



Integrated Safeguards Data Sheet Restructuring Stage

Restructuring Stage | Date ISDS Prepared/Updated: 26-Aug-2020 | Report No: ISDSR30381

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I. BASIC INFORMATION

1. BASIC PROJECT DATA

Project ID	Project Name
P123961	Vietnam Road Asset Management Project
Task Team Leader(s)	Country
Phuong Thi Minh Tran, Hongye Fan	Vietnam
Approval Date	Environmental Category
12-Dec-2013	Partial Assessment (B)
Managing Unit	
IEAT1	

PROJECT FINANCING DATA (US\$, Millions)

SUMMARY

Total Project Cost	301.70
Total Financing	301.70
Financing Gap	0.00

DETAILS

World Bank Group Financing

International Development Association (IDA)	250.00
IDA Credit	250.00

Non-World Bank Group Financing

Counterpart Funding	50.00
Borrower/Recipient	50.00
Trust Funds	1.70
AusAID-World Bank Strategic Partnership in Vietnam	1.70



2. PROJECT INFORMATION

Current Program Development Objective

The proposed Project Development Objective (PDO) is to improve the efficiency and sustainability of the national road asset management and maintenance practices performed by the Ministry of Transport on national roads in Vietnam.

Note to Task Teams: End of system generated content, document is editable from here.

3. PROJECT DESCRIPTION

Note to Task Teams: The following sections are system generated and can only be edited online in the Portal.

4. PROJECT LOCATION AND SALIENT PHYSICAL CHARACTERISTICS RELEVANT TO THE SAFEGUARD ANALYSIS (IF KNOWN)

The proposed extension project is belonging to NH6 and NH2, NH6 is a traffic artery connecting Ha Noi capital with the Northwest provinces including Hoa Binh, Son La, Dien Bien, Lai Chau. This is a strategic road, serving political, economic, cultural exchanges, national defense and foreign affairs with other regions in the country and internationally and serving the travel of big energy projects such as Son La and Lai Chau hydropower plant. While NH2 is the route connecting Hanoi with Northern provinces of Vietnam, passing through the provinces of Vinh Phuc, Phu Tho, Tuyen Quang, Ha Giang and the end point at Thanh Thuy border gate. The Son La bypass area is mainly hilly, alternating with valleys where coffee is grown, far from residential areas, with an average elevation ranging from 650m to 750m. The route mainly follows the slopes and goes to the left of existing NH6. While, the enhancement of the pavement of NH6 in Hoa Binh is bordered between high mountainous area, the West - North is the plain area in the center of Hoa Binh city, the East-South is high mountains and plain area that has elevation increasing (25-50m) from the beginning to the end of the route in the West-North direction. The improvement and expansion of NH2 in Ha Giang is placed in low mountains interspersed with relatively flat valleys located along rivers and streams. The area of the project restructuring activities is well developed. There are no natural habitats or critical natural habitats along the existing or proposed works. The project area is also not located on forest land.

5. ENVIRONMENTAL AND SOCIAL SAFEGUARDS SPECIALISTS ON THE TEAM

Son Van Nguyen, Environmental Specialist



Pilar Clemente Fernandez, Environmental Specialist
Thao Thi Mai Pham, Environmental Specialist
Thong Trung Le, Social Specialist

6. SAFEGUARD POLICIES TRIGGERED

Safeguard Policies	Triggered	Explanation
Environmental Assessment (OP) (BP 4.01)	Yes	<p>The project's overall potential social and environmental impacts are the positive impacts as the project is expected to result in: i) improvement of traffic conditions in the project area; ii) increase of the accessibility of local people to neighboring areas; (iii) creation of favorable conditions for the trade and sale of agricultural and forestry products in the project communes / wards; (iv) enhancing tourism development capabilities, exploiting indigenous cultural potentials.</p> <p>The potential negative impacts on the environment and human health are mainly associated with the construction, rehabilitation and operation of the road sections. However, these impacts are temporary and in most cases the mitigation measures are available designed. Therefore, the proposed project is rated B category.</p> <p>To meet the requirements of OP 4.01, the EIAs and EMPs were prepared for the parent project. An ESIA and two ESMPs have been prepared for the additional activities under the restructuring project which propose adequate measures to mitigate the identified impacts and risks together with a monitoring plan. Implementation responsibilities, institutional arrangements, reporting requirements and budgeting were also proposed as part of the ESMPs. Public consultation and disclosure of the safeguard documents have been conducted in line with the Bank safeguard policies.</p>
Performance Standards for Private Sector Activities OP/BP 4.03	No	
Natural Habitats (OP) (BP 4.04)	No	<p>During project preparation of the parent project it was determined that a 10km section of the existing NH6 runs through the Hang Kia Pa Co Natural Reserve, of which approximately 7km pass through the buffer zone area and about 3km pass through the core zone (strict protection area) of the natural reserve, from Km149 to Km152. Therefore, this policy is triggered.</p>



		<p>The project restructuring is located in an existing rural and urban areas, and along existing roads. Implementation of the additional activities will not affect any natural habitats, protected areas, important/threatened flora and fauna species or biodiversity areas of high value. It will not cause degradation or conversion of any known natural habitats or impact any watersheds. Therefore, this policy is not triggered for the restructuring project.</p>
Forests (OP) (BP 4.36)	No	<p>Neither the parent project nor the restructuring project would have an impact on forests and there will be no consequences for forest management. Therefore, this policy is not triggered.</p>
Pest Management (OP 4.09)	No	<p>Neither the parent project nor the restructuring project would involve any investment that would result in procurement of pesticides or any increase in the use of pesticides as a result of project activities. Therefore, this policy is not triggered.</p>
Physical Cultural Resources (OP) (BP 4.11)	No	<p>Neither the existing road and along which this project is being considered, nor the location of the proposed new road section under the restructuring project are located in the vicinity of physical cultural resources such as monuments, temples, churches, religious/ spiritual, and cultural sites. A “chance finds” procedure is included in the ESMPs and will be included in the civil works contracts.</p>
Indigenous Peoples (OP) (BP 4.10)	Yes	<p>The social assessment carried out for proposed extended sections, including (i) construction of a 19.5 km of a bypass in Son La; (ii) improvement and expansion of 1.39 km of NH2 in Ha Giang; and (iii) pavement strengthening of 7.65km of NH6 in Hoa Binh, identified that there are ethnic minority groups (Thai, Muong, H’Mong, Tay, Nung, San Diu and Dao) living along the road sections, both affected by and benefited from the project. The EM groups present in the project areas have resided for a long time and collectively attached to geographically distinct habitats (rocky-mountains and narrow valleys) in the production and economic development. Their livelihood activities are based mainly on agriculture, cultivation, husbandry and forestry in the form of taking care, protection and exploitation of non-timber forest products (NTFPs). Although these EM groups live intermixed with the dominant Kinh population with similar social and political arrangement, they are</p>



also self-identified and well recognized as distinct customary cultural groups. By the national legislations, these EM groups are well recognized as the groups with special attentions paid and various resources invested for further social-cultural-economic development of the EM populations nationwide.

To rectify the situation, the World Bank Indigenous Peoples Policy OP/BP4.10 is triggered, and ethnic minority development plans have been developed based on meaningful free, prior and informed consultations with the affected EMs and their communities, to ensure their voices are heard, and to ascertain broad EM community support for project activities.

The construction of the original project has been fully completed. The compensation and resettlement works have also fully accomplished in all 11 districts of 3 provinces of Hai Duong, Hung Yen and Thai Binh. According to the accumulated data, the project impacts 80.3ha over 41 communes/towns of 11 districts, with total PAHs of 5,760. Of these, 3,661 PAHs are affected by loss of lands (residential and agriculture), 2,264 PAHs by loss of structures (excluding relocating houses), 2,774 PAHs by loss of crops and trees and 51 PAHs had to be relocated. The relocated PAHs have occupied land and fully resettled. The overall social safeguard performance therefore has been rated Satisfactory.

Involuntary Resettlement (OP) (BP 4.12) Yes

The construction, improvement and expansion of sections of national highways will adversely affect the local people by loss of lands and assets on land. For the two sections of (i) construction of a 19.5 km of a bypass of NH6 in Son La and (ii) pavement strengthening of 7.65km and improvement of intersections at starting and ending points of the road section of NH6 in Hoa Binh, the compensation and assistance has already been implemented. Therefore, due diligent reviews (DDRs) were carried out to assess the compliance and propose remedial plans of action to address any gaps between what was offered by the Government and what PAPs are entitled under OP 4.12. For the section of improvement and expansion of 1.39km of NH2 in



Ha Giang, a resettlement plan has been prepared. The restructuring affects a total of 55.6ha from 752 households (PAHs). Of which, 52ha of 731 PAHs will be affected by the construction of NH6 in Son La, 3.6ha of 21 PAHs affected by the improvement and expansion of NH2 in Ha Giang.

Safety of Dams (OP) (BP 4.37)	No	The parent project activities and the restructuring project would not affect the safety of any dam, or depend on the safety of any existing dam.
Projects on International Waterways (OP) (BP 7.50)	No	The parent project and restructuring project are not located on or affect any international waterway.
Projects in Disputed Areas (OP) (BP 7.60)	No	The parent project and the restructuring project are not located in any disputed area.

II. KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. SUMMARY OF KEY SAFEGUARD ISSUES

1. Describe any safeguard issues and impacts associated with the Restructured project. Identify and describe any potential large scale, significant and/or irreversible impacts.

OP 4.01 Environmental Assessment. The policy is triggered because the project involves the road rehabilitation, maintenance, and construction some bridges under components B and C of the project, requiring the identification, avoidance, and mitigation of potential adverse environmental and social impacts. The project will have mostly positive but some adverse environmental impacts. On the positive side, the project will bring major benefit in reduction of travel time, improvement of road safety, reduced vehicle operating costs, and more reliable delivery times.

The potential impacts could be caused by typical civil works to be carried out at the subproject level such as upgrading and rehabilitation of existing discrete road sections that spread over the northern half of the country. The three Environmental Impact Assessments (EIAs) and nine Environmental Protection Commitments (EPCs) prepared by the client confirmed that the adverse environmental impacts are expected to result mainly from the construction activities and include: noise, dust, vibration, fumes from asphaltting and transportation of materials; disruption to traffic, access to roadside activities, and to waterways; damage to local roads and localized flooding; interruption of local household businesses and utility services; potential contamination of soil and water from disposal of waste materials and fueling equipment; destruction of crops, trees; and worker safety. Direct impacts from operation potentially include: increased noise and vibration disturbance, air pollution from vehicle exhaust, fuel and lubricants spills, and increased accidents. No physical cultural resources are impacted by the project. However, these environment impacts are likely to be short term, site-specific, non-sensitive or irreversible, and in every case, mitigation measures can be designed to reduce the negative impacts.

The adverse environmental impacts of the three investment items (Activities 1, 2, 3) under the restructuring projects are similar to those identified and assessed for the parent project and include: i) increase of dust, noise, and vibration; ii) pollution risks related to generation of waste and wastewater, especially the large amount of excavation materials; iii) traffic disturbance and increase of traffic safety risks; iv) the risk of erosion and landslides on steep slopes and



deep excavation areas as well as potential negative impacts on existing weak structures; v) disturbance to daily socio-economic activities in the project area and social disturbance; vi) health and safety issues relating to community and workers at the construction sites; and vii) the social impacts associated with land acquisition, interruption of business and crop production due to construction-related activities and mobilization of workers to the site. These impacts are temporary and in most cases the mitigation measures are available designed. These have been confirmed by the ESIA and ESMPs prepared for the restructuring project. Therefore, the proposed project restructuring is still classified as a Category B project.

OP 4.04 Natural Habitats. For the parent project, during preparation it was determined that a 10km section of the existing NH6 runs through the Hang Kia Pa Co Natural Reserve, of which approximately 7km pass through the buffer zone area and about 3km pass through the core zone (strict protection area) of the natural reserve, from Km149 to Km152. Therefore, this policy is triggered. The main potential impacts are anticipated to occur during periodic maintenance of NH6 and include illegal hunting and cutting trees, waste and noise generated during civil work, forest fire risk, and encroachment on the natural reserve. However, the limited nature of the maintenance works on NH6 will have little to moderate effects on the protected area and its biodiversity. Specific mitigation measures have been included in the subproject Environmental Management Plan (EMP). For the project restructuring, it is located in an existing rural and urban areas, and along existing roads. Implementation of the additional activities will not affect any natural habitats, protected areas, important/threatened flora and fauna species or biodiversity areas of high value. It will not cause degradation or conversion of any known natural habitats or impact any watersheds. Therefore, this policy is not triggered.

OP/BP4.10 on Indigenous People is triggered given that the social assessments (SA) carried out identified that the proposed road sections, to be included as part of this restructuring, pass through the areas where there are ethnic minority groups (Thai, Muong, H'Mong, Tay, Nung, San Diu and Dao) both affected by and benefited of. The EM groups present in the project areas have resided for a long time and collectively attached to geographically distinct habitats (rocky-mountains and narrow valleys) in the production and economic development. Livelihood activities of these EM groups are based mainly on agriculture, cultivation, husbandry and forestry in the form of taking care, protection and exploitation of non-timber forest products (NTFPs). Although these EM groups live intermixed with the dominant Kinh population with similar social and political arrangements, they are also self-identified and well recognized as distinct customary cultural groups. By the national legislations, these EM groups are well recognized as the groups with special attentions paid and various resources invested for further social-cultural-economic development of the EM populations nationwide. The bypass in Son La (19.5km) runs through 6 communes/wards which affects a total number of 731 households, of which the ethnic minority population account for 470 households (63%). While in Hoa Binh and Ha Giang, since the impacts are marginal, the EMs are beneficiaries of the project due to the improvement of the road condition. Each of the participating province (Hoa Binh, Son La, and Ha Giang) will prepare and adopt an Ethnic Minority Development Plan (EMDP), to carry out meaningful free, prior and informed consultations (FPIC) with the affected EMs and their communities, to ensure their voices are heard, and to ascertain broad EM community support for project activities.

OP 4.12 Involuntary Resettlement. Under component C, land acquisition and resettlement will be required for construction of four long bridges and connecting roads along NH38B and upgrading of NH 39, NH39-1, and NH38. Most of land acquisition and resettlement is due to the widening of the right of way (ROW) and construction of new bypasses under certain locations. Most road sections of NH38B have been upgraded through RNIP. The road has been widened to class 3 with total ROW of 12 meters. At four locations including bridges, upgrading of the road has not been completed and the original width of about 5 meters remains. For both Cap Bridge and Trang Bridges, since both new bridges will be located at same place as the existing ones, temporary bypasses and bridges will be built to



accommodate traffic flow during construction, which will involve a certain amount of land acquisition and resettlement. For Cong Neo Bridge and Trang Thua Bridge, new bridges at different locations will be built along with new bypasses, which will involve certain amount of land acquisition and resettlement. Similar land acquisition and resettlement is required for upgrading NH 39 (16.5km) NH39-1 (20km) and NH38 (18.6km).

For the proposed activities to be implemented in the sections of NH6 and NH2, given the compensation and assistance have been already implemented, two due diligent reports (DDR) for Hoa Binh and Son La were developed accordingly. For the activities in Ha Giang, a Resettlement Plan was prepared. All these instruments have been quality reviewed and cleared by the Bank. There are 752 households affected by the loss of lands and assets on lands along the ROW, with a total land area to be acquired 55.6ha (Son La NH6 section is 52ha, and Ha Giang NH2 section is 3.6ha). Given the compensation of the section of NH6 in Hoa Binh was fully completed in 2005-2006, there is no households affected by the pavement strengthening. For the construction of section of NH6 in Son La, there are total of 731 household affected, of which 32 households whose main houses are fully affected. All of these households opted for self-relocation as their remaining land is viable for moving backward. For the improvement and expansion of NH2 in Ha Giang, there are total 21 households affected, with a total land to be taken of 3.6ha.

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

The potential risks related to operation of the subproject infrastructure are described above. No other negative potential indirect and/or long term environmental and social impacts due to future activities are anticipated in the project areas. The long-term positive impacts of the project include benefit in reduction of travel time, improvement of road safety, reduced vehicle operations costs, and more reliable delivery times. The ESIA and ESMPs confirmed no adverse potential indirect and/or long term impacts due to implementation of the additional investment items.

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

During preparation of the project, screening has been carried out for all the subprojects to exclude all activities that would go against the project development objective. As standard planning process, alternatives in the road alignment selection and design of the restructuring project have been considered and documented during the design and EA process to avoid or minimize adverse impacts.

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.

To address the project negative environmental and social impacts the following safeguard documents have been prepared by the Client and reviewed by the Bank environment and social specialists and found to be satisfactory:

Subproject EIAs and EPCs: The Government's regulations on EIA require the preparation of an EIA or an EPC for an investment project. Accordingly, three EIAs and nine EPC for the 12 subprojects have been prepared as part of the feasibility studies and submitted for Government approval.

Environmental Management Plans (EMPs): The EMPs for the 12 sub-projects have been prepared. The EMPs have also been reviewed by the Bank and found satisfactory. The EMPs consist of the set of appropriate and site-specific mitigation, monitoring, and institutional measures to be taken during implementation and operation to eliminate adverse environmental and social impacts, offset them, or reduce them to the acceptable levels. The EMP for NH6 also includes mitigation measures to address the potential impacts on the natural reserve. The EMPs will be included



in the bidding and contractual documents. They will be implemented through PBC and traditional road maintenance contracts for component B and construction contracts for component C. Implementation of the EMPs will be monitored and supervised by the Project Management Unit No. 3 (PMU3), the construction supervision consultant, the independent environmental monitoring consultant, and will be supported by capacity building for PMU3, supervision consultants, and contractors.

Project restructuring. An ESIA has been prepared for the construction of a 19.5 km bypass in Son La province (Activity 2), and two ESMPs have been prepared for the pavement strengthening of 7.65km of National Highway 6 (Activity 1) and for the improvement and expansion of 1.12 km of National Highway 2 (Activity 3). The ESIA and ESMPs have proposed adequate measures to mitigate the identified impacts and risks together with a monitoring plan. Implementation responsibilities, institutional arrangements, reporting requirements and budgeting have also been included in the ESMPs. Public consultation has been conducted as part of the ESIA and ESMP preparation. The Bank has reviewed the ESIA and ESMPs and found them satisfactory. The ESMPs will be included in the bidding and contractual documents for implementation by the contractor. Implementation of the ESMPs will also be monitored and supervised by the Project Management Unit No. 3 (PMU3), the construction supervision consultant, the independent environmental monitoring consultant.

Given the Coronaviruses (Covid-19) pandemic around the world, project personnel and workers may be exposed to and infected by Covid-19 which can cause mild disease similar to a common cold, while others cause more severe disease. To prevent Covid-19 exposure and infection to the project personnel and workers and transmission to the local community the following measures have been included in the ESMPs, including Covid-19 prevention and control measures into the civil works and consulting packages; provide adequate hygiene and personal protection equipment to personnel and workers; minimize chance of exposure to staff, workers, and visitors; adhere to standard precautions procedures issued by the government; provide training on Covid-19 prevention to personnel and workers; closely monitor implementation measures by the PMU3, construction supervision consultant, and the contractor.

Ethnic Minority Development Plans (EMDPs): Three EMDPs for three provinces have been prepared and locally disclosed. The bypass in Son La (19.87km) runs through 6 communes which affects a total number of 731 households, of which the ethnic minority population account for 470 households (63%). While in Hoa Binh and Ha Giang, since the impacts are marginal, the EMs are beneficiaries of the project due to the improvement of the road condition.

Resettlement Plans (RPs): Resettlement Plans of four sub-projects have been prepared. Three RPs previously prepared under RNIP have been updated based on detailed impact survey, updated compensation policies, lessons learned from recent experiences, and recommendations of the Bank review missions. In summary, there are 1947 HHs affected by the project, among which 827 HHs will lose residential land, 524 HHs lose more than 10 percent productive land, and 29 HHs completely lose housing. Although all sub-projects are known by appraisal, Client also prepares compensation, assistance and resettlement policy applicable to VRAMP. This document spells out principles of OP 4.12, updated national laws/regulations and proposed policies and entitlement applied to this project. Its key contents are consistently presented in four above described RPs. The proposed document will be approved by Prime Minister of Government of Vietnam, ensuring a proper application of OP 4.12 on Involuntary Resettlement of the World Bank. For the proposed activities to be implemented in the sections of NH6 and NH2, the due diligent review (DDR)s conducted and two DDRs for Hoa Binh and Son La were developed accordingly. For the activities in Ha Giang, a Resettlement Plan was prepared. All these instruments have been quality reviewed and cleared by the Bank. The proposed extended activities affect a total of 752 households, of which 32 PAHs under the section in Son La, whose main houses are affected. All of these households opted for self-relocation as their remaining land is viable for moving backward.



Safeguard implementation and capacity building

The project is being implemented by Project Management Unit No. 3 (PMU3) of the Implementing Agency, which has experienced staff and experience in the implementation of several projects funded by the Bank and other donors. Additional training will be provided to PMU3 staff and the contractor on the implementation of ESMPs and the World Bank safeguard policies. The project restructuring continues to maintain the PMU3, who has proven experiences with the World Bank safeguards policies. The PMU3 was adequately trained to manage and supervise the implementation of the World Bank safeguards policies in all project locations and has received ongoing guidance on the implementation of the EMDPs from the World Bank Task team to be fully capable of overseeing all matters related to ethnic minority.

Environment

PMU3 will be responsible for monitoring the overall project implementation, including environmental compliance of the project. It will have the final responsibility for environmental performance of the project. PMU3 will be responsible for reviewing and approving the ESIA and ESMPs. The construction supervision consultant will take the lead in ensure contractor compliance with the ESMPs. Furthermore, PMU3 will also be responsible for overall supervising the implementation of the ESMPs, reviewing project monitoring reports, and implement regular/ad hoc monitoring, and request further mitigation measures based on their own environmental management jurisdiction.

PMU3 will contract experienced independent environmental monitoring services for external monitoring of compliance with the ESMPs. The independent environmental monitoring consultant will carry out the environmental monitoring program as designed in the ESMPs and advise on additional monitoring of mitigation measures to be implemented by the contractors. The consultant will submit bi-annually monitoring reports to the PMU3 and to the Bank.

Social

PMU3 is responsible for overall management, including resettlement plan updates, fund disbursement, consultant engagement, instrument implementation and its monitoring and reporting. Before resettlement implementation, the resettlement plan will be updated, based on Detailed Measurement Surveys, and Resettlement Cost Survey, and compensation plan to be prepared in early resettlement implementation stage, and to be approved by provincial or district people committees.

PMU3 will disburse in a timely manner resettlement fund to the Compensation, Support and Resettlement Council (CSRC) at the district level which specifically implements the RPs. PMU3 will assigned a qualified staff to oversight all activities under the umbrella of social safeguard policies. Training programs are designed in the RPs to strengthen the capacity of implementing agencies.

PMU3 will contract experienced independent consultant to monitor the implementation of Resettlement Plans. The consultant will carry out the monitoring exercise as designed in the RPs and advise on additional mitigation measures to be implemented by PMU3. The consultant will submit monitoring reports to the PMU3 and to the Bank.

PMU3 will appoint a professional appraiser at the initial stages of the resettlement implementation to conduct Replacement Cost Surveys (RCS) as a point of comparison with the established compensation rates.

During the implementation of the VRAMP, close safeguards supervision has been maintained by PMU3, Construction Supervision Consultant (CSC), and the Bank. Subproject EIAs, EMPs, EMDPs, and RPs were prepared and implemented



in accordance with the Bank safeguard policies. Training on safeguards and consultant support were provided to the PMU3, CSC, IEMC, and the contractors to help strengthen their capacity in managing the subproject impacts. Compensation for affected land/assets and supports for displaced people were implemented and found satisfactory. Environmental and social performance of the project has been consistently rated as Satisfactory in the ISRs.

The lessons learned, which will be applied to the restructured project, indicate that even though the EMPs are of good quality close monitoring and supervision are of utmost importance. Safeguards supervision needs to identify issues in a timely manner with adequate follow up monitoring and supervision.

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

In addition to the DRVN, PMU3, other key stakeholders are Peoples committees, local authorities, local communities, mass organizations, and general public.

Consultation: Public consultations with the people and households directly or indirectly affected, local authorities, mass organizations, and the management board of Hang Kia Pa Co Natural Reserve at the subproject level were conducted in the process of preparing the safeguard documents (EIAs, EPCs, EMPs, RPs, RPF) during January ? March 2013. Feedbacks from all the consultations were taken into account in the preparation of the final safeguard documents and the subproject design. Consultation will be continuously conducted during project implementation.

Disclosure: Prior to project appraisal, all safeguard documents (EIAs, EPCs, EMPs, RPs,) have been disclosed locally in Vietnamese at the project sites and at the Vietnam Development Information Center. They have also been disclosed in English at the Bank’s InfoShop in Washington DC.

Project restructuring: Public consultations with the directly and indirectly affected people and households, local authorities and mass organizations were conducted in the process of preparing the ESIA, ESMPs, RPs, and EMDPs in October 2020. Feedbacks from all the consultations were taken into account in the revised safeguard documents and activity design. Consultation will be continuously conducted during project implementation. Prior to appraisal of the restructuring project, the ESIA, ESMPs, RPs, and EMDPs were disclosed locally in Vietnamese at the project site on December 16, 2020. These safeguard documents in English were also disclosed on December 28, 2020 at the World Bank’s external website.

B. DISCLOSURE REQUIREMENTS

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank

15-Dec-2020

Date of submission for disclosure

25-Dec-2020

For Category ‘A’ projects, date of distributing the Executive Summary of the EA to the Executive Directors



“In country” Disclosure

Country	Date of Disclosure
Vietnam	16-Dec-2020

Comments

Project areas in Hoa Binh, Son La and Ha Giang provinces

Resettlement Action Plan/Framework Policy Process

Date of receipt by the Bank	Date of submission for disclosure
15-Dec-2020	25-Dec-2020

“In country” Disclosure

Country	Date of Disclosure
Vietnam	16-Dec-2020

Comments

The clients (MoT and participating provinces) have committed to conduct public disclosure of the safeguard documents.

Indigenous Peoples Development Plan/Framework

Date of receipt by the Bank	Date of submission for disclosure
15-Dec-2020	25-Dec-2020

“In country” Disclosure

Country	Date of Disclosure
Vietnam	16-Dec-2020

Comments

The clients (MoT and participating provinces) have committed to conduct public disclosure of the safeguard documents.

C. COMPLIANCE MONITORING INDICATORS AT THE CORPORATE LEVEL



Does the project require a stand-alone EA (including EMP) report?	Yes
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes
OP/BP 4.10 - Indigenous Peoples	
Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?	Yes
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	No
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?	NA
OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank for disclosure?	Yes
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
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes
Have costs related to safeguard policy measures been included in the project cost?	Yes



Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes

III. APPROVALS

Task Team Leader(s)	Phuong Thi Minh Tran Hongye Fan	
Approved By		
Practice Manager/Manager	Almud Weitz	25-Dec-2020

Note to Task Teams: End of system generated content