

# INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

**Report No.:** ISDSC1109

**Date ISDS Prepared/Updated:** 11-May-2015

**Date ISDS Approved/Disclosed:** 11-May-2015

## I. BASIC INFORMATION

### A. Basic Project Data

<b>Country:</b>	Bolivia	<b>Project ID:</b>	P152281
<b>Project Name:</b>	Santa Cruz Road Corridor Connector Project (P152281)		
<b>Task Team Leader(s):</b>	Gylfi Palsson		
<b>Estimated Appraisal Date:</b>	14-Sep-2015	<b>Estimated Board Date:</b>	01-Dec-2015
<b>Managing Unit:</b>	GTIDR	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Rural and Inter-Urban Roads and Highways (100%)		
<b>Theme(s):</b>	Regional integration (50%), Trade facilitation and market access (50%)		
<b>Financing (In USD Million)</b>			
Total Project Cost:	230.00	Total Bank Financing:	130.00
Financing Gap:	0.00		
<b>Financing Source</b>			<b>Amount</b>
Borrower			100.00
International Bank for Reconstruction and Development			130.00
Total			230.00
<b>Environmental Category:</b>	B - Partial Assessment		
<b>Is this a Repeater project?</b>	No		

### B. Project Objectives

The projects Development Objectives (PDO) are to support the Recipient in reducing transport costs, travel time and road fatalities between San Ignacio de Velasco and San Jose de Chiquitos.

### C. Project Description

The proposed operation is envisioned as a single road investment aiming at reducing transport costs, travel time and road fatalities in a corridor connector between two main corridors coming out of Brazil. The project will also fund study for future investment on the northern San Matias – San

Ignacio de Velasco corridor. No specific institutional strengthening activities are planned under the operation.

The proposed road upgrading is of about 203 km connecting the towns of San Ignacio de Velasco - San Jose de Chiquitos in the Department of Santa Cruz. The road is on a north-south axis, and connects the two main east-west corridors coming out of and going to Brazil. From a technical standpoint the upgrading of the road is uncomplicated and which for the most part will follow the existing alignment and thus largely be within already established Right-of-Way. There will be two bypasses needed to avoid heavy vehicle traffic in populated areas (in San Miguel and in San Ignacio) and straightening of alignment by San Diablo hill. Construction will be needed for 3 small bridges (35m, 40m and 46m) and a handful of existing bridges will be replaced by large box culverts. Total culverts needed on the length of the route are about 300. The terrain is mostly flat to gently rolling hills.

A three year old technical, economic, social and environmental study for the upgrading of the corridor connector exists. On basis of Bank comments, ABC is having the study updated, with new traffic count, rationalization of the design, a new economic assessment, amended environmental management plans and general population and indigenous consultations.

From environmental perspective there appear to be no significant adverse impacts. On the social side, some resettlement is expected because of the bypasses especially. The area is populated by two indigenous groups native of the lowlands, mostly Chiquitano population and to far lesser extent by Ayoreo communities; and to small extent by Aymara and Quechua migrant populations from the Altiplano. Triggering of following safeguard policies are expected: (i) OP/BP 4.01 (Environmental Assessment); (ii) OP/BP 4.04 (Natural Habitats); (iii) OP/BP 4.10 (Indigenous Peoples); OP/BP 4.11 (Physical Cultural Resources); and (v) OP/BP 4.12 (Involuntary Resettlement).

The proposed project will likely have two components: (i) Upgrading of San Ignacio de Velasco-San Jose de Chiquitos road; and (ii) Study for upgrading the San Matias – San Ignacio de Velasco road corridor.

Component 1: Upgrading of San Ignacio de Velasco-San Jose de Chiquitos road (about 203 km) – estimated cost US\$228 million. This component will finance a conventional input type of contract for improvement of the corridor connector between the two main corridors coming out of Brazil, about 300 km from the borders of Bolivia and Brazil. The road is important to Bolivia's effort in upgrading the transit corridor from Brazil to Chile, to give better connectivity to Bolivian beneficiaries in the area and beyond and will reduce cost of transport.

Component 2: Study for upgrading the San Matias – San Ignacio de Velasco road corridor – estimated cost US\$2 million. This component will finance a technical, economic, environmental and social study and bid documents for upgrading of the northern road corridor from Brazil (San Matias to San Ignacio de Velasco). Discussions are underway to explore ABC interest in introducing through the study a possible Design-Build-Maintain-Operate-Transfer (DBMOT) contracting methodology, which is performance and results-based and has worldwide been found to improve efficiency in road asset management. The road is not expected to have any major environmental or social impacts.

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

The region is one of the most important in lowland Bolivia for the historical presence of a series of missions dating back to the Jesuits first and Franciscans later, where indigenous tribes were settled into towns and engaged in art and music based on Christian beliefs; however, as in many cases these were mixed and influenced by indigenous culture in the region. This is one of the most important tourist sites for Bolivia, where Baroque musical festivals attract visitors, Chamber orchestras and Choirs from all over the world, including Europe and elsewhere. Another salient and important characteristic is that the Catholic Church promoted, developed and supported workshops for the fabrication of classical instruments made from local wood; and that large choral arrangements were made with children living in the region. More recently, the Spanish government has invested in rehabilitating the 13 missions that conform the “circuit” of missions and towns and are all incorporated into the yearly festival.

Overall the project is expected to have positive impacts considering that the most important physical impacts are already pre-existing. Positive impacts identified include reduced costs and travel times and improved travel comfort. The route will improve conditions for connection and international mobility and present important benefits to international transport. However, in this case, special measures should be taken to assure that excessive heavy traffic and trucks that might begin to use this route coming in from Brazil would not cause negative effects to local tourism, local communities, the environment, local religious festivities, or other aspects of indigenous community life. Innovative and creative mitigation measure should be considered during the construction period to assure maximum benefits to the tourism potential. Likewise, if heavy traffic is expected to increase, measures should be taken to assure limited impact of large trucks on small towns and communities and the environment. Perhaps truck stops or rest areas could be considered to limit impact on communities and allow economic activities (restaurants, tire repair, mechanics, truck wash sites, etc.) but concentrated in locations that avoid or, when not possible, minimize social and environmental impacts.

Upon inputs provided from the Social Assessment and preparation of an IPP for the Ayoreo group, a determination will be made whether to prepare IPPs for other IP groups as identified.

The project has an EIA in compliance with national regulations, after the final design is completed it would be necessary to upgrade the EIA. Sensitive issues such as environmental protection and proper use of available water sources along the road and the conservation of fauna in places of ecological interest should be considered as part of the Environmental Management Plan.

As a sidelight to compliance with the safeguards of the Bank and the national legislation, it is recommended to evaluate the potential of simple actions to improve environmental management in the municipalities in the area of roads such as campaigns for better management of waste, protection of sites of historical interest, better understanding of native flora and fauna, better management of increased number of visitors and other actions that could highlight the ecological, historical and cultural value of the area.

### **E. Borrowers Institutional Capacity for Safeguard Policies**

ABC has in place reasonable standards and procedures for establishing RoW and compensations for different groups. They carry out a social analysis as part of each road building project. ABC has a national indigenous peoples specialist that will oversee the social analysis and development of the needed social safeguards instruments, and who will receive additional support from the social and environmental staff in the Santa Cruz regional office. Key to implementation will be the incorporation of needed environmental and social measures in the contracts of the supervisor and

contractor.

ABC has an Environmental Manual for Roads (MAC, Manual Ambiental para Carreteras) that provides an orientation guide for the adequate compliance with norms and best practices for Environmental Management in road works. It is an ample and specific document for road works in Bolivia. In accordance to the ABC its use is mandatory, since an ABC Board of Directors resolution was issued (ABC-DIR-009-2009). This Environmental Manual is fully in line with OP 4.01 and WBG EHS. Moreover, use of ABC Environmental Manual and compliance is mandatory to contractors.

#### **F. Environmental and Social Safeguards Specialists on the Team**

Carlos Alberto Molina Prieto (GSURR)

Juan Carlos Enriquez Uria (GENDR)

Raul Tolmos (GENDR)

Rodrigo Victor Hernan Munoz Reyes Pantoj (GSURR)

## **II. SAFEGUARD POLICIES THAT MIGHT APPLY**

<b>Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/BP 4.01	Yes	<p>The project is proposed to be classified as Category B. The Project does not foresee significant environmental impacts that could jeopardize the natural but intervened environment of its influential project area, mainly characterized by livestock and agricultural landscapes. The "Category B" is justified by the fact that the rural road works to be supported under the project would not include any new road construction. Most part of the road will follow the existing alignment and thus largely be within already established Right-of-Way. The proposed road upgrading is of about 203 km connecting the towns of San Ignacio de Velasco - San Jose de Chiquitos in the Department of Santa Cruz. There will be two bypasses needed to avoid heavy vehicle traffic in populated areas (in San Miguel and in San Ignacio) and straightening of alignment by San Diablo hill. Construction will be needed for 3 small bridges (35m, 40m and 46m) and a handful of existing bridges will be replaced by large box culverts. Total culverts needed on the length of the route are about 300.</p> <p>Most challenging environmental management issues will be focused on protection and sound use of ground and underground water bodies (e.g. ponds and aquifers) along the road used for recreational purposes by local population as well as for agricultural and livestock purposes too. Moreover,</p>

	<p>these water bodies sustain wild fauna local populations (e.g. birds, small mammals, bats, etc.). During the dry season, these water bodies are critical for livestock and wild fauna. So surface water quality and quantity is a critical issue to be addressed particularly during road rehabilitation. On the other hand, given that the EIA report recommends digging wells to obtain water for camp sites and works, it will be necessary to adopt needed measures to avoid aquifer contamination. Specific actions on these aspects will be recommended in the updated version of the EIA report once the road final design is completed. Issues related to pedestrian health, signaling and road safety aimed at mitigating accidents will be updated as part of the final technical design under preparation.</p> <p>An Environmental Impact Assessment (EIA), including an Environmental Management Plan (EMP), comprised of several environmental mitigation programs (e.g. PASAs and PPMs according to the EIA terminology in Bolivia - PASA: Programa de Adecuacion y Seguimiento Ambiental; PPM: Programas de Prevención y Mitigación), has been prepared in 2012 for the road to meet the Bolivian environmental regulatory requirements. An EIA was approved by the Ministry of Environment and Water Resources (MMAA) in 2012 as well as the corresponding environmental license issued. This EIA and its different EMPs (e.g. PASAs and PPMs) will be updated and disclosed before appraisal and the corresponding environmental license revalidated. Terms of Reference to update the technical, social and environmental studies (e.g. EIA and corresponding EMPs) have been prepared by the client and reviewed by the Bank. Studies under component 2 will be conducted based on the World Bank environmental and social safeguards and the WBG EHS Guidelines. Two public consultations were held in the four municipal jurisdictions involved in the project area with participation of key stakeholders that supported the project during preparation of the original EIA - and EMPs – prepared by Ecoviana. Local population emphasized issues related to hiring of local workforce, location of ancillary facilities and workers’ residences, and behavior codes for contractor’s</p>
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Natural Habitats OP/BP 4.04	Yes	This policy was triggered given the presence of natural habitats along the road that could be affected due to change in a very small segment of alignment in the San Diablo hill. Although the natural environment on both sides of the road is mainly characterized by intensive productive agricultural and cattle raising landscapes, however there are wild fauna and flora species interacting with those productive landscapes. Thus, along the road to be rehabilitated, the technical design will have to ensure transit of wild fauna from one side to another and minimize impacts and risks during rehabilitation works and construction of bridges. Natural habitats protection aspects will be dealt in the EIA. Current environmental mitigation programs (e.g. PASAs and PPMs) in the EIA are oriented in the right direction. Also, the fact that 300 culverts will be constructed should prevent barrier effect along the road.
Forests OP/BP 4.36	No	This policy will not be triggered since the project does not involve, nor support, conversion of forest lands to other economic alternatives. Main primary economic activities along the road are agriculture and livestock followed by tourism.
Pest Management OP 4.09	No	This policy will not be triggered since the project does not involve procurement or use of pesticides.
Physical Cultural Resources OP/BP 4.11	Yes	This policy will be triggered since the project's area is recognized as a global cultural heritage area and should be protected and conserved. Road to be rehabilitated between San José de Chiquitos and San Ignacio de Velasco crosses some of the towns that host the Chiquitania churches and their related immaterial cultural heritage. Jesuit reductions of San Ignacio de Velasco, San Miguel de Velasco and San José de Chiquitos and three other more reductions constitute a UNESCO world cultural heritage site funded by the Jesuits between 1696 and 1760. The six population centers of San Francisco Javier, Concepción, Santa Ana, San Miguel, San Rafael and San José, located in the ancient territory of the Chiquitos indigenous people, still form a living heritage. On the other hand, San Ignacio de Velasco also is the entrance to Noel Kempff Mercado national park, located to the North of the Bolivia-Brazil border. This national park was declared natural world heritage site by UNESCO due to its extraordinary biodiversity. Improved access to these

		sites due to improved quality of the access roads, if managed properly, could contribute to the sustainable development of the region and maintenance of traditional indigenous practices. EIA to be updated and its corresponding EMPs will include screening provisions for evaluating potential impacts on cultural resources.
Indigenous Peoples OP/BP 4.10	Yes	A social assessment (SA) will be developed to identify Indigenous Peoples within the area of influence of the project, consisting of native peoples of the lowlands (90% Chiquitano, Ayoreo >0.1%) and upland migrant populations (approximately <5% of Aymara and Quechua), in addition to the existing mestizo population. This identification is important because beyond the positive effects of the project, such as reducing travel times and costs, it is likely that the project will not provide further positive benefits. The probability of negative risks to this vulnerable population is high, since the increase in drivers of heavy and international transport, creates risks for this population, especially women and children. For these reasons, the Indigenous Peoples Policy (OP 4.10) is activated and an Indigenous Peoples Plan (IPP) will be prepared to consider mitigating risks and allow the inclusion and participation of these populations in the benefits of the project. The project shall consult with the general population located within the project area, but especially within the framework of the Indigenous Peoples Plan (IPP) with these populations, to determine the impacts and ways of active participation during the different stages of the project. The IPP is expected to be ready in the third quarter of 2015, following detailed consultations. The consultation process will be with all organizations identified in the IPP.
Involuntary Resettlement OP/ BP 4.12	Yes	This policy will be triggered given that the project proposes new works such as variants in urban areas (San Ignacio and San Miguel) and in San Rafael which can have negative impacts on the population, besides requiring the acquisition of land and buildings. Therefore, the Involuntary Resettlement Policy (OP 4.12), is triggered preventively, and may require a Resettlement Action Plan for each of the two bypasses in order to mitigate the impacts, implementing the plan activities for land purchase and properties, such as also design programs for the

		restoration of initial conditions for the affected population. Only once the final designs are ready and measurable impact and effects on population are identified, can need for Resettlement Action Plan be determined. In such as, these plans must be executed before the start of the works and consider the socioeconomic conditions of the population, especially in the municipality of San Rafael, the TESA mentioned as the greatest poverty and possibly vulnerable to the adverse impacts of the project population.
Safety of Dams OP/BP 4.37	No	This policy should not be triggered as the project will neither support the construction or rehabilitation of dams nor will it support other investments which rely on services of existing dams.
Projects on International Waterways OP/BP 7.50	No	This policy should not be triggered as the project will not finance activities involving the use or potential pollution of international waterways.
Projects in Disputed Areas OP/BP 7.60	No	This policy should not be triggered as the project will not finance activities in disputed areas as defined in the policy.

### III. SAFEGUARD PREPARATION PLAN

**A. Tentative target date for preparing the PAD Stage ISDS:** 30-Jun-2015

**B. Time frame for launching and completing the safeguard-related studies that may be needed.**  
**The specific studies and their timing<sup>1</sup> should be specified in the PAD-stage ISDS:**

TORs for social assessment being developed over next 3 weeks; other instruments will be developed in the basis of this time line being worked out.

### IV. APPROVALS

Task Team Leader(s):	Name: Gylfi Palsson	
<b><i>Approved By:</i></b>		
Safeguards Advisor:	Name: Francis V. Fragano (SA)	Date: 11-May-2015
Practice Manager/ Manager:	Name: Aurelio Menendez (PMGR)	Date: 11-May-2015

<sup>1</sup> 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.