

**INTEGRATED SAFEGUARDS DATA SHEET  
ADDITIONAL FINANCING**

**Report No.: ISDSA13534**

**Date ISDS Prepared/Updated:** 31-Oct-2015

**Date ISDS Approved/Disclosed:** 05-Nov-2015

**I. BASIC INFORMATION**

**1. Basic Project Data**

<b>Country:</b>	Congo, Democratic Republic of	<b>Project ID:</b>	P153836
		<b>Parent Project ID:</b>	P101745
<b>Project Name:</b>	DRC High Priority Roads Reopening and Maintenance - 2nd Additional Fin (P153836)		
<b>Parent Project Name:</b>	DEMOCRATIC REPUBLIC OF CONGO - High Priority Reopening and Maintenance Project (P101745)		
<b>Task Team Leader(s):</b>	Alexandre K. Dossou		
<b>Estimated Appraisal Date:</b>	09-Nov-2015	<b>Estimated Board Date:</b>	18-Feb-2016
<b>Managing Unit:</b>	GTI01	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Rural and Inter-Urban Roads and Highways (65%), Central government administration (18%), Sub-national government administration (17%)		
<b>Theme(s):</b>	Infrastructure services for private sector development (33%), Corporate governance (33%), Other social development (17%), Environmental policies and institutions (17%)		
<b>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?</b>			No
<b>Financing (In USD Million)</b>			
Total Project Cost:	190.60	Total Bank Financing:	125.00
Financing Gap:	0.00		
<b>Financing Source</b>			<b>Amount</b>
BORROWER/RECIPIENT			65.60
IDA Grant			125.00
Total			190.60
<b>Environmental Category:</b>	A - Full Assessment		

<b>Is this a Repeater project?</b>	No
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## 2. Project Development Objective(s)

### A. Original Project Development Objectives – Parent

The proposed project's development objective is to re-establish lasting access between provincial capitals and districts and territories in three provinces in a way that is sustainable for people and the natural environment in the area of influence of the operation.

### B. Current Project Development Objectives – Parent

The objective is to re-establish lasting access between provincial capitals and districts and territories in four provinces (Province Orientale, Katanga, Sud Kivu, and Equateur) in a way that is sustainable for people and the natural environment in the area of influence of the project.

### C. Proposed Project Development Objectives – Additional Financing (AF)

## 3. Project Description

As for the initial Project and the AF1, the Pro-routes AF2 comprises four components:

Component 1 will help reestablish land connection between the provinces of Sud and Nord Kivu and within the Orientale Province. This component will focus on the rehabilitation works, for an estimated cost of about US\$59.5 million, of the road sections: (i) Komanda – Bunia – Mahagi (Uganda border) to complement the ongoing output-based management and maintenance contract on the Kisangani – Niania – Komanda – Beni section; (ii) Beni – Kasindi (Uganda border) to ensure an adequate level of service on that road would be consistent with its regional traffic through Uganda; (iii) Bukavu – Goma linking Nord and Sud Kivu provinces by an all season passable road, and; (iv) Bukavu – Homi – Walikale to complement the sections Walikale – Lubutu – Kisangani allowing direct accessibility between Bukavu in Sud Kivu and Kisangani in province Orientale avoiding a long trip from Bukavu to Kisangani via Beni – Komanda and; (v) Dulia – Bondo road section, thanks to the funding of the financing gap deriving from the cost overrun from the initial financing.

Under a contribution from the GovDRC, through the Road Maintenance Funds (RMF), AF2 will also ensure, included in component 1, the continuation of the maintenance works on the already reopened 2,732 km of high-priority road network under the initial project and its AF1, for an estimated cost of US\$65.6 million

Component 2 includes, as for the initial grant and AF1, all activities related to capacity building, institutional strengthening, and project implementation. This additional institutional support will mainly cover the finalization of the road sector strategy, the strengthening of the CI (Unit in charge of project implementation) taking into account the provision of technical assistance to enhance the capacity of the CI, the fees and operating costs of the CI and the support program to develop the construction industry in the road sector.

Component 3 covers environmental and social protection activities. This component will have the same activities as for the initial project and AF1 but related to the new road sections and the Environmental and Social Consultative Panel will continue its two missions per year to oversee the

global implementation and functioning of the institutional arrangement in place for this component.

Component 4 covers monitoring and evaluation including the development of a road data collection system and the environmental and social program as per the initial project and AF1. Socio-economic impact evaluation will be conducted, twice during the implementation period of the AF2.

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

These characteristics are as follow:

- RN2: Bukavu – Goma (about 150 km) is located in Sud and Nord Kivu Provinces close to Lake Kivu. It crosses mountain forests and areas populated by IP Batwa «Impunyu »;
- RN3: Bukavu – Homi - Walikale (about 200 km) is also located in the same Provinces. It also crosses mountain forests, including the Kahuzi-Biega National Park (KBNP), for about 20 km, and areas populated by Indigenous People Batwa «Impunyu»;
- RN4: Beni – Kasindi (Uganda border) (about 80 km) is located in the Nord Kivu Province. It crosses the Virunga National Park (ViNP) for about 10 km and runs along it for the remaining distance. Indigenous People Mbuti Asua lives in these areas. This section is especially challenging because it is the main export route of timber, mostly illegally exploited, to Uganda.
- RN27: Komanda - Bunia – Mahagi (Uganda border) (about 300 km) is entirely located in Orientale Province. It crosses areas populated by Indigenous People Mbuti (Efe), but not any protected area.

**5. Environmental and Social Safeguards Specialists**

Antoine V. Lema (GSURR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The parent project was rated EA category A. An Environmental and Social Management Framework (ESMF) was prepared and disclosed in September 2007. The same ESMF has been re-disclosed in 2011 under the first Additional Financing. Since then, ten (10) Environmental and Social Impacts Assessments (ESIAs) have been prepared, reviewed, and disclosed. Additional other environmental studies such as Preliminary assessment of support to Congolese Institute for Nature Conservation (Institut Congolais pour la Conservation de la Nature – ICCN) concerning the participatory management of protected areas and a strategy and action plans on Forestry protection and commercial bush meat control have also been prepared, disclosed, and implemented.</p> <p>This second Additional Financing aims to fund the rehabilitation of four main road sections. The road sections (i) Komanda - Bunia – Mahagi (Uganda border) (about 300 km); and (ii) Beni – Kasindi (Uganda border) (about 100 km) for which two Environmental and Social Impact Assessments (ESIAs) have been prepared and transmitted to the World Bank for its review and</p>

		approval, are planned for rehabilitation during the first year of the project implementation. For the remaining two other roads, Bukavu – Goma (about 150 km) and Bukavu – Homi – Walikale (about 200 km) which will be rehabilitated later on, once their ESIA have been completed, approved by the Bank and disclosed in country and at InfoShop, the existing ESMF has been accordingly updated to cover their area of influence. This updated ESMF has also been approved by the Bank and disclosed in country on October 12, 2015 and at InfoShop, on October 15, 2015, together with the ESIA of the first two roads, which were disclosed in country on September 24, 2015 and at InfoShop on October 15, 2015. All these safeguard instruments are cleared by the Bank before disclosure in country and at InfoShop.
Natural Habitats OP/BP 4.04	Yes	The crossing of the Virunga National Park and KPNP necessitates that a particular attention be paid to these particular ecosystems. For these reasons, the updated ESMF and the ESIA elaborated for NR4 include for each instrument a specific chapter on good practices for managing natural habitats.
Forests OP/BP 4.36	Yes	The roads to be rehabilitated under AF2 traverse forests and fragile ecosystems. This is the case of most of road sections (NR2, NR3, NR4 and NR27). The revised ESMF and mainly the ESIA prepared for this road section include specific sections on managing forestry issues within these road sections rehabilitation works.
Pest Management OP 4.09	No	The project does not have any relation with pest management
Physical Cultural Resources OP/BP 4.11	Yes	Targeted areas by activities of road section rehabilitation within this second Additional Financing include ViNP, a UNESCO World heritage area classified as a site in danger since 1994 and KPNP, also classified as World heritage area and in danger since 1997. In addition, areas targeted by the AF include areas, which hosted civil wars. This means unexpected graves could be discovered alongside sections of road projected to be rehabilitated. For all potential issues, the ESMF and ESIA include guidance on how to manage chance finds.
Indigenous Peoples OP/BP 4.10	Yes	The roads to be rehabilitated under AF2 traverse forests and fragile ecosystems. IP Mbuti, Batwa, and others are under severe pressures because natural forests have almost disappeared on some road sections (RN2, RN3, RN4, with the exception of ViNP), or along one of them (RN27). In addition, economic development generated by the rehabilitation of the roads could have negative impacts

		on Indigenous People Mbuti and Batwa, who might lose their access to natural resources and their cultural identity. To prevent and mitigate the risks and potential negative impacts on Mbuti and Batwa Indigenous Peoples, AF2 has developed an IPP to support IPs and strengthen the activities already developed with the implementation of the initial Financing and the AF1. The IPP has been reviewed and cleared by the Bank, for the first two roads Komanda – Bunia – Mahagy and Beni – Kasindi. It was disclosed in country and at InfoShop on October 14, 2015. As regard to the remaining two roads Bukavu – Goma and Bukavu – Homi – Walikale, here again, the existing IPPF has been updated accordingly to address potentially adverse impacts. It also was reviewed and cleared by the Bank and disclosed in country on October 12, 2015 and at InfoShop on October 14, 2015.
Involuntary Resettlement OP/BP 4.12	Yes	The roads concerned by the AF2 traverse some villages and cities and will induce some involuntary resettlement of population alongside the roads or in the vicinity of the borrowing sites of materials for the roads works. A Resettlement Action Plan (RAP) has been prepared to cover Komanda – Bunia – Mahagi and Beni – Kasindi roads. It was reviewed and cleared by the Bank and disclosed in country on September 24, 2015 and at InfoShop on October 06, 2015. The existing Resettlement Plan Framework (RPF) has been updated to cover the area of influence of the two other roads Bukavu – Goma and Bukavu – Homi – Walikale. It was also reviewed and cleared by the Bank and disclosed in country and at InfoShop on October 14, 2015.
Safety of Dams OP/BP 4.37	No	The project does not finance dams nor rely on dams.
Projects on International Waterways OP/BP 7.50	No	The project is not expected to affect international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project is not located in a Disputed Area.

## II. Key Safeguard Policy Issues and Their Management

### A. Summary of Key Safeguard Issues

<p><b>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</b></p>
<p>This second Additional Financing will support activities related to the rehabilitation of four road sections. These civil works will unquestionably induce environmental and social adverse impacts in terms of trees cutting, dust, noise, waste management, security and health issues both for populations and for employees. However, as it is rehabilitation works, most of adverse impacts associated with these investments will likely be site-specific, so manageable at an acceptable level.</p>

In addition, rehabilitation works will take place in forested areas and sensitive ecosystems such as Virunga National Park, and KPNP. Potential adverse impacts could occur on biodiversity, on natural resources and fauna by facilitating through the rehabilitation of roads the access of these parks and forests. The civil works and the re-opening of road sections could also induce impacts on cultural heritage as ViNP is classified as UNESCO World heritage and KPNP as World heritage.

On social level, the rehabilitation of road sections may induce the displacement of populations. In addition, Indigenous people are present within areas where rehabilitation works will be undertaken with the possibility to some adverse impacts on them.

The project remains EA category A and will not trigger new safeguards policies due to the fact that components and activities are the same as in the parent project. The triggered policies are OP/PB 4.01; OP/PB 4.04,OP/PB 4.36, OP/PB 4.11, OP/PB4.10 and OP/PB 4.12. Safeguard instruments (ESMF, IPPF and RPF) had all been prepared since the beginning of the parent project and over 10 ESIA, 10 RAP and IPPs have been prepared, disclosed and implemented as guidance/guidelines for the activities during the parent project and the first Additional Financing phase.

During the parent project implementation, screening of sub-projects has taken place to ensure proper identification and mitigation of any adverse impacts.

In order to ensure that all the sub-projects financed under the parent project and the first AF were in compliance with Bank safeguards policies and in line with the national regulatory framework, a protocol has been signed between the National Agency in charge of environmental impact assessment and safeguards monitoring (Groupe d'Etudes Environnementales du Congo –GEEC became since November 2014, Agence Congolaise de l'Environnementale-ACE). This agency's staffs organize regularly supervision missions and produce reports on their findings and propose mitigation measures if needed. These practices will continue during the second AF.

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

Potential long-term indirect and cumulative impacts of road sections rehabilitation and improved mobility through maintenance are the gradual disappearance of rainforest in the area of influence of the road segments, and the reduction of biodiversity through commercial bush meat hunting and agricultural expansion.

Other negative impacts include an increased rate of accidents due to increased motorized traffic, and higher respiratory health hazards for the populations living along the roads due to dust in the air generated by fast moving vehicles during the dry season and the spread of HIV/AIDS and STIs.

Economic growth as a result of the road rehabilitation is likely to lead to further intrusion into the territory of indigenous pygmy groups with potential consequences such as loss of their traditional territories and resources, leading to further impoverishment and incremental loss of their cultural specificity.

Impacts on physical cultural resources are expected to be site specific and limited to possible damage to sites within the right of way, such as graves, sacred places, and trees.

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

The only alternative is the absence of road sections rehabilitation and this option does not make sense as people need road to go to health centers, markets for selling and buying, schools to learn, etc. More specifically the absence of these rehabilitation works will cut the link between the provinces of Sud and Nord Kivu and within the Orientale Province. It also contributes to isolate DRC vis-à-vis its neighboring countries, particularly Uganda.

**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.**

As stated above, the Borrower has prepared appropriate safeguards instruments to address potential environmental and social safeguards issues; ESIA's, an RPF and an IPP for the two road sections planned for the AF2's, first year of implementation. The existing ESMF, RPF and IPPF were updated to cover potential adverse impacts of the remaining two roads, whose civil works will be subject to the preparation and subsequent review, clearance and disclosure of their safeguards instruments: ESIA's, RAPs and IPPs. The safeguard instruments for the four roads were approved by the Bank, cleared by the RSA and disclosed in country and at InfoShop. These safeguard instruments have identified adverse potential impacts and proposed mitigation measures to avoid, reduce or offset adverse impacts through the implementation of ESMPs (Environmental and Social Management Plans). In addition ESMPs include capacity strengthening and monitoring plans with indicators to make sure mitigations measures will be applied properly and they will produce anticipated impacts. They also include awareness-raising campaigns targeted at relevant stakeholder groups for better implementation and monitoring of project safeguard measures.

CI has two environmental specialists with a solid experience in World Bank's policies and its related safeguard instruments. These experts who benefitted from safeguards training during Bank supervision missions are responsible for safeguards implementation. In other words, they oversee the implementation of the project safeguards instruments and coordinate efforts at the national level. CI staff will continue to regularly monitor and follow-up with any safeguard issues. CI has also hired, since the initial project, an International firm (BEGES) in charge of Environmental and Social measures implementation. This firm will continue to provide technical assistance and safeguard guidance to enterprises and other actors. The Bank's supervision missions will also continue to include environmental and social specialists.

In addition, the Congolese National Agency will continue to regularly supervise rehabilitation works under this AF and to produce reports on their findings and to propose mitigation measures to be implemented by the CI through its environmental and social unit. Lastly, CI has contracted with a Consultative Environmental and Social Panel, comprising two international experts, to oversee the implementation of the entire environmental and social program and provide advices to the CI twice a year.

**5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.**

Stakeholders concerned by this second AF are constituted by populations established by the project covered zone and along the concerned road sections, ICCN (responsible for parks management), indigenous peoples in the targeted areas by this AF, farmers who are settled along road sections, transporters, habitants of villages crossed by road sections, municipalities, NGOs, ministries in charge of transport, roads, agriculture, social affairs, livestock development, environment etc. During the safeguard instruments (ESMF, ESIA's, RAPs and IPPs) preparation, the various stakeholder groups have been consulted. When documents were completed, they have been summarized in local languages and made available to populations. Additionally, a new series

of consultations have been held, and comments, suggestions, and recommendations made during these consultations have been taken into account in the safeguards documents finalization. The latest versions and their summaries were made available in municipalities.

### ***B. Disclosure Requirements***

<b>Environmental Assessment/Audit/Management Plan/Other</b>	
Date of receipt by the Bank	01-Oct-2015
Date of submission to InfoShop	15-Oct-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	20-Dec-2007
<b>"In country" Disclosure</b>	
Congo, Democratic Republic of	24-Sep-2015
<i>Comments:</i> Documents are disclosed on the website of the Ministry of Environment and Sustainable development <a href="http://www.medd.gouv.cd/publications/Pro-Routes">www.medd.gouv.cd/publications/Pro-Routes</a>	
<b>Resettlement Action Plan/Framework/Policy Process</b>	
Date of receipt by the Bank	02-Oct-2015
Date of submission to InfoShop	06-Oct-2015
<b>"In country" Disclosure</b>	
Congo, Democratic Republic of	24-Sep-2015
<i>Comments:</i> Documents are disclosed on the website of the Ministry of Environment and Sustainable development <a href="http://www.medd.gouv.cd/publications/Pro-Routes">www.medd.gouv.cd/publications/Pro-Routes</a>	
<b>Indigenous Peoples Development Plan/Framework</b>	
Date of receipt by the Bank	14-Oct-2015
Date of submission to InfoShop	14-Oct-2015
<b>"In country" Disclosure</b>	
Congo, Democratic Republic of	14-Oct-2015
<i>Comments:</i> Documents are disclosed on the website of the Ministry of Environment and Sustainable development <a href="http://www.medd.gouv.cd/publications/Pro-Routes/Plan%20en%20faveur%20des%20Populations%20Autochtones-PPA">www.medd.gouv.cd/publications/Pro-Routes/Plan en faveur des Populations Autochtones-PPA</a>	
<b>If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.</b>	
<b>If in-country disclosure of any of the above documents is not expected, please explain why:</b>	

### ***C. Compliance Monitoring Indicators at the Corporate Level***

<b>OP/BP/GP 4.01 - Environment Assessment</b>	
Does the project require a stand-alone EA (including EMP) report?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]



<b>OP/BP 4.04 - Natural Habitats</b>	
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.11 - Physical Cultural Resources</b>	
Does the EA include adequate measures related to cultural property?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.10 - Indigenous Peoples</b>	
Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If the whole project is designed to benefit IP, has the design been reviewed and approved by the Regional Social Development Unit or Practice Manager?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>OP/BP 4.12 - Involuntary Resettlement</b>	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Is physical displacement/relocation expected?  Provided estimated number of people to be affected	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] TBD [ <input type="checkbox"/> ]
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)  Provided estimated number of people to be affected	Yes [ <input type="checkbox"/> ] No [ <input type="checkbox"/> ] TBD [ <input checked="" type="checkbox"/> ]
<b>OP/BP 4.36 - Forests</b>	
Has the sector-wide analysis of policy and institutional issues and constraints been carried out?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Does the project design include satisfactory measures to overcome these constraints?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Does the project finance commercial harvesting, and if so, does it include provisions for certification system?	Yes [ <input type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input checked="" type="checkbox"/> ]
<b>The World Bank Policy on Disclosure of Information</b>	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]

Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
<b>All Safeguard Policies</b>	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Have costs related to safeguard policy measures been included in the project cost?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [ <input checked="" type="checkbox"/> ] No [ <input type="checkbox"/> ] NA [ <input type="checkbox"/> ]

### III. APPROVALS

Task Team Leader(s):	Name: Alexandre K. Dossou	
<b>Approved By</b>		
Safeguards Advisor:	Name: Johanna van Tilburg (SA)	Date: 05-Nov-2015
Practice Manager/ Manager:	Name: Supee Teravaninthorn (PMGR)	Date: 05-Nov-2015