

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA13916

Date ISDS Prepared/Updated: 14-Sep-2015

Date ISDS Approved/Disclosed: 15-Sep-2015

I. BASIC INFORMATION

1. Basic Project Data

Country:	Bolivia	Project ID:	P144597
Project Name:	BO Road Sector Capacity Development Project (P144597)		
Task Team Leader(s):	Gylfi Palsson		
Estimated Appraisal Date:	15-Sep-2015	Estimated Board Date:	12-Nov-2015
Managing Unit:	GTI04	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (80%), General transportation sector (20%)		
Theme(s):	Regional integration (90%), Infrastructure services for private sector development (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:	225.00	Total Bank Financing:	225.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			0.00
International Bank for Reconstruction and Development			166.00
International Development Association (IDA)			59.00
Total			225.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The Project Development Objective (PDO) is to enhance Bolivia's national road sector management and improve the condition of the country's primary paved road network targeted under the project.

3. Project Description

a) The World Bank credit and loan will finance PDO supporting ABC's capacity development and strengthen management and preservation of Bolivia's primary paved road network through financing of a handful of performance-based and lump-sum contracts (referred to as Contratos de Rehabilitación y Cumplimiento de Estándares - CReCE). ABC has declared its intention of managing the whole of its paved primary road network through CReCE— as it is now and as it develops. Project objectives will be achieved through two complementary components implemented in parallel.

b) The project was at concept stage conceived as a Program for Results (PforR) preparation. Following assessment of procurement systems it was found that pursuing PforR would require upfront significant amendments to specific procurement aspects that the Government was not in a position to implement prior to project approval. It was therefore mutually agreed to convert the preparation to an IPF.

Component A. Capacity Development - USD10 million

c) Specifically, the Project will finance through disbursement-linked indicators (DLI) achievement of the following.

a) DLI 1. Implementation and use of an integrated financial management information system (USD2.5 million).

b) DLI 2. New bid documents (works and supervision) for roads (USD1.0 million).

c) DLI 3. Update and approval of ABC's Socio-Environmental Manual through guidelines or procedures to strengthen environmental and social management (USD1.0 million).

d) DLI 4. Development of a strategy for primary highway network rehabilitation planning (USD1.5 million).

e) The following additional activities will be financed under this component, but through transactional-based disbursement (USD4.0 million).

a) Support to and strengthening of ABC's contract management.

b) A Road Safety Capacity Assessment will be undertaken and disseminated.

c) Training and certification by a recognized Contract Management and/or Procurement Institute.

d) Support to developing capacity for Road Asset Management and management of performance-based contracts.

e) Project management activities, including audits and incremental operating costs.

Component B. Performance-based road contracting of paved primary network - USD215 million

f) The strategic relevance of the component lies in the facts that Bolivia's primary paved road network, instrumental for cost-effective inland transport that benefits society at large, is in need of systemic maintenance. The overall poor paved highway conditions require a timely and global intervention to strike a better balance between expanding the primary highway network and supporting its periodic and routine maintenance.

g) Based on scheduled periodic preservation needs, ABC has prioritized for financing by the Project the preservation through performance-based contracts of a nearly 567 km corridor in the eastern region of Bolivia

h) The road platform of 7 meters and 1 meter shoulders is for the most part paved with double surface treatment (DST). The ADT density is about 2,000 vehicles on stretches near Santa Cruz, and near the center of the corridor ADT ranges between 500-1000 vehicles. The DST sections on stabilized granular base-course have some 15 to 20 years of service. The surface has had diverse interventions during this time with some stretches of repaving but for the most part only routine maintenance including sealing. Road sections near Santa Cruz de la Sierra have more recent and extensive interventions, including some asphalt concrete (AC) repaving.

i) This Component will finance 5-year CReCE civil works contracts which include all periodic

and routine interventions, monitoring consultancy of the work contracts, as well as consultancy services related to evaluation of the performance of the CReCE contracts and contracting methodology.

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

Project location is the 567 km road corridor in the eastern region of Bolivia, in the Departments of Beni and Santa Cruz, specifically the north-south corridor linking the Departmental capitals of Santa Cruz de la Sierra – Trinidad. The road constitutes part of Route 004 of the primary road network. This road was paved more than 15 years ago and any negative environmental impacts or archaeological findings occurred during the first road construction 30 years ago. Project activities will be on current alignment in a highly heterogeneous intervened forest, modified since the construction of the road by the activities carried out in the area. The project site area is within the river system of the Amazon Basin, specifically in the basin of the river Itenez.

The Project will support ABC's in preparing and putting in place the initial performance based contracts for the paved road network. These contracts incorporate all interventions needed during a 5-year period, including some road rehabilitation, sealing and patching, repaving and all maintenance requirements to achieve a pre-described level of service of the road. The interventions will only be done on existing road alignments.

5. Environmental and Social Safeguards Specialists

Angela Maria Caballero Espinoza (GSURR)

Carlos Alberto Molina Prieto (GSURR)

Juan Carlos Enriquez Uria (GENDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>In accordance with OP/BP 4.01 this Project has been categorized as a Category B project. Potential environmental impacts are considered low, temporary and reversible.</p> <p>Any significant negative environmental impacts that might occur would have already occurred fifteen years ago during the initial paving of the Trinidad – Santa Cruz road.</p> <p>Positive impacts may include: i) improved access to transportation for passengers and transport of goods, (ii) improvement of road safety, and iii) improved communication between isolated regions.</p> <p>Negative potential impacts might include cutting of vegetation, soil erosion, changes in water quality and flows of streams, etc.</p> <p>While the road segments targeted by the project are known, under the CReCE methodology what is bid are</p>

		<p>conceptual designs and detailed designs are done by selected contractors. For this purpose, an Environmental Management Framework (EMF) was prepared and Environmental Management Plans (EMP) will be prepared on bases of final designs.</p> <p>However, ABC prepared on basis of the conceptual designs EMPs for MMyA (Ministry of Environment and Water) approval and required environmental licenses have been issued.</p> <p>Bidding documents to select contractor will include requirements in terms of environmental and social specialists in the contractor's team, etc.</p>
Natural Habitats OP/BP 4.04	Yes	<p>This policy was triggered to prevent that some project activities could take place in, or negatively affect, natural habitats, even though, most of the significant negative environmental impacts already occurred during the first paving of the Trinidad – Santa Cruz road, fifteen years ago. The three roads segments to be improved under this project are located far away from any local or national protected area.</p>
Forests OP/BP 4.36	No	<p>The policy is not triggered given that Projects activities do not involve conversion of forest lands or critical forest-ecosystems.</p>
Pest Management OP 4.09	No	<p>The policy is not triggered given that Projects activities will not involve procurement, use or storage of pesticides. Road weed and vegetation maintenance do not consider the use of any kind of pesticides, chemical controls or any similar product.</p>
Physical Cultural Resources OP/BP 4.11	Yes	<p>The policy is triggered to address chance findings; although Projects activities will be undertaken within existing right of way and any archaeological findings would have been reported during the first road construction 30 years ago.</p>
Indigenous Peoples OP/BP 4.10	Yes	<p>Two indigenous groups have been identified in project area: Guarayo and Siriono.</p> <p>Although neither the design of the project or social assessment envisages impacts on the indigenous communities, the policy is triggered and an Indigenous Peoples Plan (IPP) has been prepared so that the IP can participate in the project benefits.</p> <p>Civil Society Organizations (CSO) and stakeholders were consulted during the preparation of the project.</p>

		Consultations with indigenous peoples Guarayo and Siriono included indigenous women organizations and the national level organizations. In addition, consultations with the authorities and indigenous Siriono and Guarayo communities, were developed to define the components of IPP. The main conclusion determines that Siriono and Guarayo indigenous groups consider it is critical to spread their culture to external agents (contractors). Three strategic projects were defined under this consideration.
Involuntary Resettlement OP/BP 4.12	Yes	Although neither land acquisition nor resettlement is anticipated, the policy is triggered preventively and Resettlement Policy Framework has been developed, in case during the 5-year duration of the CReCE contracts a resettlement situation develops.
Safety of Dams OP/BP 4.37	No	The policy is not triggered as Project activities do not involve construction of dams.
Projects on International Waterways OP/BP 7.50	No	The policy is not triggered as Project activities do not affect international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The policy is not triggered as Project activities do not 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 relevant safeguard issues are observed. From environmental perspective there appear to be no substantive issues. Large scale, significant and/or irreversible impacts are not foreseen due to the project activities. In relation to the town of Loreto located in the province of Beni Marban it is necessary to clarify that it is outside the area of influence of the road, in this sense, there is not any protected area identified. From the social perspective, according to the social assessment, there are no land acquisitions foreseen and no indication of irregular occupation on the right of way along the corridor. However it was considered that, the 23 Road Maintenance Microenterprises, with a total of 164 people (both male and female, household heads) operating on the road project, can be affected on their labor options. Nevertheless, the impacts will depend on the results of the training processes detailed in the Social Assessment as part of the Project Social Management Plan, which could facilitate changes in their production-service pattern, and/or increase their chances of assimilation as workers of the project. For the two indigenous people groups, the road itself is a heartfelt need. Since the road has been built, they believe it helped to define their quality of life, and opened many more possibilities to cover their basic necessities. In the same line, the Project is seen now as a new opportunity for social and economic development. Therefore, no irreversible or significant impacts have been outlined. However for the Guarayo and Siriono indigenous people, the presence of outsiders that the Project might bring, can be followed by practices that could negatively affect their communities and cultures such as: adoption of disproportionate consumption habits, inadequate relationships with community members, loss of local languages, harassment and exploitation especially of women and eventually of children. Considering so, the IPP has been participatory defined taking on account this cultural impact identified by Siriono and</p>

Guarayo during the consultation process.
2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
The Project will improve the condition of the paved primary road network project with important positive effects such as: i) improved access to transportation for passengers and transport of products, (ii) improvement of road safety, and iii) improved communication between isolated regions. Negative impacts may include cutting of vegetation, soil erosion, changes in water quality and flows of streams, etc. Improvement of roads could also indirectly affect/increase the rate of road accidents. Nonetheless, the possibility of negative impacts on indigenous people could be considerable. The possible new interactions due to the increase of heavy trucks and passenger vehicles on the route, along with its drivers, could turn into risks for the indigenous population in the area, especially the most vulnerable ones, which are women and children.
3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.
As the project is focused on preservation of existing paved primary road, alternatives have not been considered for this project.
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>Under CReCE performance-based contracting methodology, the contracts are bid out on basis of conceptual design only and final designs are only prepared by the winning contractors once contracted. For this reason, needed safeguard instruments are prepared as framework documents and detailed plans – where needed – will only be prepared on basis of the frameworks once final design is available.</p> <p>The Environmental Management Framework (EMF) has been prepared by ABC, which takes into consideration the following: ABC's Environmental Manual for Roads (MAC, Manual Ambiental para Carreteras) in line with WB's OP 4.01, OP/BP 4.04 and WBG EHS Guidelines; Manual de Dispositivos de Control de Transito; Plan de Aplicacion y Seguimiento Ambiental (PASA) y Plan de Prevencion y Mitigacion, (PPM). Issues related to pedestrian health and safety, particularly around populated areas, have been assessed and mitigated. Occupational health and safety considerations are duly included.</p> <p>The EMF including the Manual and PASA/PPM, has appropriate screening criteria to ensure that: a) impacts on natural habitats are properly evaluated; b) includes mitigation measures to address any environmental liability of past construction and/or road rehabilitation, and potential impacts of increased visitors to sensitive environmental sites expected as a result of the project. Sensitive issues such as environmental protection and proper use of available water sources along the road have been considered as part of the Environmental Management Plan for each of the segments. Also, the EMF, identifies the key environmental responsibilities for each one of the actors.</p> <p>As a sidelight to compliance with the safeguards of the Bank and the national legislation, potential of simple actions have been evaluated to improve environmental management in the municipalities in the area of roads such as campaigns for better management of waste, protection of sites of ecological interest, better understanding of native flora and fauna, and other actions that could highlight the ecological and cultural value of the project area.</p> <p>Even though the project has not considered land acquisitions nor involuntary resettlement of</p>

people, ABC, as a preventive action, has prepared a Resettlement Policy Framework, considering all the necessary elements for the preparation of RAPs in the event that future adjustments to the designs have impacts on people or properties. Moreover, given the confirmation of presence of indigenous peoples (Guarayo y Siriono) in the project area, ABC has prepared an Indigenous Peoples Plan (IPP).

ABC has consulted the organizations of civil society, stakeholders and both indigenous peoples identified in the project area (Guarayo and Siriono). The result is acceptance of the project, and interest in participating of the project benefits through the IPP. The 3 main strategies for the PPI, defined by Siriono and Guarayo people are:

1. Intercultural Dialogue and knowledge rescue to strengthen Siriono and Guarayo cultures.
2. Mechanisms to promote the respect to Siriono and Guarayo people and cultures.
3. Education for road's use and garbage management for indigenous Siriono and Guarayo communities.

The responsibilities for supervising the environmental and social compliance of the road during construction have been defined, as well as the instruments to ensure that contractors implement any corrective actions identified during such supervisions.

ABC Environmental and Social Department (Gerencia Socio Ambiental - GSA) is responsible for compliance with the WB safeguards and with the overall environmental and social supervision of the Project and its compliance with the CPE (Political Constitution of the Plurinational State of Bolivia), Environmental Law (Law 1333) and other applicable legislation to the sector and works. It coordinates closely with the Department of Road Conservation, all aspects related to planning, preparation of environmental studies, environmental compensation programs and supervision. The GSA of ABC has 30 staff in La Paz for the overall country supervision of environmental and social management of all types of road works (including construction of new roads and rehabilitation works) which is a constraint for overall environmental and social management of the sector; however, in the regional offices there are 11 environmental engineers that focus on works in their region. Coordination and flux of environmental documentation mostly by hand or internet restrict an efficient process to manage permits, evaluations and reports. GSA complements the supervision of road works with additional environmental consultants on projects as needed.

While project implementation is subject to WB safeguard policies, as part of technical assistance targeted improvement in ABC's Manual Socio-Ambiental para Carreteras will be supported. Specifically, the project will under results-based financing support the preparation and approval of guidelines or procedures for addressing the displacement of occupants of existing right-of-way as a result of road rehabilitation activities; as well as preparation and approval of guidelines/procedures for road rehabilitation contracts that affect indigenous peoples and their territories or resources, mainstreaming gender approach and collective vulnerability of indigenous cultures. The guidelines or procedures will reflect international good practices, including the principles of WB safeguard policies.

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 Social Assessment (SA), all stakeholders related to project area were identified (not only the ones located in the area but other stakeholders with incidence or leverage potential). Civil

Society Organizations (CSO) were consulted during the consultation process. Consultations with indigenous peoples Guarayo and Siriono also included consultations with national level organizations in addition to direct consultations with the authorities and communities of these peoples. The SA considers characterization of identified communities in the project area, especially the indigenous peoples, highlighting most relevant aspects of the social organization, authorities, livelihoods, among others, to identify its possible linkages with the civil works and potential impacts. During the consultations process, three gender issues were identified: a) Considering road safety, specifically during the time of project operations, women and specially young women, are more exposed than men to sexual harassment, gender/generational violence and racism; b) Some women (indigenous and non- indigenous) who are part of the Road Maintenance Microenterprises are single household heads; c) For Guarayo and Sirionó people, enculturation processes are specially driven by women; therefore, their knowledge about territory and natural resources management, as well as their ways to respect nature, has to be recuperated especially from old women to later be taught to the outsiders that the project brings into the area. Based on these three issues, 4 gender-based actions are taken into account along the project cycle: (i) an analysis of gender differences in road safety will be considered in the Road Safety Capacity Assessment; (ii) Women that are actually part of the Road Maintenance Microenterprises will be encouraged to participate in the training programs planned under the Resettlement Political Framework, to ensure the mitigation of the potential negative impacts on their economy while strengthening their competencies to offer services, (iii) Two IPP Projects were built on the importance to promote respect to Sirionó and Guarayo people and cultures; (iv) In case of involuntary resettlements, the RAPs will ensure that compensations are equal for men and for women.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	14-Aug-2015
Date of submission to InfoShop	11-Sep-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	////
"In country" Disclosure	
Bolivia	10-Sep-2015
<i>Comments:</i> Disclosed on ABC website: http://www.abc.gob.bo/banco_mundial Selecting link indicating "PROYECTO DE DESARROLLO DE CAPACIDADES PARA EL SECTOR VIAL. CARRETERA TRINIDAD – SANTA CRUZ"	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	31-Aug-2015
Date of submission to InfoShop	11-Sep-2015
"In country" Disclosure	
Bolivia	11-Sep-2015
<i>Comments:</i> Disclosed on ABC website: http://www.abc.gob.bo/banco_mundial Selecting link indicating "PROYECTO DE DESARROLLO DE CAPACIDADES PARA EL SECTOR VIAL. CARRETERA TRINIDAD – SANTA CRUZ"	
Indigenous Peoples Development Plan/Framework	

Date of receipt by the Bank	31-Aug-2015
Date of submission to InfoShop	11-Sep-2015
"In country" Disclosure	
Bolivia	10-Sep-2015
<i>Comments:</i> Disclosed on ABC website: http://www.abc.gob.bo/banco_mundial Selecting link indicating "PROYECTO DE DESARROLLO DE CAPACIDADES PARA EL SECTOR VIAL. CARRETERA TRINIDAD – SANTA CRUZ"	
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 4.04 - Natural Habitats	
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes [<input type="checkbox"/>] No [<input checked="" type="checkbox"/>] NA [<input type="checkbox"/>]
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?	Yes [<input type="checkbox"/>] No [<input 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 type="checkbox"/>] No [<input type="checkbox"/>] NA [<input checked="" 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 type="checkbox"/>] NA [<input checked="" 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? Provided estimated number of people to be affected	Yes [<input type="checkbox"/>] No [<input checked="" 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) Provided estimated number of people to be affected	Yes [<input type="checkbox"/>] No [<input checked="" 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: Gylfi Palsson	
Approved By		
Safeguards Advisor:	Name: Francis V. Fragano (SA)	Date: 15-Sep-2015
Practice Manager/ Manager:	Name: Aurelio Menendez (PMGR)	Date: 15-Sep-2015