undertaken by the EPMMQ with the aid of consultants. This analysis compared other options such as conventional buses, BRT, light-rail transit (LRT), and a heavy underground metro. Quito has an extensive network (about 86 km) of BRT plus conventional buses. Given the high demand, particularly at peak hours, and the high passenger per kilometer index (IPK), the challenge was to find a trunk mode that would serve as the system's backbone and integrate the existing road-based public transport modes. The choices were also restricted by the city's very narrow streets, the existence of a historic center that is protected by law and is designated as a UNESCO World Heritage site, and the width of the city which constrains other alternatives. In the end, the heavy underground metro was chosen as the most cost-efficient alternative to integrate the existing systems. Furthermore, the EPMMQ evaluated several route alignments to meet pre-established criteria defined by its decision makers and civil society. It undertook public consultations and obtained feedback which, together with topographical, geological and geotechnical data, enabled the choice of the alternative described above. In short, the EPMMQ made a remarkable effort to review, evaluate and select the proposed alternatives and has a solid basis to justify them.

Component Name:

Component 1 - Construction of the metro stations of La Magdalena and El Labrador.

Comments (optional)

Component Name:
Component 2-Infrastructure and Equipment Investment.
Comments (optional)

Component Name:
Component 3: Provision of Train Sets
Comments (optional)

Component Name:
Component 4, Project Management
Comments (optional)

Component Name:
Component 5, Technical Studies
Comments (optional)

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

F. Environmental and Social Safeguards Specialists

Carlos Tomas Perez-Brito, Social Safeguards Specialist

Robert H. Montgomery, Environmental Safeguards Specialist

II. IMPLEMENTATION

EPMMQ has established the Department of Social Responsibility, which is responsible for environmental, social and health and safety. The Department includes a manager and four areas: environment, social, health and safety, and cultural resources. Additional support is provided by outside consultants related to specific technical areas or needs. Various components of the project environmental, health and safety plans (e.g., Environmental Management Plan, requirements in construction contract, etc.) are implemented by the project construction company. EPMMQ hired an independent consulting company to monitor and supervise the project, including the environmental, health and safety (EHS) aspects during project construction. EPMMQ has contracted for a quarterly environmental and social audit by an independent consulting company. EPMMQ will also contract, per the project environmental license issued by the Ministry of Environment, for an annual independent environmental audit by independent third party under terms of reference and selection approved by the Ministry of Environment. EPMMQ has established formal (e.g. convenios) and informal arrangements with various other public agencies/institutions, such as transit and waste management. During project implementation, environmental and social performance of the key entities (EPMMQ, project construction company, and project construction supervision firm) has been acceptable. EPMMQ is implementing a plan to further strengthen the Department of Social Responsibility, and although there are some delays in its implementation due to overall budget limitations in

EPMMQ, the proposed Additional Finance (AF) will assist in enhancing their institutional capacity. EPMMQ is continuing to implement it's Integrated Management System for Environment, Social, and Health and Safety (PGASSH acronym in Spanish), which is being updated associated with the proposed AF. The proposed AF does not change the EHS implementation arrangements that are currently in place for the Project.

III. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project is classified as Category A. An Environmental Impact Assessment (EIA), including an Environmental Management Plan (EMP), was developed for the Metro Quito Project (Note: construction of the Metro Quito Project is separated into Phase 1 [construction of La Magdalena El Labrador Stations] and Phase 2 [all remaining construction]; the Bank project consists of financing a portion of Phase 2). The EIA included various support studies, including cartographic interpretation, topography, archeology and paleontology, heritage sites and structures, passive seismic, vibrations, earthquakes, hydrogeology, groundwater flow modeling, inspection of buildings and structures, affected pubic services, geology and seismic effects. The EIA was approved by the Ecuador Ministry of Environment, responsible by law for this project. The Inter-American Development Bank, the European Investment Bank, and the Andean Development Cooperation (CAF) approved financing for a portion of the Metro Quito Project. Other relevant studies that were developed for the project include an additional social impact study, gentrification study, Environmental and Social Management Plan (EMP), social participation process report, historic center cultural heritage report, study on trees of historic importance, and socioeconomic study of transportation cost related to family expenditure. The Project Additional Financing (AF) does not entail any new project works or any new environmental impacts and risks that were not considered in the original financing, as the AF addresses a financing gap generated by a higher than estimated project cost and scale up of the Technical Assistance (TA) component

		of the Project to further strengthen the capacity of the implementing agency and support project execution including environmental and social aspects. The project has various positive benefits, including improvement in the quality of life of the residents of Quito; promotes urban integration and organization and consequent land development; provides increased comfort, reliability and decreased commute times; increased urban accessibility and mobility; less superficial vehicular traffic on main roads, allowing for the decrease of traffic congestion, combustion gas contamination and sound, as well as commute times; air quality improvement of Quito, contributing to the reduction of greenhouse gas emissions and the mitigation of climate change; improved public health due to the reduced number of accidents and less environmental contamination; job creation; and increased commercial and economic activity. In terms of potential negative environmental and social impacts and risks, in addition to typical infrastructure construction impacts which are localized and of short duration (e.g., generation of noise, dust, waste management, etc.), there are some project specific impacts and risks of particular significance. Some potential significant impacts during construction are effects on soil stability or subsidence during tunnel excavation or vibrations that cause damage to the structure of buildings, potential changes in flow of ground water, effects on stations located in municipal parks (green areas), traffic congestion, noise and dust around metro station locations, transport and disposal of soil/excavated material from the tunnel and station excavations, possibility of archaeological finds, impacts cultural resources in the Quito historic center, worker health and safety risks in tunneling and excavation works and truck transport of materials and waste soils, and decreased accessibility to businesses and homes in the immediate vicinity of metro stations. During

		the initial construction an additional risk was confirmed, being existence of soil and ground water contamination at La Pradera station due to past leakage from underground storage tanks at a nearby gasoline station. Potential significant operational phase impacts or risks include: vibration impacts on buildings, impact on ground water flow, waste management of metro rail car maintenance facilities, and risk of emergency event (e.g., fire, explosion, etc.). The project design has incorporated various measures to minimize and mitigate some potential impacts and risk. Studies on the type of soils along the route have confirmed that there is limited risk to liquefaction or collapse. A sequential method will be used for tunnel construction that provides greater safety during works and reduces possibility of subsidence. Tunnel protection systems with be used to minimize risks of subsidence and impact on ground water flow. The project EIA includes an Environmental Management Plan (EMP) which presents mitigation and monitoring measures for each project phases (design, construction, operation and maintenance, and closing). The EMP includes: (i) Plan for the Prevention and Mitigation of Impacts, including plan for the prevention and reduction of air contamination, noise and vibrations, plan for the prevention and mitigation of soil contamination, geology and geomorphology prevention and mitigation plan, plan for the prevention and mitigation of water contamination, plan for the prevention and mitigation of biological contamination, plan for the prevention and mitigation of mobility deterioration and urban accessibility, plan for the prevention and mitigation of damages to cultural resources, plan for the prevention and control of landscape impacts; (ii) Industrial Safety and Occupational Health Plan; (iii) Emergency and Contingency Response Plan; (iv) Community Relations Plan; (v) Environmental Training Plan; (vi) Waste Management Plan; (vii) Plan for the Restoration of Affected Areas; (viii) Closing and Abandonment Plan; (ix) Maintenance

		Plan; and (x) Monitoring and Follow-up Plan. EPMMQ has also developed and implemented an Integrated Environmental, Social, and Health and Safety Management Plan ("Plan de Gestion Ambiental, Social, Seguridad Industrial y Salud Ocupacional", or PGASSH acroyn in Spanish) that incorporates all aspects of the EMP and further develops various environmental, social, and health and safety aspects. The PGASSH, which is being updated associated with the AF, includes: Goals and Objectives, Roles and Responsibilities, Institutional Capacity, Inter-agency Coordination/Agreements, Integrated Management System, Environmental Management System, Social Management System, Occupational Health and Safety Management System, Environmental Monitoring, Monitoring/Supervision and Reporting, Management of Excavated Soil, Budget, Supporting Studies/Plans (e.g., Management of Patrimonial Trees, Traffic Management during Construction of Metro Stations, Works in the Quito Historic Center, Work at la Pradera Station, etc.), and Complaint Mechanism.. The EIA (with it's EMP) and the PGASSH include various monitoring programs during construction and operation stages, including sampling sites, parameters and frequency. These include: air quality, noise, vibrations, soil quality, quality of surface and ground water. Project environmental performance monitoring and supervision include: (i) environmental, health and safety monitoring and monthly reporting by construction contractor, who by contract must have designated environmental and health safety managers; (ii) environmental, health and safety supervision of construction works by an independent consultant firm contracted by and monthly reporting to EPMMQ; (iii) direct supervision by EPMMQ; (iv) supervision by Ministry of Environment regarding compliance with the Project EIA (including EMP) and environmental regulatory

		requirements; (v) supervision by Ministry of Labor related to worker safety; (vi) environmental and social auditing performed by an independent consulting company contracted by EPMMQ with quarterly reporting; and (vii) performance of an annual environmental audit by independent third party under terms of reference and selection approved by the Ministry of Environment. Information disclosure and public consultation has been performed (see ISDS section IV.A.5 for details). The total project budget was originally estimated to be approximately US$ 1,500,000,000, which approximately 0.6% is for the implementation of environmental management plans and social ($8,938,000). However it is important to note that many of the measures of socio-environmental prevention are already incorporated in the final design of the project and therefore are not considered in this ESMP budget. Considering these other measures, it is reported that the value of socio-environmental prevention is approximately 5% of the total project cost. The Project AF includes some additional resources to supplement the funding of various environmental, social, and health and safety management activities. The Project environmental, health and safety plans (e.g., ESIA, PGASSH) are being implemented and the construction consortium and implemented an Environmental Management System and Health and Safety Management System. The independent consortium supervising the construction contract has implemented various supervision and reporting measures related to environment, health and safety. EPMMQ has contracted for an additional environmental auditor to supplement their own supervision of works. The only material change in the original project design (from the original Project approved by the Bank) is the location of the

		2.6 km line section from Quitumbe station. The new location, which runs slightly to the west, significantly reduced potential environmental and social impacts by avoiding cut-cover excavations in a small river and housing area. An ESIA was developed for this new alignment, was disclosed to the public, and has been approved by the Ministry of Environment. The ESIA was reviewed by the Bank and disclosed on the Bank website. Specific management plans have also been developed to manage soil and ground water contamination at La Pradera station, which was caused by leaks from an existing gasoline station underground tanks (note: the PGASSH included a process for development of such plans should contamination be detected). These plans have been approved by the Ministry of Environment. These plans were reviewed by the Bank. No significant unmitigated environmental impacts or material environmental regulatory or contractual requirements have occurred. However, as mentioned above, specific management plans have been developed to manage soil and ground water contamination at La Pradera station, which was caused by leaks from an existing gasoline station underground tanks. These plans are being adequately implemented. Significant works were completed for the archeologic collection/removal at San Francisco station, including the successful collection and documentation of archeological structure and materials, collaboration with relevant governmental entities in the design and development of the archaeological display in the future San Francisco Metro Station, and re-stablishing the plaza with the original historic cobblestones fulfilling the UNESCO mandate to keep the integrity of the square as it was before the Metro works (see OP/BP 4.11 below for details). In order to consolidate the various environmental, social, and health and safety identified issues (e.g., via Bank missions and Aide Memoires, environmental and social

		performance reports, supervision and audits) and assess overall compliance associated with the request for Additional Financing to various Banks, an Environmental and Social Corrective Action Plan (PAC acronym in Spanish) (initial version was developed in 3rd/4th quarter 2017) by a consulting firm contracted by IDB. EPMMQ and the project have been working diligently to implement the PAC, and as of January 2018, has reportedly completely most of the recommended actions. The Project has been using Troje IV and Parque Bicentario for disposal of extracted soils from stations and tunneling. The Troje IV is not a site dedicated to, or developed only for, the Metro Quito project. The site was developed by EMGIRS (Mun. Quito Waste Management Company) to serve the needs of the metropolitan area of Quito. An EIA for Troje IV was developed and approved by the Ministry of Environment. The EIA was disclosed and public consultation performed. This EIA was reviewed by the Bank. Due to reported logistical problems at Parque Bicentario, the project used the Oyacoto landfill from March 2017 to October 2017, its main usage from May to August 2017. The Bank was not notified of its use until May 2017. Upon notification, the Bank requested information on its use, and requested its subsequent stoppage., the extracted soil disposal destined for re-use at Parque Bicentario (i.e., as originally planned to allow re-use of soils to help construct the public park) was stopped and the materials were disposed at the Oyacoto landfill. Oyacoto is a public landfill, managed by EMGIRS the municipal public waste management company, and services the Quito metropolitan area. While the Oyacoto landfill reportedly is authorized by the Ministry, some social and environmental issues were identified by the Bank and formalized as part of an Environmental and Social Audit conducted under auspice of EPMMQ and the banks. Regarding environmental aspects (see OP/BP

		4.10 and 4.12 text for social aspects), the audit identified a potential risk for slope instability in the area at the top of a slope where project soils were disposed along with materials from other sources, and recommended an additional assessment, mitigation measures as needed, and installation of controls (e.g., signs, etc.) to identify this potential risk. EPMMQ and EMGIRS have agreed to conduct a specific soil stability analysis of the areas where project materials were disposed on the top of the slope and EMGIRS will implement immediate actions to mark the area (i.e., identifying of potential risks, restrictions) and provide some information to workers and others in the site (including waste pickers) of the potential risk and limitations/restrictions. The use has Oyocoto landfill has stopped and materials are again being disposed at Parque Bicentario. The project had also been using the Troje IV landfill (also operated by EMGIRS) for disposal of excavated materials. Troje IV had received an environmental authorization from the Ministry of Environment, was receiving waste materials from a variety of sources, and was being operated by a firm contracted by EMGIRS. However, in December 2017 a significant slope failure occurred at the landfill, which resulted in a worker fatality, and the site is presently closed. Studies are being under-taken to more fully confirm the cause of the slope failure and define what remedial actions are needed. Presently it is unclear whether the Troje IV landfill will re-open or be closed. Based upon the final decision of the government, the appropriate plans (e.g., engineering, operation and maintenance, closure, EHS management, etc.) will be needed, Due to the closure of Troje IV, all project extracted soil materials are being disposed at Parque Bicentario. Presently EPMMQ is assessing potential additional sites that could be used for disposal of extracted materials. The updated PGASSH as well as the IPPF define a strategy and process to assess other potential sites for project soil disposal (e.g., as needed,

		preparation of necessary studies (EIA,EMP, IPP etc.), disclosure, consultation, etc.). Any new site would need to comply with local regulations and several criteria explicitly identified in the EMP (PGASSH) and the IPPF if IP communities are identified at the selected site. This set of criteria includes prior approval from the multilateral banks. While the construction company (CL1) has developed and implemented a comprehensive Occupation Health and Safety Management System which based upon project supervision and monitoring reports demonstrated strong performance (e.g., extensive procedures, large OHS staffing, low accident rates, high levels of training, good supervision, etc.) and EPMMQ has an OHS management system component in the PGASSH, there have been 6 worker deaths directly or indirectly associated with the Project (with 4 in November and December 2017, one in February 2018). Four are related to truck transit (e.g., movement of materials or extracted materials to/from project construction sites), one associated with a Tunnel Boring Machine (TBM) operation, and one due to the slope failure at Troje IV. The unfortunate recent fatalities in short-time represented a significant concern and necessitated the need for assessment and OHS action. In December 2017, the Bank, working with EPMMQ, CL1 and the contracted supervision company, developed an OHS Action Plan to more completely assess the situation, define and implement actions to help reduce similar future incidents, and to provide followup on the individual worker fatality incidents. Example actions in the plan includes improve process/procedure for fatality assessment and reporting, review and update as needed driver procedures and training, and review and re-evaluation of truck routes (including identification of specific risks). Significant progress has been made on the action plan. During a Bank mission in February 2018, additional follow-up measures were identified including various related to road safety. No systemic issue or significant non-compliance has been identified related to the fatalities.

		Regarding economic displacement not related to land taking attributed to the project. The construction of five stations in areas with dynamic business activity has reduced street traffic and access to households and formal and informal business that might result in temporary economic impacts not associated to land taking. These economic impacts are being documented and mitigated following OP 4.01. The Project has conducted extensive consultation with businesses and households in the area of influence of the stations not only to inform them about potential negative impacts such as traffic and reduced accessibility but also potential benefits, once the station is operating, such as increasing business prospective due to prime locations and high accessibility to metro system. To analyze this type economic impacts, the MDMQ commissioned a specific baseline study in 2015 assessing all business around the area of influence of the Metro line. As a result, the client developed a series of mitigation measures under the Community Relations Plan that is part of the PGASS-H. These mitigation and compensations measures include: i) on going consultation and information with business and households; ii) allow access to business by pedestrians in all sites, and by cars in areas where space allows; iii) “We are open for business” signs at all construction sites; iv) additional parking areas with security paid by the Project for households and business in case access to garages is reduced; v) training on business management has also been given to businesses. Following the 2015 report, MDMQ has updated its databases with new information about business and households. However, most business have refused to provide income data which complicates the chances to measure which businesses have experienced negative economic impacts and if mitigation measures in place have been adequate. Since under Ecuadorian Law, compensations for economic impacts not associated to land acquisition are not recognized, in December

		2017, the Metro's legal team defined a legal framework to mitigate affected parties following multilateral banks safeguards policies, particularly focusing on vulnerable businesses. In addition, the Project has commissioned a new study to develop a Livelihood Restoration Plan that will be completed during FY 2018. This study will update the business and household census to better identified current and future economic impacts, particularly focusing on vulnerable businesses. The study will also define a specific methodology to identify vulnerable businesses, and measure and mitigate residual economic impacts beyond mitigations measures already in place. Completion of this report will be monitor as an activity under the PAC and financial resources to cover its cost will be integrated under the IADB AF that will be approved in April 2018. The environmental risk remains high due the magnitude of potential works, environmental health and safety impacts and risks and their associated mitigation and monitoring measures. Some key issues continue to be: ongoing management and EHS performance of all contractors and sub-contractors due to numerous works fronts/sites and workers; continued and complete implementation of the defined EHS related actions (e.g., in PAC, Oyacoto ES Audit Report, OHS Action Plan); safe and environmentally correct construction at the La Pradera station due to existing soil and ground water contamination; resolution of issues associated with extracted soil management, including having an area(s) for the remaining project soils and resolution of the Troje IV situation; resolving the existing limited resources available for EPMMQ Department of Social Responsibility (GRS) due to overall budget reductions in EPMMQ, which has led to some issues with the overall EHS management and PGASSH implementation, in particular institutional strengthening within GRS and full execution of some specific activities. These issues have been identified during Bank missions, and specific actions are included in Aide Memoires and other recent project documents

		(e.g., PAC, OHS Action Plan, Oyacoto ES Audit) to address these issues. As part of the AF, additional resources will help resolve some of these. The Bank continues to work with EPMMQ to explore options to increase positive environmental and social benefits. The ideas include: (i) improvement of parks and recreational areas (e.g. El Ejido and La Alameda) associated with their construction closure (ii) related construction of San Francisco Metro station, exploring how to restore the area and make available to the public the archeological finds and (iii) support EPMMQ in developing of a more effective and efficient operational phase social, environmental, safety and occupational health management system based on international experience in other metro systems.
Natural Habitats OP/BP 4.04	No	This policy is not triggered since the project will not involve the significant conversion of natural habitats or critical natural habitats. There will be some impacts on a number of urban trees, some of which are of aesthetic and historical value. These impacts have been considered within the EIA, and recent EPMMQ efforts on re-designing the station location at El Ejido have helped reduce the impact on trees. The EMP provides measures to re-located directly impacted trees and re-vegetate the relevant metro stations after construction. During construction to date, various tree re-planting has already occurred; and is being done in coordination with the Municipality of Quito. None of the potential sites selected for tunnel soil/spoil disposal would significantly adversely impact any natural habitats as defined under this policy.
Forests OP/BP 4.36	No	This policy is not triggered since the project will not affect forests, forest dependent communities not will it involve changes in the management of forests.
Pest Management OP 4.09	Yes	While the project does not involve the purchase or use of significant quantities of pesticides, the policy is triggered since, during operation phase, the project may require the limited use of regularly available pesticides for pest control (e.g. rodents, etc.) in the

		tunnels. Applicable standard procedures will be established in the operation phase environmental management plan under OP 4.01.
Physical Cultural Resources OP/BP 4.11	Yes	This policy is triggered given that a portion the proposed metro-line route passes directly underneath a portion of the historical center of Quito, which was declared as the first World Heritage Site by UNESCO in 1978.The construction works in this area are limited to tunneling (which will be done by conventional/traditional methods and not Tunnel Boring Machine (TBM)) and the construction of station (San Francisco). The operation of the metro is expected to have a positive impact by helping to reduce traffic congestion and facilitate better access to the area. The one potential future station (Plaza del Teatro) is not located in the area of Quito's historical core declared as World Heritage Site by UNESCO. The construction in this area presents potential risks due to vibrations, soil subsidence, visual impacts of entrance to stations located in the historical plazas, and impacts to aesthetic values around the stations including trash. In order to help reduce potential risks in the historical center of Quito, several alternatives for technical design for stations in San Francisco and Plaza del Teatro were studied (e.g., resulting in using conventional tunneling, removing of all spoils at station south of San Francisco thus eliminating project truck traffic issue in the center, utilizing an existing building for San Francisco metro line entrance, etc.). An initial survey all buildings above the tunnel/line path has been completed and will be used to asses any potential actual impacts during construction. Based upon other works that have occurred in the past in the historic center and existing knowledge about Plaza San Francisco, it is reported that there is little change of any significant archeological findings during the station construction (e.g., mainly fill materials in shallow depths). The Municipality of Metro, based upon a study developed by EPMMQ, has submitted a report to UNESCO informing them of the proposed project. The Municipality reported that they do not anticipate any issue from UNESCO

		based upon other works completed in the past and similar reporting to UNESCO. As part of the EMP there is: (i) archaeological monitoring during construction stage, (ii) additional archeological monitoring before removal of surface materials required for constructing San Francisco station, (iii) archeological rescue and protection in case of chance finds, and (iv) building structural inspections and vibration monitoring. On a broader scale (i.e., beyond the project), the municipality developed a Historical Center Integral Restoration program which is being implemented by the Heritage Metropolitan Institute (IMP). This program contemplates the Metro Quito project. The applicable design, mitigation and monitoring measures are established as part of the project EMP developed under OP 4.01. Staff of the World Heritage Center at UNESCO prepares conservation status reports and draft decisions on a yearly basis, for each site having potential issues. Such conservation status reports and draft decisions are then reviewed and voted for approval at the World Heritage Committee, which meets every year. Regarding Quito, the last conservation status report and draft decision (June 2013) do not forecast any risk of delisting the site from the World Heritage List as a result of the metro project, as the construction of a metro, per se, would not impact what is defined the Outstanding Universal Value on the basis of which the site was inscribed on the World Heritage List. Delisting the site, on the other hand, remains a risk, depending on how the project will be implemented. Hence the importance of following the EMP during construction. Significant works have been completed for the archeologic collection/removal at San Francisco station. The archaeological campaign included, apart from the exhaustive documentation, the consolidation and extraction of some of the architectural structures, as well as materials such as ceramics, metals, and bones, among others, currently under the IMP (Municipal Institute of Heritage) custody. The IMP together with

		INPC (National Institute of Cultural Heritage) and EPMMQ are collaborating in the design and development of the archaeological display in the future San Francisco Metro Station, including the mentioned structures, artifacts exhibition, and informative panels and photographs about the history and evolution of the square (Plaza de San Francisco). In the surface, the historic cobblestones were reinserted accomplishing the UNESCO mandate to keep the integrity of the square as it was before the Metro works. IMP is following up with UNESCO and ICOMOS on the World Heritage Committee resolutions, including the development of the mandatory State of Conservation reports (SOC).
Indigenous Peoples OP/BP 4.10	Yes	This policy was not triggered under the Parent Project. However, Indigenous Peoples (IPs) were identified in the area of Oyacoto, a site temporarily used as a landfill to dispose soil waste from the project. Impacts to this site were assessed through a Social and Environmental Assessment specific for Oyacoto. Impacts identified were associated to heavy traffic, dust, damages to houses due to vibrations and temporal economic displacement to waste pickers. As a result, retroactive compensations measures were agreed upon consultation with the community, particularly waste pickers and there is timeline for completion. The compensation includes, construction of a warehouse for recycling, equipped with restrooms, and training activities. Subject to the approval of the compensation plan by the Ministry of Environment, the implementation of the warehouse is planned for October 2018. In the meantime, temporary bathrooms are being provided as of February 26, 2018. The site is not being used for the project anymore and the client has informed the Bank that will not use the site for the project, as they will look for alternative options. As a preventive measure, the policy is triggered due to the possible presence of indigenous peoples in areas of new landfills still to be identified to be use for disposal of waste generated by the project. As a result, the client prepared, consulted and disclosed an

		Indigenous Peoples Policy Framework (IPPF). The IPPF was shared with relevant institutions and professionals for comments and suggestions. Suggestions were received from two academic experts (Universidad San Francisco and Universidad Central del Ecuador). The main comments referred to ensuring broad community support, ample consensus on the compensation measures to be provided and ensure full access to information to IP communities related to environmental aspects to be done in a culturally appropriate manner. These suggestions were incorporated into the framework. The IPPF defines presence of IP communities that either migrated or have lived around the valley of Quito. As part of the selection process for new landfills, presence of IP will have to be determined and if confirmed a specific Indigenous Peoples Plan (IPP) will be prepared and consulted. The IPP will identify any potential positive and negative impacts and mitigation and compensations measures needed. Possible negative impacts that the Project might generate include road safety during construction, dust, vibrations, resettlement and economic displacement. Regarding the Oyacoto landfill, it was utilized by the EPMMQ for the project, without informing the Banks, from March to October 2017, due to logistical difficulties in Parque Bicentenario and the requirement of a new site. After stopping the use of the site as per the request from the Banks, EPMMQ conducted a social and environmental assessment completed in December 2017 to identify and document any impacts caused during the utilization. The assessment concluded that the more intensive use of the road by the project resulted in a few social impacts, particularly damages to four houses due to vibrations caused by heavy trucks and economic impacts to a group of 24 waste pickers, mostly women, that reduced their recycling activities, particularly during the eight months in which activity in the landfill increased. The assessment also concludes that a road that passes through the community had been widened by the Municipality, for

		different purposes, before the Metro began operations in the area.
Involuntary Resettlement OP/BP 4.12	Yes	OP/BP 4.12 Involuntary Resettlement continues to be triggered. The Project has not caused physical resettlement of families or individuals, and has minimized economic displacement. As part of the AF, the original Involuntary Resettlement Framework has been updated to reflect current land acquisitions, economic displacement resulting from any land taking and cover the needs of new land acquisition in the future due to value engineering or changes or variations in the constructions plans. An assessment of land acquisition to date was prepared for the three properties that were acquired without RAPs. The land acquisition assessment determined that that the amount paid had been sufficient to replace the properties that were expropriated. Given that RAPs were not prepared at the time of the expropriations, the Bank will undertake the additional due diligence measure of requiring the Borrower to engage in consultations with the affected owners, to fully ascertain that the outcomes of these expropriations are aligned with the principles of OP 4.12, and to undertake corrective actions, as needed. These consultations, including any corrective action, will be reflected in a time-bound action plan, acceptable to the Bank, to be prepared by the Borrower no later than two months after the Effectiveness Date of the proposed Additional Loan, and embedded as a covenant in the Loan Agreement. In addition, a Resettlement Action Plan (RAP) has been prepared to address the ongoing acquisition of four private pieces of private land These pieces of land currently under acquisition are located near Moran Valverde Station (common area-sidewalk that belongs to a residential complex) and Pradera Station (three pieces of land use for parking). These cases are following all policy requirements under OP 4.12 to ensure they meet compliance. Consultations with the affected parties will be conducted as part of the acquisition process in accordance to policy requirements described in the RAP. The results of this consultations will be

		incorporated to the RAP This RAP also documents the temporal relocation of 30 street vendors within the same area of El Ejido Station. This temporal relocation was consulted and agreed with vendors and MDMQ is providing basic services during construction. In addition, the Bank has agreed with MDMQ to prepare a proposal for the reintegration of vendors to the original site, once the station is completed. Completion of this proposal is included in the PAC and MDMQ will consult the final design and will provide preferential treatment for reintegration to those vendors that were relocated.. Following the slope failure and accident occurred at Troje IV landfill in December 2017, EMGIRS has closed the site and is currently conducting a series of technical and engineering studies to confirm the cause of the slope failure and define what remedial actions are needed. Presently it is unclear whether the Troje IV landfill will re-open or remain closed. Once these studies are completed, the Project will prepare a report to document and propose mitigation and compensation measure for 45 waste pickers at Troje IV. Like Oyacoto's waste pickers, in the case of waste pickers at Troje IV, the client is evaluating at least five mitigation and compensation measures. These measures will depend on whether activities at this site can be reopened in the short run: training on better recycling methods, better equipment to improve health and safety conditions, build better facilities for recycling materials, employ them in one of the municipal companies, or cash compensations. The mitigation and compensation mechanism will be implemented by the MDMQ. Preliminary consultations were held with waste pickers at Troje IV to establish their concerns and needs and as a result EMGIRS has conducted capacity training and provided that protective equipment to waste pickers.
Safety of Dams OP/BP 4.37	No	This policy should not be triggered as the project will neither support the construction or rehabilitation of dams nor will it support other investments which rely on services of existing dams.
Projects on International Waterways	No	This policy should not be triggered as the

OP/BP 7.50		project will not finance activities involving the use or potential pollution of international waterways.
Projects in Disputed Areas OP/BP 7.60	No	This policy should not be triggered as the project will not finance activities in disputed areas as defined in the policy.

IV. 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 potential negative environmental and social impacts associated with the project are summarized above, including those related to recent project results/issues of fatalities, disposal of extracted soil materials, and resettlement (see text in ISDS Section III on OPs/BPs). There are no anticipated significant large scale unmitigated or irreversible impacts.

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

The potential positive long-term impacts due to the project include improved transportation, reduced traffic and reduced air emissions due to vehicles (improved air quality) thus reduced travel time, improved access to employment and quality of life, and reduced environmental health impacts. Indirectly these should lead to improved productivity and land use management. Estimates of demand/usage are approximately 356,000 in 2016 (approximately 36,000 of which would not use their car and 311,000 existing public transport) and 538,000 in 2020. The project may indirectly lead to micro-economic develop around/near the metro stations and changes to existing bus lines. No significant indirect or long-term negative impacts are expected.

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

Three types of alternative analysis were performed: alternatives of transport, site/route alternative, and construction design alternatives. An alternative analysis was performed to determine the appropriate mass transit system to meet future demand given the city characteristics. The main alternatives included a zero alternative (continuing with the same transport system), use of conventional buses, rapid bus system on segregated lanes or BRT, light rail and trams, and rapid transit system or metro system. The analysis clearly concluded that the subway or metro is the only option, from among the mass transit systems, capable of becoming the central and structuring axis of an integrated mass transit system the IMTS, transporting passenger volumes at the speeds required and desired in the city of Quito especially given projected demand. It would not occupy the current road space nor paralyze traffic in large parts of the city during its development and construction phase.

For the metro route selection analysis, a total of 12 alternative routes were initially identified and assessed. Three routes were then selected for a detailed analysis using the following criteria: demand characteristics (location of centralities and administration / services concentrations; present and future nodes generating personal mobility and transport demand),

geo-engineering (geomorphological safety and feasibility, geological / geotechnical / subsurface tectonics and seismic and hydrogeological condition); topographical limitations and geographical accidents of geometric and constructive effect, infrastructure (telecommunications, drinking water and sewer networks; civil constructions, existing and projected public works; city road system and articulation of current transport network, urban space (equipment, urban development and housing growth trend; design Limitations like minimum radii, transition curves, minimum lengths of straight sections, etc.; availability of physical space for the location and construction of stations, workshops and garages of the first line of the Metro de Quito; interconnectivity requirements of future enlargements of the first line of the Metro de Quito, and environmental, social and heritage aspects (identification and assessment of potential impacts on the environment, and social and heritage elements of the city; identification and assessment of environmental and operational risks; areas of possible expropriation). After studying and analyzing each of the alternatives in terms of the physical, biotic and socio-cultural characteristics of the project, of the construction methods, alternative 1 (Central) was chosen as the most viable both for now and the future, considering the demand for mass transit service and the restructuring of the current transport system in the city of Quito, as well as the possibility of the construction of Metro lines in the future that complement and further improve mass transit.

The project design included analysis of alternatives to help reduce potential environmental impacts. For example, the selected design will utilize conventional tunneling in the historic center of Quito in order to reduce potential impacts due to vibrations, and will not use the San Francisco station to remove tunnel spoils (soil) to eliminate project-associated truck traffic. The exact station locations have been slightly alternated (e.g., Ejido and Alameda) to reduce impacts on trees of patrimonial importance.

During project construction, an alternative route (from the original Project approved by the Bank) was proposed for the location of the 2.6 km line section from Quitumbre station. The new location, which runs slightly to the west, significantly reduced potential environmental and social impacts by avoiding cut-cover excavations in a small river and housing area. An ESIA was developed for this new alignment and has been approved by the Ministry of Environment and no objection provided by the Project lenders.

Related to disposal of extracted soil materials and due to the lack of availability of Troje IV and limitations at Parque Bicentario, alternative sites were assessed by EPMMQ for soil material disposal. This included an initial identification of 14 potential sites and basic assessment based upon various factors (engineering, environmental, social, financial), and subsequent more detailed investigation of more applicable potential sites (including site visits, meetings with Ministry of Environment, etc.). EPMMQ is presently finalizing plans for an alternative site, which includes the necessary engineering and environmental studies, environmental permits, and related details. EPMMQ developed a strategy for management and contingencies of extracted material disposal sites which has been included in the updated PGASSH.

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 Metropolitan District of Quito created a public company "Empresa Publica Metropolitana Metro de Quito" (EPMMQ), under whose responsibility is all processes aimed at the conceptualization, planning, development and engineering studies, implementation, operation and maintenance of the metro line in Quito.

The project EIA includes an Environmental Management Plan (EMP) which presents mitigation and monitoring measures for each project phases (design, construction, operation and maintenance, and closing) and EPMMQ has further developed an Environmental, Social, and Health and Safety Management Plan (PGASSH acronym in Spanish) that fully incorporates all of the EMP and further develops various environmental, social, and health and safety aspects into a more integrated ESHS management system.

EPMMQ has established the Department of Social Responsibility, which is responsible for environmental, social and health and safety. The Department includes a manager and four areas: environment, social, health and safety, and cultural resources. Additional support is provided by outside consultants related to specific technical areas or needs.

Various components of the project environmental, health and safety plans (e.g., Environmental Management Plan, requirements in construction contract, etc.) are implemented by the project construction company. EPMMQ hired an independent consulting company to monitor and supervise the project, including the environmental, health and safety (EHS) aspects during project construction. EPMMQ has contracted for a quarterly environmental and social audit by an independent consulting company. EPMMQ will also contract, per the project environmental license issued by the Ministry of Environment, for an annual independent environmental audit by independent third party under terms of reference and selection approved by the Ministry of Environment.

EPMMQ has established formal (e.g., convenios) and informal arrangements with various other public agencies/institutions, such as Secretaría de Movilidad del DMQ related to traffic management, Instituto Metropolitano de Patrimonio related to cultural resources and Quito historical center, Secretaría de Ambiente del DMQ related to environmental regulatory compliance, and EPMAS and EPMMOP related to soil disposal and waste disposal. The Ministry of Environment was the responsible agency for issuing the project Environmental License and is responsible subsequent supervision. The Ministry of Labor is responsible for worker health and safety regulatory compliance.

EPMMQ is implementing a plan to further strengthen the Department of Social Responsibility, and although there have been some delays in its implementation due to overall budget limitations in EPMMQ. The proposed Additional Finance (AF) will assist in enhancing institutional capacity, including consultants to provide additional technical support, training and execution of technical studies. EPMMQ is continuing to implement it's Integrated Management System for Environment, Social, and Health and Safety (PGASSH acronym in Spanish), which is being updated associated with the proposed AF.
All of these EPMMQ actions, with those of other entities involved (e.g., CL1, supervision contractor, etc.), should provide the required capacity needed for the project. The client has also prepared and updated social safeguards instrument such as the, RPF, IPPF and RAPs that

will be coordinated by the Legal Department and Department of Social Responsibility. To comply with requirements under OP 4.10 and OP 4.12, the client coordinate with other public entities such as the Secretaria de Territorio, Habitat y Vivienda, Direccin Metropolitana de Catastro, EMGIRS and the general administration of the Quito City Hall.

Environmental supervision/performance monitoring includes: (i) environmental, health and safety monitoring and reporting by construction contractor, who by contract must have designated environmental and health safety managers; (ii) environmental, health and safety supervision of construction works by an independent consultant firm reporting to EPMMQ; (iii) supervision by EPMMQ, including a contracted third party auditor; (iv) supervision by Ministry of Environment regarding compliance with EMP and environmental regulatory requirements; (v) supervision by Ministry of Labor related to worker safety; and (vi) performance of an annual environmental audit by independent third party under terms of reference and selection approved by the Ministry of Environment.

Additional measures have been developed and are being developed (see ISDS Section III, text on OP/BP 4.01, 4.10 and 4.12) related to correction of identified issues (Plan de Accion Correctivo), a ction plan on occupational health and safety, plan for management of contaminated soils from La Pradera station, and if needed plans for other potential sites to dispose of extracted soil materials.

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

During the development of the project design and related demand studies, various stakeholders were contacted for input. EPMMQ implemented a Social Participation Process/Plan associated with the project EIA and the Metro Quito project. This process included establishment of 19 information centers installed in various parts of the city of Quito, including the historic center. The locations of these centers allow fully coverage of the area of influence of the Metro de Quito. The draft EIA was made available to the public. Simultaneous to the operation of the Information Centers, 9 Public Hearings were held to present and discuss the project and its EIA. Other participation mechanisms were also used, such as: website, social networks, fairs, exhibits, printout material, etc. Stakeholder/public comments provide were related to various aspects of the project: technical, environmental, social and heritage. Reportedly approximately 7,000 persons participated in the overall process and approximately 15,000 information bulletins distributed. The following were the main issues of interest to citizens: Technical issues - project cost, funding sources, rate, route of the Metro, station locations, construction methods, energy use, Metro's life period, security systems in the Metro, emergency system, crossing through ravines and aquifers, etc.; Environmental issues: vibration, pollution reduction, contingency measures, safety measures, tree management, prevention programs, tailings, etc.; Social issues: safety, employment, ability to carry bicycles, hours of operation, measures to mitigate social effects, social benefits, expropriation, compensation, etc.; and Heritage issues: Plaza de San Francisco, Historic Center. The comments, concerns, suggestions of citizenship were collected in matrixes listing the answers given and links to the respective chapters of the EIA and the EMP. In addition to this robust consultation process, as part of the Community Relations Plan, Metro Quito in coordination with EMGIRS, the municipal public waste management

company have conducted several stances of consultation with different communities including the community of Oyacoto, its leaders and particularly waste picker at this site, as well as the Troje IV site. Consultation were also carried out with street vendors at Parque El Ejido to relocate them in an area within the same park and to present alternatives for the reintegration of this vendors to the original site once the station is concluded.

The Project EIA and the PGASSH have identified measures for ongoing public participation. An Information and Follow-up Plan aims to implement various activities to provide information locations in which different stakeholders learn and comment on the Metro Quito project (information centers). The PGASSH also establishes that a Community Relations Plan will be implement, having the objectives to: inform stakeholders about the technical aspects of Quito Metro project, the benefits to the public, and the contribution in improving mobility in the city; disseminate information on activities during the construction and operational phases of the Project Metro Quito; disseminate the results of the implementation of Environmental Management Plan; establish specific communication mechanisms; and promote the participation of stakeholders in monitoring the project. The PGASSH also states that different conflict/complaint resolution mechanisms will be implemented.

The ESIA for 2.6 km line section from Quitumbe station (the only material change in the original project design) developed and was disclosed and consulted to the public. It was approved by the Ministry of Environment and no objection provided by the Project lenders. The Bank is also contributing with a grant as well as technical assistance to develop a geo-referenced ICT-based citizen feedback platform for strengthening grievance redress mechanisms and conflict resolution.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	01-Nov-2012
Date of submission to InfoShop	01-Jan-2013
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	25-Apr-2013
"In country" Disclosure	
Ecuador	01-Jun-2012
*Comments:*There was an update of the EIA for Quitumbre Variante. EIA the dates are: November 2016 received by Bank; Nov 2016 In Country Disclosure; 18 April 2018 ExSumm to Executive	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	30-May-2013
Date of submission to InfoShop	03-Jun-2013
"In country" Disclosure	
Ecuador	10-Jun-2013
*Comments:*A new version of the RPF and the RAP is under preparation and would be disclosed by April 26th, 2018.	

Indigenous Peoples Development Plan/Framework	
Date of receipt by the Bank	05-Apr-2018
Date of submission to InfoShop	26-Apr-2018
"In country" Disclosure	
Ecuador	26-Apr-2018
*Comments:*IPPF is under preparation and would be disclosed by April 26 , 2018.	
Pest Management Plan	
Was the document disclosed prior to appraisal?	NA
Date of receipt by the Bank	NA
Date of submission to InfoShop	NA
"In country" Disclosure	
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	[X]	No	[]	NA	[]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes	[X]	No	[]	NA	[]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes	[X]	No	[]	NA	[]
OP 4.09 - Pest Management						
Does the EA adequately address the pest management issues?	Yes	[]	No	[]	NA	[X]
Is a separate PMP required?	Yes	[]	No	[]	NA	[X]
If yes, has the PMP been reviewed and approved by a safeguards specialist or PM? Are PMP requirements included in project design?If yes, does the project team include a Pest Management Specialist?	Yes	[]	No	[]	NA	[X]
OP/BP 4.11 - Physical Cultural Resources						
Does the EA include adequate measures related	Yes	[]	No	[]	NA	[X]

to cultural property?						
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes	[X]	No	[]	NA	[]
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	[X]	No	[]	NA	[]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes	[X]	No	[]	NA	[]
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?	Yes	[X]	No	[]	NA	[]
OP/BP 4.12 - Involuntary Resettlement						
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes	[X]	No	[]	NA	[]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes	[X]	No	[]	NA	[]
Is physical displacement/relocation expected?	Yes	[]	No	[]	TBD	[X]
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes	[]	No	[]	TBD	[X]
The World Bank Policy on Disclosure of Information						
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes	[X]	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	[X]	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	[X]	No	[]	NA	[]

Have costs related to safeguard policy measures been included in the project cost?	Yes	[X]	No	[]	NA	[]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes	[X]	No	[]	NA	[]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes	[X]	No	[]	NA	[]

V. Contact point

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VII. Approval

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