

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA14791

Date ISDS Prepared/Updated: 17-Jan-2016

Date ISDS Approved/Disclosed: 19-Jan-2016

I. BASIC INFORMATION

1. Basic Project Data

Country:	Cambodia	Project ID:	P150572
Project Name:	KH - Road Asset Management Project II (P150572)		
Task Team Leader(s):	Veasna Bun		
Estimated Appraisal Date:	15-Dec-2015	Estimated Board Date:	17-Mar-2016
Managing Unit:	GTI02	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%)		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			No
Financing (In USD Million)			
Total Project Cost:	64.80	Total Bank Financing:	60.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			4.80
International Development Association (IDA)			60.00
Total			64.80
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The PDO is to improve the condition, safety and climate resilience of selected national road corridors in Cambodia.

The project will achieve this objective through (i) the systematic introduction of designs that include

climate proofing and road safety measures and the use of performance based contracts; and (ii) by enhancing MPWT's capacity to carry out road maintenance planning, contracting and management.

3. Project Description

The RAMP-II project is designed to build on the achievements of RAMP to ensure the continued effective use of the rehabilitated national and provincial road network. In so doing, the follow-on project would improve the climate resilience and longevity of 218 km of existing bitumen-sealed roads with an overlay of asphalt concrete, replacement of current pavement with concrete pavement at flood prone areas, including strengthening and replacement, as necessary, of sub-base and road base-course, using unbound materials or stabilized materials for the road pavement of National Roads (NR) 3 and 7, and installation of about 90 km of side-drainage in flood prone areas along the roads. The new project would support planning and development of the road maintenance program by further enhancing the capacity of MPWT to carry out the data collection, processing and analysis necessary for effective road asset management of the national and provincial road networks. The project would also provide ongoing support to community-based road safety and HIV/AIDs and human trafficking awareness campaigns.

The project has three main components.

Component A: Road Asset Management

This component will support the preservation of MPWT's road network and provide implementation support for the design and supervision of works.

A.1: Periodic maintenance and Performance Based Contracts (PBCs) for routine maintenance will be undertaken for 218 km of existing bitumen-sealed roads with an overlay of asphalt concrete, replacement of current pavement with concrete pavement at flood prone areas, including strengthening and replacement, as necessary, of sub-base and road base-course, using unbound materials or stabilized materials for the road pavement. The civil works would include about 90 km of installation of new drains on both sides of the road. Periodic maintenance would be followed by the application of performance-based road maintenance for a period of three years. Periodic maintenance works would be divided into four contract packages, one on NR3 and three on NR7.

A.2: Implementation support for the civil works under the project and related technical capacity building activities including: (a) advice to MPWT on technical options and solutions, cost estimation; contract management and safeguard activities for the civil works under Component A.1; (b) construction supervision of the civil works throughout the project; (c) supervision of PBCs for the civil works under the project and; (d) hands-on development of technical capacities of MPWT staff on good practices and internationally accepted procedures, systems and standards for road construction, road safety, project management, contract management, outsourcing, PBC, social and environmental management, monitoring and evaluation, and financial and technical auditing.

Component B: System Upgrading and Capacity Development

A.2 This component will support: (1) System upgrading and technical capacity development for road asset management within the MPWT through support for (i) operation of the Road Data Collection and Management Unit (RDCMU) under RAMO and the effective implementation of the Road Management Decision Support (RMDS) system; (ii) strengthening of the data collection methodology, review of the current modeling system, and provision of simplified models for

development of three-year rolling maintenance plans if required; and (iii) development of a useful reporting format for the results of model simulation, and training; (2) Road safety awareness raising of communities and road safety audits of project roads; (3) Enhancement of financial management and internal audit capacities of MPWT and the project team; (4) Carrying out of technical and financial audits of the Project; (5) Provision of technical assistance to enhance RAMO's procurement capacity; and (6) Provision of operational and technical support for the day-to-day management, monitoring and evaluation of Project activities.

Component C: Contingent Emergency Response

This component will enable immediate response through the reallocation of project proceeds in the event of an eligible crisis or emergency. If Component 3 is triggered, then the Standard Immediate Response Mechanism - Contingent Emergency Response Component (IRM CERC)-specific objective of "provide immediate and effective response to an Eligible Crisis or Emergency" will be incorporated and the results framework revised as part of a Level Two restructuring.

As with RAMP, RAMP-II will be implemented using the existing Royal Government of Cambodia (RGC) organizational structure and institutional arrangements, particularly within MPWT. The same unit that managed and supervised activities for RAMP will be responsible for RAMP-II investments. The Ministry of Economy and Finance (MEF) will be the formal point of contact between RGC and IDA on all financial and legal matters related to the Credit for the Project, and will represent RGC in discussions on these matters. The MPWT will be 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 6 years, from 2016 to 2022.

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

The project will cover the repair and maintenance of four sections of NR3 (one package) located in the southern part of Cambodia from Kampot municipality to Veal Rinh district, and of NR7 (three packages) in Kampong Cham located in the central region. The works will be under MPWT's responsibility as detailed below:

- Package 1: Periodic maintenance of 54 km of NR3 from KP147.1 to KP201.4 from Kampot provincial town to Veal Rinh intersection of NR3 and NR4, with performance based contract covering routine maintenance for three years. It also supports the construction of side drains of 17 km along the NR3 road.
- Package 2: Periodic maintenance of 50 km of NR7 from KP136 to KP186, with performance based contract covering routine maintenance for three years. It also supports the construction of both side drains along 28.7 km of the NR7 road.
- Package 3: Periodic maintenance of 57 km of NR7 from KP186 to KP243, with performance based contract covering routine maintenance for three years. It also supports the construction of both side drains along 37.7 km of the NR7 road.
- Package 4: Periodic maintenance of 57 km of NR7 from KP243 to KP300, with performance

based contract covering routine maintenance for three years. It also supports the construction of both side drains along 11.8 km along of the NR7 road.

The road sections are located in a flat area connecting a number of provincial and district towns (i.e., Kampot and Veal Rinh districts on NR 3 and Kampong Cham, Suong, Memot, and Snoul on NR7). These areas are characterized by rapid growth, economic development and increasing demand for inland transport. 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 (ROW).

The MPWT carried out environmental and social screening along the two National Roads for RAMP-II 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 along NR 3 on November 15, 2013. Outcomes of the screening process, documented in the report dated November 20, 2013, reveal that no major environmental and social impacts are envisaged because the proposed road maintenance sections will be carried out within the existing road alignments and ROWs. Some inconveniences may occur during construction, such as dust, noise, construction debris and short term disturbance to the daily business activities; these, however, can be mitigated by applying good construction practices and close supervision. The safeguard screening also confirms that no major 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 roofs, small tree branches, hawkers, and cement mortar made-floors extended from small shops or stalls along the ROW, are anticipated.

The earlier findings were reconfirmed in a second field survey conducted by the MPWT in December 2015. Out of 919 households visited by the safeguard screening team, 92 (14 along NR3 and 78 along NR7) were identified with their temporary small structures and assets to be potentially affected by the RAMP-II activities. Two ARAPs were prepared with impact mitigation measures and implementation arrangements provided to address the social impacts on these 92 PAHs. The other 827 households could potentially experience dust, noise, construction debris and short term disturbance to the daily business activities during the civil work. These impacts can be mitigated by applying Environmental Management Plans (EMPs), which outline good construction practices and supervision arrangement.

No ethnic minority people were identified among 919 potential PAHs visited during the screening for the RAMP-II. 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 detailed 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, an Indigenous Peoples Development Plan (IPDP) will be developed as per the updated IPPF.

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

These findings were reviewed by the Bank's safeguard mission conducted for the road sections under the Package 1 from Kampot to Veal Rinh (54 km), and part of the road section under Package 3 between Skun and Snoul (72 km) during December 9-13, 2013 (the scope of rehabilitation was subsequently decreased to 57 km from KP186 to KP243). The safeguard review mission concluded 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 be applicable to RAMP-II. There are no new safeguard policies triggered.

The original RAMP safeguard documents have been slightly updated to reflect the name and nature of the new project, and that RAMP-II will be solely financed by the bank. The revision also incorporates lessons learned from the RAMP and other projects (see further in the updated ESSF and PAD); includes outcomes of the screening process documented in the report dated November 20, 2013 and updated in December 2015; indicates a budget for safeguards implementation, needs for ESIA review, social and economic impact assessment, monitoring and reporting and meaningful consultation with PAHs; and relates issues pertaining to road safety and traffic management, and mitigation measures in EMP), and impacts of the new Law on Expropriation, 2010, which is not conflicting with the Bank policy OP. 4.12. The RCPF and IPDF are also integrated into the ESSF to address potential impacts on land acquisition or asset loss, or on ethnic minority groups. These safeguards instruments will be applied during RAMP-II for effective consultation and public disclosure.

Since all four road packages are known in terms of locations and impacts, in November 2014 MPWT prepared two Abbreviated Resettlement Action Plans (ARAPs) and site specific EMPs for these packages in line with the updated ESSF. The ARAPs, EMPs and ESSF were again updated by MPWT through the final round of field assessment combined with free, prior and informed consultations carried out during December 16-17, 2015. The updated ARAPs were re-disclosed on January 18, 2016 which include the complete form of signed agreement on voluntary donation by PAHs. These updated safeguard documents were reviewed by the Bank's safeguard specialists. The reassessment identified 14 PAHs along NR3 and 78 along NR7 with temporary small structures and assets that could potentially be affected by the project activities, and measures were provided in the two ARAPs to mitigate the impacts. The assessment also confirmed that no Physical Cultural Resources (PCR) were involved along both NR3 and NR7. Although no ethnic minority people were identified among the 919 PAHs visited during the safeguard screenings, it was decided that the IPDF developed under the original project would remain applicable for RAMP-II and ethnic screening will be conducted for all four road sections before civil works start. If ethnic minority groups are found to be present in or have collective attachment to project areas, then an Indigenous Peoples Development Plan (IPDP) will be developed as per the updated IPPF.

The site specific EMPs, ARAPs and ESSF have been updated and translated into Khmer language. These safeguard documents were disclosed on MPWT's website on December 23, 2015 and Bank Infoshop on December 23 and 24, 2015 and will be incorporated in the bidding documents of civil work contracts.

5. Environmental and Social Safeguards Specialists

Makathy Tep (GENDR)

Satoshi Ishihara (GSU02)

Sybounheung Phandanouvong (GSU02)

Waraporn Hirunwatsiri (GEN02)

6. Safeguard Policies	Triggered?	Explanation (Optional)
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Environmental Assessment OP/BP 4.01	Yes	<p>RAMP-II will involve the construction activities of asphalt concrete leveling and overlays of about 218 km of existing DBST surfacing of national roads, installing about 90 km of concrete side-drainage along the national roads in the same ROW.</p> <p>Considering the nature of RAMP-II and experience of RAMP, the environmental category is classified as B.</p> <p>1. Based on the three assessments carried out by MPWT on the proposed road sections (NR3 and NR7), as stated above, no major adverse impacts are anticipated on the local environment or local people. The environmental and social impacts would be minor and site specific. Potential minor and temporary impacts are anticipated due to the construction of side ditches and drainage within the ROW. The impacts would include temporary disturbance in daily accessing to shops/restaurants along the roads, and possible increasing of traffic pressure during construction. The mitigation measures were revised based on the field reassessment carried out on both NR3 and NR7 from 16-17 December 2015, and incorporated in the site specific EMP in such a way that the likely impacts to local community/livelihoods such as shops and business establishments from the construction of side drains are mitigated through good construction practices and close supervision and monitoring. As for safeguards instruments, the existing ESSF, and site specific EMPs have been updated for RAMP-II and disclosed on MPWT's website on December 23, in project areas, and in the Bank's InfoShop on December 23 and 24, 2015.</p>
Natural Habitats OP/BP 4.04	No	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 ROW and for alignments that are already well established. Thus the project is not expected to affect any natural habitats.
Forests OP/BP 4.36	No	The two roads are not passing through forests and their rehabilitation does not entail use of 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/	Yes	Indigenous minorities (locally known as Highland

BP 4.10		Peoples) are found mostly in the northeast (Ratanakiri and Mondolkiri provinces), which would not be covered by the RAMP-II. 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 present 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 under the RAMP-II as a precaution. Processes and procedures provided under IPDF, including an ethnic screening for all project road sections, would continue to be employed during RAMP-II 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 RAMP-II are located in flat areas connecting a number of provincial and district towns, in which rapid growth in economic development and increasing demand for improved transport infrastructure are observed. No major physical resettlement of households and assets would be required. Nevertheless, potential minor and temporary land acquisition may be required due to the construction of side ditches and drainage within the ROW. 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 also anticipated. MPWT has prepared ARAPs to ensure that compensation will be made, and voluntary donation forms (provided in the ARAPs) will be completed by PAHs prior to the commencement of construction activities. The CRPF applied under the original project has been updated as part of the ESSF, and would be applicable to all sections of the NRs under the RAMP-II. Since the 4 packages of NRs are already known in terms of location and scope of impacts, two abbreviated RAPs have been prepared and disclosed to address and mitigate the potential impacts under the RAMP-II.
Safety of Dams OP/BP 4.37	No	Not applicable. The project will neither involve any dam nor depend on any existing dam or dam under construction.
Projects on International Waterways OP/BP 7.50	No	Not applicable. The project is not expected to affect any international water ways or water resources.

Projects in Disputed Areas OP/BP 7.60	No	Not applicable. The project is not expected to cover any disputed areas.
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II. 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 implementing agency, MPWT, carried out environmental and social screening and assessment along the two national roads three times, in November 2013, November 2014 and in December 2015. During the field surveys, the ministry also conducted free, prior and informed consultations with Project Affected Households (PAHs) along the two national roads to establish their broad support for the project. Outcomes of the screening process documented in the report dated November 20, 2013 reveals that no major environmental and social impacts are and concerns envisaged because the proposed road maintenance sections will be carried out on the existing road alignments and within the 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. Since all four road packages are known in terms of locations and impacts, in November 2014, MPWT was advised to reassessed the impacts along both NR3 and NR7, and prepared Abbreviated RAPs (ARAPs) and site specific EMPs, which were reviewed by the Bank's safeguard specialists. As a result, 14 PAHs on NR3 and 78 PAHs on NR7 were identified with their temporary structures and assets to be potentially affected by the project activities and impact mitigation measures are provided in the ARAPs to be applied under the RAMP-II.

No ethnic minority people were identified among 919 potential PAHs visited in during safeguard screening in the three different periods. 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.

In December 2015, a final round of safeguard assessment was carried out by MPWT and revealed that no additional environmental and social impacts and concerns along both NR3 and NR7 are anticipated, thanks to the endorsement and enforcement of Law on Road (May 2014). The ESSF, ARAPs, and site specific EMPs were slightly revised to reflect the final reduced scope of project activities and lessons learned from original project (See further details in PAD, Annex 3).

The findings of safeguard assessments and the updated package of safeguard instruments (ESSF, ARAPs and site specific EMPs) were reviewed and found adequate by the Bank safeguard specialists. These updated documents (including TEG) were disclosed on MPWT's website on December 23, in project areas, and in the Bank's InfoShop on December 23 and 24, 2015 .

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

The improvement of the two national roads may result in an increase in traffic, number of vehicles

<p>and driving speeds. The rehabilitated roads are expected to facilitate economic activities and growth due to improved accessibility and connectivity. The new roads are also expected to bring about increased migration to the project area, especially to both sides of the improved roads. There are a number of potential indirect and/or long term social impacts due to the anticipated future activities in the project areas. These include, but should not be limited to, increased road accidents, human trafficking and HIV/AIDS incidents. To address these and other impacts, a HIV/AIDS and human trafficking awareness program, a road safety program, and a safeguard training and capacity building program applied by the original project will be continued under RAMP-II.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p>
<p>The alternative to the proposed road maintenance program is a no maintenance, or “do nothing” scenario. This scenario would have adverse environmental implications. Lack of maintenance could generate unstable road bed conditions leading to localized erosion and drainage problems in addition to poor quality roads that can generate accidents, especially during the night time. In areas of high rainfall and geologic instability, these risks can be substantial. Road maintenance programs provide an opportunity to address some basic design problems.</p>
<p>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.</p>
<p>The findings and outcomes of the above safeguard screening and review indicate that the safeguard instruments applied for the original RAMP, namely Environment and Social Safeguard Framework (ESSF) including generic Environmental Management Plan (EMP), would still be relevant and applicable for RAMP-II.</p> <p>With detailed survey and design of the road sections completed after the concept stage, locations and scope of potential impacts are known, site specific Environmental Management Plans (EMPs) and Abbreviated Resettlement Action Plans (ARAP) have been prepared for the RAMP-II in line with the revised ESSF. MPWT will ensure that, together with TEG, the EMP and site specific EMPs will be applied by contractors to address and mitigate the identified environmental and health impacts that may result from the civil works through the effective project management and systematic monitoring system established. The EMPs provide a set of impact mitigation measures and good engineering practice, monitoring and reporting requirements. The results of the final round of field re-assessment carried out from December 16-17 2015, a survey conducted by the MPWT, suggests that a total 92 PAHs were identified (14 households along NR3 and 78 households along NR7) to be potentially affected by the project due to the loss of assets, incomes and businesses. The ARAPs are therefore prepared for the impact mitigation and compensation for any asset and income losses. The ARAPs are to ensure that the affected persons receive the support required to restore their livelihoods and incomes at least to pre-project levels and consequently that they are not worse off as a result of the road subproject implementation. Although no ethnic groups were found during the three rounds of safeguard screening and assessments, 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 was conducted as part of the above assessments for all road sections to be supported under the project, also during detail survey and design, and will be revisited before civil works start. If ethnic minority groups are found to be present in or have collective attachment to project areas, an Indigenous Peoples Development Plan (IPDP) will be developed as per the updated IPPF.</p> <p>MPWT has gained extensive experience in road construction and rehabilitation while</p>

implementing donor supported projects including RAMP. Accordingly MPWT recognizes the importance of environmental protection and has demonstrated firm commitment to mitigating potential environmental and social impacts, especially under RAMP. During RAMP-II project preparation, MPWT (i) conducted three rounds of environmental and social screening throughout the proposed road sections and consulted with potentially affected households to identify potential impacts, inform them of the project, and obtain their feedback and concerns; (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).

As requested by MPWT, RAMP-II will continue support for strengthening capacity of Environmental and Social Office (ESO) to ensure effective implementation of safeguards to mitigate potential negative impacts at all stages (planning, pre-construction, construction, operation). With the limited number and frequent turnover of staff, a more holistic capacity development program will be developed under RAMP-II by ESO/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.

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 environmental and social screening, the MPWT conducted consultations with Project Affected Households (PAHs) and local communities along the two NRs through free, prior and informed to establish their broad support for the project implementation. Outcomes of the screening process documented in the report were reviewed and found adequate by the Bank's Safeguard Specialists. Furthermore, in preparation and endorsement of site specific EMPs and ARAPs, the MPWT, with support from the safeguards consultants and the Bank safeguard specialists, undertook further screening and consultation meetings with all potential PAHs in November 2014 and in December 2015. The PAHs and local communities visited confirmed their full support for the road subproject implementation during the consultation process.

All safeguard instruments described above were disclosed on MPWT's website on December 23, in project areas, and in the Bank's InfoShop on December 23 and 24, 2015.. In addition, a leaflet containing project information, potential impacts and mitigation measures, and grievance mechanism has been prepared for distribution to all PAHs at least one month before commencement of the civil works. This is to ensure that these PAHs are well-informed and prepared for the civil work well in advance.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	21-Dec-2015
Date of submission to InfoShop	24-Dec-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	////
"In country" Disclosure	
Cambodia	23-Dec-2015
<i>Comments:</i>	

Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	21-Dec-2015
Date of submission to InfoShop	15-Jan-2016
"In country" Disclosure	
Cambodia	15-Jan-2016
<i>Comments:</i> The updated ARAPs were re-disclosed on January 18, 2016 which include the complete form of signed agreement on voluntary donation by PAHs.	
Indigenous Peoples Development Plan/Framework	
Date of receipt by the Bank	21-Dec-2015
Date of submission to InfoShop	24-Dec-2015
"In country" Disclosure	
Cambodia	23-Dec-2015
<i>Comments:</i>	
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 [<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"/>]
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 [<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 type="checkbox"/>] No [<input checked="" type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement	
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"/>]

Is physical displacement/relocation expected? 92 Provided estimated number of people to be affected	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] TBD [<input type="checkbox"/>]
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods) 92 Provided estimated number of people to be affected	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] TBD [<input type="checkbox"/>]
The World Bank Policy on Disclosure of Information	
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"/>]
All Safeguard Policies	
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: Veasna Bun	
Approved By		
Safeguards Advisor:	Name: Peter Leonard (SA)	Date: 19-Jan-2016
Practice Manager/ Manager:	Name: Michel Kerf (PMGR)	Date: 19-Jan-2016