

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA17489

Date ISDS Prepared/Updated: 13-May-2016

Date ISDS Approved/Disclosed: 17-May-2016

I. BASIC INFORMATION

1. Basic Project Data

Country:	Paraguay	Project ID:	P147278
Project Name:	PY Transport Connectivity (P147278)		
Task Team Leader(s):	Veronica Ines Raffo, Maria Claudia Pachon		
Estimated Appraisal Date:	04-May-2016	Estimated Board Date:	21-Jul-2016
Managing Unit:	GTI04	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (85%), General transportation sector (15%)		
Theme(s):	Infrastructure services for private sector development (10%), Export development and competitiveness (60%), Injuries and non-communicable diseases (10%), Other urban development (10%), Rural services and infrastructure (10%)		
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:	100.00	Total Bank Financing:	100.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			0.00
International Bank for Reconstruction and Development			100.00
Total			100.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The Project Development Objectives (PDO) are to: (i) reduce transport connectivity costs and improve road safety along selected paved road sections that pass through targeted Departments; and

(ii) improve planning and national road asset management capacity.

3. Project Description

The proposed project components are as indicated below:

Component 1: Road Rehabilitation and Maintenance CREMA Contracts (Total costs including supervision of works and contingencies US\$77 million, of which Bank financing US\$77 million). To reduce transport costs in targeted Departments, this component will support: (i) the carrying out of two (2) Performance Based Contracts (PBC) of rehabilitation and maintenance works, under the CREMA modality, on approximately three hundred and twenty (320) Km of identified sections of the Borrower's national paved roads (along Routes 1 and 3); and (ii) the supervision of works under said CREMA Contracts. This component will contribute to the evolution and further expansion of the country's experience with PBC supported under the previous project.

Component 2: Road Safety (Total costs US\$12 million, of which Bank financing US\$12 million). To improve road safety along selected paved road sections, this component includes two sub-components: (i) Sub-component 2.1. The financing of road safety interventions (including, inter alia, the installation of side guardrails, the carrying out of signaling works, the improvement of identified roundabouts and the construction of shoulders and pedestrian walkways), under the terms of the two (2) CREMA Contracts referred to under Component 1, targeting the most vulnerable users near urban areas along the identified sections of the Borrower's national paved roads.

Interventions are prioritized as a result of a road safety audit carried out during project preparation: (ii) Sub-component 2.2. An additional pilot sub-component will support road safety measures (other than those under the CREMA Contracts) identified and prioritized by eligible municipalities, within project targeted departments, out of a catalogue of pre-defined possible interventions in urban and inter-urban roads, as described in the Project's Operations Manual (OM). Municipalities willing to benefit from this sub-component would need to meet certain eligibility criteria, also specified in the OM, which have been designed in coordination with the recently created ANTSV. The eligibility criteria will include public consultations to ensure that the voices of women, girls and boys are taken into consideration in the selection of priority road safety interventions. To avoid complex institutional arrangements, once a municipality is found eligible, MOPC would implement the agreed interventions. The overarching aim is to bring the issue of road safety to the forefront of the political agendas of national and municipal governments to reduce the rate and severity of road traffic crashes.

Component 3: Road Asset Planning and Management (Total costs US\$3.75 million, of which Bank financing US\$3.75 million): To improve national planning and road asset management capacity, this component will support the consolidation of MOPC's strategic road management methodologies and systems, building on the efforts from the Road Maintenance Project (P082026) to strengthen client's monitoring and evaluation capacity by: (i) completing the road network inventory; (ii) expanding, operating and maintaining the traffic counting system; and (iii) operationalizing the road asset management system.

Component 4: Project Management and Implementation Support (Total costs US\$7 million, of which Bank financing US\$7 million): To ensure the quality and timely attainment of project objectives, this component will provide assistance to MOPC in implementing the project, through financing, inter alia: (i) costs related to project management functions of the Project Executing Unit (UEP), including monitoring and evaluation activities as well as additional support, if deemed necessary; (ii) project annual audits; (iii) the implementation of the project's citizen engagement web-based

system VEA ; (iv) environment and social management, including, inter alia, safeguard compliance supervision activities; (v) the promotion of indigenous communities (social inclusion by addressing their specific needs, differentiated by gender; and (vi) the acquisition of land and the provision of compensation (including cash compensation and other Resettlement assistance) related to the implementation of the Resettlement Action Plan (RAP).

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

Performance based contracting of around 320 km on Paraguay national paved roads (Routes 1 and Routes 3-8) located in five Departments of Paraguay (Misiones, Itapua, CanendiyÃ°, San Pedro and Caaguazu).

5. Environmental and Social Safeguards Specialists

Claudio Luis Daniele (GENDR)

Graciela Sanchez Martinez (GSU04)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>OP/BP 4.01 was triggered because the physical interventions resulting from the implementation of works under Components 1 and 2 could have some negative impacts on the environment, mainly related to construction site management and public safety.</p> <p>The Bank's Environmental Assessment (EA) focused on the following aspects: (i) mechanisms established to address the issues that trigger Bank safeguards; (ii) MOPC's environmental and social management capacity as executing agency; (iii) effectiveness of environmental and social management tools applied by MOPC in similar projects with the Bank; (iv) environmental and social evaluation of the works and activities in each component, and (v) evaluation of overall compliance with the national environmental legislation. The environmental evaluation for the road infrastructure components was conducted by the DGSA as MOPC's Social and Environmental Management Directorate, in coordination with the UEP, and reviewed by the Bank.</p> <p>As part of the EA, the Borrower prepared an Environmental and Social Assessment (EVAS) for each section along Routes 1 and 3-8. In both cases, it was found that, since this Project involves rehabilitation and maintenance works in existing roads within the right of way, no major environmental impacts that could endanger the natural surroundings of the area of influence or the local population, are to be expected. The majority of project activities are expected to have low to moderate impacts that can be solved with standard mitigation</p>

		<p>measures.</p> <p>Therefore, the project is environmentally viable and has been classified as 'Category B'.</p> <p>As part of the EA, which includes social aspects, the Borrower prepared an Environmental and Social Management Framework (ESMF), which is also the basis for the Operations Manual. The ESMF includes technical guidelines for the preparation of environmental and social (including resettlement and indigenous peoples) plans/ programs for works of similar environmental and social risks of the sub-projects that will be financed by the project. The ESMF also includes the details of the institutional arrangements and accountabilities for Project's E&S management.</p> <p>MOPC has met the requirements for obtaining the environmental license of roads works.</p>
Natural Habitats OP/BP 4.04	No	<p>This Project involves works in existing roads within the right of way and this policy will not be triggered.</p> <p>There are no natural protected areas or critical habitats in the direct area of influence of the proposed works. The project will not result in any significant conversion or degradation of natural habitats. Works on routes 3-8 and especially on Route 1 are in an environment highly transformed by agricultural and urban activities.</p> <p>The ESMF will include the criteria and procedure to avoid negative impacts in natural environment and to support the strengthening of associated management instruments. In addition, the DGSA has prepared a set of environmental and social technical specifications for each section (Route 1 and 3-8), which are mandatory fulfillment by the contractor.</p>
Forests OP/BP 4.36	No	<p>There are no forests, as defined under OP/BP 4.36, in the direct area of influence of the proposed works. This policy is not to be triggered.</p>
Pest Management OP 4.09	No	<p>The project will not involve the purchase or use of any significant quantities of pesticides.</p>
Physical Cultural Resources OP/BP 4.11	Yes	<p>Project implementation is not expected to have any negative impact on physical cultural resources. The project does not involve significant excavations, demolitions, earth movements or other major environmental changes. All project activities will be</p>

		<p>implemented on existing roads in an environment highly transformed by agricultural and urban activities.</p> <p>The so-called "Ruta Jesu�tica - Jesuit Road", which is a territory of historical-cultural importance and touristic destination, is located along 100 km of Route 1 section. Although the main monumental sites are several kilometers away from the route, considered as a World Heritage Sites (San Cosme and San Dami�n, Trinidad and Jesus de Tavarangue) the entire corridor had Jesuit influence.</p> <p>Therefore, project may involve potential findings of physical cultural resources and, although unlikely, might involve impacts on physical cultural resources. The Physical Cultural Resources safeguard policy (OP) 4.11 is being triggered.</p> <p>The ESMF will include screening criteria to evaluate potential impacts on cultural resources and provide guidance on potential findings procedures.</p> <p>In addition, the DGSA prepared a set of environmental and social technical specifications for each section (Route 1 and 3-8), which are mandatory for the contractor to comply with. These technical guidelines which aim to prevent damages, also include the obligation to carry out a detailed inventory of physical cultural heritage in the project's area of influence, as well as specific control rules for the activities and the presence of specialists in the field during construction</p>
Indigenous Peoples OP/ BP 4.10	Yes	<p>Indigenous Peoples (OP/BP 4.10) has been triggered since there are indigenous peoples in the Project's area. Therefore an Indigenous Peoples Plan (IPP) and an Indigenous Peoples Planning Framework (IPPF) have been prepared by MOPC in public and culturally adequate consultations with relevant indigenous communities and organizations that are present in the extended catchment area of the corridors of the two Roads (RN 1 and RN 3) to be financed by the Project, located in five Departments of Paraguay (Misiones, Itapua, Canendiy�, San Pedro and Caaguazu). Specific measures respectful to indigenous people's culture such as the use of indigenous language, adoption of their own conflict resolution mechanisms among others are included in the tailored to indigenous people's grievance redress system for the Project.</p>

		<p>While the IPP has been prepared specifically for the around 2,900 indigenous peoples (36 communities, among them 14 villages) comprising 577 families that live in the above described project extended catchment area to address their needs of rural road access to the two corridors to be intervened by the project and contribute in their capacity enhancement through i.e. training activities differentiating indigenous women and men needs. The IPPF has been developed to guide IPP preparation and implementation, though also to be used for any need that might arise during project's implementation.</p> <p>Both the RAP and the IPPF fully considered lessons learnt, such as the delay in IPP implementation in the ongoing Road Maintenance Project (P082026). Besides institutional strengthening measures, a specific indicator for monitoring expected IPP outcomes during the project cycle (first, second and final year) has been included in the Results Framework and Monitoring of the Project.</p>
Involuntary Resettlement OP/BP 4.12	Yes	<p>On to the Resettlement Policy (OP 4.12), although road rehabilitation and upgrading works are to be carried out within the existing right of way (ROW) of long established inter-urban roads, a Resettlement Action Plan (RAP) and a Resettlement Policy Framework (RPF) have been developed for the project, which will guide implementation of the RAP during project implementation. Public consultations for the RAP and the RPF have been carried out, and final versions of the documents were disclosed by the MOPC and on the World Bank's external website before Project appraisal.</p> <p>The RAP states that the project will require the resettlement of approximately 77 individuals and families, including micro-businesses and some houses, based on a detailed Initially Affected People Survey (IAPS) that was carried out along the Right of Way (ROW) of both corridors (R1 and R3) including two roundabouts (Tacuara crossing and R3 6000 Street) to be financed by the Project. IAPS? data in the RAP include occupants? names, geo-referenced locations, economic activities and estimated values of their commercial physical structures and houses in some cases. The RAP will be updated by completing the census[1] and socio-economic survey once R1 and R3 detailed designs (including roundabouts) have been completed in the first phase of project implementation. Although the IAPS has initially identified all occupants in the ROW of corridors and</p>

		<p>roundabouts, tenure and land ownership situation, especially of those occupants around the roundabouts (preliminarily 51), will be confirmed during completion of the census.</p> <p>While affected people without recognizable legal right or claim to the land they are occupying will be provided with resettlement assistance, affected people that are found to own property or have formal legal rights to land or do not have formal legal rights to land at the time the census begins, but have a claim to such land or assets?provided that such claims are recognized under Paraguayan Law or become recognized through a process identified in the RAP?will be offered compensation at full replacement costs for their land according to the principles of OP 4.12 that are detailed in the RAP.</p> <p>The RAP and the RPF also foresee a tailored grievance redress mechanism that is part of the Project.</p>
Safety of Dams OP/BP 4.37	No	The project will not finance the building or rehabilitation of any dam and will not rely on the operation of an existing dam.
Projects on International Waterways OP/BP 7.50	No	The project will not finance any activities near or related to waterways or ports.
Projects in Disputed Areas OP/BP 7.60	No	The project will not finance activities that take place in disputed areas.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p>
<p>No potential large scale, significant and/or irreversible negative impacts have been identified.</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p>
<p>No potential indirect and/or long term negative impacts have been identified.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</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>Project institutional responsibilities on environmental and social management, including citizen engagement, are aligned to institutional arrangements and implementation agreements within the MOPC, which establishes MOPC as the executing agency through the Roads Department (DV), the UPGP as the main interlocutor with the Bank and functional units responsible for technical endeavors and outcomes.</p>

Within this framework, Project environmental and social management will be the responsibility of the Directorate of Social and Environmental Management (DGSA). DGSA, directly or through delegation to third parties, will be accountable for assessing, developing and supervising environmental and social plans and programs, conducting public consultations, obtaining licenses - including environmental - as necessary, and maintaining the due recording and filing of the E&S documentation of all works (sub - projects) to be funded by the project. Environmental and social plans include environmental and social programs and standards as well as provisions on communications and management of citizens' feedback and claims that will be implemented by contractor supervised by supervision consultancy firms.

Institutional arrangements fully considered main risks posed by lessons learnt from the implementation of the current project and the capacity assessment carried out during this project's preparation, and include: (i) discontinuity of project's environmental and social management responsibility due to many changes in MOPC's former environmental unit; (ii) lack of intra-ministry coordination and collaboration in environmental and social issues; (iii) underqualified environment and social staffing in the PIU; and (iv) differences among Bank's environmental and social safeguards standards and the MOPC's systems, particularly those related to resettlement and indigenous peoples, which affected smooth internal supervision and external compliance.

The DGSA, which has been restructured and strengthened with the incorporation of environmental and social specialists in recent years, including some with experience in Bank's safeguard policies, has conducted the assessment and preparation of environmental and social management plans and programs for works on Routes 1 and 3-8. Similarly, DGSA has prepared an Environmental and Social Management Framework, which will be part of the project's Operations Manual. All these instruments have been developed on the basis of the World Bank's safeguard policies (OP 4.01, 4.11, 4.10 and 4.12) principles and procedures and national law.

In addition, an Environmental and Social Institutional Support Program has been prepared for the project and included in Component 5. Project Management and Implementation Support. This ESISP is detailed in the Project's ESMF and Operations Manual, includes detailed terms of reference per activity - which progress will be monitored through specific indicators foreseen in the Project's Results Framework and Monitoring, comprising:

- a) Adequacy of the number and expertise of skilled staffing for the DGSA, by hiring at least three environmental, social and communication professionals in;
- b) Increase of timely and efficient capacity for environmental and social intra-coordination and monitoring through the development and use of a web-based tool for environmental and social monitoring that includes an interactive map works and feedback /grievance redress mechanism;
- c) Improve the ability to identify environmental and social risks and opportunities in paved roads' rehabilitation and maintenance works, including updating of the General Technical and Environmental Specifications (ETAGs) and MOPC's Social Manual. Improved standards will include i.e. environment: hazardous waste and non-hazardous, air, water, soil pollution, safety and contingency response; and social: social dimensions into environmental assessment and plans, including - besides indigenous peoples and resettlement ? citizen engagement, gender, consultation; and

d) Improving ETAS (Environmental and social Technical Specifications) implementation capacity through the provision of training, both internal in the MOPC and external (contractors and supervision consultancy firms) so differences among WB environmental and social safeguards standards and the MOPC's systems, particularly those related to resettlement and indigenous peoples, affected smooth internal supervision and external compliance.

Prior review. All environmental and social activities, including terms of reference, assessments and plans and programs will be prior reviewed by the Bank team.

Environment and Social records and filing system: Detailed records, reflecting the Project's environmental and social management per works/services will be filed and maintained by the DGSA. These records would be maintained for at least two years after the Project's closing date. The records would include terms of reference, assessments, plans, programs, claims management, and any public notice or information related to safeguard documents.

Project Grievance redress mechanism. The project foresees a grievance redress system comprising claims entry/reception, analysis, monitoring of analysis, resolution and return to the claimer. This system, which is detailed in the ESMF of the project and all plans for the RN 1 and RN 3-8 to be financed by the project, is based on these three principles: (i) availability for beneficiaries and stakeholders considering and respecting their socio-cultural characteristics and needs; (ii) known procedures and timeline of claim analysis and resolution; and (iii) affordability of their resolution for the claimers.

Claims can be addressed by three instances. The first instance is within the MOPC (National Law 19,549 on Administrative Procedures, Art. 7). When agreement is not possible, external instances to MOPC such as mediation, Ombudsman and judiciary system will apply. Claims brought before the judiciary apply the existing legal system of the country.

This system will be supported by the web-based feedback-grievance redress mechanism, one module of the project's citizen engagement system VEA (Ventana de Acceso a la Información).

All advertising of Project grievance redress system, will include information on the WB's Grievance Redress Service (GRS).

Citizen engagement

Citizen engagement mechanisms will be under the Directorate of Transparency and Citizen Participation (DTPC)'s overall responsibility. The DTPC will be responsible for the implementation and supervision of the web-based feedback-grievance redress mechanism, one of the three web-based tools of the project's citizen engagement system VEA (Ventana de Acceso a la Información) that will be web-based system. DTPC will also oversee implementation of the other two citizen engagement tools (i) the interactive map of works, and (ii) the financial, physical, environmental and social monitoring tool, though will coordinate with the Directorate of Communications, DGSA and other functional units of MOPC in charge of the project's activities that will feed the tools.

The VEA web-based feedback-grievance redress mechanism is based on the principles and procedures of the project's grievance redress mechanism, and will be ready to integrate to external systems with similar or complementary objectives of improving public transparency and citizen engagement such as the Unified Portal of Public Information (PUIP) of Paraguay. The VEA will

be a web-based system that will feature several integrated modules to manage electronically citizen's feedback/claims, capturing them from different starting points (table entry of the MOPC, site work, web, phone, social networks and mobile devices), recording them in a central database, and automatically distributing them to different units of MOPC for addressing them and returning to the citizen in standardized timelines.

Detailed terms of reference of the three web-based tools of the project's citizen engagement system VEA (Ventana de Acceso a la Información) will be included in the Project's Operations Manual of the project. These TORs include technologies needs and flows of coordination and accountability of these tools among the functional units of MOPC. Progress of these tools will be monitored through specific indicators that are foreseen in the project's Monitoring and Results Framework.

The DTTC, which has recently been restructured, becoming a Directorate reporting directly to the Minister, will be strengthened by hiring a specialist in communication and citizen engagement to support the development and implementation of the system.

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

Key stakeholders of this project include: (i) beneficiaries of the project [road users, including households and communities in project catchment areas, soybean and livestock producers, freight and passenger transport companies, equally targeted both men and women; indigenous peoples: at least 36 communities (among them 14 villages)]; (ii) Local Governments; and (iii) people that are occupying the ROW that will need to be moved (RAP for Roads 1 and 3-8)

All environment and social documents, except the Advanced RAP dated 3 April, 2016, were consulted within a detailed consultation plan that was previously approved by the Bank team. This plan included at least two rounds in situ consultations with these key stakeholders of the project. IPPP consultations were culturally adequate and respectful to indigenous communities including use of language and their arrangements for the meetings among others. A summary of the feedback received per plan is available in the plans.

RAP dated 3 April, 2016 jointly with the RPF will be submitted for consultation to potential affected people as soon it is approved by the Bank before appraisal of the project and will continue between project approval and effectiveness.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	22-Apr-2016
Date of submission to InfoShop	29-Apr-2016
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Paraguay	29-Apr-2016
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	22-Apr-2016

Date of submission to InfoShop	29-Apr-2016
"In country" Disclosure	
Paraguay	29-Apr-2016
<i>Comments:</i>	
Indigenous Peoples Development Plan/Framework	
Date of receipt by the Bank	22-Apr-2016
Date of submission to InfoShop	29-Apr-2016
"In country" Disclosure	
Paraguay	29-Apr-2016
<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 type="checkbox"/>] No [<input checked="" type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources	
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"/>]
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 type="checkbox"/>] No [<input checked="" 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 type="checkbox"/>] No [<input checked="" type="checkbox"/>] NA [<input type="checkbox"/>]
Is physical displacement/relocation expected?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] TBD [<input type="checkbox"/>]
77 Provided estimated number of people to be affected	

Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes [<input type="checkbox"/>] No [<input checked="" type="checkbox"/>] TBD [<input type="checkbox"/>]
Provided estimated number of people to be affected	
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input type="checkbox"/>] No [<input checked="" 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 type="checkbox"/>] No [<input checked="" 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: Veronica Ines Raffo, Maria Claudia Pachon	
Approved By		
Practice Manager/ Manager:	Name: Aurelio Menendez (PMGR)	Date: 17-May-2016