Early Warning System

# WB-P147864

## UP CORE ROAD NETWORK DEVELOPMENT PROGRAM

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### Quick Facts

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|---|---|
| **Countries** | India |
| **Financial Institutions** | World Bank (WB) |
| **Bank Risk Rating** | A |
| **Voting Date** | 2015-05-29 |
| **Borrower** | UP-PWD |
| **Sectors** | Industry and Trade, Transport |
| **Potential Rights Impacts** | Cultural Rights, Healthy Environment, Housing & Property, Labor & Livelihood, Right to Health, Right to Water |
| **Investment Type(s)** | Loan |
| **Investment Amount (USD)** | $ 400.00 million |
| **Project Cost (USD)** | $ 570.00 million |

## Project Description

Bank documentation states, "The Proposed Project Development Objective is to:

- improve quality, safety and sustainability of targeted state highway corridors and;
- to introduce better Road Management Practices' in the Indian state of Uttar Pradesh.

The Project will be comprised of four components:

- Civil Works
- Road Sector and Institutional Reform
- Road Safety
- Contingent Emergency Response.

## Early Warning System Project Analysis

### RISK CATEGORIZATION

The Bank has categorized this as a category 'A' project. Bank documentation states that, Category A project[s are] likely to have significant adverse environmental impacts that are sensitive, diverse, or unprecedented. These impacts may affect an area broader than the sites or facilities subject to physical works.

According to Bank documentation Uttar Pradesh is the country's most populous state with a population of nearly 200 million. One sixth of India's population lives in the 70 districts of UP. Many roads in UP have locally important cultural properties located along the edge of pavement. UP forms the bulk of the Gangetic plain in India and though it has very little forest cover, it has several protected areas, including bird and animal sanctuaries and national parks. Some locations in the state serve as freshwater wetlands, some not protected under law, but are important staging/nesting grounds for birds. Due to the nature of its categorization, the proposed project is likely to have a number of adverse environmental and social impacts, i.e. environmental pollution and economic as well as property displacement.

The Bank states that, Project specific Environmental and Social Management Framework (ESMF), Land Acquisition, Resettlement and Rehabilitation Policy will be prepared based on World Bank Safeguard Policies and applicable GoI [Government of India] and State's Acts/Policies/Guidelines. Further, The ESMF shall include methodology and format for social/environment screening of each road;
corridor specific detailed Social Impact assessment (SIA); Environmental Impact Assessment (EIA); development of action plans such as for Natural Habitats and Cultural Resources, wherever required; Resettlement Action Plan (RAP) and Environmental Management Plan (EMP);resettlement policy framework (RPF); consultation framework; framework for preparing indigenous peoples development plan (IPDP); framework for preparing gender action plan (GAP); monitoring indicators and evaluation process; and institutional arrangement for implementation of EMP and RAP.

### APPLICABLE SOCIAL AND ENVIRONMENTAL STANDARDS:

The Bank recognizes that the proposed project will trigger the following safeguard policies:

#### Environmental Assessment OP/ BP 4.01

Bank documentation states, In addition to the ESMF, Environmental Management Plans will be prepared for the specific segments identified and included in the 30% of works that will be ready at appraisal. Available Bank documentation does not specify when Environmental Management Plans we be prepared for the remaining 70% of works that will not be ready at appraisal.

#### Natural Habitats OP/BP 4.04

The Bank states, Some roads in the core road network may pass through or close to natural habitats, whether these are located in protected areas or not such as wetlands.

#### Forests OP/BP 4.36

Bank documentation states that, In Uttar Pradesh, plantation on roadside trees and canal edges are designated as protected forests. While tree cutting for widening will be required, no commercial logging is going to be supported, if some of the project roads
pass through the Reserved Forests, then it may affect health of the forest patch.

#### Physical Cultural Resources OP/ BP 4.11

This policy is triggered because, according to Bank documentation, the project roads are dotted with local shrines, places of worship, and graves which can be of cultural value to local people. In addition, the possibility of chance-finds also exists since large quantities of earthwork are involved.

## People Affected By This Project

### Environmental and Human Rights Risk Assessment

To the best of our knowledge, there are currently only two Bank documents available for this project: The Integrated Safeguards Data Sheet Concept Stage and the Project Information Document (PID) Concept Stage. This assessment is based on these early-stage project documents.

### RIGHT TO CULTURE

As noted above, Bank documentation explicitly states the project roads are dotted with local shrines, places of worship, and graves which can be of cultural value to local people. In addition, the possibility of chance-finds also exists since large quantities of earthwork are involved.

The following questions may be relevant for local communities in determining whether the proposed project will infringe on their right to culture:

- Does the land or other sites that will be affected by the investment project have a cultural significance for your community?
- Are these cultural sites taken into account and respected by the the UP Department of Public Works and any companies involved in the project in their plans and assessments?
- Have or will community members be involved in plans to protect this heritage?
- Does this project have a chance-finds procedure in case cultural artifacts are encountered during operations?

### RIGHT TO A HEALTHY ENVIRONMENT

According to Bank documentation, the proposed project is a Category A project and the Environmental Assessment OP/BP 4.01 safeguard policy is also triggered. Thus, there will likely be significantly adverse impacts not only at the construction sites, but also affecting environments and communities in Uttar Pradesh. Negative impacts that are often associated with Category A infrastructural projects include: change in topographic features of the area, i.e. water draining properties, increase in dust and air pollution, soil disturbance, increased traffic around construction sites, noise pollution, loss of biodiversity due to construction, etc.

The following questions may be relevant for local communities in determining whether the proposed project will infringe on their right to a healthy environment:

- Do you feel that your natural environment (air, water, land, animals, and plants) will change at the start of the investment project?
- Where will solid waste, hazardous waste, and other waste products be disposed of and what impact is this likely to have on the local environment?
- What opportunities (legal or otherwise) are open to you if the environmental impacts of the project operations become a problem for local communities and/or the local ecosystem?

### RIGHT TO HEALTH

The death totals due to automobile accidents in Uttar Pradesh are among the highest in the country and the world. Bank documentation states, India has the dubious distinction of leading the world in road accident fatalities. In 2012, there were more than 138,000 people killed on the roads, implying that about 378 lives are being lost every day in India due to road accidents. Uttar Pradesh together with Tamil Nadu has been the largest contributor to the total number of road crash deaths in the country (11.7 percent each), followed by Andhra Pradesh (10.8), Maharashtra (9.6) and Rajasthan (6.9). A total of 22,155 people were injured and 16,149 killed on UP roads in 2012, of which 73 percent died on national and state highways (less than 9 percent of the road network). Almost 50 percent of the people killed on UP roads belong to vulnerable groups of road users (pedestrians, bicyclists and two-wheelers)

## Investment Description

- World Bank (WB)

The total project cost is US$570 million. The World Bank's International Bank for Reconstruction and Development is providing US$400 million in Investment Project Financing. According to World Bank documentation, Investment Project Financing "provides IBRD loan, IDA credit/grant and guarantee financing to governments for activities that create the physical/social infrastructure necessary to reduce poverty and create sustainable development."

### Contact Information

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**CONSULTATION PROCESS:**

According to Bank documentation the project will ensure proactive disclosure and sharing of information with the key stakeholders, including the affected persons/communities and will have a communication strategy focusing on efficient and effective usage of print and electronic media, bill boards, posters, wall writing, and adoption of any other method suiting local contexts. Similarly, that Bank states An integrated Grievance Redress Mechanism (GRM) will be established for the project to address complaints using various mediums (e.g. a dedicated, toll free phone line, web based complaints, written complaints and open public days) and address them in a time bound manner.

ACCOUNTABILITY MECHANISM OF WORLD BANK

The World Bank Inspection Panel is the independent complaint mechanism and fact-finding body for people who believe they are likely to be, or have been, adversely affected by a World Bank-financed project. If you submit a complaint to the Inspection Panel, they may investigate to assess whether the World Bank is following its own policies and procedures for preventing harm to people or the environment. You can contact the Inspection Panel or submit a complaint by emailing ipanel@worldbank.org. You can learn more about the Inspection Panel and how to file a complaint at: http://ewebapps.worldbank.org/apps/ip/Pages/Home.aspx.

**Bank Documents**

- India - Uttar Pradesh Core Road Network Development Program Project : environmental assessment (Vol. [Original Source]
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- India - Uttar Pradesh Core Road Network Development Project : environmental assessment : Environment [Original Source]
- India - Uttar Pradesh Core Road Network Development Project : Executive Summary (English) [Original Source]
- India - Uttar Pradesh Core Road Network Development Project : indigenous peoples plan : Indigenous p [Original Source]
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- Integrated Safeguards Data Sheet (Appraisal Stage) - UP CORE ROAD NETWORK DEVELOPMENT PROGRAM - P147 [Original Source]
- Integrated Safeguards Data Sheet (Concept Stage) - UP CORE ROAD NETWORK DEVELOPMENT PROGRAM - P14786 [Original Source]
- Project Information Document (Appraisal Stage) - UP CORE ROAD NETWORK DEVELOPMENT PROGRAM - P147864 [Original Source]