

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC6197

Date ISDS Prepared/Updated: 25-Nov-2013

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I. BASIC INFORMATION

A. Basic Project Data

Country:	India	Project ID:	P147864
Project Name:	UP CORE ROAD NETWORK DEVELOPMENT PROGRAM (P147864)		
Task Team Leader:	Rajesh Rohatgi		
Estimated Appraisal Date:	16-Apr-2015	Estimated Board Date:	29-May-2015
Managing Unit:	SASDT	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (100%)		
Theme(s):	Rural services and infrastructure (92%), Pollution management and environmental health (2%), Other social development (2%), Trade facilitation and market access (2%), Injuries and non-communicable diseases (2%)		
Financing (In USD Million)			
Total Project Cost:	570.00	Total Bank Financing:	400.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			170.00
International Bank for Reconstruction and Development			400.00
Total			570.00
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	No		

B. Project Objectives

The Proposed Project Development Objective is to – (i) improve quality, safety and sustainability of targeted state highway corridors and; (ii) to introduce better Road Management Practices.

C. Project Description

The Project shall have four components: (1) Civil Works; (2) Road Sector and Institutional Reform;

(3) Road Safety; and (4) Contingent Emergency Response. Following paragraphs depict how these components would contribute in meeting the development objective and outcome.

Project Components

Component 1 Civil Works

The project envisages rehabilitation of about 1200 km and upgrading of about 700 km of roads. During the project preparation, civil works for high priority roads amounting to 30% of total project costs would be identified, prepared and awarded by the time of loan negotiation to meet the key readiness requirement. A road selection framework would be agreed, early into project preparation, to select roads for remaining 70% of project costs. Collaboration with IFC and MIGA would also be explored for potential PPP investments. The Bank funded project shall also introduce use of e-tools/e-procurement in procurement and contract/program management.

Project specific Environmental and Social Management Framework (ESMF), Land Acquisition, Resettlement and Rehabilitation Policy will be prepared based on World Bank Safeguard Policies and applicable GoI and State's Acts/Policies/Guidelines. The project will ensure proactive disclosure and sharing of information with the key stakeholders, including the affected persons / communities and will have a communication strategy focusing on efficient and effective usage of print and electronic media, bill boards, posters, wall writing, and adoption of any other method suiting local contexts. An integrated Grievance Redress Mechanism (GRM) will be established for the project to address complaints using various mediums (e.g. a dedicated, toll free phone line, web based complaints, written complaints and open public days) and address them in a time bound manner.

Component 2 Road Sector and Institutional Reform (RSIR)

The component would introduce better road management practice in PWD contributing to sustainability of investments. The component would build upon recommendations made in the institutional development component of the UPSRP and the subsequent work done by the cells established therein. The management oversight and implementation arrangement of this component would be reviewed and improved, building upon the lessons learned from ICR of UPSRP. The proposed activities are:

- Finalization and adoption of Road Sector Vision, Policy and Master plan for Core Road Network Development;
- Implementation of an IT-Based Management Information System (MIS);
- Establishment of a Quality Management System (QMS) in PWD;
- Operationalization of Road Asset Management System (RAMS), integrated with Geographic Information System database ; and
- Introduction of performance monitoring in PWD.
- Establishment of a Human Resource Development (HRD) Program and construction of Training Centre;

Component 3 Road Safety

On September 5, 2013, a committee chaired by the Chief Secretary met to follow up on road safety management issues raised at the High-Level Workshop on Road Safety Improvements in Uttar Pradesh, held on July 6, 2013 with the support of the Bank and decided to prepare a cabinet note for:

(i) finalization of the State Road Safety Policy, (ii) the reorganization of the Road Safety Council (iii) the constitution of a high-level committee to implement Council decisions and directions, (iv) the creation of a road safety cell hosted by the Transport Department to serve as a secretariat to the Council and (v) a review of the road safety fund and its functions and governance arrangements within three months. The Transport Department has been entrusted the responsibility to prepare this note.

Proposed initiatives, as described in paragraph above, provide an excellent opportunity for the Bank to support GoUP in achieving reduction in fatalities through a multi-sector Road Safety component. This component would be designed around the five pillars of UN Decade of Action for Road Safety (2011-2020) - Road Safety Management; Safer Roads & Mobility; Safer Vehicles; Safer Road Users and; Post Crash Response. Based on the detailed accident data analysis during the project preparation, interventions would be identified involving the relevant department(s) (i.e. Transport, Health, Police, PWD and Education).

Component 4 Contingent Emergency Response Component (CERC).

Uttar Pradesh has been plagued by various natural disasters such as floods, drought, fire, epidemics, earthquake, causing severe damage to life and property and thus adversely affecting normal life. Out of 71 districts, 30 are highly prone to floods while drought is a regular phenomenon in Vidhyachal and Bundelkhand region. Similar is the case with epidemics. The component would ensure that once a disaster is triggered, funds can be quickly allocated to this component as per exceptions set out in OP 10.0.

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

The project will be implemented in the state of Uttar Pradesh (UP) which is the fifth largest state in India. With an area of 2, 40,928 sq.km, UP covers 7.3% of India's land area, and is the country's most populous state with a population of nearly 200 million. One sixth of India's population lives in the 70 districts of UP. Many roads in UP have locally important cultural properties located along the edge of pavement. UP forms the bulk of the Gangetic plain in India and though it has very little forest cover, it has several protected areas, including bird and animal sanctuaries and national parks. Some locations in the state serve as freshwater wetlands, some not protected under law, but are important staging / nesting grounds for birds.

E. Borrowers Institutional Capacity for Safeguard Policies

UP PWD has implemented Uttar Pradesh State Roads Project (UPSRP) and therefore has the experience of working with World Bank. Over the life of the project, the UPPWD improved its capacity to implement safeguards measures, with the systematic inclusion of EMP measures directly into the Works contracts in the latter half. It also worked towards using negotiations to determine the level of compensation to be given for involuntary land take. Under UPSRP, PWD had set up environment and social cell headed by an Executive Engineer. The cell still exists though engineers have been transferred. It had also circulated guidance documents to improve departmental working by including specific measures to manage adverse impacts on the environment and people in its activities outside the project also. However, the implementation of these measures beyond project boundaries was not verified. PWD will re-assign staff to the cell to handle social and environment aspects in the project. The new officials will receive training in environment and social safeguards.

As per the new "Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation

and Resettlement Act, 2013”, District Administration is additionally responsible for preparation and implementation of Resettlement and Rehabilitation Process. The project however will support district administration in this process.

F. Environmental and Social Safeguards Specialists on the Team

Gaurav D. Joshi (SASDI)

Parthapriya Ghosh (SASDS)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	In addition to the ESMF, Environmental Management Plans will be prepared for the specific segments identified and included in the 30% of works that will be ready at appraisal.
Natural Habitats OP/BP 4.04	Yes	Some roads in the core road network may pass through or close to natural habitats, whether these are located in protected areas or not – such as wetlands.
Forests OP/BP 4.36	Yes	In Uttar Pradesh, plantation on roadside trees and canal edges are designated as protected forests. While tree cutting for widening will be required, no commercial logging is going to be supported, if some of the project roads pass through the Reserved Forests, then it may affect health of the forest patch.
Pest Management OP 4.09	No	It is not envisaged to procure any pesticides under the project.
Physical Cultural Resources OP/ BP 4.11	Yes	The project roads are dotted with local shrines, places of worship, and graves which can be of cultural value to local people. In addition, the possibility of chance-finds also exists since large quantities of earthwork are involved.
Indigenous Peoples OP/BP 4.10	TBD	Since the roads are not known at this stage, social screening and assessment will be carried out for each identified road and based on screening results and assessment road specific IPDP will be prepared.
Involuntary Resettlement OP/BP 4.12	Yes	The project is likely to acquire private land leading to loss of income and/or sources of income. The project is likely to displace non-titleholders settled within the road’s right of way.
Safety of Dams OP/BP 4.37	TBD	Some of the roads may be on canal edges and the proposed interventions may require some modifications to these. This will be determined during project preparation.

Projects on International Waterways OP/BP 7.50	No	The project interventions may include bridges across international rivers but will not affect the water quality or quantity flowing to riparians.
Projects in Disputed Areas OP/BP 7.60	No	None of the project roads are expected to be in disputed areas.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 16-Apr-2015

B. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing¹ should be specified in the PAD-stage ISDS:

It is expected that the Safeguards studies shall commence in April 2014, and completed in one year.

IV. APPROVALS

Task Team Leader:	Name: Rajesh Rohatgi	
Approved By:		
Regional Safeguards Coordinator:	Name: Francis V. Fragano (RSA)	Date: 27-Nov-2013
Sector Manager:	Name: Karla Gonzalez Carvajal (SM)	Date: 27-Nov-2013

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