

**INTEGRATED SAFEGUARDS DATA SHEET  
APPRAISAL STAGE**

**Report No.: ISDSA12241**

**Date ISDS Prepared/Updated:** 16-Feb-2015

**Date ISDS Approved/Disclosed:** 02-Mar-2015

**I. BASIC INFORMATION**

**1. Basic Project Data**

<b>Country:</b>	India	<b>Project ID:</b>	P147864
<b>Project Name:</b>	UP CORE ROAD NETWORK DEVELOPMENT PROGRAM (P147864)		
<b>Task Team Leader(s):</b>	Rajesh Rohatgi,Elena Y. Chesheva		
<b>Estimated Appraisal Date:</b>	03-Mar-2015	<b>Estimated Board Date:</b>	29-May-2015
<b>Managing Unit:</b>	GTIDR	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Information technology (2%), Health (1%), Rural and Inter-Urban Roads and Highways (97%)		
<b>Theme(s):</b>	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%)		
<b>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?</b>			No
<b>Financing (In USD Million)</b>			
Total Project Cost:	570.00	Total Bank Financing:	400.00
Financing Gap:	0.00		
<b>Financing Source</b>			<b>Amount</b>
Borrower			170.00
International Bank for Reconstruction and Development			400.00
Total			570.00
<b>Environmental Category:</b>	A - Full Assessment		
<b>Is this a Repeater project?</b>	No		

**2. Project Development Objective(s)**

The Project Development Objective is to reduce travel time and improve safety of road users on targeted corridors.

### 3. Project Description

#### Component I : Network Improvement

The Network Improvement component shall include rehabilitation, pavement strengthening and upgrading (widening) of about 600 km of selected high priority corridors which are part of the Core Road Network.

#### Component II : Institutional Strengthening of PWD

The component would introduce better road management practice in PWD contributing to sustainability of investments. The activities include implementation of an IT-Based Project Management Information System (PMIS); Upgrade and operationalize existing ICT tools being used by PWD; Operationalization of Road Asset Management System (RAMS), integrated with Geographic Information System database; and Training and capacity building of PWD staff.

#### Component III : Road Safety Initiatives

The road safety component has been designed to support the decisions taken by the Government of Uttar Pradesh (GoUP) to strengthen road safety leadership, policy and coordination arrangements across the state. Key activities include:

- Establishment of UP Highway Police (UPHP) on two high-risk highway corridors totaling about 830km (NH2, entire stretch passing through UP and NH25, Lucknow-Kanpur)
- State-wide implementation of road crash database and analysis system
- Policy and strategic management support to the Road Safety Cell
- State-wide media campaigns supporting the new State Road Safety Policy
- Driver licensing policy review.
- Establishment of 2 vehicle testing stations
- Commercial driver training program
- Capacity building of the new Road Safety Division at PWD
- Design, implementation and evaluation of systematic, cost-effective safety engineering improvements to high-risk corridors of the Core Road Network

#### Component IV: 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.

### 4. 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. Roadside trees are considered as protected forests in UP.

### 5. Environmental and Social Safeguards Specialists

Gaurav D. Joshi (GENDR)

<b>6. Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/BP 4.01	Yes	The project activities, under component 1, are likely to have impacts on the environment which will need to be identified, assessed, and properly managed. Hence this policy has been triggered to ensure that the negative impacts are properly mitigated and positive ones are enhanced.
Natural Habitats OP/BP 4.04	Yes	Some of the activities, in Phase II, have the potential to affect natural habitats - for example a bird sanctuary close to a candidate road, and a proposal of a new bridge across a river. This policy is triggered to ensure that these impacts are properly handled during preparation of the EIA and implementation of the EMP.
Forests OP/BP 4.36	Yes	There is no commercial logging supported under the project. However, there may be some diversion of Forest land to Non-forest use. So, this policy has been triggered
Pest Management OP 4.09	No	No pesticides are likely to be used in the project.
Physical Cultural Resources OP/BP 4.11	Yes	Project activities have the potential to impact some road side locally important cultural properties. In addition, chance finds are also possible. Hence, this policy has been triggered.
Indigenous Peoples OP/ BP 4.10	Yes	Though there is no tribal families were found in phase I corridors, there are chances of tribal families in phase II corridors.
Involuntary Resettlement OP/BP 4.12	Yes	There is acquisition of private land resulting in adverse impact on livelihood and displacement of non-titleholders.
Safety of Dams OP/BP 4.37	No	
Projects on International Waterways OP/BP 7.50	No	
Projects in Disputed Areas OP/BP 7.60	No	

## II. Key Safeguard Policy Issues and Their Management

### A. Summary of Key Safeguard Issues

<p><b>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</b></p>
<p>Environmental issues and impacts</p> <p>The road improvements supported under the project are likely to have some direct impacts, especially on road side features like trees, which are classified as Protected Forests, diversion of Reserved Forest land, impacts on roadside cultural properties, increase in pollution levels,</p>

especially close to sensitive receptors like education and health facilities, as well as safety of workers, other road users, and roadside residents could be adversely impacted. Other impacts would include temporary increase in pollution from the construction plants and camps, stress on environmental services in the project area, and impacts that can occur due to improper handling of specific construction material like ash from thermal power plants.

The project improvements will require cutting of about 32,435 trees, which are classified as protected forests in Uttar Pradesh, along all Phase I roads put together. In addition, about 0.1 ha of Reserved Forest land would also need to be diverted for construction of bridge approaches along 1 road. None of the Phase I roads pass close to any protected areas or other natural habitats. A total of 12 roadside water bodies could be negatively impacted by the road works. While there are none along the Garuntha-Chirgaon road, 3 are likely to be affected along Hamirpur-Rath road, 7 along Gola-Shahjahanpur road, and 2 water bodies along the Badaun-Bilsa road. Other commonly identified impacts during construction phase of include the pollution increase from plants required for construction – Hot-mix, Cement batching, and from domestic waste of construction camps established for the project as well as improper handling of ash used to be used in embankment construction for two roads. In addition, safety of the workers and other road users, especially since these roads will be improved while being used by regular road users, are a key concern.

If not properly designed, improved roads could have safety concerns during the operation phase, especially since design speed improvements are a key desired outcome of the project. Climate change related impacts have been identified for impacts on the project supported infrastructure, as well as due to project induced emissions of greenhouse gases.

#### Social issues and impacts

A Social Impact Assessment (SIA) for all project corridors of phase I was completed in December 2014. It included consultations with stakeholders, information on socio-economic and cultural features of the population, and baseline data on impacts due to involuntary land taking. These data were subsequently verified and updated through independent review and have informed the development of measures to ensure that negative impacts are mitigated and that people receive benefits from the project. Based on SIA results, Resettlement Action Plans (RAPs) for all phase I project corridors have been prepared and disclosed in country as well as on Bank's InfoShop. Bank's Operational Policy (OP) 4.12 on Involuntary Resettlement has been triggered as project will acquire private land for widening of existing bridge approaches in two out of four project corridors of phase I and will have adverse impact on livelihood of the community along the corridor. Project will be adversely impacting 1197 families of which 619 will be displaced. The displaced families are non-titleholders and largely small commercial structure and kiosk owners. Out of total 1197 affected families, 56 percent are losing commercial structures of which more than 50 percent are kiosk owners. These kiosks will move out of corridor of impact but will remain within the right of way. Little over 15 percent are losing part of their residential structure. Project activities though largely is restricted within the right of way, project will be acquiring 7.7 ha of private land for widening of bridge approaches. The families losing part of their agriculture land are 16 percent of the total project affected families and no titleholder is getting displaced. Project will also impact 218 common property resources and majority of them are hand pumps. The other CPRs include religious structures, stand posts, water tanks, bus stops and boundary walls.

OP 4.10 on Indigenous Peoples has been triggered though a small number of scheduled tribe found in the project area has migrated from other part of the state. They do not speak a separate

language from that of the majority population (Hindi), nor do they have political institutions that separate them from the majority population. They do not have a historically based collective attachment to the land in the project area or any customary rights to forest and grazing land. Therefore an Indigenous Peoples Development Plan has not been prepared. The survey for phase II corridors is yet to begin as roads for phase II has not been identified yet.

The cut-off date for entitlements for losses caused by land acquisition varies from corridor to corridor and ranges from August 2014 to December 2014 when data collection was completed for all four project corridors. Project will relocate all adversely impacted CPRs in consultation with the community. Project has also developed Gender Action Plan for phase I roads as part of Resettlement Action Plan (RAP) to be implemented along with RAP. The gender action plan provides for additional livelihood scope apart from creating awareness for gender based violence; safety of women and child; and equal participation of men and women in decisions related to project.

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

The project is expected to have limited adverse impacts from land acquisition and resettlement. The Social Impact Assessment carried out as part of the project shows that adverse social impacts are minimal the area of impact is confined within the existing right of way. The private land will be purchased only for approach roads for the bridges in two project corridors of phase I. However, there will be large scale acquisition of private land for approaches of Sharda Bridge which is part of phase II.

Few indirect and/or long term impacts are anticipated except for the diversion of the Reserved Forest land. In Phase II, the impacts on riverine ecology due to the proposed bridge across the Sharda River, and potential impacts on Parvati-Araga bird sanctuary which is close to another candidate road could be potentially long term.

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

The corridors under phase I follow the existing alignment hence no analysis of alternative has been carried out. The Environmental and Social Management Framework (ESMF) prepared for safeguard management for phase II project corridors however requires analyzing various alternatives for each sub-project while carrying out respective Environmental and Social Impact Assessments (ESIA). As per the agreed policies of ESMF, these ESIA's and subsequent EMPs and RAPs will be reviewed and cleared by the Bank prior to approving the sub-projects for implementation.

**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.**

In order to mitigate these adverse impacts, UP Public Works Department has developed a project-specific Resettlement and Rehabilitation (R&R) Policy which goes beyond the requirements of the Right to Fair Compensation, Transparency in Land Acquisition, Rehabilitation and Resettlement Act of 2013 and which together with the Resettlement Action Plan (RAP) establishes compliance with OP 4.12. The R&R policy has been approved by State Government vide Government Order number / 23-12-2014 (SA) /2012 dated August 19, 2014. The policy has the provisions for mitigating losses for (i) both titleholders as well as non-titleholders and (ii) direct and indirect losses. Based on project specific R&R policy, Resettlement Action Plans for all the four phase I corridors have been prepared and disclosed in country as well as on Bank's InfoShop. Project

apart from compensating loss of immovable property, will assist each affected family for physical relocation and economic rehabilitation. The total budget for RAP implementation for all the phase I corridors is INR 160.6 million.

In line with OP4.01, Environmental Assessments – standalone EIAs for each of the 4 Phase I roads have been prepared and are under reviewed by an Independent Review consultant team to confirm that these are in line with Operational Policies. The portions of EMP that are related to construction works have been suitably integrated into the Contract documents for their smooth implementation. The plans for compensatory afforestation, in lieu of the trees cut for improvements, have been prepared and the amount for the same, including the Net Present Value of the land, has been earmarked. Enhancement of selected common properties close to the roads being improved has also been envisaged, and plans for the same are part of the EMP. A total budget of about INR 422.41 million has been estimated for implementation of the environmental management measures for the 4 Phase I roads.

Since phase II roads are yet to be identified, project based on findings of phase I roads, has prepared an Environmental and Social Management Framework (ESMF) that acknowledges adverse environmental and social issues and integrates the measures for addressing them in the project preparation and implementation for phase II roads. The draft ESMF was presented to a wide range of stakeholders in a state level workshop. The comments and feedback received has been included in the final version of the ESMF. The ESMF includes a Resettlement Policy Framework (RPF), which specifies the procedures, eligibility, grievance redress and other measures to be followed in the event that resettlement or land acquisition is required for any sub-project. Although there is negligible presence of tribal community in the state, an Indigenous People Policy Framework (IPPF) has been prepared for a chance find, with the objective of including tribal communities in the project in order to achieve the highest possible positive impact of the interventions to improve their quality of life. Most of the women's status indicators (including those pertaining to health, literacy, work force participation, spousal abuse) show that gender equity and empowerment remain important issues in the state. ESMF also includes Gender Assessment and Development Framework (GADF). The ESMF also envisages specialist studies to address specific concerns like the impacts on biodiversity in vicinity of havens for wildlife – Parvati Araga Bird Sanctuary adjacent to Balrampur- Utraula road, and Sharda River, where a new bridge is proposed both candidates under Phase II of the project. The project designs should be gender responsive based on the gender analysis, and should be included in the DPR. The findings and recommendations from the gender analysis during project planning and feedback from beneficiaries during implementation must be discussed thoroughly to determine the need for further action. Gender analysis will be carried out for the sub-projects at the screening stage, in order to analyze gender issues and to design interventions to address women's needs. In order to ensure that the potential for disruption to the normal life is minimized and that the potentially affected populations were consulted and adequately informed during the preparation stages. ESMF makes it mandatory to consult potential PAPs and local community during the design and preparation stages of the sub-project; adoption of better planning and construction practices to reduce the potential disruptions; and strong local level communications and grievance redress system to inform and respond to the affected people.

UP PWD has implemented Uttar Pradesh State Roads Project (UPSRP) and therefore has the experience of working with World Bank. In order to have smooth implementation of RAP, project has established Environment, Social Development and Resettlement Cell (ESDRC) managed by Chief Engineer as head of the cell and supported by an Environmental Specialist and a Social

Development Specialist. At district level project has established project implementation units (PIUs) headed by and Executive Engineer and supported by an Assistant Engineer designated as Environmental and Social Development Officer (ESO). Project has contracted a non-governmental organization (NGO) for implementation of RAP. The RAP will be implemented over a period of two years for the phase I roads. The project will also establish an integrated grievance redress mechanism (IGRM) which will allow project affected persons and other community members to register their grievance / feedback. Grievances of any kind may be submitted through various mediums (e.g. a dedicated toll free phone line, direct calls to concerned officials, online via a dedicated portal, in written form, etc.) and will be addressed. Although the project causes adverse impacts, it will also bring positive benefits to the local population. Apart from IGRM, a separate grievance redress cell (GRC) will be established at district level headed by District Magistrate or his / her representative and supported by the head of PIU and ESO. NGO representative will also be part of district level GRM. The RAP implementation will be concurrently monitored internally by PWD and externally by supervision consultants. The RAP implementation will be evaluated at midterm and again at end term by external consultants.

The implementation of the EMP will be mostly done by the Contractor during the construction phase. The Project Management Consultant's Environmental Specialist will be responsible for the preparation of the EA documentation, oversight of the implementation by the Contractor, and periodic reporting on progress in the EMP implementation to the UPPWD. The ESRDC's Environmental Specialist will be the primary interface with the PMC. There will also be designated Environmental and Social Officers in the field divisions to ensure that the coordination with the other departments of GoUP is smooth. In addition, compensatory plantation will be the responsibility of the Forest Department, GoUP.

Training of various stakeholders on issues relevant during the implementation of the project has been included to ensure that capacity gaps can be addressed during the subsequent stages of the project. Budgetary resources have been provided for the same.

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

A total of 25 local level consultations were carried out across all the four phase I corridors with the local community including project affected persons. The issues discussed included widening options; removal of encroachment; employment opportunities; shifting religious structures and other common properties; safety of women and children; compensation and drainage. The suggestion given by the community has informed project preparation and has been incorporated in the design and Resettlement Action Plans and EIA/EMP as appropriate. Such consultations will continue during the implementation phase as well.

Sustainability of the priority investments will depend substantially on the meaningful participation and support of key stakeholders, especially local communities. During Social Impact Assessment, perception of various stakeholders was also recorded and it indicates a high-level of demand at the grassroots level for greater transparency and for active involvement in the planning of proposed road corridor. Therefore, local communities and key stakeholders will be engaged to ensure their inclusion and participation in the planning of road design and also in implementation stage. These interventions will include: (i) Information, Education, and Communications (IEC) campaigns; (ii) mobilization of local communities (particularly women and youth) around issues of road safety; livelihood; sanitation, health and hygiene; (iii) transparent consultations; (iv) dissemination of project information; and (v) community oversight. NGO partners deployed for RAP

implementation will be responsible for implementation of these investment-level social intermediation programs.

The safeguard documents have been disclosed in country as well as on Bank's InfoShop between November 20, 2014 to January 30, 2015. The links for in-country disclosures on the internet are as under:

<http://uppwd.up.nic.in/wbprojects.html> (Hamirpur-Rath section of SH-42)

<http://uppwd.up.nic.in/wbprojects.html> (Gauratha-Chirgaon section of SH-42)

<http://uppwd.up.nic.in/wbprojects.html> (Gola-Shahjahanpur section of SH-93)

<http://uppwd.up.nic.in/wbprojects.html> (Badayun-Bilsa-Bijnaur section of SH-51)

### **B. Disclosure Requirements**

<b>Environmental Assessment/Audit/Management Plan/Other</b>	
Date of receipt by the Bank	08-Jan-2015
Date of submission to InfoShop	25-Jan-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	30-Jan-2015
"In country" Disclosure	
India	25-Jan-2015
<i>Comments:</i>	
<b>Resettlement Action Plan/Framework/Policy Process</b>	
Date of receipt by the Bank	24-Dec-2014
Date of submission to InfoShop	15-Jan-2015
"In country" Disclosure	
India	15-Jan-2015
<i>Comments:</i>	
<b>Indigenous Peoples Development Plan/Framework</b>	
Date of receipt by the Bank	19-Nov-2014
Date of submission to InfoShop	23-Dec-2014
"In country" Disclosure	
India	20-Nov-2014
<i>Comments:</i>	
<b>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.</b>	
<b>If in-country disclosure of any of the above documents is not expected, please explain why:</b>	

### **C. Compliance Monitoring Indicators at the Corporate Level**

<b>OP/BP/GP 4.01 - Environment Assessment</b>	
Does the project require a stand-alone EA (including EMP) report?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]



If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.04 - Natural Habitats</b>	
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes [ <input type="checkbox"/> ] No [ <input checked="" type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.11 - Physical Cultural Resources</b>	
Does the EA include adequate measures related to cultural property?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.10 - Indigenous Peoples</b>	
Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
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 [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.12 - Involuntary Resettlement</b>	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.36 - Forests</b>	
Has the sector-wide analysis of policy and institutional issues and constraints been carried out?	Yes [ <input type="checkbox"/> ] No [ <input checked="" type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Does the project design include satisfactory measures to overcome these constraints?	Yes [ <input type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input checked="" type="checkbox"/> ]
Does the project finance commercial harvesting, and if so, does it include provisions for certification system?	Yes [ <input type="checkbox"/> ] No [ <input checked="" type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>The World Bank Policy on Disclosure of Information</b>	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]

<b>All Safeguard Policies</b>	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Have costs related to safeguard policy measures been included in the project cost?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]

### III. APPROVALS

Task Team Leader(s):	Name: Rajesh Rohatgi,Elena Y. Chesheva	
<b><i>Approved By</i></b>		
Safeguards Advisor:	Name:	Date:
Practice Manager/ Manager:	Name:	Date: