

INTEGRATED SAFEGUARDS DATASHEET

APPRAISAL STAGE

I. Basic Information

Date prepared/updated: 10/22/2008

Report No.: 46294

1. Basic Project Data

Country: Kazakhstan	Project ID: P099270
Project Name: SOUTH-WEST ROADS: WESTERN EUROPE-WESTERN CHINA INTERNATIONAL TRANSIT CORRIDOR (CAREC 1B & 6B)	
Task Team Leader: Henry G. R. Kerali	
Estimated Appraisal Date: July 21, 2008	Estimated Board Date: March 26, 2009
Managing Unit: ECSSD	Lending Instrument: Specific Investment Loan
Sector: Roads and highways (100%)	
Theme: Regional integration (P);Trade facilitation and market access (S);Other rural development (S)	
IBRD Amount (US\$m.): 2,255.00	
IDA Amount (US\$m.): 0.00	
GEF Amount (US\$m.): 0.00	
PCF Amount (US\$m.): 0.00	
Other financing amounts by source:	
<u>Borrower</u>	398.00
	398.00
Environmental Category: A - Full Assessment	
Simplified Processing	Simple <input type="checkbox"/> Repeater <input type="checkbox"/>
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

2. Project Objectives

The overall goal of the Government's Western Europe to Western China (WE-WC) Corridor development program is to improve transport efficiency and safety, and promote development along one of Kazakhstan's main strategic road transport corridors. Transport and trade efficiency will be improved through provision of better infrastructure and services along the entire corridor to reduce transport costs, and through gradual reform of the entities responsible for all categories of roads. The Bank will finance the portion of the Corridor from Shymkent to Aktobe/Kyzylorda oblast border (1,025 km) as a Specific Investment Loan, whereas other International Financial Institutions (ADB, EBRD and IDB) will finance other sections of the same corridor.

The development objective of the Project is to increase transport efficiency along the Corridor between Shymkent to Aktobe Oblast border, and initiate reforms to improve road management and traffic safety in Kazakhstan. The aim is to support local and regional socio-economic development. Benefits will include transport efficiency gains and traffic safety improvement.

The main beneficiaries will be domestic and regional businesses and traders, as well as local populations living along the road corridor. Kazakhstan has a higher population density in the southern sections of the road, with traffic volumes which are relatively high, approximately 10,000 vehicles per day (vpd) close to Shymkent city, mainly due to local commuting. Traffic volumes decrease further north with the majority of traffic comprising trucks transporting goods (around 500 vpd North from Aral). The government expects ribbon development to be attracted along the corridor as a result of the project intervention. However, this will require incentives to attract private sector investments to be integrated within the overall Western Europe-Western China Corridor (WE-WC Corridor) development program.

3. Project Description

The project will finance major upgrade of road infrastructure along one portion of the corridor, from Shymkent to the Aktobe/Kyzylorda oblast border. The project will also assist the government to prepare and implement a road safety and road service improvement action plan. The project will serve local travel as well as international transportation of general cargo and other goods produced locally and in the region (Tajikistan, the Kyrgyz Republic and Uzbekistan). Institutional measures include the introduction of an efficient road management system incorporating modern methods for planning and executing road maintenance, and strengthening the capacity of the Committee for Roads (the Committee) within the Ministry of Transport and Communication (MOTC) to efficiently implement all investments.

The preliminary road design prepared by the MOTC envisaged the widening of the road and the construction of bypasses around some of the towns along the WE-WC Corridor. The Feasibility Studies financed by the government, which included an Environmental Impact Assessment (EIA), based on the national laws of Kazakhstan, and a social analysis were completed in December 2007. A number of follow-up actions were identified during several joint meetings between the government and the IFIs leading to an overall agreement on shared responsibility for addressing gaps in the Feasibility Studies, especially regarding the EIA and land acquisition and resettlement issues. The Bank took responsibility for reviewing the economic analysis and supervised the preparation of a Land Acquisition and Resettlement Policy Framework (LARPF) that applies to the entire Corridor. The ADB took responsibility for reviewing the Environmental Impact Assessment and supervised the preparation of an Environmental Assessment Framework (EAF) for the entire Corridor.

The project has five components:

Component 1: Upgrade and reconstruction of road sections between Aktobe/Kyzylorda Oblast border to Turkestan (excluding the bypass to Kyzylorda). This component will finance the upgrade and reconstruction of road sections in Kyzylorda oblast totaling about 834 km with a design oriented towards increased road safety, and includes the costs of consultant services for supervision. Preparation and design costs have been financed by the Borrower's own funds. The proposed reconstruction will improve ride quality leading to lower operating costs for road users, guarantee road structural soundness for a

prolonged period, and prevent collapse, leading to lower life-cycle cost for the road asset. Communities living along the Corridor would also benefit from improved access to markets.

Component 2: Upgrade and reconstruction of road sections between Turkestan to Shymkent, including bypasses at Kyzylorda and Shymkent cities. It is proposed that the road sections between Turkestan to Shymkent will be upgraded from 2 lanes to 4 lanes. Preparation and design costs are being financed through the Borrower's own funds.

Component 3: Project Management Consultants. The consultant services will assist the Committee with the management of all activities associated with the projects as part of a joint effort by all IFIs and the Government to ensure efficient and transparent implementation of the WE – WC Corridor program. Monitoring of EMPs and ARPs will be part of the responsibility of the Project Management Consultants.

Component 4: Institutional Development. The component comprises consulting services, technical studies, the provision of equipment, and training to strengthen the internal management and operations of the Committee, particularly to improve road sector planning, programming, budgeting, and implementation, and to improve the efficiency of road maintenance practices.

Component 5: Improvements in road safety and road-side services along the corridor. The first part of this component will include technical studies and physical improvements targeted at specific road safety improvements. The second part of this component will finance the preparation and implementation of an action plan to facilitate private sector investments in the provision of services to transporters along the corridor.

4. Project Location and salient physical characteristics relevant to the safeguard analysis

The salient points regarding social, land acquisition and environment can be summarized as follows:

Environment:

The environmental conditions for the project are characterized by arid climate, sparse vegetation, few year-round surface water courses and large areas with naturally hyper-saline soils. Saksaul forests, which are adapted to dry, saline conditions with extreme temperature differences, play an important role in soil stabilization and erosion control. The landscape in the north is very arid, barren, hardly vegetated and prone to wind erosion, dust generation, moving sand dunes. Surface drainage exists mainly seasonally, when flash floods can occur and draining waters can have a high erosion potential. The landscape has a very soft relief with wide valleys and basins, separated by slightly elevated plateaus. Land use is restricted to low density animal grazing in the natural environment (mainly camels, sheep, goats, some cattle). Permanent settlements are extremely sparse. South and east of Zhosaly, the climate is less severe and the settlements are more common, centered on former state farms and railroad facilities. The steppe vegetation, dominated by grassland with small clusters of forest near rivers and in

valleys, is interrupted by large tracts irrigated from the Syr Darya River. The area between Turkestan and Shymkent is used extensively for agriculture and horticulture.

The road section was constructed in 1970 and since 1990 there was no investment. The condition of the pavement is poor. The railway line runs parallel to the road in most of the locations and therefore it could be used for haulage of materials during the construction. The issue of bringing suitable material on the construction site will be critical. Although there is evidence that the existing infrastructure was built using locally available materials, their use is questionable due to their saline content that makes them water-sensitive. The reconstruction financed through the project will use material from borrow pits for the upper portion of the embankments to avoid the degradation of the pavement structure. At least thirty bridges need reconstruction; most are rather small (20 to 30 meters). In some areas the road crosses moving sand dunes and the rehabilitation design will have to take this into consideration.

The proposed alignments for road segments, including the bypasses, were examined in detail by the Project team during a series of field missions that included environmental and social specialists. The major part of construction works, except bypasses around settlements and Kyzylorda city, will remain confined within the existing right-of-way. Thus the Project is not expected to have unprecedented or significant adverse impacts on the environment that cannot be mitigated. However, the Project has been classified as environment Category A for the following reasons: (i) the Europe and Central Asia region of the Bank has a standard policy to classify road widening as Category A; (ii) the unusually large physical dimensions of the Project and the scope of civil works; (iii) the dimensions of induced impacts such as material sourcing and the production and transport of aggregates and asphalt. The overall category A classification results mainly from the identified environmental issues around road sections between Shymkent and Turkestan, where road widening and bridge reconstruction are planned, and the construction of the bypass around Kyzylorda, where a new road corridor longer than 20 km, and a new bridge over the Syr Darya river will be constructed.

Most impacts that cannot be avoided can be offset or mitigated with readily available environmental management measures. In the case of the road section between Shymkent and Turkestan, the key impacts are anticipated to include the conversion of land, impacts on soil and vegetation, emissions in form of noise, dust and exhaust gases, associated impacts of borrow pits, construction of haulage roads, storage areas, and camps, temporary impacts from civil construction works, aggregate and asphalt plants, transport and limitations for road use. Measures to address these impacts will be incorporated in the EMP. The environment along the alignment between Turkestan and the Kyzylorda/Aktobe Oblast border is not sensitive or particularly valuable in terms of biodiversity and ecological significance. Most of the land is arid steppe to semi-desert landscapes with few river crossings and some wetlands (partly natural, partly irrigated lands). There are no forests, sensitive natural habitats nor protected areas that are known that could be directly impacted by road construction. Would such site be identified at proximity of the road during the preparation of the EIA, the potential impacts will be analysed and mitigation measures put in place. There are no known sites or structures of

cultural significance affected by the planned civil works, although there is always a possibility of “chancefinds” during implementation.

No sensitive natural habitats, rivers, wetlands, forests or protected areas are affected and that the bulk of required land will be Government owned and is currently unoccupied and not used for economic purposes. This was confirmed by the existing environmental documents covering the whole Corridor developed by the Borrower’s design institute as part of the Feasibility Study, and by an Environmental Assessment Framework prepared by consultants supervised by ADB. Both of these documents were disclosed at the Bank and in Kazakhstan.

Land acquisition and Resettlement:

Most of the reconstructed road sections will follow the existing alignment, staying within long-established rights of way that have not been subject to encroachment. The exceptions are bypasses that will be constructed around populated areas. The planned bypasses will require land acquisition, although much of the land is likely to be government property (to be determined during preparation of the final design). The feasibility study estimated that bypasses would require the demolition of as many as 7 residences and 31 other structures in South Kazakhstan and Kzylorda Oblasts, as well as requiring over 3,000 ha for permanent use, mostly for bypasses and future intersections. Once the final design is completed, it will be possible to determine the actual number of structures and the amount of private land to be affected and the land acquisition process can begin.

Additional land will also be required for temporary use during construction. The feasibility study estimated that around 3,600 ha would be needed for temporary use (staging areas, borrow pits, construction bypasses, and the like), for which private owners will be compensated and the land returned to its original condition after use. There is no evidence of illegal or temporary occupation or use of land along the roadway or within the right-of-way and therefore the project does not envisage the removal of unauthorized structures from the right-of-way in carrying out the rehabilitation works, nor the compensation of temporary or illegal land users.

The Client prepared a Resettlement/Land Acquisition Policy Framework prior to Appraisal that applies to all of the IFIs. It was reviewed and accepted by the Bank. It provides detailed information about procedures and standards set in Kazakhstan for the acquisition of private land and rights-of-way and identifies any additional provisions that will be undertaken to assure compliance with OP 4.12 and other IFI requirements.

5. Environmental and Social Safeguards Specialists

Mr Norval Stanley Peabody (QAG)

Mr Wolfhart Pohl (ECSSD)

6. Safeguard Policies Triggered	Yes	No
Environmental Assessment (OP/BP 4.01)	X	
Natural Habitats (OP/BP 4.04)		X
Forests (OP/BP 4.36)		X
Pest Management (OP 4.09)		X
Physical Cultural Resources (OP/BP 4.11)		X
Indigenous Peoples (OP/BP 4.10)		X
Involuntary Resettlement (OP/BP 4.12)	X	
Safety of Dams (OP/BP 4.37)		X
Projects on International Waterways (OP/BP 7.50)		X
Projects in Disputed Areas (OP/BP 7.60)		X

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts: The Project was initially structured as an Adaptable Program Loan (APL) comprising three phases in order to sequence the financing and to allow sufficient time for the required environmental and social impact assessments to be carried out for later phases of the APL. Following the appraisal mission of July 2008, the Project was redesigned as a single Specific Investment Loan (SIL) instead of an APL in order to be responsive to a request from the Government. With the redesign of the proposed Project as a SIL, the previously planned phases of the APL program would be prepared and implemented at once under a single project. Consistent with Bank policy, the proposed Project is reclassified as environmental screening Category A due to the nature of activities that were to be supported under phase 3 of the APL. Under Bank operational policies OP 4.01 (Environmental Assessment) and OP 4.12 (Involuntary Resettlement), the Client is required prior to appraisal, to prepare a full Environmental Impact Assessment (EIA) and Abbreviated Resettlement Plans (ARPs) for road sections where involuntary resettlement and significant private land acquisition are planned. The Government has hired independent consultants to prepare the EIA and ARPs, with disclosure and meaningful consultation on these to be completed by January 2009. In view of the above, presentation of the Project to the Board will be delayed until the EIA and ARPs have been completed, disclosed and consulted upon to the satisfaction of the Bank.

Environmental Assessment: The major part of construction works under component 1 will be confined to the existing right-of-way. The corridor of the ROW is generously dimensioned, thus no significant / major impact on local population's health, safety or quality of life is expected.

The proposed bypasses will not affect sensitive habitats or protected areas. During two separate field visits with walk-over surveys conducted by the Bank safeguards specialists, it was verified that the impacts by the construction of the bypasses will be minor, localized, and manageable with readily available standard mitigation measures. The impact of the works on soils and vegetation is expected to be minimal, if managed

diligently. Rehabilitated road sections show natural re-vegetation only 2-3 years after works, despite the arid climatic conditions. The extraction of fill and aggregate materials will be restricted to non-river sources in the project area. In some areas North from Kyzylorda, the core portion of the road embankment may have to be reinforced with geotextile or lime addition to prevent corrosion of the upper part of the pavement by saline material. Most of the time also, the upper portion of the embankment will have to be quarried from borrow pits to ensure that the pavement structure is not be in contact with the saline material that is underneath. Extraction procedures are well regulated under Kazakh environmental laws, rehabilitation is compulsory and noncompliance is prosecuted. Nonetheless, the EIA will set the requirements for extraction of the material that will be used for the constructions financed under the project.

As this project is placed in environment screening category “A”, it requires the elaboration of a full EIA. This is being prepared by the borrower and will be available, consulted upon, and disclosed prior to presentation of the Project to the Board of Directors of the World Bank.

Involuntary Resettlement: The project will require the acquisition of around 3,000 ha of land, primarily for by-passes, new and future intersections and service centers. The final design will indicate how much of the land is private, but most is expected to be State land. As many as 7 residences will be demolished and 31 other structures, primarily at the start and end points of the bypasses. The project does not envisage the need to remove unauthorized structures from the right-of-way or to redress encroachments, as the rights of way have remained intact. Consistent with the Resettlement Policy Framework, once land requirements have been determined and ownership documented (part of the final design process), the client will prepare compliance documents according to OP 4.12 (Abbreviated Resettlement Action Plan, Land Acquisition Plan). For coherence and implementation effectiveness, the documents will apply to a bypass area or the Raion level. These documents will be reviewed and approved by the Bank prior to the presentation of the project to the Board of Directors.

Once implementation begins, the Committee will carry out a focused social assessment in the settlements affected by the bypasses to be financed under the project, as well as a census of people who will lose structures or land (permanently or temporarily) due to the project. The social assessment will establish a baseline for highway use (active users and as passengers in buses and the like) and the economic influence of the road in the settlement. The census of affected people will determine their economic status and establish a monitoring baseline. The census will be repeated after the local works are completed to determine whether or not the incomes of those households affected by land acquisition and resettlement have been restored. The data from the social assessments will be used to anticipate and address unforeseen issues and to establish a baseline from which to monitor the impacts of the project.

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

An increased amount of traffic (which is desirable from the economic perspective) is expected to result in higher emissions of exhaust gases and noise. The EIA addresses and investigates the impact of this issue and for gaseous emissions concludes that the gaseous emissions limits set by Kazakh will continue to be respected. Regarding noise the EIA presents a number of mitigation and management measures, such as buffer zones, sound barriers, tree plantations and, most effectively, the re-routing of the alignment around settlements via bypasses. These measures will be incorporated in the design. The possible development of new activities or the extensions of existing activities along the corridor is not considered to be a significant issue and will consist mainly of additional services to the road users. Nonetheless, the EIA will provide generic recommendations for enhancing the environmental and social sustainability of such development, would such development be financed by the Government or by the private sector.

The construction of 4-lanes between Shymkent and Turkestan—the most heavily trafficked road section—is expected to reduce the number of accidents very drastically.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

The bulk of the Project location is defined by the existing alignment, which will largely remain unchanged and will be rehabilitated and reconstructed. New alignment sections, notably the bypasses around villages, were selected from a number of design options based on: (i) assessments of negative impacts and nuisance for local populations, and (ii) the need to avoid any significant negative environmental impacts. The Feasibility Study prepared for the Committee estimated that the bypasses would require the demolition of 7 residences and 31 other structures in South Kazakhstan and Kyzylorda Oblasts, as well as requiring over 3,000 ha for permanent use, mostly for the bypasses. In contrast, if the existing alignment were to be followed, the result would be the demolition of 425 residences and 96 other structures, and the acquisition of 2,400 ha, with a higher concentration of land acquisition in populated areas than currently anticipated.

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.

Four main institutions were identified as relevant to country based environmental and social safeguards during a June 2007 identification mission. Those entities are responsible for: (i) environment; (ii) water resources; (iii) forestry and hunting; and (iv) land management. For each institution, the Bank assessed their roles, responsibilities and capacity for implementing safeguards policies and regulations.

Construction works are supervised by the Ministry for Environmental Protection (MoEP) and its subordinate agencies. Local units of the MoEP, Environmental Expertise and Nature Use Regulation Department (EENUR) are structured into thematic groups, which at Oblast level include among others (i) environmental expertise, (ii) permitting, (iii) supervision and monitoring, (iv) environmental laboratories. At the Rayon level each of these thematic units is represented by one inspector.

Routine operations are usually inspected once per year and carried out by MoEP staff and/or Oblast and Rayon representatives. During construction works Oblast and Rayon level the Ministry for Environmental Protection regional staff monitor the sites and play a key role in commissioning the finalized project, thereby checking environmental compliance with design and final implementation of all required environmental restoration and recultivation measures. The Ministry for Environmental Protection regional staff usually liaise with the project developers, the contractor's environmental staff and the unit on site, which is a mandatory requirement (called "production control" under the Kazakh legislation).

The EIA process in Kazakhstan is laid down in the environmental code and a set of detailed implementation instructions (Feb. 2004). It foresees 4 stages, which correlate with the respective design activities and range from (i) a desk study for pre-feasibility level, (ii) a preliminary EIA and (iii) a detailed ("full") EIA for the detailed design stage and (iv) an EMP as separate section of the design documentation. In this respect the EIA process is logical. It is deemed compatible with international good practice. The borrower has prepared an EA for the whole alignment. This was reviewed by the Bank team who conducted a gap analysis, identified issues to be rectified and improved and assisted the Borrower in producing TOR for a Consultancy to address the identified gaps. The final EIA will be produced and reviewed by the Bank prior to the presentation of the project to the Board.

For the issuance of a construction permit (CP) a "full" EIA is required (including field studies and site investigations), which needs to be based on the final design, and contain a section with a detailed EMP. The EMP has to be part of the design documents and is reviewed by the local EPAs as well as by the expertise unit of the MoEP. In the case of road projects it should specifically address river crossings, water courses, soil and vegetation conservation and re-cultivation, protected areas and natural habitats. This EIA needs to be approved by the MoEP and forms the basis of the environmental permit for the construction or operation of a project. This permit can be issued either by the Ministry or one of its local branches. In Kazakhstan EIAs may only be elaborated and submitted for approval by companies or institutions with an official license by the MoEP.

The detailed EMP, which will be part of the tender/contract documents, will include chance find procedures for physical cultural heritage items (although the project has not triggered this safeguards policy and the probability of encountering PCR chance finds is considered very low). Public consultation is mandatory. The final environmental approval on a large construction project (e.g. major infrastructure like the WE-WC corridor project) is given by the Chief Environmental Expert of the MoEP's Expertise Department.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people. In compliance with national legislation an environment impact assessment with generic environmental management plans corresponding to the FS / preliminary design level was

completed in December 2007 by the Client. These documents have been disclosed by the borrower in the country and in the affected areas and in the World Bank InfoShop before appraisal. The Client is now working on the preparation of a full EIA and RAP following the new design for the project as a SIL. Those documents will be disclosed and meaningfully consulted upon prior to the presentation of the project to the Board.

Additionally all IFIs involved in financing the WE-WC Corridor have agreed to an environmental management framework. This framework contains a general overview of the corridor, environmental baseline conditions, an overview of Kazakhstan's and the IFI's relevant safeguards policies and resulting consequences for project preparation and implementation, a framework approach for safeguards procedures and responsible entities and authorities. This document was disclosed by the MOTC in Kazakhstan and at the Bank before appraisal.

Under Kazak legislation, and for a project of this type, local consultation regarding the alignment and its implications for land acquisition and resettlement occur at two stages. (1) At the feasibility stage for the WE-WC Corridor program, consultations were held primarily with local (raion) officials to discuss and reach agreement on preferred alignments and their implications. This was completed in November, 2007. Based on the agreement, raion officials froze property transactions within the proposed alignments to deter speculation. (2) During the final design stage, expected to be completed by December 2008, local officials again participate in refining the alignment options, following which design teams obtain cadastral data and begin discussions and negotiations with private landowners. A Resettlement and Land Acquisition Policy Framework for the Corridor was completed prior to appraisal and has been disclosed both in Kazakhstan and by the Bank. Additional site-specific Abbreviated Resettlement Plans are under preparation with local participation and will be disclosed locally and submitted to the Bank for concurrence prior to presentation of the Project to the Board of Directors.

Within the ongoing EA process –started in response to the identified gap in the original EIA produced by the borrower– a renewed consultation process will be prepared and conducted by the Consultant in charge of the EIA. A first consultation stage will be held in October 2008 covering the general project layout, the TOR for the EIA, and the intended measures to address environmental and social concerns. The second consultation stage required under WB OP 4.01 for category A projects will be conducted once the EIA is available as draft version. Consultations will be held in a meaningful way at multiple locations along the corridor as well as in the Capital city.

B. Disclosure Requirements Date

Environmental Assessment/Audit/Management Plan/Other:

Was the document disclosed prior to appraisal?	No
Date of receipt by the Bank	12/31/2008
Date of "in-country" disclosure	12/31/2008
Date of submission to InfoShop	12/31/2008

For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	12/31/2008
Resettlement Action Plan/Framework/Policy Process:	
Was the document disclosed prior to appraisal?	No
Date of receipt by the Bank	12/31/2008
Date of "in-country" disclosure	12/31/2008
Date of submission to InfoShop	12/31/2008
Indigenous Peoples Plan/Planning Framework:	
Was the document disclosed prior to appraisal?	
Date of receipt by the Bank	
Date of "in-country" disclosure	
Date of submission to InfoShop	
Pest Management Plan:	
Was the document disclosed prior to appraisal?	
Date of receipt by the Bank	
Date of "in-country" disclosure	
Date of submission to InfoShop	
* If the project triggers the Pest Management and/or Physical Cultural Resources, 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:	
Received disclosure waiver from MD for non-disclosure before appraisal. EA and Resettlement documents will be disclosed when the report will be available sometime in December 2008.	

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment	
Does the project require a stand-alone EA (including EMP) report?	Yes
If yes, then did the Regional Environment Unit or Sector Manager (SM) review and approve the EA report?	No
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes
OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	No
If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?	N/A
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	No
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected	No

groups and local NGOs?

All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies? Yes

Have costs related to safeguard policy measures been included in the project cost? Yes

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies? Yes

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents? Yes

D. Approvals

<i>Signed and submitted by:</i>	<i>Name</i>	<i>Date</i>
Task Team Leader:	Mr Henry G. R. Kerali	09/04/2008
Environmental Specialist:	Mr Wolfhart Pohl	09/04/2008
Social Development Specialist	Mr Norval Stanley Peabody	09/04/2008
Additional Environmental and/or Social Development Specialist(s):		
<i>Approved by:</i>		
Regional Safeguards Coordinator:	Ms Agnes I. Kiss	09/10/2008
Comments:		
Sector Manager:	Mr Motoo Konishi	09/23/2008
Comments:		