

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC9150

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I. BASIC INFORMATION

A. Basic Project Data

Country:	Cambodia	Project ID:	P150572
Project Name:	KH - Road Asset Management Project II (P150572)		
Task Team Leader:	Veasna Bun		
Estimated Appraisal Date:	25-Aug-2014	Estimated Board Date:	09-Dec-2014
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (97%), Central government administration (3%)		
Theme(s):	Other public sector governance (40%), Infrastructure services for private sector development (40%), Administrative and civil service reform (20%)		
Financing (In USD Million)			
Total Project Cost:	64.48	Total Bank Financing:	60.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			4.48
International Development Association (IDA)			60.00
Total			64.48
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	Yes		

B. Project Objectives

The PDO of RAMP-II would be to support road preservation works on priority national roads selected to maximize economic benefits, and to strengthen MPWT road maintenance planning, contracting and management.

C. Project Description

1. The RAMP II is a Repeater Project, which builds on the tangible progress made to date by RAMP and is no longer processed as an Additional Financing to the Existing KH- Road Asset Management Project. The new project would build on the achievements of RAMP to ensure the continued effective use of the rehabilitated national and provincial road network. In doing so, the follow-on project would improve the climate resilience and longevity of about 319 km of National Roads 3 and 7 through the strengthening, repair and maintenance (through three-year performance based maintenance contracts) of road surfaces, and installation of about 67 km of side-drainage in flood prone areas along the roads. The new project would support the planning and development of the road maintenance program by further enhancing the capacity of MPWT to carry out data collection, processing and analysis necessary for effective road asset management of the national and provincial road networks. It would also provide ongoing support to community-based road safety and HIV/AIDs and human trafficking awareness campaigns.

The project has two main components. These are Component 1: Road Asset Management (Periodic maintenance and strengthening of about 319 km of existing bitumen-sealed roads with an overlay of asphalt concrete, replacement of current pavement with concrete pavement at flood prone areas) and Component 2: Capacity Development (social and environmental safeguards training and monitoring).

The project will be implemented using the existing Royal Government of Cambodia (RGC) organizational structure and institutional arrangements, particularly within MPWT. The Project Implementation Unit supervising the activities for RAMP will continue to be responsible for RAMP-II investments. The Ministry of Economy and Finance (MEF) is the formal point of contact between RGC and IDA on all financial and legal matters related to the Credit for the Project, and represents RGC in discussions on these matters. The MPWT is responsible for overall technical supervision, execution and management of the project. The General Department of Public Works (GDPW) will be responsible for the day to-day implementation, supervision and operation of the project, including contracting and direction of all consultants, and will be the employer for all civil works contracts. The General Department of Administration and Planning (GDAP) will carry out the financial, safeguards, capacity development, training and public disclosure matters on the project. The General Department of Transport (GDT) will be responsible for Road Safety aspects.

The RAMP-II will be implemented for a period of 5 years, from 2015 to 2019.

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

The project will cover repair and maintenance investments of four sections (Packages) of the National Road (NR) No 3 (NR3) located in the southern part of Cambodia from Kampot municipality to Veal Rinh district, and of the National Road 7 (NR7) in Kampong Cham located in the central region. The works will be under MPWT's responsibility as detailed below:

- Package 1: AC Overlay and side drainages of NR3 (Kampot – Veal Rinh). Length 54km with performance based maintenance for 3 years
- Package 2: Side drainages of NR7 (PK75 - PK136) 61km and AC Overlay and Drainage (PK136-196)60km with performance based maintenance for 3 years
- Package 3: AC Overlay and Drainage of NR7 (PK 196 - PK268) 72km length with performance based maintenance for 3 years
- Package 4: AC Overlay and Drainage of NR7 (PK 268 - PK 340) 72km with performance

based maintenance for 3 years

The road sections are located in flat area connecting a number of provincial and district towns (i.e. Kampot and Veal Rinh districts on NR 3 and Skun, Chheung Prey, Prey Chhor, Kampong Cham, Suong, Memot, and Snoul on NR7), in which rapid growth in economic developments and increasing demand for in-land transport are observed. The project will focus on preservation of the existing assets and will not involve any civil works or expansion beyond the current public rights of way.

The MPWT carried out environmental and social screening along the two (NRs), which are divided into 4 packages of road sections in November 2013. During the field survey, the ministry also conducted consultations with Project Affected Households (PAHs) along NR7 during November 10-13, 2013 and on NR 3 on November 15, 2013. Outcomes of the screening process documented in the report dated November 20, 2013 reveals that no major environmental and social impacts are envisaged because the proposed road maintenance sections will be carried out on the existing road alignments and within Right of Way (ROW). Some inconveniences may occur during construction such as dust, noise, construction debris and short term disturbance to the daily business activities, which however can be mitigated by applying good construction practices and close supervision. The safeguard screening also confirms that no physical resettlement would be required and no ethnic groups of people were found in the project areas. Nevertheless, minor relocation of temporary structures/assets exposed to the ROW such as shop roof, small tree branches, hawkers, and cement mortar made-floors extended from small shops or stalls along the ROW are anticipated.

No ethnic minority people were identified among 919 potential PAHs visited during the screening. However, it was decided that the Indigenous Peoples Development Framework (IPDF) developed under the original project would remain applicable for RAMP-II for precautionary reasons. Ethnic screening will be conducted for all road sections to be supported under the project during detail survey and design and before civil works start. If ethnic minority groups are found to be present in or have collective attachment to project areas, Indigenous Peoples Development Plan (IPDP) will be developed as per the updated IPPF.

Similarly, no un-exploded ordinance (UXO) was found during the original RAMP and risks due to UXO in the project areas were mitigated through the previous road projects.

These findings were reviewed by the Bank safeguard mission conducted for the road sections under the Package 1 from Kampot to Veal Rinh (54km), and part of the road section under Package 3 between Skun and Snoul (72 km) during December 9-13, 2013. The safeguard review mission therefore suggests that the safeguard instruments applied for the original project namely Environment and Social Safeguard Framework (ESSF) including generic Environmental Management Plan (EMP), Indigenous People Development Framework (IPDF) and Compensation and Resettlement Policy Framework (RCPF) would be relevant and applied for the RAMP-II. There are no new safeguard policies triggered.

The said original safeguard documents have been slightly updated (title and nature of new RAMP II has been modified that leads to ESSF updates; RAMP-II will be solely financed by the bank; RAMP-II included Lessons Learned from the Original RAMP Implementation (point II in ESSF updated); indicated outcomes of the screening process documented in the report dated November 20, 2013; indicated budget for safeguards implementation for (i) strengthening supervision and monitoring of safeguard compliance, including reporting, and (ii) safeguard training for ESO and IRC secretariat's staff with focus on social and environmental screening, ESIA review, social and

economic impact assessment, monitoring and reporting and meaningful consultation with PAPs; and highlighted the issues of road safety and traffic management and mitigation measures in EMP) to reflect lessons learned from the original project implementation, experience from the Lao Road Sector Project and the new Law on Expropriation, 2010 which is not conflicting with the Bank policy OP. 4.12. RCPF and IPDF are also integrated into the ESSF to address potential impacts on land acquisition or asset loss, or on ethnic minority groups. The tools will be applied during the RAMP-II for effective consultation and public disclosure.

There was neither site specific EMPs or RAP and IPDP prepared under RAMP-I because the rehabilitation activities were carried out within the existing road alignments and ROWs, and neither IP or resettlement issues were identified during the project preparation and implementation. However, since the listed 4 road sections' packages are known in terms of locations and impacts, MPWT will prepare site-specific EMPs and abbreviated Resettlement Action Plans (RAPs) for these packages while developing detailed designs for road repair and maintenance which are expected to be completed by August 2014. In addition to road repair and maintenance work, RAMP-II involves the construction of side drainage in urban areas within the ROWs which requires specific safeguards instruments to mitigate potential impacts. The site specific EMPs and abbreviated RAPs, to be prepared in line with the updated ESSF, will be subjected to public consultation and disclosed before RAMP-II appraisal.

E. Borrowers Institutional Capacity for Safeguard Policies

With extensive experience in road construction and rehabilitation with various donors supported projects and especially with the original RAMP, the MPWT recognizes the importance of environmental protection and has demonstrated firm commitments to mitigating potential environmental and social impacts during the original project. During the RAMP-II project preparation, MPWT (i) conducted environmental and social screening throughout the proposed road sections and consultation with potentially affected households to identify potential impacts, inform them of the project, and obtain their feedback; (ii) updated the existing safeguard policy frameworks on resettlement and indigenous peoples applied by the original project; and (iii) updated the ESSF describing the screening criteria, the EMP, the CRPF and IPDF for the project and Technical Environmental Guidelines (TEG, approved on June 11 2010). The TEG comprises: (i) generic environmental specification for contractors, (ii) specific requirements for activities carried out in the protected and/or naturally/cultural sensitive areas, (iii) environmental guidelines for design and construction works, and (iv) operation guideline for monitoring and reporting.

In response to the request from the MPWT, the RAMP-II project will continue its support for strengthening capacity of Environmental and Social Office (ESO, formerly called Environmental and Social Unit) under the MPWT to ensure effective implementation of safeguards to mitigate potential negative impacts at all stages (planning and pre-construction, construction, operations). With the limited number and frequent turnover of staff, a more holistic capacity development program will be developed by SEO/MPWT, with the support from the World Bank and consultants, and implemented based on practical experience from the original program and similar road maintenance projects in neighboring countries such as Laos and Vietnam.

F. Environmental and Social Safeguards Specialists on the Team

Ruxandra Maria Floroiu (GENDR)

Satoshi Ishihara (GURDR)

Sybounheung Phandanouvong (GURDR)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

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Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	<p>The RAMP-II project will involve the construction activities of asphalt concrete leveling and overlays of about 319 km of existing DBST surfacing of national roads, installing about 67 km of concrete side-drainage along the national roads in the same right-of-way (ROW).</p> <p>Considering nature of this RAMP-II and the experience of RAMP-I, the environmental category is classified B.</p> <p>Based on the assessment carried out by MPWT on the proposed road sections, no major adverse impacts have been observed on local environment and local people. The environmental and social impacts would be minor and site specific. Some inconveniences may occur during construction such as dust, emissions, noise, construction debris, and short term disturbance to daily business. However, these issues can be mitigated by applying good construction practices and close supervision and monitoring. As for safeguards instruments, the existing ESSF would be updated for RAMP-II and disclosed prior to appraisal. The ESSF will guide the preparation of subproject-specific instruments during implementation.</p> <p>Since the 4 road sections' packages are known and the construction activities will be carried out on the existing ROW, site specific EMPs will be prepared for these packages and disclosed prior to appraisal.</p>
Natural Habitats OP/BP 4.04	No	<p>The improvement of roads' surface activities including related installation of drainages on selected portions of these existing roads will be carried out only in the existing right-of-way (ROW) and for alignments that are already well established. That said, the project is not expected to affect any natural habitats.</p>
Forests OP/BP 4.36	No	<p>The two roads are not passing through forests and their rehabilitation does not entail use of</p>

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		any forest resources. Works will be done in existing right of way.
Pest Management OP 4.09	No	The project investments will not involve the purchase, use or production of pesticides/ related chemicals.
Physical Cultural Resources OP/ BP 4.11	No	No impacts on PCR are expected during the project activities will only be limited to existing roads within the existing rights of way.
Indigenous Peoples OP/BP 4.10	Yes	Indigenous minorities (locally known as Highland Peoples) are found mostly in the northeast (Ratanakiri and Mondolkiri provinces), which would not be covered by the RAMPII. These groups, among them the Tampuan, Kuy, Jarai, Phnong, Kreung, Kavaet, Brou, Stieng, Lun and others, are estimated to total about 120,000 people, or about one percent of the national population. Under the original RAMP, no ethnic minorities were found to be presented in the project affected areas. Ethnic screening conducted in some of the areas along the project roads did not find ethnic minority communities. However, it was decided that the existing Indigenous Peoples Development Framework (IPDF) would remain applicable for the precautionary purpose. Processes and procedures provided under IPDF including an ethnic screening for all project road sections would continue to be employed during RAMPII implementation with focusing on further improving the quality of consultation and project information disclosure.
Involuntary Resettlement OP/BP 4.12	Yes	The road sections to be covered by RAMPII are located in flat area connecting a number of provincial and district towns, in which rapid growth in economic developments and increasing demand for improved transport infrastructures are observed. No major physical resettlement of households and assets would be required. Nevertheless, minor relocation of temporary structures and assets including extended roofs and cement mortar made-floors extended from small shops and houses and tree branches found along the ROWs are anticipated. The CRPF applied under the original project would be updated as part of the ESSF, which would be applicable to all sections of the NRs

		under the RAMPII. Since 4 packages are already known in terms of location, Abbreviated RAPs will be prepared and disclosed prior to project appraisal.
Safety of Dams OP/BP 4.37	No	The project will not involve any dam nor is the project dependent of any existing dam or dam under construction.
Projects on International Waterways OP/BP 7.50	No	Not applicable.
Projects in Disputed Areas OP/BP 7.60	No	Not applicable.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 03-Aug-2014

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:

ESSF, EMPs, RAPs prior to appraisal.

IV. APPROVALS

Task Team Leader:	Name: Veasna Bun	
<i>Approved By:</i>		
Regional Safeguards Coordinator:	Name: Peter Leonard (RSA)	Date: 30-Jul-2014
Practice Manager:	Name: Michel Kerf (PMGR)	Date: 30-Jul-2014

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.