

**COMBINED PROJECT INFORMATION DOCUMENTS / INTEGRATED
SAFEGUARDS DATA SHEET (PID/ISDS)
ADDITIONAL FINANCING**

Report No.: PIDISDSA19748

Date Prepared/Updated: 09-Oct-2016

I. BASIC INFORMATION

A. Basic Project Data

Country:	Bangladesh	Project ID:	P160014
		Parent Project ID (if any):	P098151
Project Name:	Clean Air and Sustainable Environment Project - Additional Financing (P160014)		
Parent Project Name:	Clean Air and Sustainable Environment Project (P098151)		
Region:	SOUTH ASIA		
Estimated Appraisal Date:	10-Oct-2016	Estimated Board Date:	09-Jan-2017
Practice Area (Lead):	Environment & Natural Resources	Lending Instrument:	Investment Project Financing
Borrower(s):	Economic Relations Division, Ministry of Finance		
Implementing Agency:	DEPARTMENT OF ENVIRONMENT		
Financing (in USD Million)			
	Financing Source		Amount
	BORROWER/RECIPIENT		1.62
	International Development Association (IDA)		35.00
	Financing Gap		0.00
	Total Project Cost		36.62
Environmental Category:	B - Partial Assessment		
Appraisal Review Decision (from Decision Note):	The review did authorize the team to appraise and negotiate		
Other Decision:			
Is this a Repeater project?	No		

B. Introduction and Context

Country Context

Bangladesh has achieved steady economic growth of about 6 percent annually since late nineties with relatively low inflation, fairly stable domestic debt, interest, and exchange rates. Population growth rate has declined from 2.5 percent in the 1980s to 1.7 percent in 1990-2010. While the overall population growth rate has declined, the urban population has been growing quite rapidly. The average decadal urban population growth is 2.92%; while for Dhaka it is around 5%. More than one-third of Bangladesh's population is urban and this share is expected to grow substantially given the growth rate. Bangladesh's Gross Domestic Product (GDP) is estimated at US\$130 billion in 2013 with a share of industry at 17.3% (US\$22 billion). The country aims to achieve middle income status by 2021 and substantially reduce poverty, which would need even higher growth rate. Even with the current rate of growth, the GDP is estimated to be US\$278 billion in 2021 with a share of industry at 28% (US\$78 billion). Most of the income growth is likely to come from the growth of Small and Medium Enterprises (SMEs). These growths are expected to be faster in urban areas and the major cities are expected to grow even faster than the other urban areas.

At the current growth trends, the cost of environmental pollution is estimated at 4.3% of the GDP out of which 23% is caused by urban air pollution. It is estimated that a reduction of urban air pollution by 20% to 80% could save between 1200 to 3500 lives annually and up to US\$230 million cases of respiratory diseases could be avoided every year. In economic terms, this is estimated to be equivalent to US\$170 to US\$500 million in savings per year due to reduced health care costs and increased productivity. In the absence of planned approach to pollution abatement and management, the present environmental condition in Bangladesh is likely to deteriorate even further. Pollution burden is also expected to disproportionately impact the poor. Systematic planning for abatement of air pollution for the next 5-10 years especially in and around the major urban centers is thus essential to minimize health impacts and also achieve targeted economic growth of Bangladesh.

Sectoral and institutional Context

The main objectives relating to environment, climate change, and disaster management as identified by the 7th Five Year Plan of Government of Bangladesh (GoB) are: (i) ensure appropriate environment management systems for sustainable development; (ii) enhance enforcement for pollution control; and (iii) enhance, preserve, conservation of natural resources. These objectives are to be pursued along with attainment of better environmental governance. Among the above overall objectives of 7th Five Year Plan, air quality management has been identified as one of the high priority issue by GoB and specific actions have been planned to improve air quality in Dhaka and other large cities. In addition, enactment of Clean Air Act has also been identified as one of the priority policy initiative by the Government for better management of air quality in Bangladesh.

GoB also is in the process of major restructuring/expansion of its capacity to effectively monitor and enforce environmental regulations, in order to achieve the 7th Five Year Plan objectives of improving overall environmental management and reducing the pollution levels in the country. The main constraints in this endeavor are, availability of resources and technical capacity of various executing and regulatory agencies. Financial and capacity building support from development partners, hence is needed to address these constraints.

Dhaka is known as one of the most congested cities in the world, where the cost of congestion is estimated at US\$3.8 billion a year. The road congestion can be attributed to various factors, such as inadequate road network, poor public transport services, high mode mix (non-motorized and motorized traffic together), poor road manners and driver discipline, non-transport occupancy of road space, and ineffective traffic control. In terms of modal mix, about 41 percent of people walk or use bicycle, about 23 percent people opt for public transport and about 24 percent use cycle rickshaws. Investments to improve the situation have been made through the development of the first Metro line with support from Japan International Co-operation Agency (JICA), Bus Rapid Transit (BRT) line with support from Asian Development Bank (ADB), and several flyover projects by GoB.

C. Proposed Development Objective(s)

Original Project Development Objective(s) - Parent

To improve air quality and safe mobility in Dhaka through the implementation of demonstration initiatives in urban transport and brick making

Key Results

All four PDO indicators of the project are on track to achieve the targets. While, the PDO indicators on pedestrians using Foot Over Bridges (FOBs) and side-walks have achieved the End of Project (EOP) target, the indicators on brick kilns and vehicular traffic flow are on track to achieve the EOP targets. As part of the AF, a new PDO indicator to monitor the impact of operationalization of traffic signals has been included. In addition, end targets for the indicator on pedestrian usage is proposed to be revised to monitor the additional locations supported through AF.

Three additional intermediate indicators to capture the outputs due to piloting the non-fired brick technologies, formulation of Clear Air Act and piloting measures for better mobility of disabled are being included. The end target of air quality monitoring stations and new sidewalks is also being increased to capture the additional activities proposed through AF.

D. Project Description

The activities under the AF are essentially a continuation of the parent project, which are primarily aimed at sustaining the initiatives supported in the parent project and enhancing some of the results. The activities proposed through AF are summarized below.

Component 1: Environment (US\$17.00 million)

a) Infrastructure Development to meet growing requirements of environmental compliance and monitoring (US\$11.30 million)

i) Expansion of the continuous air quality monitoring network and portable low cost monitors for wider monitoring of ambient air quality: A network of air quality monitoring stations (11 stations across eight major cities) is now fully functional. However, there are about 31 more cities to be covered and the CAMS density of coverage remains minimal. Installation of additional five standard CAMS and 20 low cost CAMS are planned through AF.

ii) Establishment of central air quality laboratory with modern facilities: Existing laboratory

requires upgrade. The central laboratory capacity will be strengthened through modern equipment and facilities.

iii) Introduction of mobile air quality lab at divisional offices: In addition to the modernization of central air quality laboratory, eight divisional/regional laboratories of DoE will be strengthened through purchase of mobile air quality vans equipped with stack monitoring instruments (for monitoring suspended particulate matter and gaseous emissions).

iv) Completion of DOE's new office building: To help improve DoE's management capacity to deliver better results, original financing supported construction of seven stories of the new office building for DoE, using green building concepts. Construction of remaining four floors including an international conference center, and construction of wastewater treatment plant will be financed through AF.

b) Policy development and strengthening institutional capacity for environmental management (US\$1.4 million)

i) Development of Clean Air Act: In order to strengthen the regulatory regime for air quality management, enactment of Clean Air Act has been envisaged by GoB in the 7th Five Year Plan (2016-20). AF will help draft this act through a wider consultative process and incorporate best practices based on a review of international experience.

ii) Enforcement of the new Brick Manufacturing Law: Dissemination of three cleaner designs for brick kilns piloted through parent project will be continued. A database for all the brick kilns in the country will be prepared for better environmental compliance monitoring and regulatory control. Additional mobile emission monitoring equipment will be purchased to strengthen enforcement.

iii) Establishment of mechanisms for institutional coordination for urban air quality management: Based on the collaboration across various stake holder agencies (such as MoEF, DoE, MoRTB and DSCC/DNCC, DMP) demonstrated in the parent project, the AF will support establishment of an Institutional Coordination Mechanism for managing urban air quality issues to manage new regulations/rules.

iv) Capacity Building: The Air Quality Wing (AQW) has been established in the DOE as a focal point for air quality management related activities in the DOE. The AF will continue to support a capacity building program to address the capacity gaps in institutional knowledge through; (i) consultancy support; (ii) training; (iii) conference and study tour; and (iv) longer term academic collaboration.

c) Knowledge Management (US\$2.4 million)

i) Pilot of non-fire brick (alternative building material) manufacturing technologies: This is an extension of the earlier brick initiative in the project for emission and energy use reduction. Two non-fired brick technologies will be piloted under AF.

ii) Communication campaign: AF will continue to promote communication campaign to highlight the impact of local and global emissions from key transport and industrial sources, and the co-

benefits of addressing those issues.

About US\$ 1.90 has also been allocated for project management activities of environment component.

Component 2: Transport (US\$18.00 million)

a) Improvement of signal and intersection infrastructure (US\$13.8 million)

i) Signal infrastructure: Deteriorated old signal infrastructure at 62 intersections will be either repaired or removed to avoid frequent breakdowns of newly installed traffic signal system. A maintenance contractor will be appointed for all 92 intersections. Equipment and facility for effective maintenance will also be procured.

ii) Traffic signs, marking, lane separators: The signalized intersections will have traffic signs, road markings and lane separators so that the vehicles can be better informed on the traffic rules and road direction information, and be safely guided as they approach the intersections.

iii) Sidewalk improvement and bus stops: It is proposed to have about 18km of sidewalk improvement along with drainage and repaving where necessary so that pedestrians can enjoy a safer walking environment while approaching intersections and FOBs. About 20 bus stops will also be constructed or renovated, aiming to prevent unorderly stops of buses near and within intersections.

b) Capacity building on traffic management activities (US\$1.00 million)

i) Traffic management equipment for DMP: To fill the gap in the capacity of DMP, traffic management equipment will be provided, including hand-held transceivers, hand-held devices that issue tickets, Variable Message Signs (VMS), portable gates, portable speaker systems, and other miscellaneous items.

ii) Capacity building and training: Domestic and international training opportunities will be given to key staff at relevant institutions to help build staff capacity.

c) Traffic studies, awareness campaign and Design, Supervision and monitoring (US\$1.60 million)

i) Transport and institutional development study: Technical and institutional solution options to improve the traffic management of Dhaka will be proposed.

ii) Awareness campaign: An awareness campaign will be conducted targeted for clean and safe mobility in Dhaka.

iii) Design, Supervision and Monitoring (DSM) consultant: A civil engineering firm will be mobilized to support the PIU in designing the civil work contracts, supervising construction activities, and monitoring the progress and impact of the project

d) Piloting mobility improvement for disabled (US\$1.20 million)

i) Study to identify mobility improvement needs: Challenges and difficulties of the mobility of the disabled people are studied, and an area for pilot improvement initiatives will be identified.

ii) Pilot improvement works: Following the recommendations of the study, pilot improvement work, such as on sidewalks, ramps, zebra crossings, hand rails, tactile tiles, street lightings, road markings, and signs, will be implemented.

About US\$0.40 million and saving from parent project will be utilized for project management expenses of AF activities.

Component Name

Environment

Comments (optional)

The activities to be financed through AF, are essentially a continuation of activities of parent project which will enhance the geographical coverage of the Continuous Air Quality Monitoring Stations (CAMS) and address the financing gap for the completion of on-going activities such as DoE building. The AF will also support further capacity building activities and also the initiatives towards the development of non-fired bricks, aimed at reducing the pressure on the use of top soil for clay fired bricks.

Component Name

Transport

Comments (optional)

AF will provides additional resources for the (a) improvement of signal and intersection infrastructure, (b) capacity building, particularly of DMP's traffic management activities, and (c) traffic study and awareness campaigns. The AF will also support initiatives to analyze the measures required to address the mobility needs of the people with disabilities and implementation of a small scale demonstration pilot.

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

Similar to parent project, the activities under transport component of AF will continue to focus on Dhaka City and support construction of additional sidewalks and improvement of signals. In case of environment component, the activities will involve mainly the construction of remaining four floors of 13 storied DoE building and establishing continuous air monitoring station in additional five locations in the country. The construction for DoE building and five new air monitoring stations will be carried out in urban areas and in government owned lands. Considering the urban character of these locations and lands being owned by the government, no environmental / social sensitivities are expected at these locations. Appropriate measures to avoid construction phase impacts during the execution of these activities, however would need to be implemented as per the ESMF applicable for the project.

F. Environmental and Social Safeguards Specialists

Dr. M. Khaliqzaman (GSU06)

Iqbal Ahmed (GEN06)

II. Implementation

Institutional and Implementation Arrangements

The overall institutional arrangements for the AF will remain same as that of the parent project with Project Implementation Units (PIU) at DoE and DSCC each led by a Project Director (PD) being responsible for the implementation of environment and transport components respectively. PIU at DTCA will be implementing only the activities under parent CASE Project, as no activities are envisaged for this agency under the AF.

MOEF will continue to be responsible for the overall coordination of the project and a Project Coordination Unit (PCU) headed by a Joint Secretary, will be responsible for project coordination and monitoring. Overall project oversight will be ensured by a Project Steering Committee (PSC). The PSC will be chaired by the Secretary of MOEF and include members of all implementing agencies as well as relevant stakeholders. The implementing agencies will provide reports on overall progress, including safeguards, procurement and financial management, to the PCU on a regular basis.

III. Safeguard Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>Similar to the parent project, the associated safeguards risks for the additional financing activities are low and overall the project is likely to have a positive impact.</p> <p>As part of the preparation of AF activities, a comprehensive review of safeguard issues and instruments (ESMF including Resettlement Policy Framework) of the parent project was carried out to (i) identify any significant outstanding issues; (ii) compile lessons learned during in implementation; (iii) determine whether proposed AF activities warrant change in project categorization or triggering new policies and (iv) determine whether any new requirements or updates are needed to comply with safeguard policies. The review concluded that, the safeguard risks for the AF are low and that the same safeguard category can be retained. The implementation of ESMF and overall safeguard performance of the parent project has been satisfactory.</p> <p>Based on the above review and considering the fact that the parent project is classified as 'Category B' in accordance with OP 4.01, same category is proposed to be retained for additional financing activities also.</p>

		The project activities also, does not entail any new environmental safeguard policies. Similarly, considering the fact that the activities proposed through AF are of similar nature to that of parent project (with no major construction activities and no land acquisition), the ESMF of the parent project will be followed for the AF operation also.
Natural Habitats OP/BP 4.04	No	There are no natural habitats at or surrounding of the project locations. It is highly unlikely that any natural habitat formed largely by native plants and animal species will be affected or modified due to the project activities. Hence, OP 4.04 is not triggered.
Forests OP/BP 4.36	No	The project is expected to have no impacts on the management, protection, or utilization of natural forests or plantations. Hence, the policy has not been triggered.
Pest Management OP 4.09	No	The project is not expected to finance any synthetic chemical pesticides, activities that encourage their use and hence the policy has not been triggered.
Physical Cultural Resources OP/BP 4.11	No	No impact is anticipated on landscape with archaeological, paleontological, historical, architectural, religious, aesthetic, or other cultural significance. OP 4.11 hence has not been triggered.
Indigenous Peoples OP/BP 4.10	No	No tribal/indigenous people will be affected due to the project activities in the project influence area. OP 4.10, hence has not been triggered.
Involuntary Resettlement OP/BP 4.12	Yes	There is no requirement for land acquisition. The construction for five new stations and the low emission kilns will be carried out on government owned land. Temporary displacement of people and/or minor adverse livelihood impacts is anticipated due to the project activities, especially those related to improving sidewalks and pavements. The parent project has a full-fledged RPF (titled "Guidelines for Using Private & Public Lands and Impact Mitigation") that includes principles, policies and guidelines to identify social safeguard impacts, and prepare and implement impact mitigation plans. The RPF was reviewed and found that the framework, provides adequate coverage for all activities under the AF. The original RPF prepared as part of ESMF, will be relevant and will be applied for AF operation.
Safety of Dams OP/BP 4.37	No	The project will not finance any dams, nor project activities depend on any existing dams. Hence OP 4.37 has not been triggered.
Projects on International	No	The project activities will not take place along

Waterways OP/BP 7.50		international waterways which are shared with riparian countries. Hence, OP 7.50 will not be applicable for the project.
Projects in Disputed Areas OP/ BP 7.60	No	The project activities are not located in the disputed areas or in their influence are. OP 7.60 will not be applicable for the project.

IV. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p> <p>The overall compliance of safeguards management under the parent project has generally been satisfactory. The social and environmental issues arose mainly during construction phase of sub-project activities and included issues such as generation of dust, construction waste, workers health and safety, traffic congestion, etc. Implementation review by the task team, progress reports by the implementing agencies and the review of safeguard management aspects during the preparation of AF activities, indicate that such issues were well managed. The activities proposed through Additional Financing are essentially a continuation of the parent project and include expansion of the existing air quality monitoring network, promoting cleaner technology in the brick industries, completing the construction of green building of DOE, improving traffic signals and sidewalks. As in the case of parent project, some of the physical interventions could have construction related environmental issues that will impact the workers as well as the local traffic and the neighborhood. These impacts are minor, temporary and localized in nature and can be mitigated through appropriate management measures. Other than these, no potential large scale, significant and/or irreversible impacts are anticipated due to the project.</p> <p>As to social safeguards, the land-based physical works proposed in one of the transport subcomponents on the improvement of signal and intersection infrastructure, are expected to trigger the Bank's OP 4.12 on Involuntary Resettlement. However, no activities involving land acquisition are expected in the sub-projects. All five new stations and the low emission kilns will be built on government owned land. Construction for road junctions and sidewalks etc. may involve displacement of public land users. The magnitude of the nature and scale of adverse impacts will not be known until specific subproject locations are selected and designed, but as demonstrated by the parent project, the impacts are expected to be temporary and minor in nature. Regarding foot-over-bridge (FOB) construction, a local NGO raised the need for a study on the needs and priorities of disabled users of the roads, zebra-crossings, transport services and existing transport infrastructure. A joint site visit with the NGO and a group of people with disabilities was conducted where the PIU and task team have learned the unserved needs and the importance of addressing the mobility of disabled people. Accordingly a sample based study will be undertaken through AF to identify measures to address the mobility needs of disabled. Based on the findings of the study, requisite measures will be planned and implemented in consultation with disabled target users and beneficiaries (and/or groups representing them).</p> <p>A gender action plan will be prepared based on a sample study of women users of the current available facilities and services to understand and incorporate their needs and priorities, as best possible, into the project design. The improvements sought in brick making will have positive gender impacts especially from a health perspective, as there are large number of women engaged</p>

in this sector.
2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
The project will have positive environmental benefits, as its objective is to abate air pollution, reduce greenhouse gas emissions and bring about energy savings through interventions in the key polluting sectors - urban transport and brick making. The initiatives to improve the mobility of people with disability to be piloted in a selected area will have long term benefits if this concept can be mainstreamed. The project will have positive gender outcomes as well if the transport needs and challenges of the large chunk of female users can be understood and addressed. Improvements in brick making technology and reduction in pollution will benefit women involved in the sector.
3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.
Since, sub-project locations are not known at this stage, no alternative analysis was carried out. However, alternatives will be analyzed during the finalization of sub-project locations such as side-walks, air quality monitoring locations, etc. following the principles laid out in the ESMF for the project. Based on this analysis sub-project locations and designs will be finalized incorporating appropriate mitigation measures.
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.
<p>Through the implementation of the parent project, the implementing agencies have developed institutional capacities to handle the safeguards issues competently. The institutional capacity developed will be retained during the additional financing phase of the project. The activities in the additional financing phase constitute only a subset of activities in the parent project. A comprehensive review of safeguard instruments (ESMF including Resettlement Policy Framework) of the parent project was carried during the preparation of AF activities to (i) identify any significant outstanding issues; (ii) compile lessons learned during in implementation; (iii) determine whether proposed AF activities warrant change in project categorization or triggering new policies and (iv) determine whether any new requirements or updates are needed to comply with safeguard policies. The review concluded that, the safeguard risks for the AF are low and that the same safeguard category can be retained. The implementation of ESMF and overall safeguard performance of the parent project has also been satisfactory. In view of the above and also considering the fact that the activities proposed through AF are of similar nature to that of parent project (with no major construction activities and no land acquisition), the ESMF of the parent project will be relevant for the AF operation also.</p> <p>Further, the parent project and the AF includes only one moderately large subproject which is the DOE building construction. The Environmental and Social Assessment (ESA) prepared for DoE building under the parent project has considered all the floors and infrastructure (including wastewater treatment plant envisaged in the original plan. In view of the above, no separate ESA would be required for the additional floors proposed to be financed through AF. However, DoE will review the Environmental Management Plan (EMP), after designs are finalized for these additional floors and update the EMP, if needed. Similarly, safeguard management plans for the new CAMS, sidewalks, signal and intersection improvement works shall also be updated based on the designs and site specific conditions.</p>
5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

In addition to various project implementation agencies and ministries (Ministry of Environment and Forests; Department of Environment; Dhaka South City Corporation; Dhaka North City Corporation; Ministry of Local Government, Rural Development and Co-operatives; Dhaka Metropolitan Police; Ministry of Home Affairs; Dhaka Transport Co-ordination Authority; and Ministry of Road Transport and Bridges), the key stakeholders for the project includes the brick manufactures, employees and workers in the brick industry, road users / commuters in Dhaka City and the population of Dhaka City in general.

The ESMF developed for the project, which will also be followed for the Additional Financing activities, was developed through series of consultations and was disclosed locally and also at the info shop. The ESMF also includes measures for grievance redress mechanism for all the stakeholders.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	18-Jun-2008
Date of submission to InfoShop	15-Jul-2008
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Bangladesh	18-Jun-2008
<i>Comments:</i> Disclosed during the appraisal of the parent project	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	18-Jun-2008
Date of submission to InfoShop	15-Jul-2008
"In country" Disclosure	
Bangladesh	18-Sep-2008
<i>Comments:</i> Disclosed during the appraisal of the parent project	
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.	
If in-country disclosure of any of the above documents is not expected, please explain why:	

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment	
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"/>]
OP/BP 4.12 - Involuntary Resettlement	
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 type="checkbox"/>] No [<input checked="" 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 checked="" type="checkbox"/>] TBD [<input type="checkbox"/>]
The World Bank Policy on Disclosure of Information	
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"/>]
All Safeguard Policies	
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"/>]

V. Contact point

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VII. Approval

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Country Director:	Name: Rajashree S. Paralkar (CD)	Date: 19-Oct-2016