



Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

Appraisal Stage | Date Prepared/Updated: 04-Oct-2017 | Report No: PIDISDSA21399



BASIC INFORMATION

A. Basic Project Data

Country Colombia	Project ID P156880	Project Name Enhancing Waterway Connectivity and Water Service Provision in Colombia's Plan Pazcifico	Parent Project ID (if any)
Region LATIN AMERICA AND CARIBBEAN	Estimated Appraisal Date 31-Aug-2017	Estimated Board Date 14-Dec-2017	Practice Area (Lead) Transport & ICT
Financing Instrument Investment Project Financing	Borrower(s) FONDO PARA EL DESARROLLO DEL PLAN TODOS SOMOS PAZCIFICO represented by its Fiduciary Agent and Trust	Implementing Agency National Unit for Disaster Risk Management	

Proposed Development Objective(s)

The Project Development Objective (PDO) is to improve (i) waterway transport and (ii) coverage and quality of water supply and sanitation services in participating municipalities along the southern coast of Colombia's Pacific Region.

Components

- Improving Waterway Transport along the Southern Pacific Region
- Improving Water Supply and Sanitation Services in participating Municipalities
- Capacity Building and Institutional Strengthening for waterway transport operators and water supply and sanitation service providers
- Project Management and Environmental and Social Management

Financing (in USD Million)

Financing Source	Amount
Borrower	0.50
International Bank for Reconstruction and Development	41.90
Total Project Cost	42.40



Environmental Assessment Category

B - Partial Assessment

Decision

The review did authorize the preparation to continue

B. Introduction and Context

Country Context

Despite robust growth and a peace process with the Revolutionary Armed Forces of Colombia (FARC), the sharing of public welfare remains a critical challenge in Colombia. While there was a modest improvement in Colombia's Gross Domestic Product (GDP) per capita between 2005 and 2016, the rate of rural poverty is high and income inequality persists. Socioeconomic gaps across Colombia persist with uneven territorial development worsened by the conflict, a lack of trust between regions and the National Government (NG), underinvestment in basic infrastructure, weak local governance, illegal activities that drive the economy in some areas, and inadequate rural-urban linkages—exacerbated socioeconomic gaps across Colombia. The regional divide remains especially pronounced in the Pacific Region on Colombia's west coast, which is comprised of four departments: Chocó and Valle del Cauca in the north and Cauca and Nariño in the south. This area lacks inter- and intra-regional connectivity.

The Government of Colombia (GoC) is implementing the Plan Todos Somos PAZcifico (PTSP) to support regional socioeconomic development with a focus on peace, equity, integration, and environmental sustainability. The PTSP comprises 50 projects structured under five strategies¹ aimed at ensuring public service provision to vulnerable populations in the Pacific Region, including the improvement of: (i) intermodal transport infrastructure where the waterway transport (acuapista)² plays a vital role in integrating the Pacific departments, and (ii) the coverage and quality of water supply and sanitation (WSS) services. The GoC established the Gerencia Pazcifico to foster dialogue and coordination between communities, regional authorities, and the NG, and tasked the National Unit for Disaster Risk Management (Unidad Nacional de Gestión del Riesgo de Desastres, UNGRD) with implementing the PTSP projects.

Table 1. Socioeconomic indicators comparing the Pacific Coast, Andean Pacific, and the Nation

Indicator	Weighted Averages (%)
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¹ Plan Todos Somos PAZcifico, Presidencia de la Republica, June 2015.

² Acuapista is the waterway based on estuaries that interlinks the four Pacific departments. It is highly influenced by the sea tides and waves.



	Pacific Coast	Andean Pacific	National Urban
Multidimensional poverty (2016)	33.2 ³	18.0 ⁴	5.9
Sewerage network coverage	27.5	77.7	73.1
Water network coverage	41.1	88.1	83.4
Electricity coverage	70.6	94.5	93.5
Unsatisfied basic needs	60.1	23.8	27.8

Source: DANE, 2017; CONPES 3847, 2015, and Estrategia Todos Somos PAZcifico, Presidencia de la Republica, 2015.

Improving waterway transport and WSS services is a priority in the Pacific Region. In 2016, the GoC carried out a consultation and dialogue process with municipalities and communities which substantively influenced project design. The original plan focusing on dredging and maintenance works was rejected. Instead, the community prioritized increasing the number and capacity of waterway docks and improving the coverage and quality of WSS services. Following community guidance, the plan was updated to focus on development of infrastructure to improve waterway transport and WSS.⁵

The GoC requested Multilateral Development Banks (MDBs) to provide up to US\$ 400 million for the implementation of the PTSP's major activities.⁶ World Bank support is concentrated in the southern departments (Nariño and Cauca) of the coast of the Pacific Region, while the Inter-American Development Bank's financing focuses on the northern departments (Chocó and Valle del Cauca).⁷

Sectoral and Institutional Context

The proposed WB project focuses on transport and water supply and sanitation infrastructure and services. Extensive bottom-up stakeholder consultations identified weak connectivity along the southern coast of the Pacific Region. Connectivity is based on (i) a waterway (*acuapista*) using navigable estuaries (within a five-hour daily window) and rivers, and (ii) maritime for transshipping of large-scale cargo. Waterway transport is mostly informal, unsafe, and inefficient. Around 1.5 million Pacific Region residents are affected by these connectivity and access issues, with women, the elderly, and people with disabilities particularly disadvantaged.

In the case of WSS, significant gaps in coverage remain in the Pacific Region. Water supply and sewer connection coverage levels in the Pacific Region are as low as 41.1 percent and 27.5 percent compared to 94.3 percent and 89.7 percent average national coverage, respectively.⁸ The situation is of particular

³ Department of Cauca not included. *Pobreza Monetaria y Multidimensional en Colombia 2016*, DANE, <https://www.dane.gov.co>.

⁴ Central or Andean Region of Colombia (Departments of Boyacá, Meta, Tolima, and Bogotá-Cundinamarca).

⁵ A new Concept Note was approved in February 2017.

⁶ CONPES 3847 of November 13, 2015. The GoC, jointly with the National Economic and Social Policy Council (*Consejo Nacional de Política Económica y Social*, CONPES), approved a sovereign guarantee for external loan contracts for an amount up to US\$ 400 million.

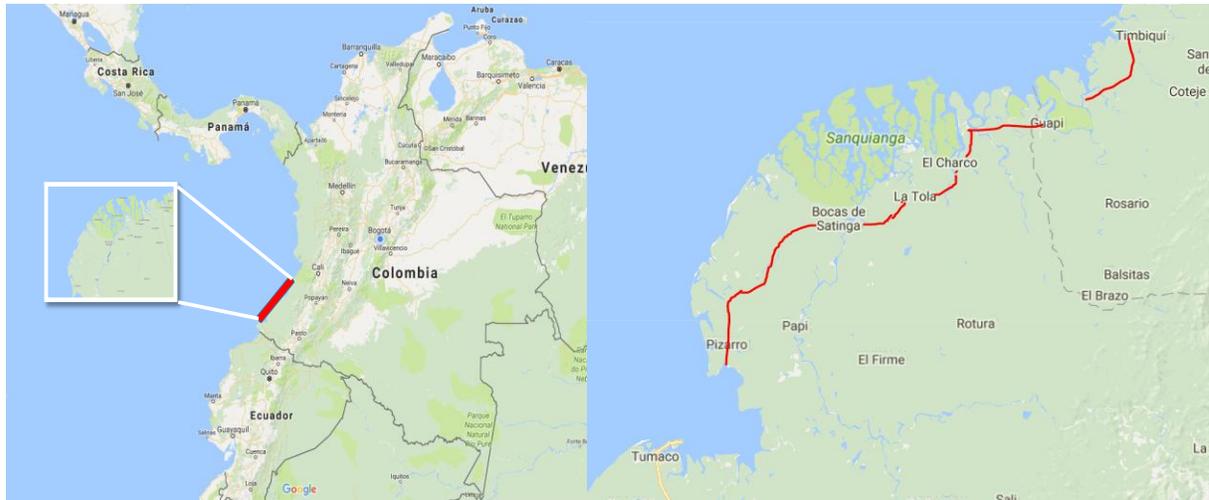
⁷ The GoC requested an additional US\$ 231.4 million loan from the IDB, which was approved in December 2015, to finance (i) WSS infrastructure in the municipalities of Buenaventura and Quibdó and (ii) an electrification program for some 50 communities along the Pacific coast.

⁸ DANE (2014) "Encuesta Nacional de Calidad de Vida."



concern in small coastal towns, such as the municipalities of El Charco (Department of Nariño) and Timbiquí (Department of Cauca).

Figure 1: Location and connectivity in the south of the Pacific Region



Source: Google Maps

Economic activities are supported by informal, inefficient, and unsafe waterway transport. Lack of effective regulation and enforcement by NG entities of waterway transport increases the risk of accidents and informal operations, and reduces opportunities to access markets for formal economic activities such as agriculture, logging, mining, fishing, and ecotourism,⁹ In addition, the current conditions of infrastructure (docks) raise the generalized costs of travel and limit access for women (42 percent of the total number of users).

Climate adaptation actions are critical in Colombia's vulnerable Pacific Region. The Pacific Region is exposed to the highest rainfall in the country (3,000 to over 11,000 mm/year in the project areas),¹⁰ flooding, landslides, semidiurnal high tides (up to four meters), and low sea-level rise. The coastal municipalities are located close to sea level and are prone to coastal flooding,¹¹ which affects safe waterway transport, the provision of water and sanitation services, growth, and poverty reduction efforts.¹² There is medium confidence in climate change causing an increase in extreme precipitation and rainfall events in coastal towns of Cauca and Nariño, including El Charco and Timbiquí, projecting a higher hazard level in the future for river flooding, urban flooding, and landslides. Both municipalities also suffer from drought, which is expected to be exacerbated by climate change.¹³ All these conditions can threaten waterway infrastructure as well as water supply and sanitation facilities. Additionally, investments to improve waterway transport have important climate co-benefits.¹⁴ As the project

⁹ Sixty-one percent of trips are associated with economic and recreational activities (INVIAS, 2015).

¹⁰ *Atlas Climatológico de Colombia 1981-2010*. <http://atlas.ideam.gov.co/visorAtlasClimatologico.html>. Accessed July 11, 2017.

¹¹ Findings from the application of the Climate and Disaster Risk Screening Report Tool for Water.

¹² *Análisis de la Gestión del Riesgo en Colombia*. 70103, V.2. Banco Mundial Colombia and GFDRR, 2012.

¹³ Information on hazard and climate change projection confidence available at thinkhazard.org. Accessed April 24, 2017.

¹⁴ The GoC estimated that the waterway can help reduce 7,400 tons of CO2 emissions per year compared with a hypothetical road to connect the same cities. *Departamento Nacional de Planeación, Aspectos Técnicos Transporte Acuapista*, June 2015.



reinforces the waterway as the primary mode of transport, the pressure for road construction is reduced along with related emissions increases and negative environmental implications for the national parks of Sanquianga and Farallones.

C. Proposed Development Objective(s)

Development Objective

The Project Development Objective (PDO) is to improve (i) waterway transport and (ii) coverage and quality of water supply and sanitation services in participating municipalities along the southern coast of Colombia's Pacific Region.

Key Results

(a) To improve waterway transport along the southern coast of the Pacific Region	Travel time savings per trip using navigation aids and rehabilitated/upgraded floating docks.
	Number of trips per month due to improved infrastructure, disaggregated by gender.
(b) To improve coverage and quality of service of water supply and sanitation services in participating municipalities	People in urban areas provided with access to improved water sources under the project, of which women (% coverage), of which poor (% coverage).
	People in urban areas provided with access to "improved sanitation facilities" under the project, of which women (% coverage), of which poor (% coverage).
	Water quality poses no risk for human consumption in the participating municipalities. ¹⁵

D. Project Description

Component 1: Improving waterway transport along the southern coast of the Pacific Region (US\$ 24.5 million, of which US\$ 24.0 million IBRD).

(a) Subcomponent 1.1: Improving waterway navigation and safety (US\$ 3.1 million, of which US\$ 2.6 million IBRD). This subcomponent will reduce the travel time, improve the reliability, and safety of waterway navigation (215 km) between the municipalities of Francisco Pizarro (Nariño) and Guapi (Cauca) saving travel time and operational costs. The project will finance the updating of final designs, works, equipment, supervision, independent monitoring, bathymetric survey and navigation charts, navigation aids (buoys), transport signaling,¹⁶ maintenance and unforeseen costs.¹⁷ The GoC (through the maritime authority, DIMAR) will contribute US\$ 0.5

¹⁵ This indicator is measured using the Index of Water Quality Risk for Human Consumption (*Índice de Riesgo de la Calidad del Agua para Consumo Humano*, IRCA) regulated by the Ministry of Health. Water is considered to pose no risk to human consumption when the IRCA rating is below five.

¹⁶ It will also help to set up a safe and trackable route, identification of main locations, and services available along the route.

¹⁷ Unforeseen costs associated with delays and logistics are expected in all the components, given the context of the Pacific Region.



million for the implementation and maintenance of navigation aids.

- (b) Subcomponent 1.2: Improving access to waterway transport in participating municipalities (US\$ 21.4 million, all IBRD).** This subcomponent will improve safe access to waterway transport, increase the window of navigation, reduce waiting time, and increase the number trips per month. The project will finance floating docks in participating municipalities and complementary facilities for passengers and cargo, including final designs for floating docks¹⁸ (with consideration given to gender and people with disabilities), the implementation of the environmental and social management plans, works, land acquisition and resettlement costs (for two floating docks and 3 km road access), maintenance and unforeseen costs, supervision, and independent monitoring.

Component 2: Improving water supply and sanitation services in participating municipalities: (US\$ 14 million, all IBRD). This component will finance the provision of works, goods, services, technical assistance, training, land acquisition, and unforeseen costs to improve water supply¹⁹ and sanitation coverage and service quality in the urban areas of the participating municipalities. It will also support works supervision (*interventoria integrada*) to ensure the technical quality and the inclusion of environmental, climate change, gender, citizen engagement, and social criteria. The municipalities of El Charco (Nariño) and Timbiqui (Cauca) have been identified for WSS investments on the basis of: (i) number of beneficiaries and poverty level, (ii) need to ensure provision of integrated services (water and sanitation), (iii) amount of investment, and (iv) readiness.

- (a) Subcomponent 2.1: Improving water supply services in participating municipalities (US\$ 5.6 million, all IBRD).** This subcomponent will finance, inter alia, the following activities: (i) preparation of water supply master plans, final designs,²⁰ and environmental instruments; (ii) rehabilitation/construction of adequate water supply systems, including new water-intake floating structures and related water mains, new water treatment plants, upgrading of pumping and storage facilities, distribution networks and public water supply facilities, macro and micro metering and pressure-monitoring systems, and intra-domiciliary connections; and (iii) works supervision (*interventoria integrada*).

- (b) Subcomponent 2.2: Improving sanitation services in participating municipalities (US\$ 8.4 million, all IBRD).** This subcomponent will finance, inter alia, the following activities: (i) preparation or optimization of the sewer master plans, detailed designs, and environmental instruments; (ii) rehabilitation/construction of wastewater systems, including adequate wastewater treatment solutions (envisioned to discharge into the nearby rivers), main collectors, pumping stations, force mains, secondary networks, intra-domiciliary connections; (iii) public sanitation facilities and solutions for hard-to-reach areas and stilt houses;²¹ and (iv)

¹⁸ The GoC is preparing final designs and environmental and social management plans for one floating dock for the department of Nariño.

¹⁹ Improved water supply efficiency and new intake structures will contribute to adaptation to climate change. According to thinkhazard.org, climate change model projections are inconsistent in their estimates of change in drought hazard, which influences water scarcity. The present hazard level may increase in the future due to the effects of climate change. It would be prudent to design projects in this area to be robust to cope with increased drought hazard and water scarcity in the long term.

²⁰ Final designs will take into account climate change and gender considerations.

²¹ This will help reduce the high risk of fecal pollution due to projected high hazard for coastal flooding/landslides due to



works supervision (*interventoria integrada*).

Component 3: Capacity building and institutional strengthening for waterway transport operators and WSS service providers (US\$ 2.0 million, all IBRD).

- (a) **Subcomponent 3.1: Strengthening waterway transportation (US\$ 1.0 million, all IBRD).** This subcomponent will support and strengthen the capacity of the authorities (Ministry of Transport and DIMAR) and operators to: (i) develop and update comprehensive waterway transport regulations for rivers and estuaries to improve formal and safe transport operations and their enforcement mechanisms; (ii) strengthen transport operators to improve skills and capacities (including knowledge on gender-based violence [GBV] prevention in public transportation with gender perspective); (iii) support the preparation of a regional transport plan, pre-feasibility intermodal studies, traffic data collection; and satisfaction surveys to track results and feedback on safety and quality of waterway transport services (before and after the interventions) in selected target groups (gender, the elderly and people with disabilities).
- (b) **Subcomponent 3.2: Strengthening WSS provision (US\$ 1.0 million, all IBRD).** This subcomponent will finance goods, equipment, services, technical studies, training and learning exchange activities to support and strengthen the capacity of authorities and WSS service providers to develop or update and implement: (i) long-term, climate-change and gender-informed WSS institutional and operational management models; (ii) WSS service emergency and contingency plans; (iii) demand management and non-revenue water management programs to improve WSS service providers' performance; and (iv) social mobilization, citizen engagement, and communications activities for water and sanitation. It will also support the preparation of WSS master plans and the optimization of the existing WSS designs in additional municipalities under the PTSP.

Component 4: Project management and environmental and social management. (US\$ 1.90 million, all IBRD). Provision of goods, technical assistance, and training of the Program Implementation Unit (UNGRD) for efficient implementation of the project.

E. Implementation

Institutional and Implementation Arrangements

The GoC has created a centralized institutional model to implement the *Plan PAZcifico* projects financed by multilaterals. The GoC created a dedicated trust fund, *Fondo para el Desarrollo del Plan Todos Somos PAZcifico (FDTSP)*, to manage the lending resources. FDTSP has delegated the implementation of projects to UNGRD and the *Fiduprevisora Sociedad Anonima*,²² (which is the fiduciary agency and the legal representative for the loan agreement). Even though the arrangement is centralized, municipal coordination offices will be established and local communities and municipalities will be involved through agreements in the overall investment and operational approach. An inter-sectorial arrangement with the participation of the Ministerio de Vivienda, Ciudad

climate change.

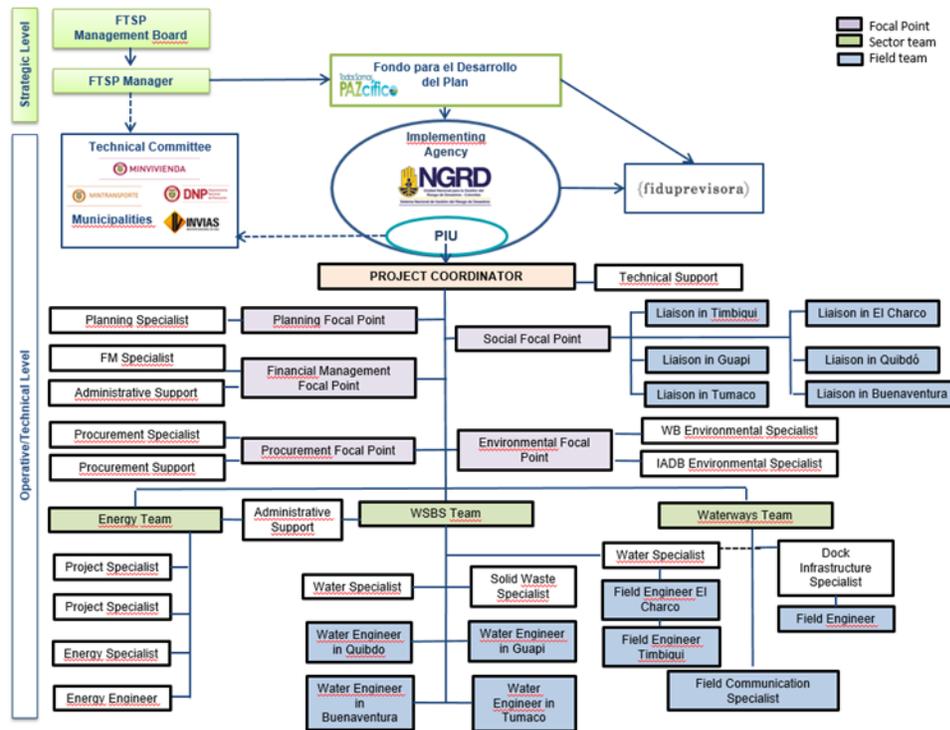
²² Decree # 2121, November 3, 2015.



y Territorio (MVCT) and the Instituto Nacional de Vias (INVIAS) has been set up to facilitate the approval of final designs and support project supervision. When the works are completed, the FDTSP will transfer the infrastructure to INVIAS (navigation and floating docks) and the municipalities (WSS).

The UNGRD has hired a program coordinator to lead the implementation of the projects and part of the core team. Key senior staff has been hired to support the implementation of the projects financed by multilaterals. The WB has advised to include, as part of the field staff, qualified social specialists and a communications specialist (to facilitate communications between the Project and the involved communities). In addition, the establishment of agreements between the UNGRD, national institutions, the Departments of Nariño and Cauca, and the municipalities helps articulate national and subnational efforts to facilitate the readiness, approval processes, licenses, consultation, supervision of works, and the transfer of assets.

Figure 2. Implementation arrangement



Source: Government of Colombia

Results Monitoring and Evaluation

The monitoring and evaluation system is designed to ensure that the project is implemented in accordance with the objectives and expected results. The project's progress will be assessed and documented in progress reports that will include the updated annual plan of works and activities. The UNGRD will prepare the reports in coordination with the Ministry of Transport (MT), DIMAR, and the Ministry of Housing, City and Territory (MVCT). These semiannual reports will be submitted to the WB.



F. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

The project is located in the south coast of Pacific Region of Colombia, comprising the areas between the Departments of Nariño and Cauca. The waterway connects the Pacific Region and operates under unsafe conditions for 5-hour navigation per day. The direct area of influence of the project corresponds to urban areas in the participating municipalities, where docks, water and sanitation infrastructure will be located. The works do not require environmental licenses under Colombian legislation, however, some activities can require environmental permissions (riverbed occupancy, water concession and forest used). The Project will benefit 147,000 inhabitants in participating municipalities along the southern coast of the Pacific Region. The quality of life of residents in these areas is expected to improve significantly through increased better access to waterway transport and coverage and quality of water and sanitation services and overall reduction in pollution in both the cities and associated water bodies, resulting in improved public health and income generating possibilities. The Project activities are focused in the urban or semi-urban environments in the Departments of Nariño and Cauca. The Project area is characterized by a rich biodiversity and diverse topography. In environmental terms, the overall area includes some mangrove forests, where the municipalities of Lopez de Micay, Timbiqui and Guapi have prepared Environmental Zoning Studies for Mangroves in 2009. The Project works will not be near the mangroves areas and should not have adverse environmental effects and impacts on these ecosystems, including the National Natural Park of Sanquianga.

G. Environmental and Social Safeguards Specialists on the Team

Carlos Vargas Bejarano, Environmental Safeguards Specialist
Carlos Alberto Molina Prieto, Social Safeguards Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project is expected to generate important environmental sustainability and public health benefits in El Charco and Timbiqui through the elimination of (i) latrines and septic pits that contaminate surface water and groundwater sources; (ii) discharge of municipal wastewaters into



surface water sources and beaches; (iii) the contamination of the drinking water network due to infiltration of domestic wastewater from septic tanks and latrines; and (iv) the practice of waste water disposal in streets in urban areas and public roadways. Investments financed by the project are expected to improve the quality of life in the municipalities of El Charco and Timbiqui, as well as increase property values.

In the case of aqueduct and sewerage projects, no significant environmental impacts are expected. Impacts can be prevented and controlled by standard environmental control measures, since works such as aqueduct and sewage are located mainly in urban areas (populations less than 10,000 inhabitants). The main impacts are expected in the construction phase, where land movements will be carried out on urban roads and platforms, which will cause temporary interruption in the movement of people and vehicles.

The wastewater treatment plant will generate noise and odors during operation. The location of the discharge points of the treated wastewater is also relevant. These should be located as far away as possible from urban areas, considering that in the municipalities there is a significant variation in the levels of the sea and rivers, which can generate backflow of the mixing zone (mass of water in the river with high pollution). This would affect the quality of water in the urban area. All environmental measures required in the design and construction phase have been established in the Environmental Management Framework (EMF). The EMF incorporates environmental criteria for the designs and construction, in accordance to World Bank regulations.

With regard to the construction, rehabilitation, and/or improvement of docks, the project will have the following benefits: (i) travel time savings; (ii) reduce waiting time and increase the number of trips; (iii) improve safe access to waterway transport; and (iv) strengthen the capacity of operators on safe transportation. During



construction

the environmental impacts will be temporary and limited to the area of works. The following environmental impacts are expected: (i) impairment of the physical-chemical quality of the bodies of water associated with the excavation of the bottom sediment; (ii) effect on air quality by emissions of gases and noise, due to the use of machinery and equipment for construction; (iii) possible damage to natural water bodies, conflicts with neighbors due to demolition and generation of debris; and (iv) inconvenience to the community due to interference with the movement of passengers and cargo in the current docks. In the operational stage of the docks, the main environmental impacts are related to oil spills and fuel, as well as garbage in natural water bodies.

The project is categorized as environmental Category "B." The project works (sub-projects) are considered not to present significant environmental impact. Any impact can be mitigated through standard measures.

Detailed designs and site selection for all civil works will be completed during project implementation. As such, the UNGRD prepared an EMF to assess and manage the environmental impact of the proposed sub-projects. The EMF includes baseline data; policy, legal, and institutional framework; identification of environmental impacts; mitigation measures; and control and supervision measures as well as the environmental management instruments for the construction of docks, aqueducts, and sewage systems. These instruments will be applied to ensure that each activity has a tool to control the environmental and social impacts of the project, and allows the PIU adequate supervision and control.

The EMF annexes include guidelines that are required to comply with the World Bank's Environmental Safeguards.

The EMF identified potential environmental risks during the construction phase, such as disruptions to traffic and noise associated with construction



machinery and activities; possible impacts on water bodies associated with earthworks and wastewater generated from construction activities; emissions of particulate matter by earthworks and removal of vegetation cover; and community resistance to land acquisition, passenger/cargo traffic controls and water metering. The impacts during the construction phase will be temporary while the works are carried out. During the operation phase, the potential risks include unpleasant odors and noise from the operation of sanitation facilities; inadequate sludge management; and wastewater effluent discharges. All adverse impacts of the project are expected to be managed using known technology, good practices, and management solutions.

One of the environmental management instruments established by the EMF is the Environmental Management Plan (EMP), which needs to be prepared during the design stage and requires World Bank approval, prior to the start of construction. Taking into account the types of works to be carried out, two EMPs are required: (i) for the master plans of aqueduct and sewerage; and (ii) for the construction and operation of docks.

The EMP should contain a description of the works to be developed, the use and exploitation of the natural resources to be used by the project (including their emissions), the environmental characterization of the area of influence of the project and/or activity, and the environmental and social management programs. The EMP should contain management measures for each component of the environment (geosphere, atmospheric, biotic and socioeconomic) that are necessary to prevent, mitigate, and control the impacts identified in the environmental assessment, with the respective costs.

Final drafts of the EMF have been disclosed on the World Bank's external website and published on the UNGRD's website in June 2017. The EMF of the project has been socialized/consulted in the following scenarios and dates: (i) National Government, entities INVIAS, DNP, May 2, 2017; (ii)



National Government, entities DNP, MVCT, INVIAS; Ministry of Transportation, June 8, 2017; (iii) regional public consultation with the mayors of the municipalities: El Charco, La Tola, Santa Barbara de Iscuandé, López de Micay and Mosquera and the Association of Municipalities of the Pacific Coast (ASOMPAS), June 14, 2017; and with the municipalities of el Charco and Timbiqui, July 31 and August 1, 2017. Final version of EMF has been disclosed on August 17, 2017 by UNGRD and World Bank websites.

Water quality standards will follow the WBG's Environmental, Health, and Safety (EHS) Guidelines. Supervision reports and monitoring results will be disclosed to the public on the PIU website, as well as on the municipalities' websites.

Natural Habitats OP/BP 4.04

Yes

While no significant negative impacts on natural habitats, including in particular mangroves, are anticipated by project works, this policy is triggered given environmental regulations restrict infrastructure works in protected areas. Regional Autonomous Corporations (CARs) will verify that the construction and operation of water supply, sanitation infrastructure and docks, does not unduly impact protected areas or sensitive ecosystems (based on Decree number 1076 of 2015). Additionally, the EMF includes an annex that establishes environmental criteria for the location of civil works and clearly outlines relevant restrictions. CARs also verify compliance with wastewater discharge permits, as well as proposed sites and impacts of sewerage systems and wastewater treatment plants. The environmental assessment and management will be part of the instruments developed under OP/BP 4.01

Forests OP/BP 4.36

Yes

This policy is triggered because mangrove forests are present in the municipalities of El Charco, Timbiqui, López de Micay, La Tola, Mosquera, Olaya Herrera (Bocas de Satinga), and Santa Bárbara de Iscuandé. However, all infrastructure will be designed in such a way as to prevent any adverse impacts on the mangrove or any other forests through proper site selection. Decree No. 1076 of 2015 restricts the



		construction of infrastructure in protected areas or sensitive ecosystems. The EMF includes an annex that establishes environmental criteria for the location of civil works and clearly outlines relevant restrictions. The environmental assessment and management will be part of instruments developed under OP/BP 4.01.
Pest Management OP 4.09	No	This safeguard will not be triggered as no pesticides will be used and the project will not lead to increased/changed use of pesticides.
Physical Cultural Resources OP/BP 4.11	Yes	This safeguard is only triggered in a preventive manner. Based on a preliminary assessment, it is unlikely that physical cultural resources would be found in the areas directly affected by the sub-projects. As a precaution, the EMF includes preventive measures and protocols for chance finds.
Indigenous Peoples OP/BP 4.10	Yes	The project interventions are: (i) water and sanitation works located in the urban areas of two selected municipalities; and (ii) construction of docks in selected municipalities (El Charco, Mosquera, La Tola, Olaya Herrera, Santa Barbara Timbiqui, and Lopez de Micay). OP 4.10 policy will be triggered because in some of these municipalities there are Consejos Comunitarios and/or Resguardos Indigenas, which may eventually be subject to intervention (Bocatoma Acueducto). Therefore, an Indigenous People Plan (IPP) was prepared and consulted prior to project appraisal. In addition, an Information, Communication and Participation Plan was prepared and consulted prior to project appraisal and will be implemented.
Involuntary Resettlement OP/BP 4.12	Yes	The project and the current status of the design does not identify needs for the purchase of land or expropriation. However, this safeguard policy is activated keeping in mind the possibility that land will be required for the construction of the docks or other infrastructure. A Resettlement Policy Framework (RPF) was prepared, consulted, and disseminated prior project evaluation. The RPF was consulted in the field in the following dates: El Charco (July 31, 2017) and Timbiqui (August 1, 2017). Sixty three percent were representatives from the "Consejos Comunitarios, Resguardos



		Indigeneas" and community associations.
Safety of Dams OP/BP 4.37	No	The project will neither support the construction or rehabilitation of dams nor will it support other investments which rely on the performance of existing dams.
Projects on International Waterways OP/BP 7.50	No	Given the location, the project will not affect international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The Project will not finance activities in disputed areas as defined in the policy.

KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. Summary of Key Safeguard Issues

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

The project is expected to generate important environmental sustainability and public health benefits in the municipalities of El Charco and Timbiqui through the elimination of: (i) latrines and septic pits that contaminate surface water and groundwater sources; (ii) discharge of municipal wastewater into surface water sources and beaches; and (iii) the contamination of the drinking water network due to infiltration of domestic wastewater from septic tanks and latrines. Investments financed by the project are expected to improve the quality of life in these municipalities, as well as to increase property values.

In the case of docks, aqueduct, and sewerage projects, the location and final designs will be completed during project implementation. An Environmental Management Framework (EMF) has been agreed upon and the EMF will guide the prevention and mitigation of potential environmental impacts through specific measures. An important aspect to consider is the location of the wastewater treatment plants, which will generate noise and odors during operations. Due to this fact, it is recommended that the plants be in areas of low population density and incorporate areas of environmental damping. All environmental measures required for the design and construction phase have been established in the EMF. This safeguard instrument incorporates the environmental criteria required for the designs and construction, in accordance to World Bank regulations.

The project will have the following benefits related to the construction, rehabilitation, and/or improvement of docks: (i) save travel time; (ii) reduce waiting time and increase number of trips; (iii) improve safe access to waterway transport, in particular for women; and (iv) strengthen the capacity of operators on safe transportation. The environmental impacts during the construction phase will be of low magnitude and temporary, since these impacts will be limited to the area where the works will be executed.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
As indicated above, the project's long-term environmental impact is expected to be positive.

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

The EMF outlines the range of environmental studies to be conducted for the project, including analysis of alternatives for the sub-projects. The EMF includes guidelines for the preparation of alternative site analysis based on Colombian environmental regulations and World Bank safeguards procedures.



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.

The UNGRD prepared an EMF to assess and manage the environmental impact of the proposed sub-projects. The EMF includes baseline data; policy, legal, and institutional frameworks; identification of environmental impacts; mitigation measures; and control and supervision measures. As well as the environmental management instruments for the designs and construction of docks, aqueducts, and sewage systems to ensure the control of the environmental and social impacts of the project, and allows the PIU an adequate supervision and control. The EMF annexes present guidelines to address properly the potential environmental impacts through the preparation of Environmental Management Plans (EMP), in compliance with World Bank's Environmental Safeguards. EMP guides on: environmental permits; environmental criteria for the location of works, occupational health, and safety; environmental obligations of contractors; and a guide for the supervision and/or environmental audit of sub-projects, among others. The EMP and the EMF (Chapter 8) establish the roles and responsibilities of the entities for monitoring and tracking the environmental and social aspects of the project. These arrangements are in compliance with World Bank and Colombian regulations. To further strengthen capacities, the project will provide technical assistance to the PIU, municipalities, contractors, and operators, and the World Bank will closely supervise the application of safeguards policies.

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

Completed drafts of the EMF have been disclosed on the World Bank's external website and published on the UNGRD's website in June 2017. The EMF of the project has been properly socialized by the UNGRD in the following scenarios and dates: (i) National Government entities: INVIAS, DNP; May 2, 2017; (ii) National Government, entities DNP, MVCT, INVIAS; Ministry of Transportation, June 8, 2017; (iii) regional public consultation with the mayors of the following municipalities: El Charco, La Tola, Santa Barbara de Iscuandé, López de Micay, and Mosquera, and the Association of Municipalities of the Pacific Coast (ASOMPAS), June 14, 2017; (iv) public consultations with the municipalities of El Charco and Timbiqui, July 31 and August 1, 2017. With regard to the scope of the EMF, participants agreed with the responsibilities and institutional agreements proposed, as well as with the proposed environmental management instruments. As part of the socialization process, a virtual consultation of the EMF and social safeguard instruments of the project was carried out. These documents were sent to the entities that participated in the public consultation. Comments have been received through the e-mail pazcifico@gestiondelriesgo.gov.co and the account of the manager of the Plan Todos Somos Pacifico (PTSP) and incorporated in the safeguard instruments. The final version of the EMF and social safeguard instruments have been available since August 17, 2017, at <http://portal.gestiondelriesgo.gov.co/Paginas/Gestion-ambiental-y-social-PTSP.aspx> and on the World Bank external website since August 18, 2017. The Government of Colombia will make hard copies of relevant safeguards documents available at an accessible location for people affected by the project.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank	Date of submission for disclosure	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
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17-Aug-2017	18-Aug-2017					
<p>"In country" Disclosure Colombia 17-Aug-2017</p> <p>Comments The EMF has been disclosed in the following website http://portal.gestiondelriesgo.gov.co/Paginas/Gestion-ambiental-y-social-PTSP.aspx.</p>						
<p>Resettlement Action Plan/Framework/Policy Process</p> <table border="1"> <tr> <td>Date of receipt by the Bank</td> <td>Date of submission for disclosure</td> </tr> <tr> <td>17-Aug-2017</td> <td>18-Aug-2017</td> </tr> </table>			Date of receipt by the Bank	Date of submission for disclosure	17-Aug-2017	18-Aug-2017
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17-Aug-2017	18-Aug-2017					
<p>"In country" Disclosure Colombia 17-Aug-2017</p> <p>Comments The Resettlement Policy Framework has been disclosed in the following website http://portal.gestiondelriesgo.gov.co/Paginas/Gestion-ambiental-y-social-PTSP.aspx.</p>						
<p>Indigenous Peoples Development Plan/Framework</p> <table border="1"> <tr> <td>Date of receipt by the Bank</td> <td>Date of submission for disclosure</td> </tr> <tr> <td>17-Aug-2017</td> <td>18-Aug-2017</td> </tr> </table>			Date of receipt by the Bank	Date of submission for disclosure	17-Aug-2017	18-Aug-2017
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<p>"In country" Disclosure Colombia 17-Aug-2017</p> <p>Comments The Indigenous People Plan has been disclosed in the following website http://portal.gestiondelriesgo.gov.co/Paginas/Gestion-ambiental-y-social-PTSP.aspx.</p>						
<p>C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)</p> <p>OP/BP/GP 4.01 - Environment Assessment</p> <p>Does the project require a stand-alone EA (including EMP) report?</p>						



No

OP/BP 4.04 - Natural Habitats

Would the project result in any significant conversion or degradation of critical natural habitats?

No

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

OP/BP 4.11 - Physical Cultural Resources

Does the EA include adequate measures related to cultural property?

Yes

Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?

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?

Yes

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

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

OP/BP 4.36 - Forests

Has the sector-wide analysis of policy and institutional issues and constraints been carried out?

Yes

Does the project design include satisfactory measures to overcome these constraints?

Yes

Does the project finance commercial harvesting, and if so, does it include provisions for certification system?

No



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

CONTACT POINT

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Borrower/Client/Recipient

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APPROVAL

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Approved By

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Country Director:	Jutta Ursula Kern	04-Oct-2017