



Concept Environmental and Social Review Summary

Concept Stage

(ESRS Concept Stage)

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BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Chile	LATIN AMERICA AND CARIBBEAN	P177023	
Project Name	EFE Santiago-Melipilla and Santiago-Batuco Rail Corridors		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	11/8/2021	2/2/2022
Borrower(s)	Implementing Agency(ies)		
Republic of Chile	EFE Trenes de Chile		

Proposed Development Objective

The PDO is to (i) improve accessibility for public transport users and ii) increase the modal shift toward safe and low-carbon transport in the targeted north and southwest corridors of the Santiago Metropolitan Region, as well as (iii) enhance EFE’s operational sustainability.

Financing (in USD Million)	Amount
Total Project Cost	2177.00

B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

No

C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]

The project consists of constructing and rehabilitating two commuter rail lines connecting the SMR’s peripheral northern and southwestern regions with the Santiago central area, and includes civil works, systems (signaling, electrification, and telecommunication), and rolling stock. Along with infrastructure, systems, and rolling stock, analytical and advisory studies for sectoral and institutional reforms will also be part of the project scope. This aims to unlock the full range of benefits possible, increase the ridership potential of the commuter lines, and improve the freight regulatory framework to improve competition and private sector participation. Such studies will encompass

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strategies to increase EFE's non-fare revenue potential, linked to better asset management of real estate opportunities on land owned by EFE along the targeted corridors and around its stations.

The rail links of Santiago-Melipilla and Santiago-Batuco are respectively 61 and 27km long. These two lines were planned to connect the densely populated north and southwest peripheral areas, bound directly for Santiago. At the time, both regions offered no better transit options than conventional buses with limited efficiency, safety, and availability. Improving transit service along these two corridors is expected to benefit approximately 2.4 million habitants who depend on low quality transit service for their daily commute, thus improving their access to economic and social opportunities in the SMR. The west and southwest area holds approximately 26 percent of SMR's households, of which 44 percent are low-income families. The north area accounts for approximately 14 percent of the households, of which a third are low-income families.

The estimated total project costs is US\$2,177 million. Out of the US\$1,900 million of financing supported by the World Bank Group, only 6.3 percent (US\$120 million) will be provided by an IPF loan to EFE. Remaining financing will be raised on commercial markets, backstopped by the MIGA and IBRD guarantees. There is a financing gap of approximately US\$277 million, which EFE expects to cover with a bond issuance or government transfers. At this stage of project preparation, the task team is contemplating an approximate amount of US\$300-380 million for the IBRD guarantee to backstop approximately US\$942 million from commercial financing. MIGA is contemplating a Non-Honoring of Sovereign Financial Obligations (NHSFO) guarantee with its standard coverage of 95 percent (loan principal and interest) for an approximate amount of US\$1 billion. Both products will help raise an overall commercial financing amount of US\$1,780 million of long-term financing.

The project will provide net benefits for public transport users of the MetroTren Melipilla and MetroTren Batuco lines, in addition to freight and transport and logistics. For being faster, more reliable, and greener than the existing buses, a wide range of benefits is expected for the users. The most impactful is travel time savings, which can also be translated into increased accessibility levels. Thus, by attracting new passengers to the system, a significative boost in fare and non-fare revenues shall contribute to closing EFE's historical operational deficit, reducing its reliance on subsidies to cover operational costs. Moreover, by upgrading freight corridors, the logistics system will benefit from additional capacity, lower hauled costs, and enhanced reliability. Finally, large impacts against negative externalities such as local air pollution, congestion, and road traffic incidents (fatal and severe injury severity) are expected as well.

D. Environmental and Social Overview

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

(i) Location: Both civil work investments being supported by the project will occur mainly over existing right of ways of rail links in the Metropolitan Region of Santiago. The Santiago-Batuco line extends over 27 km and crosses five different communes (Santiago, Quinta Normal, Renca, Quilicura and Lampa) in the provinces of Santiago and Chabuco. 12.5 km of the line travels across an urban section between the Quinta Normal and Las Industrias stations, and approximately 14.5 km of the line extends over rural areas, from the Las Industrias to Batuco Station. The Santiago-Melipilla line, on the other hand, extends over 61 km and crosses 8 different communes in the provinces of Santiago, Talagante, and Melipilla (Estacion Central, Cerrillos, Maipu, padre Hurtado, Penaflor, Talgante, El Monte, and Melipilla). It traverses both urban areas (between Santiago and Maipu) and rural areas.



(ii) Environmental context: Even though both investments will occur mainly (a) over existing right of ways, (b) within already intervened areas, and (c) in urban and peri-urban areas, certain impacts on natural habitats could occur, as some sections of both investments cross rural areas and in some of these the right of way will be expanded and new infrastructure will be built (mainly stations and supporting facilities). These potential impacts are expected to be minor as, in the case of the Santiago-Batuco line, in most of the rural areas traversed by the line native vegetation has been displaced by exotic (and in some cases invasive) species. Natural vegetation patches are scarce and correspond mainly to paries and Acacia forests with individuals of *Prosopis chilensis* (categorized as Vulnerable under the Chilean Legislation). The Santiago-Batuco line also runs parallel to the “Lo Solar” wetland; no works are expected on the “Lo Solar” wetland and Acacia forest sectors. Regarding the Santiago-Melipilla line, natural vegetation patches along the railway are very punctual, (occupying only 2.1% of the surveyed area), and correspond mainly to naturalized grasslands, sclerophyllous forest and riparian scrub. Flora species with a conservation status have not been identified. As part of its due diligence, and prior to Appraisal, the Bank will confirm that (i) significant impacts over natural habitats are not expected and (ii) none of the natural habitats that the two lines crosses meet the criteria to be considered a critical natural habitat under ESS6.

(iii) Social context: The investments will be carried out in urban and peri-urban areas to the north and southwest of Santiago. As for the socioeconomic and demographic characteristics of the Santiago-Melipilla corridor, an urban and peri-urban residential setting eventually gives way to a rural one, with a mix of traditional middle-class neighborhoods containing aging residents and newer residential areas marked by working class populations and social housing. By contrast, the Santiago-Batuco corridor mainly traverses large industrial-use areas and is flanked by middle- to lower-class neighborhoods containing clusters of informal occupants living under precarious circumstances. Improvements to this line form part of a process of urban expansion driven by younger families in the middle to upper income range. Some individuals of indigenous origin and associations representing indigenous peoples’ interests appear to be active in the area of the Melipilla line. The presence of Indigenous Peoples, as defined under ESS7, will be further assessed by the Bank team during Project preparation and before Project appraisal.

D. 2. Borrower’s Institutional Capacity

The State Railways Company (Empresa de los Ferrocarriles del Estado - EFE Trenes de Chile), which is the project’s implementing agency, is a state-owned enterprise (SOE) that operates and manages the Chilean rail network and is under the direct oversight and supervision of the Ministry of Transport and Telecommunications (MTT).

Within EFE’s structure, there is a Management Unit for “Corporate Affairs and Sustainability” (Sustainability Unit) which encompasses: i) a Sub-division of Sustainability and Environment composed of four units: environmental management and sustainability, environmental assessment, environmental monitoring; and archaeology with an overall staff of 11; ii) a Community Relation Area with a staff of 14 professionals within the following three areas: major projects, support for subsidiaries and territorial intervention.

For both the Melipilla and Batuco investments, EFE designates a specific coordinator within the Environmental Assessment unit (for coordination of the environmental evaluation process through the SEIA) and one within the Environmental Monitoring unit (for supervision of compliance with environmental commitments included in the environmental impact assessments, EIAs). The number of coordinators could increase according to the needs of the investments. Likewise, EFE requires each contractor and supervision firm to have an environmental specialist responsible for implementing and supervising the EIA commitments.



The Sustainability Unit of EFE is well staffed and has sufficient resources to adequately fulfill the functions associated with environmental and social risk management in line with the ESSs. Environmental and Social personnel may increase, as needed, as the number of work fronts increases. This unit also has necessary vehicles for field visits, computers, and other equipment to adequately carry out its functions.

Social issues management is under the purview of the Community Relation Area within the Sustainability Unit. Both railroad lines proposed to be supported by the project are managed within the major projects area, from a social risk management standpoint. For the Melipilla investment, two social specialists are currently assigned from this unit, while for the Batuco investment, EFE plans to hire at least one social specialist prior to the start of the construction phase. EFE has indicated that social specialists' personnel for both lines will be increased, if needed and as required, according to the number of work fronts under execution and associated social risks. Likewise, EFE has noted that depending on the specific requirements of an investment, they will usually additionally hire and deploy local consulting firms to support them in the management of more complex social issues (such as, for example, expropriation and/or engagement with indigenous peoples).

EFE has no previous experience applying the WB's previous or current environmental and social risk management policies, but has indicated that many of the practices on E&S risk management (such as, for example, resettlement) that it follows in its investments are derived from international best practice (such as, for example, the IFC Performance Standards). EFE's capacity to manage the project's E&S issues in a manner consistent with the ESSs will be further evaluated as part of the Bank's due diligence prior to Appraisal, and the results reflected in the A-ESRS and other project documentation. Where needed, additional measures could be adopted by EFE and budgeted accordingly, as set out in the ESCP.

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II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC) Substantial

Environmental Risk Rating Substantial

Based on the reviewed information at this stage, the proposed environmental risk classification for the project is Substantial under the World Bank ESF. This classification responds to the wide range of expected environmental health and safety (EHS) risks (including direct, indirect and cumulative) and adverse impacts due to the complex nature of the project. The proposed Santiago-Melipilla and Santiago-Batuco train lines are large-scale, linear projects occurring over existing right of ways. EHS risks and impacts are expected (i) across the project's large geographic footprint, along the corridors of intervention and their various intersections, and (ii) primarily in previously intervened urban and rural areas, as well as in surrounding natural habitats due to the need to expand certain sections of existing rail lines and build related facilities (offices, garages, depots, etc.). Based on the Bank's review of currently available environmental and social documentation prepared by EFE and follow on discussions with EFE, key anticipated direct and indirect environmental risks and impacts during construction are related to: (i) temporary deterioration of air quality due to emissions of particulate matter and gases from movement of earth, vehicular traffic, and operation of construction machinery; (ii) temporary increases in the basal noise levels; (iii) loss of green areas in urban and rural areas that are adjacent to the train lines; (iv) impacts on archaeological sites and cultural



patrimony with specific legal protection; (v) temporary effects on hydrology associated with earth movement activities in canals and construction of bridges (for pedestrians and for vehicles); (vi) impacts on flora and fauna, as well as on natural (and potentially critical natural) habitats; (vii) inadequate handling of occupational and community health and safety issues; (viii) issues related to deficient handling and disposal of a significant amount of waste and hazardous construction materials (e.g. the Batuco train line includes the construction of a 1.4 km tunnel, from which a large volume of material will be extracted and will need proper transportation and final disposal); (ix) unskilled workforce, and increased risk of occupational accidents; (x) lack of adequate traffic management during construction, leading to disturbance to surrounding communities and increased risk of third-party accidents. Some of the key anticipated direct and indirect impacts and risks during operation include: (xi) lack of fire safety and emergency response and preparedness plan at the new stations and supporting facilities; (xii) irregular maintenance and upkeep of the system and supporting facilities, including a lack of an adequate environmental management of solid and hazardous wastes, water effluents, air emissions, and noise levels. These potential risks and adverse EHS impacts during both construction and operation: (i) are mostly moderate in magnitude; (ii) are expected to be temporary and reversible due to the project's nature; (iii) can go beyond the actual footprint of the infrastructure; (iv) have mitigation measures and management mechanisms readily available and proven to be effective, although complex institutional arrangements might be necessary for their implementation; and (v) might apply to associated facilities, if any such facilities are confirmed as part of the Bank's due diligence prior to Appraisal. At this stage, no associated facilities, per ESS1, have been identified. Regarding cumulative impacts, the EIAs of both investments conclude that these will not be generated. In the case of the Santiago-Batuco investment, the EIA specifies that cumulative impacts on atmospheric emissions could be expected during construction, but that these are not significant. The project also entails relevant environmental positive impacts, including mainly the reduction of green house gas (GHG) emissions, when compared to counterfactuals, due to the expected red

Social Risk Rating

Substantial

Based on the information available at the Concept stage, the project's proposed social risk classification is Substantial under the World Bank ESF. Despite the potential benefits of the project--reduction of transportation times by almost half, promotion of social inclusion with disadvantaged and vulnerable groups (for example, by ensuring universal accessibility), creation of new jobs (an estimated 2,000 workers during the construction phase and an estimated 600 workers more during operation)--the project involves a series of risks and impacts in the construction and the operation phase, related to: (i) land acquisition, restrictions on land use and involuntary resettlement along at least one railway line corridor, which could cause physical and economic displacement; (ii) labor management, including management of impacts and risks associated with labor influx; (iii) community health and safety issues; (iv) impacts on economic activities caused by works and enclosures (markets, services, local businesses, etc.); (v) inadequate stakeholder engagement, including project affected people or other stakeholders present in the project area, such as associations representing interests of indigenous peoples; and (vi) impacts on tangible/intangible cultural heritage. Of these, the risks of inadequate stakeholder engagement, including management of grievances during construction, and the risks and impacts deriving from land taking (with physical/economic displacement) are potentially the most severe and the main reason why the project's Social Risk Rating is considered, at least, Substantial. The ESRC will be revisited prior to Appraisal as the Bank's due diligence progresses and is completed. Both train lines will be implemented within the existing ROW (right-of-way) belonging to EFE, but the construction of additional tracks and associated facilities will require the widening of certain segments, and therefore land acquisition, resettlement and restrictions on land use, as further detailed in ESS5 below. EFE has indicated that it already carried most of the expropriation and resettlement under the project and affected people have been compensated for these resettlement impacts. EFE will prepare an audit to document

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resettlement implementation carried out by EFE thus far and, if gaps with ESS5 are identified, remedial measures will be adopted by EFE to address any inconsistencies with ESS5. In case of outstanding resettlement, if any, RAPs in line with ESS5 will be prepared by EFE.

B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Project:

The Santiago-Melipilla investment has an EIA (12/2015), a first addenda (8/2017), a supplementary addenda (10/2018), and an extraordinary addenda (4/2019), all documentation on the basis of which Chile's Environmental Impact Assessment Service (SEIA) approved the project and issued the corresponding favorable environmental license termed "Environmental Qualification Resolution" (RCA), in May 2019. The RCA, an administrative document obtained once the environmental evaluation process is concluded, compiles the different EHSS conditions, requirements and/or measures for which EFE is responsible, and with which they must comply during execution. The entity responsible for overseeing compliance with the RCA commitments is the Superintendency of the Environment, also responsible for initiating sanctioning processes in case of non-compliances with such commitments. The RCA lists eight Environmental Sectoral Permits (PASs) applicable to the Melipilla line.

A number of civil works for the Santiago-Melipilla investment have already started (as required by the RCA, EFE officially informed to the environmental authority the start of this project in March 2021) and the corresponding contractor and supervision contracts awarded, including the enhancement of the Talagante bridge, implementation of the Lo Ezras overpass, etc. According to information provided by EFE, such contracts include the responsibility of implementing the EHSS measures included in the RCA and of obtaining (and complying with) the required PASs. EFE has been submitting the necessary periodic E&S reports to the Superintendency of the Environment, as per the requirements of the RCA, related to the relocation of "animitas" (small shrines) and archaeological monitoring, as well as the completion of the water connection to the plot occupied by the Ceremonial Center of the Mapu Rayén Association (Mapuche) in the Padre Hurtado Commune. Per discussions with EFE, ongoing civil works will not be financed by the project as no retroactive financing is expected.

Per applicable law, the Santiago-Melipilla EIA identified 20 separate projects either in the construction or operation phase that received a RCA around the same time as the Melipilla line investment. For each of these projects, an assessment of potential cumulative impacts was carried out, which concluded that the Melipilla project would not generate these cumulative impacts during either construction or operation. However, the analysis also identified a series of "interferences" with public services (an oil pipeline, a gas pipeline, and an electric transmission line) that will need to be relocated during construction due to overlaps with the project footprint. Per Chile's SEIA legislation, owner companies of these services are responsible for executing the corresponding relocation activities and obtaining the corresponding environmental authorizations, as appropriate.

On the other hand, the Santiago-Batuco investment has an EIA (12/2017), a first addenda (7/2019), and a supplementary addenda (12/2019), all documentation on the basis of which Chile's SEIA approved the project and issued the corresponding favorable RCA, on 04/2020. The RCA lists nine PASs applicable to the investment.



Additionally, the project has a Declaration of Environmental Impact (DIA) for the construction of the Matucana Station, following the identification of the need to introduce this new additional station on the project design after the RCA was obtained. Civil works for this project have not yet started, and corresponding contractor and supervision contracts not yet awarded.

The Santiago-Batuco EIA identified 48 separate projects either in the construction or operation phase, which had obtained a valid RCA around the same time as the Batuco investment. For each of these projects, an assessment of potential cumulative impacts is included, which concludes that the Batuco project will not generate cumulative impacts during either construction or operation. It specifies that cumulative impacts on atmospheric emissions could be expected during construction, but that these are not relevant. The analysis does not identify any “interferences” that would need to be relocated during construction due to overlaps with the project footprint.

As part of its due diligence, and prior to Appraisal, the Bank will review in detail both EIAs, their corresponding addendas and RCAs, available monitoring reports for the Santiago-Melipilla line, and any other relevant environmental and social report/document. Any EHSS management measure not reflected in the available information, necessary to ensure compliance with relevant requirements of the ESSs during both construction and operation phases, will be reflected either in a Supplementary Environmental and Social Management Plan (S-ESMP) to be developed by EFE or in the Project’s environmental and social commitment plan (ESCP), as appropriate.

Areas where “Use of Borrower Framework” is being considered:

None.

ESS10 Stakeholder Engagement and Information Disclosure

Stakeholder engagement, including broad information disclosure, for both rail lines has included extensive stakeholder outreach activities early on. This took place before and as part of the EIAs evaluation process, and included: i) identification of key stakeholders and other interested parties; ii) project information; iii) identification of potential risks, impacts and issues stakeholders might have with the proposed project; and iv) discussion of specific mitigation measures with certain project stakeholders, such as affected families being resettled and associations of indigenous peoples. Stakeholder engagement will then continue throughout the project cycle (evaluation of the EIAs, construction, and operation phases) through different methodologies, channels, and responsible parties. A formal extensive public participation process (EIA evaluation phase) under the purview of the Environmental Evaluation Service (SEA), has been carried out already for both rail lines.

EFE’s key stakeholders include affected individuals, households, businesses, and associations (including indigenous peoples’ associations) in sectors/neighborhoods along the Right of Way (RoW) or nearby of both train lines and at sites where works will be undertaken (area as determined in the EIAs), and other interested parties and institutions not directly affected by both investments.

For the Santiago-Melipilla Line (SML), early engagement was carried out in 2014-2015 in 8 communes, using a variety of methodologies such as: i) open houses in each municipalities; ii) interviews with neighborhood committees and other local stakeholders, including indigenous people associations; iii) meetings with directly affected people and



households (expropriation and informal occupants); and iv) meetings, technical roundtables and coordination with municipalities. In total, 92 meetings were held with municipalities and 313 with communities for this rail line. In addition, a consultation process under ILO 169 was carried out with the Mapuche association Mapu Rayén in the commune of Padre Hurtado.

For the Santiago-Batuco Line (SBL) early engagement was carried out in 2016-2017 in 5 communes and in total, 18 meetings were held with municipalities, 23 meetings with institutional stakeholders (school, museum, cultural center, parishes, clubs, etc.) and 69 meetings with communities, including indigenous associations. Main issues raised for the railroad projects included: expropriations, connectivity due to confinement of the rail line, protection of sites of cultural significance, increase in traffic (trucks) during construction, and noise, vibrations and safety at stations during operation.

As part of the process for EIA approval, extensive consultations have been held for both rail lines. For the SML 4 meetings (technical assistance) and 19 citizen meetings were carried out between January and March 2016, and 1,135 comments were received, registered, and responded to until the approval of the RCA in May 2019. For the SBL, 5 meetings and 13 workshops were carried out between January and September 2019 and 76 comments were received, registered, and responded to until the approval of the RCA in April 2020. Consultations included affected individual and households (expropriation/resettlement), housing complexes (environmental impact and accessibility), education and sport facilities (environmental impact and accessibility), businesses (accessibility and loss of income), as well as comments from associations of Mapuche people (worldview and cultural practices). Recurring issues raised during the approval process were linked to expropriation/resettlement, noise, vibration, connectivity/accessibility and security.

Consultation processes (early stakeholder engagement and as part of the formal EIA process) resulted in stakeholder feedback leading to modifications to the original design for the Batuco line to significantly minimize expropriation, and to determine locations for new secure multipurpose access to replace informal crossing points previously used by the community, among other issues addressed through stakeholder engagement. Stakeholder engagement evidence provided by EFEF shows that men as well as women and vulnerable groups have participated and were able to share their points of view.

EFE's Communication and Community Outreach Plans for the construction phase are defined as guidelines and these plans would be applicable to EFE workers, contractors and subcontractors that perform activities in the field, responsibilities for the implementation, follow-up, reporting of the actions considered in the plans. The plans that EFE prepared will be further reviewed as part of the Bank's due diligence during project preparation to determine whether further stakeholder engagement measures may need to be adopted by EFE prior to project appraisal to address ESS10 requirements.

B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

ESS2 Labor and Working Conditions



This standard is relevant. The project will require direct workers, contracted workers, as well as possibly primary supply workers for the building of the rolling stock. It is not expected that community workers as defined in ESS 2 (paragraph 34) will be used.

The Project will include workers between EFE's regular staff and hired consultants as business needs arise in the project for contract administration, technical inspection, environmental and social management (implementation, monitoring, supervision, reporting, etc.). These would be the project's direct workers.

The contracted workforce for both investments during construction is estimated to be on average 2,000 workers/month, these will include skilled and unskilled workers, outsiders, and locals. For the Santiago-Melipilla Line (SML) it has been estimated that an average of 1,400 workers/month, will be deployed throughout 8 communes over a 24 months period. For the Santiago-Batuco line (SBL) it has been estimated that an average of 600 workers/month that will be deployed in 5 communes over a 35 months period.

EFE has indicated that its analysis of the matter has determined that existing local infrastructures and services can absorb the arrival and stay of outside workers without the need for additional measures, such as installation of worker campsites and accommodations. Also, provisions in the bidding documents will be included to establish measures to favor local hiring, such as advertising jobs in local media (Municipal Employment Offices, Neighborhood Announcements Boards, etc.) which would contribute to lower added pressure on local infrastructures and services and minimize other potential risks linked with labor influx. Finally, mitigation measures such as implementation of labor management procedures in line with ESS2, including a grievance mechanism accessible to Contracted Workers, and a mandatory code of conduct and sensitivity training, including SEA/SH and GBV issues, will be part of the contractors' commitments regarding the management of their workforces.

Currently no information is available regarding the primary suppliers' work force (mainly building of rolling stock).

The labor management for EFE's direct workers falls under the company's various policies, and internal regulations. EFE has a Code of Ethics and Conduct (Código de Ética y Conducta EFE), a Corporate Gender Equity Policy and Work Conciliation (Política de Equidad de Género y Conciliación) and an internal work regulation (Reglamento Interno de Orden, Higiene y Seguridad -RIOHS) that taken together address the different requirements under ESS 2. However, no explicit reference regarding child and forced labor could be found in the reviewed documents, but it is part of the applicable labor laws of Chile and apply to EFE and the contractors.

The CoC, sets out the principles, values and commitments that guide EFE relationship with its workers, contractors, and primary suppliers, among other stakeholders. The CoC applies to EFE's personnel, as well as EFE's contractors, service providers and primary suppliers that are explicitly required to comply with the principles and commitments set out in EFE's CoC which is managed through their contract with EFE. EFE's Contract Administrator has the responsibility of enforcing the provisions contained in that regulation.

The Gender Equity Policy and Conciliation sets out EFE's general principles and commitments with gender equality as well as identifies specific actions towards achieving the policy's objectives. Compliance with the corporate gender policy is not compulsory for EFE's contractors, subcontractors, and primary suppliers.



The RIOHS sets out the terms and conditions of employment for EFE’s workers and is an intrinsic part of each worker’s contract. The RIOHS covers personnel selection, contract, working days, overtime, remunerations, downtime, vacations, medical leave and permissions, general obligations and prohibitions, norms, obligations, prohibitions related to health and safety, procedure for worker’s grievances (GM) including sexual harassment, and the procedure for the application of disciplinary measures, among other issues.

As for the contracted workers (contractors and subcontractors), the Chilean Labor Code regulates, among other issues: remuneration, working hours, rest during the workday and weekly rest, overtime, vacations, leaves of absence, right to join worker’s organizations, prohibition of child labor (below 15 years old), and workers’ to freely choose their work referring in a footnote to forced labor, among other issues covered under ESS 2.

As part of the due diligence, the Bank will review all of EFE’s labor risk management documentation, including whether the Occupational Health & Safety Plans (OHSP) follows ESS2 and the World Bank Group Environment, Health and Safety (EHS) Guidelines (for construction activities) and Industry Sector Guidelines. These plans should include procedures on incident investigation and reporting, recording and reporting of non-conformances, emergency preparedness and response procedures and continuous worker training/awareness.

In addition to the workers grievance mechanism (GM) indicated in the RIOHS, EFE whistleblowing mechanism (mecanismo de denuncias) ensures various channels through which complaints of a criminal nature (delitos) can be made, namely: i) Toll-free telephone line (800 type), ii) Grupo EFE’s web page, iii) E-mail, iv) through the post addressed to the Crime Prevention Officer (Compliance Officer), v) personal interviews taken by the Crime Prevention Officer (Compliance Officer), and vi) complaints to the direct boss or area manager, to be derived for investigation to the Compliance Officer. Finally, direct, and contracted workers can also file complaints and grievances directly with the Directorate of Labor (Dirección de Trabajo) if they prefer.

EFE’s documentation regarding issues relevant to ESS2 requirements will be further reviewed as part of the Bank due diligence before appraisal to determine whether further labor risk management measures would be required to be adopted prior to appraisal to address ESS2. This will include reviewing Project-related contracts already awarded and/or under implementation to develop any mitigation measures required to bring them up to the requirements of the ESSs.

ESS3 Resource Efficiency and Pollution Prevention and Management

This standard is relevant.

Efficient use of resources: The design of the Batuco and Melipilla investments is already pre-existing and approved by the corresponding entities and therefore these are not infrastructures that the Bank can design with full energy efficiency considerations during operation. Nevertheless, based on the investments’ EIAs, these are already following basic energy efficiency measures, including the use of LED lights, and possibly the collection of rainwater in depots and yards to use as industrial water. As part of its due diligence, the Bank will identify potential aspects that have not been taken into account regarding an efficient use of resources during operation (e.g., considerations to minimize waste and prevent pollution) and discuss these with EFE to ensure these are considered if there is opportunity for re-



design, and/or incorporated as part of the Borrower’s overall design procedures for future works. Corresponding results will be reflected in the project Appraisal ESRS.

For the operation of the lines, electric energy will be supplied by the national grid, as the project includes the interconnection with the “Sistema Eléctrico Nacional” through the use of existing electricity infrastructure owned by a specific private operator.

Pollution management: The investments’ EIAs include management measures to ensure there is no soil, water, and/or air contamination from project-related activities. These measures should consider the adequate handling and disposal of construction waste including hazardous materials, the management of spills and other contingencies, and the installation of fixed and mobile noise barriers. As part of its due diligence, the Bank will identify any gaps regarding ESS3 requirements for pollution management, and assess whether further measures to ensure compliance with this standard would be warranted. If necessary, such measures will be reflected in a S-ESMP to be developed by EFE or in specific actions set out the Project’s ESCP. Any further requirements to meet the ESSs will be included in the bidding documents for contractors and supervision firms, as necessary.

Management of scrap material: New passenger trains will need to be acquired and there will be no need to replace existing ones. Thus, scrapping of old train units is not expected as part of the project at this stage. This will be reconfirmed as part of project preparation.

Finally, based on the investments’ EIAs and discussions with EFE, there are no pollution legacies in the project areas that would need specific management measures (e.g., polluted soils, etc.).

GHG accounting: A reduction in GHG emissions is expected as a result of the Santiago-Melipilla and Santiago-Batuco corridors when compared to pre-existing bus and car transport. As part of project preparation, the team will assess the (gross and net) GHG base line of the project, under the current WB guidelines. An indicator will be included in the results framework to be assessed during project implementation and at the end of the project. In addition, GHG reduction will be included as an economic benefit in the economic analysis of the project. The estimation will be finalized prior to Bank Approval.

ESS4 Community Health and Safety

This standard is relevant. Key risks and impacts related to community security, health, and safety, considering the relevant direct, indirect and cumulative risks and impacts of the investments, are linked to: (i) community health and safety during civil works; (ii) traffic safety during construction; (iii) security, health and safety of users of the system during operation; and (iv) risk of earthquakes and other natural disasters during construction and operation.

In relation to (i), clear demarcation of construction work areas and control of access by use of fences, as well as control of construction vehicles and awareness campaigns for surrounding communities during construction will be necessary. Likewise, ambient noise, dust, soil movements and vibrations will need to be closely monitored in the railway corridors to minimize community nuisance and risks. As part of its due diligence, the Bank will determine the extent to which these measures are included in the project EIAs and whether further measures to ensure compliance



with ESS4-related requirements would be warranted. If necessary, such measures will be reflected in a S-ESMP to be developed by EFE or in specific actions set out the Project's ESCP. Any further requirements to meet the ESSs will be included in the bidding documents for contractors and supervision firms, as necessary.

In relation to (ii), special attention will be given to traffic management plans and road safety during construction to avoid the risk of traffic accidents, particularly because of insufficient road signs, inadequate driving practices, non-compliance with traffic regulations among drivers and pedestrians, vehicles circulating in poor conditions, etc. Per the projects' EIAs, contractors must develop detour plans and EFE is in charge of obtaining the corresponding authorizations. As part of its due diligence, the Bank will determine the extent to which these plans cover road safety measures, aligned with industry best practices and ESS4 requirements, including: assessment of alternatives for traffic diversion, consideration of schools and nurseries located in the corresponding areas of influence, installation of a timed traffic light system to reduce congestion, the operation of intersections to improve traffic flow and particularly enhance road safety, strategies to ensure that trucks unloading equipment/material do not unnecessarily cause traffic jams and that equipment supplies can be safely off-loaded, etc. If necessary, such measures will be reflected in a S-ESMP to be developed by EFE or in specific actions set out the Project's ESCP. Any further requirements to meet the ESSs will be included in the bidding documents for contractors and supervision firms, as necessary. The contractors will need to include a specific budget line to execute this plan during construction.

In relation to (iii), the main community health, safety and security risks identified are associated with (a) the safety of pedestrians and drivers in the junctions of the rights of ways with avenues and streets of regular transit, (b) the security and safety of users of the systems and supporting facilities in case of accidents and crimes, and (c) the security and safety of users of the systems and supporting facilities in case of earthquakes and other emergencies. As part of its due diligence, the Bank will review the security, health and safety measures of the current system, and any necessary additional measure will be reflected in a S-ESMP to be prepared by EFE or in agreed upon actions set out in the ESCP.

In relation to (iv), measures and emergency procedures to address emergencies that might arise from the construction of the projected works (e.g. fire, explosions, leaks or spills) will be necessary. As part of its due diligence, the Bank will determine the extent to which these measures are included in the projects' EIAs. Also, the Bank will assess the existence of early warning systems and operational preparedness and emergency response and recovery plans of both systems during operation.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

This standard is relevant. The project requires the acquisition of land and will generate involuntary resettlement (both physical and economic displacement) and restrictions on land use.

Under Component 1, the project involves: i) the construction/rehabilitation of 88 km (approx.) of railways with two lines for passenger service and, one for cargo transport; ii) the construction of 19 stations; iii) the construction of associated facilities (depots, yards, power transmission lines, and auxiliary infrastructures); iv) the construction of road/rail bridges or tunnels, footbridges, level-crossings and overpasses; and v) the construction of walls and fences along the railroad track within the right of way (ROW).



The works within the ROW (construction of new railways and other facilities) may require relocating informal occupants in some parts. The works outside the ROW (construction of new stations, additional railways, electrical substations, vehicular overpasses, multi-purpose overpasses, and other new associated facilities) will require the acquisition of different kinds of properties (plots, houses, etc.) with different types of persons affected (owners, occupants and renters), as mentioned in the EIAs prepared for Melipilla and Batuco, which set out some of the resettlement impacts.

Per the EIA, the Santiago-Batuco line considered in the beginning acquiring a total of 87,161 m² of land (38 plots of land) requiring the resettlement of 10 houses with 14 inhabitants (informal occupants, without legal title) and the expropriation of 26 houses with 90 inhabitants (owners and renters). The resettlement impacts appear to have been reduced during the EIA process to 18,350 m² of land, following public consultations with affected households, and, hence, it appears that the Batuco line is now only expected to generate the physical displacement of two individuals that are informally living a building of the company FEPASA. In this regard, the RCA mentions that the design was modified with engineering solutions to avoid the need for any physical relocation of people and to reduce the number of expropriations, but it is still not entirely clear from the EIA what is the amount of land required for this investment. Meantime, the Santiago-Batuco line also appears to cause the economic displacement caused by relocation of one business (flower shop) and/or restrictions on land use of four businesses. Hence, as part of the Bank's due diligence, EFE will be required to audit and document what has been done to date to address physical and economic displacement under the project, including that of informal occupants and businesses, and address gaps, if any, in accordance with ESS5. If resettlement is still outstanding, a Resettlement Plan (RP) could be required in line with ESS5 for the acquisition of land and restrictions on land use, as well as the impacts of any physical and/or economic displacement involved, including informal occupants and mobile vendors. The need for a RAP for the Santiago-Batuco line will be further determined during project preparation and prior to Project appraisal.

The Santiago-Melipilla line has also covered resettlement impacts in the EIA already approved by the national authority and modified with a first "Adenda" and then with an "Adenda Complementaria. Per the approved Adenda Complementaria to the EIA, the Melipilla investment will cause the acquisition of 167 plots and the physical resettlement of 63 houses, with 182 inhabitants, of which 54 of such houses with legal title (with 166 inhabitants that are owners or renters) and other 9 houses with 16 inhabitants without legal title that are either occupying EFE's land or other properties. It will also cause the displacement of 12 businesses through expropriation. Originally, the EIA anticipated the physical resettlement of 172 houses with 501 inhabitants, but this number was reduced following technical design adjustments and the implementation of social housing measures. According to discussions with EFE, it appears that most expropriation activities have already been completed by the Ministry of Public Works", including the implementation of corresponding mitigation measures such as i) cash compensations at commercial values, determined by independent experts; and ii) assistance with the search for housing alternatives using the national system for housing support through the provision of subsidies (grants) and other resettlement assistance measures. As with Batuco, it is not entirely clear from the EIA the scope of land acquisition, resettlement and associated impacts and what is the amount of land required for this investment, and, as such, EFE will need to prepare an audit to document comprehensively any past land acquisition, resettlement and restrictions of access implementation and address any gaps through remedial measures aligned with ESS5, if needed, and prepare a RAP for outstanding resettlement, if any, during Project preparation and prior to appraisal.



Per the DIA for the Matucana station, one business (flower shop) will be relocated and there will be a partial acquisition of a parking lot of a supermarket. The proposed resettlement and mitigation measures as set out in the DIA will be reviewed by the Bank and if gaps are identified, remedial measures will be developed and implemented by EFE.

There is a national regulatory framework under the SEA ("Guide for the Environmental Impact Assessment of the Resettlement of Human Communities in the SEIA") which apparently is consistent with ESS5 (in terms of the use of a replacement cost standard or the implementation of suitable consultation processes, for instance), and this outlines the international reference framework against which the performance of entities such as EFE should be measured and the Project's resettlement implementation was undertaken thus far. EFE will need to audit and document all past resettlement implementation for the project and, if gaps are identified, will need to prepare and implement corrective measures, in line with ESS5. For any outstanding future resettlement, prepare a resettlement action plan to identify, assess and manage any outstanding resettlement impacts and risks in line with ESS5.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

This standard is relevant. Both investments will occur mainly over existing right of ways. These are not expected to impose any material threat to the protection, conservation, maintenance or restoration of natural habitats, biodiversity values or ecosystem services, nor will they involve primary production and/or harvesting of living natural resources.

Nonetheless, minor impacts to natural habitats are expected. The Batuco line crosses a few specific sectors of natural vegetation, including prairies, Acacia forests with individuals of *Prosopis chilensis*, and the "Lo Solar" Wetland. However, per the EIA, works will occur in highly anthropized sectors, being part of industrial sectors or peri-urban areas, with a high incidence of introduced species. Even though no works are expected on sectors of Acacia forests, the EIA highlights that 14 isolated individuals of *Prosopis chilensis* might be affected by the construction of the future Batuco station, and includes the necessary measures to ensure their adequate management (i.e., compensation plan). Regarding the "Lo Solar" wetland, no works are expected on this sector either. Per the EIA, this wetland presents a high degree of intervention, product of the extraction of *Totora* and high agricultural pressure from surrounding properties. However, considering that it is an important habitat for several species of birds (54) and reptiles (6), the EIA states that during construction, a census and monitoring of birds will be carried out, and includes a program for the rescue and relocation of reptiles.

Regarding the Melipilla line, it will be primarily implemented in highly intervened areas with relevant urban, rural and industrial presence. Natural vegetation patches along the railway occupy only 2.1% of the project area, and correspond mainly to naturalized grasslands, sclerophyllous forest and riparian scrub. Flora species with a conservation status have not been identified. This investment will affect an area of agricultural land where the depots and yards will be located (2,99 hectares of agricultural land). The project EIA includes a compensation plan for the loss of soil suitable for agriculture.

As part of its due diligence, and prior to Appraisal, the Bank will further review EFE's EIAs and other environmental and social documentation of the Project to (i) confirm that significant impacts over natural habitats are not expected, (ii) confirm that none of the natural habitats that the lines cross meet the criteria to be considered a critical natural



habitat under ESS6, and (iii) determine the extent to which the measures included in the EIA comply with ESS6 requirements. If necessary, such measures will be reflected in a S-ESMP to be developed by EFE or in specific actions set out the Project's ESCP. Any further requirements to meet the ESSs will be included in the bidding documents for contractors and supervision firms, as necessary.

ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities

This standard is considered relevant at this stage. There isn't yet sufficient information for the Bank to make a determination on whether indigenous peoples meeting the 4 cumulative criteria of ESS7 are present in the Project area. As such, as part of project preparation and the Bank's due diligence, the relevance of this standard will be further reconfirmed prior to appraisal.

According to the EIAs, it appears that individuals from the Mapuche, Aymara, Quechua, Rapa Nui, Alacalufe, Kolla and Atacameña peoples are present in the project areas (communes) who live and work in the urban and peri-urban settings traversed by the two railway lines. These individuals of indigenous origin do not appear to constitute indigenous peoples, as defined by the four cumulative criteria set out in ESS7, since, amongst other things, such individuals do not appear to occupy collective ancestral lands in the project's areas.

The EIAs also refer to associations representing indigenous interests that make sporadic use of public areas and infrastructure accessible to other non-indigenous users as well, such as parks, community halls and universities in the area of the Project, and in a few cases they are beneficiaries of a plot of land and/or infrastructure granted by the municipalities (given in "comodato") or concessions by "Bienes Nacionales" to CONADI (the National Corporation for Indigenous Development) to carry out their cultural practices and promote their culture. In the EIAs over 100 associations representing indigenous peoples interests have been identified within the 13 communes where the rail line projects are being implemented (60 organizations in S-Melipilla, and 47 organizations in S-Batuco), but not all of them, are active in the area.

Per the EIAs, there appears to be three such public areas where cultural practices are being carried out by members of three of these associations within the areas of the two projects (which includes 500 m buffer zones) but none of these sites would be affected by land taking or restrictions of use. For example, along the Santiago - Batuco Line, the Mapuche association Wino Quelu Kul carries out cultural practices in Las Palmeras Park (Renca Commune), while the association Indigenous Board of Santiago ("Mesa Comunal Indígena de Santiago") carries out cultural practices in the Senior Citizen Cultural Center located in Quinta Normal Park (Santiago Commune).

Additionally, four associations the Mapuche Winkulhue Association, the Mapuche Adkin Tulen Association, the Mapuche Nehuen Ñuke Mapu Association and the Mapuche Mawuen Association submitted comments during the public consultations process for the EIA for SBL referring to potential impacts from noise and vibrations and referring also to the need for a culturally sensitive consultation process. The observation refers to the "habitat of the Mapuche inhabitants of Lampa and Batuco", but the characteristics and location of this "habitat" or its specific relationship with the project area is unclear in the comments presented by the four associations as part of the EIA consultation.

In the Santiago-Melipilla Line, the EIAs identified noise and vibration (during construction and operation) as possible impacts to various stakeholders in the Project area, including to an indigenous association when they carry out their



cultural practices at one urban ceremonial site in the commune of Padre Hurtado because of the proximity of the site to the Santiago-Melipilla Line (40 m). According to the EIA, ceremonies such as “Nguillatun” (prayer ceremony for daily needs of the Mapuche people) and “We Tripantu” (Mapuche New Year) carried out at that site could be affected due to noise and vibration generated by the project, since these rituals often include a tradition of orality. It is worth mentioning that the ceremonial center is currently located in a place already exposed to noise caused by freight trains and vehicular traffic on the road to Melipilla and no one reside at the site. Given the potential impact identified, in accordance with the national legislation and ILO 169 framework, SEA determined the need for EFE to carry out a specific indigenous consultation process with the members of the Mapu Rayén Association to negotiate measures to compensate and mitigate the impacts and risks identified as part of the EIA. The Mapuche Mapu Rayén Association carries out, among other activities, the above mentioned Mapuche ceremonies, Mapudungun language classes and preparation of traditional foods and dishes at the center. This Ceremonial Center is recognized as well by the Chanco Cupai Indigenous Association which has participated in various activities. The Center is located on a property (3,500 m²) given in use by Bienes Nacionales to CONADI, a concession that is extended to both associations. The aforementioned consultation process, which has been documented, culminated in a negotiated agreement that was signed on May 7, 2019. The agreement includes: i) installation of an acoustic screen as a noise mitigation measure; ii) installation of vegetation cover; iii) drinking water connection and installation within the site; and iv) vibration monitoring at the Ceremonial Center. On March 10, 2021, EFE submitted to SEA the first annual implementation progress report relating to that agreement, indicating that the drinking water works were successfully completed at the Ceremonial Center site. The acoustic screen and vegetation cover activities will be implemented during the construction phase.

ESS8 Cultural Heritage

This standard is relevant.

The Batuco EIA concludes that there are no significant impacts on monuments, on sites with anthropological, archaeological and/or historical value, or on cultural heritage. Elements of non-protected heritage interest were identified (16 animitas and railway structures). The EIA also indicates that chance archaeological and fossil findings during construction are highly probable. As such, the EIA includes measures for a permanent archaeological and paleontological monitoring, as well as protocols for chance finds.

The Melipilla EIA concludes that the project does not alter monuments, nor sites with anthropological, archaeological, and/or historical value, or cultural heritage in general. Elements of non-protected heritage interest were identified (19 animitas). Even though archaeological prospecting identified 2 archaeological sites (Tren del Maipo 1 and Tren del Maipo 2), which are part of the El Monte 1 site extending to El Monte Station, per the EIA these will not be affected by civil works. Regarding the portion of the El Monte 1 site that extends to El Monte Station, rescue activities of 10% are proposed.

As part of its due diligence, the Bank will evaluate if the measures and protocols included in both EIAs are adequate and in compliance with ESS8 requirements. If necessary, further measures to ensure compliance with this standard will be reflected in the S-ESMP to be developed by EFE, and disclosed prior to Appraisal. Furthermore, although both



EIAs address aspects of intangible cultural heritage, further analysis of the documentation is required to understand their approach.

ESS9 Financial Intermediaries

This standard is currently not relevant.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways No

OP 7.60 Projects in Disputed Areas No

III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

A. Is a common approach being considered? Yes

Financing Partners

MIGA: The project intends to support EFE in the development of the two railway lines through a combination of products from the World Bank Group: a guarantee from the Multilateral Investment Guarantee Agency (MIGA), an IBRD guarantee, and an IBRD loan. While MIGA normally applies the MIGA Performance Standards in its operations, when it partners with the IBRD it has the option of both adopting the IBRD-IDA E&S standards (in this case the ESF, since EFE does not meet the definition of a “private entity” per OP 4.03) and relying on IBRD-led due diligence on E&S issues for its own purposes. Such is the approach that has been proposed for this project, and this is expected to be confirmed during project preparation.

B. Proposed Measures, Actions and Timing (Borrower’s commitments)

Actions to be completed prior to Bank Board Approval:

A thorough Bank-based due diligence process resulting in the following actions or documents to be carried out by EFE, prior to Appraisal:

(i) Draft LMP or identification of specific actions and measures to be carried out by EFE to address ESS2 in the ESCP, including an agreed CoC for the construction phase and procedures for a grievance mechanism for workers within the timeframe established in said document.

(ii) Draft SEP or identification of specific actions and measures to be carried out by EFE address ESS10 requirements in the ESCP within the timeframe established in said document.

(iii) Audit by EFE documenting all the resettlement process to date for both railway lines and stations, including detailed census (including informal occupants and vendors), the losses involved (including in terms of physical and

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economic displacement), and mitigation measures implemented to address both physical and economic displacement caused by the project to address the requirements of ESS5.

(iv) draft Resettlement Plans to be prepared by EFE, if any resettlement is outstanding, to address the requirements of ESS5.

(iv) Draft S-ESMP with actions and measures to be carried out by EFE to address ESS1, 3, 4, and 6 and/or 8 requirements, if gaps are identified in the EIAs and other ES documentation prepared by EFE thus far; and/or preliminary list of the actions to address such gaps, included in the draft ESCP.

Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):

(i) 60 days after Effectiveness: Final LMP or identification of specific actions and measures to be carried out by EFE to address ESS2 in the ESCP, including an agreed CoC for the construction phase and procedures for a grievance mechanism for workers within the timeframe established in said document.

(ii) By Effectiveness: Final SEP or identification of specific actions and measures to be carried out by EFE address ESS10 requirements in the ESCP within the timeframe established in said document.

(iii) By Effectiveness: Final Audit by EFE documenting all the resettlement process to date for both railway lines and stations, including detailed census (including informal occupants and vendors), the losses involved (including in terms of physical and economic displacement), and mitigation measures implemented to address both physical and economic displacement caused by the project to address the requirements of ESS5.

(iv) By Effectiveness: Final Resettlement Plans to be prepared by EFE, if any resettlement is outstanding, to address the requirements of ESS5.

(v) 60 days after Effectiveness: Approval and disclosure of Final S-ESMP and/or identification of specific actions and measures to be carried out by EFE to address ESS1, 3, 4, and 6 and/or 8 requirements, if gaps are identified in the EIAs and other ES documentation prepared by EFE thus far, within the timeframe established in said document.

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C. Timing

Tentative target date for preparing the Appraisal Stage ESRS

07-Oct-2021

IV. CONTACT POINTS

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Implementing Agency(ies)

Implementing Agency: EFE Trenes de Chile

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VI. APPROVAL

Task Team Leader(s):	Felipe Targa Rodriguez, Said Dahdah, Ada Karina Izaguirre Bradley
Practice Manager (ENR/Social)	Maria Gonzalez de Asis Recommended on 20-Aug-2021 at 15:13:54 GMT-04:00
Safeguards Advisor ESSA	Marco Antonio Zambrano Chavez (SAESSA) Cleared on 22-Aug-2021 at 08:08:28 GMT-04:00